

**COVER STORY: UBER
COMPENSATION CLAIM
SECURES FUNDING** NEWS Page 3

DBS DEBACLE
ANTHONY STREET Page 8

**SUZANNE SULLIVAN TALKS YELLOW
BOXES AND BROOMING** Page 14



12th March 2024 #560

BLACK CABS V UBER CLAIM MOVES AHEAD

RGL BULit21 SECURES HUGE LEGAL FUND TO TAKE THE FIGHT TO UBER

The Uber logo, consisting of the word "uber" in its signature white lowercase font, is centered on a black rounded square. The background of this square is covered in a network of white, jagged lines radiating from the center, resembling a shattered or cracked surface.

The logo for RGL BULit21, featuring the text "RGL" in a large, bold, blue sans-serif font above "BULit21" in a smaller, bold, blue sans-serif font. To the right of the text is a small blue icon of an eagle's head. Below the text, in a smaller font, is the phrase "Black Cabs v UBER Litigation 2021". The entire logo is contained within a light blue, rounded rectangular shape that resembles a bullet or a missile.

Black Cabs v UBER Litigation 2021

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Inside... 12.03.24

- 3 | News
- 5 | Steve McNamara
- 6 | Paul Brennan
- 8 | Anthony Street
- 12 | Paul Kirby
- 14 | Suzanne Sullivan
- 16 | Wim Faber
- 18 | So You Think You Know London?
- 20 | Phil Brown
- 22 | What's On? West End
- 24 | **EXCLUSIVE:**
Taxi Charity
- 27 | Puzzler
- 30 | Musher Meg
Puzzler answers

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STREATHAM WELLS LTN SUSPENDED

Lambeth Council has suspended the hugely unpopular Streatham Wells Low Traffic Neighbourhood (LTN) in response to concerns raised by residents and overwhelming evidence that it was causing long delays on main roads. The A23 had become extremely congested along with other main roads bordering the LTN, which had seen an eight per cent increase in traffic. The LTN was also causing significant delays for public transport, specifically buses in the area, which was cited by the Council as the main reason for the decision.

Announcing the decision, Lambeth Council said: *"Lambeth Council will suspend the Streatham Wells Low Traffic Neighbourhood (LTN) trial in response to concerns about public transport delays and anticipated disruption from planned Transport for London (TfL) construction works on the A23 starting later this spring."*

This came a week after Mayor of London, Sadiq Khan, faced questions about the impact of the LTN and admitted that it was *"not working"* and was *"causing huge problems"*. Cycling campaigners and Lambeth Living Streets have unsurprisingly condemned the decision and called for a timeline for the reintroduction of the LTN, once planned works on the A23 are completed.

A recent article in *The Times* highlighted the impact of schemes like this one on bus journey times and the problems for bus drivers. The article referenced TfL figures showing that since the LTN was introduced some buses were taking three quarters of an hour to travel a mile along one of its boundary roads, a journey timetabled to last only 11 minutes. *"In one case a bus took 55 minutes to travel two stops when it normally takes 4 minutes."* Another bus was reported to have *"taken more than two hours to travel less than three miles on the A23."*

BULit21 SECURES FINANCIAL BACKING

The RGL Black Cab v Uber Litigation (BULit21) has taken a significant step forward, with RGL management announcing that it has successfully secured a whopping £14.7 million in litigation funding, for its legal battle against global ride-hailing giants, *Uber*.

The lawsuit, known as the RGL BULit21 claim, seeks to recover losses incurred by taxi drivers due to Uber's operations from June 2012 to March 2018. In an effort to safeguard claimants' financial interests, RGL BULit21 has secured the necessary funding and After The Event (ATE) insurance, which according to RGL, ensures that all legal costs for the nearly 11,000 taxi drivers involved will be covered, regardless of the lawsuit's outcome. The arrangements now in place also include a reduction in the funder's profit share from 30% to 27.5%, which would mean an increase in the potential payout for each driver involved in the claim. It is estimated that each individual taxi driver's claim could be worth up to £25,000 before fees are taken, which would work out around £18,000 per driver.

The legal action is brought by leading law firm, Mishcon de Reya, which will now look to bring the first batch of claims to the High Court.

Drivers who meet the criteria as potential claimants are still being invited to join the litigation and any licensed London taxi driver who worked between June 2012 and March 2018 is eligible to do so. It is expected that applications will close in May. You can find out more and register here: www.bulit21.com/registration

Elsewhere, an *Uber* spokesperson claims its attempts to launch a black cab option on the app are going *"as planned"*. The App had previously committed to launching the service *"in early 2024"* and from what we've seen, they've made very little progress. The *Uber* spokesperson claimed that they have been *"meeting drivers at roundtables and in-person events where the feedback has been very positive"*, but taxi trade sources suggest *Uber's* focus has been on targeting drivers to recruit via social media after efforts to hand out flyers on cab ranks were met with strong resistance from the trade and criticised for failing to adhere to safety regulations.

Remember the only way they can make this work is if London's finest make the choice to work for them and we can't see that happening given *Uber's* track record and everything that's happened in London.

FUEL DUTY FREEZE EXTENDED AND NATIONAL INSURANCE CUT

Last week's Spring Budget didn't deliver on some of the big things that many in the licensed taxi trade had been calling for such as removing VAT on the purchase of wheelchair accessible taxis, but it did include some measures that could potentially benefit cabbies. These included extending the temporary 5p cut in fuel duty rates for a further 12 months until March 2025, as well as cancelling the planned inflation increase in fuel duty for 2024-25, which *"taken together, this will maintain fuel duty rates at current levels for another year and represents a reduction of around 7p per litre for main petrol and diesel rates in comparison to previous plans."* The Chancellor also announced that from 6th April 2024, the main rate of National Insurance contributions for the self-employed will be reduced from 8% to 6% and he also increased the VAT registration threshold from £85,000 to £90,000 from 1st April 2024.



Black Cabs v Uber - Litigation Commencing Time is Short - Join Today!

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London Black Cab drivers between June 2012 and March 2018 can join

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*If you receive newsletters you have already registered



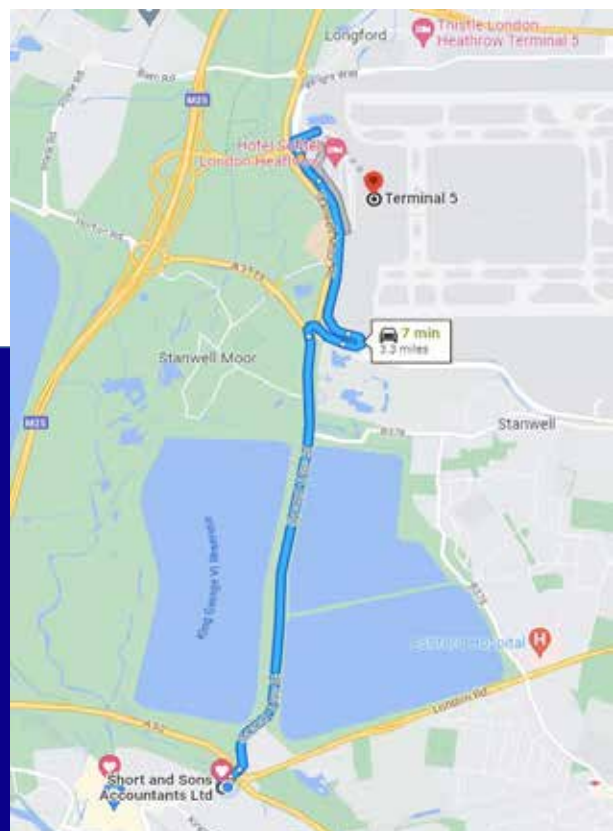
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Return to Common Sense?

I think there is an acceptance at TfL, that they have been overzealous and have interpreted their own guidelines, and those set out by the government and the Institute of Licensing too rigidly.

Steve's comment

I recently attended a TfL meeting of all the taxi trade groups and various representatives from the private hire trade to discuss the impact on the new driver policy. We've been pushing TfL for action on this for a while now. The meeting was called following the exposure given to the policy at the recent GLA transport committee meeting and complaints raised by the LTDA.

A more sensible approach

I had already been informed that the '3 points and out' policy, which related to what TfL deemed to be 'serious offences' had been scrapped, but our concerns over the '6 points and you're out' policy remain as relevant as ever, and I was able to once again highlight the impact the policy is having on our members.

It came as no surprise that the other trade groups both taxi and PHV were experiencing similar problems.

My main ask was first and foremost that TfL return to a more sensible policy and throw out these new rules or that at the very least (or an important starting point) that they reintroduce discretion and common sense into all licensing decisions. I explained the need to consider a driver's previous history, personal circumstances and the specific details of the offence and not apply the blanket 'computer says no' type decision making we have seen recently, harshly penalising drivers many of whom have never previously put a foot wrong.

Change?

I think there seems to be an acceptance at TfL, that they have been overzealous and have interpreted their own guidelines and those set out by the government and the Institute of Licensing, too rigidly, resulting in some very draconian and unfair decisions.

We will be keeping a close eye on what happens next and



continue to pressure TfL to deliver on this. I hope to be able to report some further news on this shortly but for now I can say we are already starting to see a shift in some of the most recent licensing and appeal decisions.

We are however still seeing an increase in the number of complaints made against members. Many are totally unjustified and result from camera footage from cyclists, others from pedestrians or even other motorists. If you get a complaint of any sort, please do not reply yourself, speak to one of our team and get the benefit of the LTDA's advice and experience – that's what we are here for!

We work for you

Our licensing, medical and legal teams are always available to assist members and it is essential that you contact us the moment you receive any communications from the Police or TfL that threaten any legal or licensing action. We work for you, please help us to help you, by contacting us at the earliest opportunity.

LPG troubles

Over the years there have been various incarnations of LPG conversions to cabs. I had one for a while in the early nineties, and whilst mine was OK, I was aware that problems were rife with overheating and breakdowns. Some of the later conversions were better than others and the last batch, which were primarily done to extend the life of the cab to 15 years, were typical, insofar as some drivers had mega problems, whilst some were bullet proof.

Last week, TfL called in a number of LPG converted cabs, inspected them and subsequently suspended the licences on the cabs concerned. It would appear that it's a very small number of generation/stage 3 cabs converted by VRS in the Midlands and that TfL have concerns over the braking systems.

There is also an issue over whether type approval was actually ever given for the generation/stage 3 conversions. The LTDA has been made aware by some members that it now appears some generation/stage 3 conversions were wrongly branded with stickers and paperwork, identifying them as generation/stage 2. If these cabs had been correctly identified as stage 3, they would never have been approved.

We are currently talking to the members concerned, TfL and VRS to try to resolve the problem. ■ LTDA





Do Something About It

It's quite embarrassing that even council officers are now saying to me, "You guys [taxi drivers] sure moan a lot, but we never get more than a few responses from taxi drivers."

Top rank

We had lots of calls about the liveable Holborn plans by Camden council highlighted in my last article and how if implemented chaos will inevitably follow and my response was simple, we'll be objecting to this every way we can, but what will you do?

I've written many hundreds of words asking you all to complete responses, but we are still not seeing the numbers of responses we need to make a real difference.

It's quite embarrassing that even council officers are now saying to me, "you guys [taxi drivers] sure moan a lot, but we never get more than a few responses from taxi drivers." Meanwhile, other groups (cyclists) respond in their hundreds. So, why are we surprised that they get what they want, and we seldom do?

I know some will ask, why can't we just give you template responses to send? Well, the problem is, when we've done that in the past, the Boroughs and TfL have noticed that they are all the same and the responses get dismissed or aren't counted in the same way that the individual responses by cyclists are. So, this isn't always the best way. I do try to provide some of the key points you need to make wherever I can. Ultimately, all you need to do is to submit a response saying taxis need access to these schemes to be able to provide an effective service as a key part of the public transport network.

So, I'm not going to write another long piece. I'm simply going to say, don't like what you see? Want access? Then do a response. **LTDA**



Here are some consultations you can respond to, if you haven't already.

bit.ly/3PytapN



bit.ly/4377bLU



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Resolving DBS Debacles

The exchange between LTDA and TfL underscores the need for effective communication and collaborative problem-solving in navigating regulatory changes affecting drivers' livelihoods.

Streets ahead

When the new licensing requirement came into effect that drivers needed to subscribe to the DBS update service on 26th February 2024, what we didn't anticipate was that drivers who had already completed their DBS and applied for a licence, would be impacted.

Unexpected impact

This unexpected consequence has created real concern and stress for drivers like Mr Gold, whose case my colleague Rob brought to my attention. He did everything right at the time but now faces a delay that could cost him his ability to work and earn a living.

The LTDA immediately sought clarification from TfL to try to clear up the confusion using example cases where drivers, such as Mr. Gold encountered unexpected issues, despite completing the necessary procedures before the 26th February. Unfortunately, TfL explained that any driver whose licensing application hadn't yet been processed, even if they had

already completed their DBS and applied prior to 26th February, would not be able to progress, unless they subscribed to the Update Service.

Finding a solution

We've since been corresponding with TfL to try to find a solution which protects these members' livelihoods. We shared our concerns and explained that drivers had simply misunderstood the new requirement, been confused by what they needed to do online or missed emails, asking for TfL to show them some compassion.

I explained that I was deeply troubled to observe that TfL seemed poised to potentially sideline several drivers due to what could be taken as minor misunderstandings. I proposed a pragmatic interim solution that would allow affected drivers to continue their work while fulfilling the necessary DBS requirements. I noted that TfL already possesses the most recent DBS certificates affirming that these drivers have complied with the criminal record check and are therefore 'fit and proper' to be licensed and suggested implementing a temporary licensing provision. This would enable drivers to continue their

operations while simultaneously completing another DBS application and joining the Update Service as mandated.

I explained that if TfL did not put such a process in place, the financial strain and emotional toll that this situation imposes on drivers and their families would be grossly unfair.

TfL responded by reaffirming the requirement for drivers to subscribe to the DBS update service, emphasising that it is now a condition for obtaining or renewing a taxi licence. They did however assure us that they are proactively communicating with potentially affected individuals so they can take action to correct their mistake before their current licence expires.

Interim solution

To support drivers who find themselves in these circumstances TfL have now put an interim solution in place. Impacted drivers will need to apply for a new DBS – and subscribe to the DBS Update Service when they get their E Number. They will then need to send TfL evidence of having done both of these things. As long as everything else is in place (in terms of licensing materials), and as long as the DBS that they have done already is clear – their application will progress.

If you find yourself in this position please contact the LTDA and we can help you do this and ensure that you have everything in place so that your application progresses.

The exchange between LTDA and TfL underscores the need for effective communication and collaborative problem-solving in navigating regulatory changes affecting drivers' livelihoods. It highlights the significance of understanding and accommodating drivers facing challenges in adapting to new procedures, while also ensuring compliance with licensing requirements.

What you need to do

Remember anyone who is now applying for a licence or to renew their licence must subscribe to the DBS Update Service. There are two windows of opportunity to do this:



- within 28 days of applying for your enhanced DBS check, using your 'E Number', or
- within 30 days of your enhanced DBS check being completed.

These are the ONLY opportunities you have to do this. If you miss these windows, the only way you can sign up to the Update Service is by applying for a new enhanced DBS check – essentially starting from scratch and paying the full fee again!

We would recommend that all drivers subscribe to the Update Service as soon as they have completed their application for an enhanced DBS and receive the 'E Number' and not wait for their DBS to come back. This prevents any delays.

Once you have signed up to the Update Service, TfL will be able to see that you have done this automatically, but to be extra sure we also advise members to note the Customer User ID you receive when you sign up the Update Service on their licence renewal form, to avoid any delays or confusion.

Maintaining a subscription

Finally, please be aware that it is also a licensing requirement that you maintain your subscription to the Update Service. This means that it is vital that you keep your card details up to date so they can take the £13 yearly fee when it comes time to do so. If the card you provided details for has expired since you first subscribed and the payment fails this can cause you issues later on, if you don't realise in time. Please ensure you keep your payment card details up to date to avoid any issues.

LTDA



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Empowering London's

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FREENOW

In the bustling streets of London, where Black Cabs are a part of the city's heartbeat, FREENOW is dedicated to championing this iconic taxi trade and bolstering its drivers. FREENOW is committed to helping Black Cab drivers maximise their earnings and supporting them in any areas that impact the industry.

Advocating for Black Cab issues

FREENOW has been advocating tirelessly for greater support for drivers, promoting policies that safeguard their livelihoods and preserve the rich heritage of London's Hackney Carriages.

As London's biggest Black Cab app, FREENOW ensures that its drivers' concerns are voiced to the appropriate governing bodies at both local and national levels. Most recently Mariusz Zabrocki, General Manager at FREENOW UK, spoke at the London Assembly Transport Committee, calling for Transport for London and local boroughs to improve road access for cab drivers.

He said: *"Low traffic neighbourhoods and bus lanes should always be open to Black Cabs. Restricted road access results in lost jobs, longer wait times and frustrations for drivers and passengers alike. Mariusz also raised the issue of the increasing costs associated with becoming a Black Cab driver in the capital, which puts the trade at risk."*

He commented: *"The perceived difficulty of the Knowledge of London exam and the high cost of vehicles has led to a decline in driver numbers in recent years. While we're providing a significant subsidy for the Knowledge students, it's crucial that the City Hall promotes the Knowledge of London and makes cabs more affordable to ensure the future of the trade. Black cabs shouldn't cost £400 per week to rent or up to £100,000 to buy."*

Making sustainability affordable

FREENOW recognises the importance of sustainability, especially in the context of London's environmental strategies, and is at the forefront of initiatives supporting the transition of Black Cabs to electric vehicles (EVs). In recent months, FREENOW called for government support to extend the Plug-in Taxi Grant and were delighted to see this confirmed on 21st February 2024.

This grant, providing up to £6,000 off the cost of a new electric Black Cab, signifies a significant step towards a greener future for London's transportation.

FREENOW's commitment to this cause doesn't stop there. The company offers a £2000 subsidy to help drivers switch to an electric vehicle, and has partnered with key dealers like Marshall to provide additional benefits like £2350 off the LEVC. FREENOW is committed to not only spearheading schemes that are environmentally friendly, but to also make them economically viable for FREENOW drivers.

Calling for fair policies

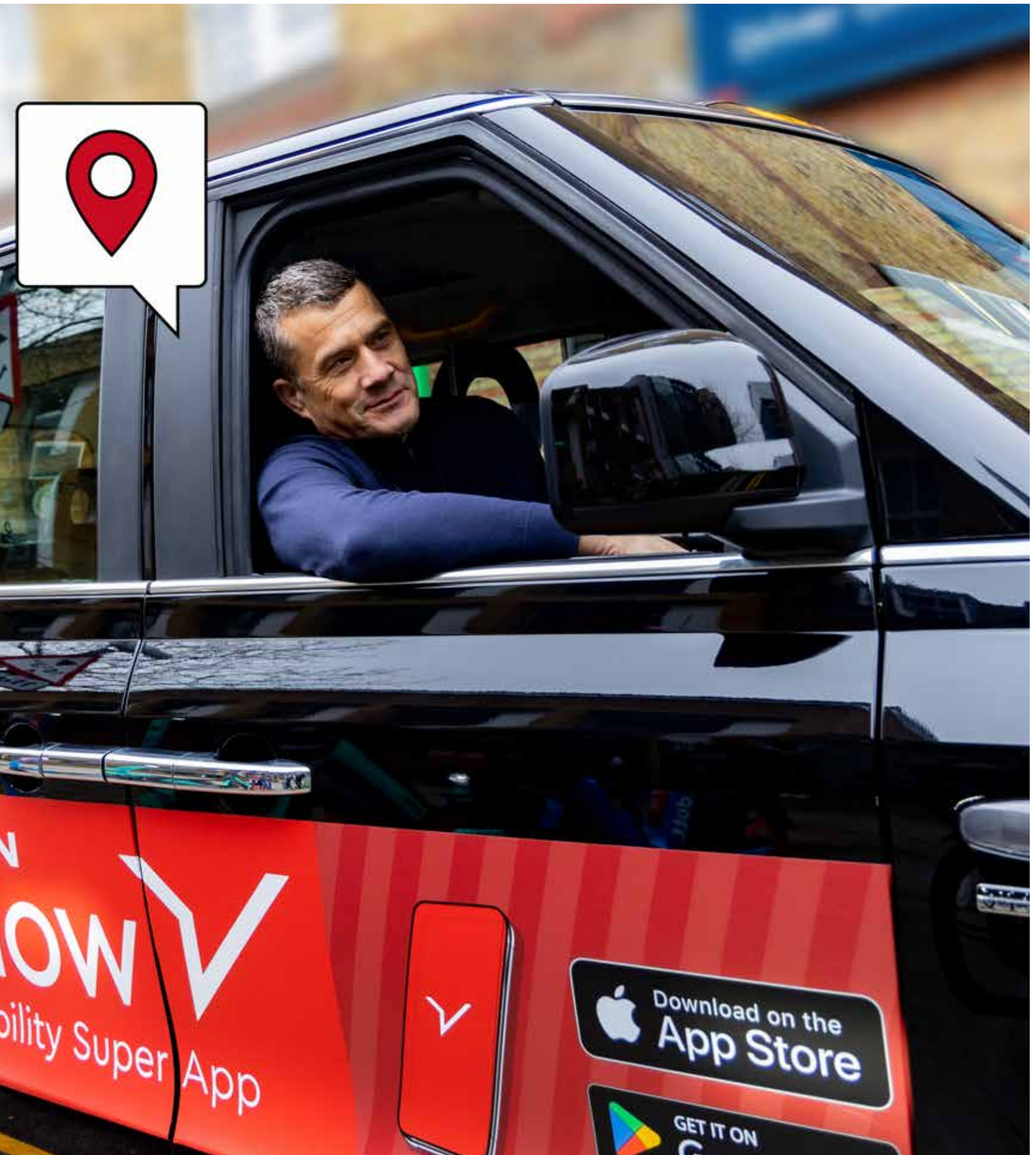
With the challenges of TfL's new driver points policy, that could result in Hackney Carriage drivers losing their licence easier than ever, FREENOW stands firmly with the drivers.

The company has voiced demands for policy reform and fair regulations that consider the livelihoods of drivers. FREENOW believes that such strict policies posed by TfL could damage a trade which is already facing challenging times due to its shortage of drivers and vehicles on the roads. FREENOW's goal is to ensure that these policies are proportional to offences committed and encourage a stable environment for both drivers and passengers.

Mariusz Zabrocki said: *"At FREENOW, we believe in the power of community. We listen to the feedback from our drivers to understand their concerns, and amplify their voices in the right forums. We will continue to work alongside relevant bodies to improve the industry for the benefit of all stakeholders, especially the Black Cab drivers who steer this trade."*



Black Cab Community





Get it Right First Time

We are still receiving calls from members who are experiencing a variety of issues when applying for their Enhanced DBS online...

Knowledge is power

There are many reasons a driver might struggle with the Enhanced DBS licensing requirement, but one thing is for sure, TfL will not issue you with a temporary licence if your DBS hasn't been completed by the time of your licence expiry.

Don't delay

This thought should bring a shudder to anyone. You would effectively be being told 'sorry, you are not licensed and so you cannot work,' which would obviously result in financial hardship and stress for both you and your family. This can be simply avoided by knowing and following TfL's guidelines, and applying through their dedicated provider, First Advantage/Know Your People, when your licence is due to be renewed.

I know some drivers will say they didn't receive their licence renewal pack from TfL to complete the DBS process within the required time, but the fact is that you don't need to have received any correspondence from TfL. You can go online and start the online DBS application up to four months before the expiry of your taxi licence.

A simple but surprisingly common mistake

One of our members recently contacted the LTDA in a panic as his licence was due to run out in just a few weeks. He explained that TfL had rejected his DBS, which had not been fully completed, because he had not entered the correct information on his DBS application.

He had submitted his first name as 'David' on his DBS application form, his passport showed his first name was also spelt 'David', but on his driving licence his first name showed 'Dave'.

He had been driving for years with that name on his driving licence and had never realised the different spelling. His actual given birth name was however 'David'. We immediately asked him to attend Taxi House and



we helped him correctly fill in a new DBS application form, showing that his real name is 'David', but he is also known as 'Dave'. He submitted the new DBS application which sailed through the Police record checks (they searched both first names of DAVID and DAVE and his new DBS certificate was accepted by TfL, with just two days to go before his licence expiry date.

Full, legal name(s)

It's very important that all names both present and past, as well as any alias, such as variations like Dave and David are declared in the correct way on the DBS application.

We have an experienced team at the LTDA, who have dealt with the many complicated scenarios facing drivers when applying for a DBS and renewal application. Why should you have all the stress and worry, wondering if everything has been done right? Just give us a call and we will be happy to advise or even go through and complete the licencing process with you. We are here to help, take all that unnecessary stress and worry away from you, so you can continue to work and earn a living.

Update service requirement

Since 26th February 2024, it has also become mandatory for drivers to sign up to the DBS Update Service. This means that ALL new and renewal TfL driver applicants MUST be registered for the Update Service. This can either be done using your E-reference number which we would recommend as the quickest and most efficient way, or within 30 days of receiving your DBS Certificate.

It costs £13 per year and means no more trips to the Post Office

to get your documents verified, as it's done automatically, but make sure you card details are kept up to date as failed payments can cause delays.

Finally, remember you MUST always keep the actual original DBS

Certificate that the Update Service relates too. TfL will not issue a licence unless you are signed up to it and provide the original. Again, if you need any help doing this or experience any problems, please do contact the LTDA.

East Croydon Station rank closure

From Friday 29th March (Good Friday) for four weeks, the current station rank at East Croydon Station will be closed whilst tram works are carried out.

The rank that will be in use will be the current ten space rank in Lansdowne Road and following my successful meeting on site with TfL reps, that rank has now been extended to 20 spaces, with the temporary suspension of the double yellow lines.

This will be Taxi ONLY and 24/7. The station will also have marshals to guide passengers to this location and for disabled assistance.



Kirby's PCN Hotspots

The enforcement camera 'hotspots' that I am hearing about all the time from drivers who've been caught out are the following:

YELLOW BOX CAMERAS

- All along Piccadilly
- Park Street/Green St W1
- Vauxhall Cross
- Shepherds Bush Green (Westfield)
- Hans Road (Rear of Harrods)
- Victoria Street/Palace Street
- Bayswater Road/Westbourne Street
- Bayswater Road/Brook Street



CAMERA PCN ENFORCEMENT

- Harrods (Brompton Road) Over-ranking
- Tottenham Court Road
- Sopwith Way (Chelsea Bridge) Do Not Enter
- Cornhill (coming from Leadenhall Street)
- Bath Street EC1 No Motor Vehicles 24/7
- Wilton Road, Victoria Station Over-ranking
- Edgware Road W2 Red Route
- Borough High Street Red Route
- Tower Bridge Road Red Route
- Park Plaza Westminster Bridge Hotel, No Right Turn

20MPH MOBILE CAMERAS

- Vauxhall Bridge Road/Neathouse Place
- Harrow Road/Hermitage Street

CHANGE OF SPEED LIMIT

- Bath Road Hounslow reduced from 40mph to 30mph
- Aldwych, No U-Turn across the solid white line. This is police enforced and endorsable with 3 points. **TAXI**

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Yellow Boxes & Brooming

I could tell he got out suspiciously, thinking I was brooming the job. Of course, once he found out where it was going, his whole demeanour changed...



14

Airports & beyond

We are increasingly getting enquiries from members who are receiving box junction PCNs. It appears that new style CCTV monitoring cameras have been installed by TfL at box junction hotspots, noticeably along the A4, Gliddon Road, North End Road and Marloes Road.

These box junction contraventions are very difficult to appeal against as the offence is for actually being in the box, as opposed to how you got there. Although Highway Code Rule 174 states: *"However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right. At signalled roundabouts you MUST NOT enter the box unless you can cross over it completely without stopping."*

Unexpected outcomes

Even though the Highway Code is not law, many of its instructions are backed up by law, for example wording such as *"must"*, *"must not"*, rather than *"should"* or

"should not". Like all PCN appeals it's hit or miss whether you'll be successful, but in general it's always worth appealing, as the initial fine stays at the original reduced rate, as long as it's within the 14-day time period allowed.

All TfL and council PCN appeals personnel look at each case on its own merit and are totally impartial. It is however very difficult to assess the outcome of any appeal, as some appeals do seem quite promising and have evidence to back them up, but fail to convince the adjudicator, whereas a blatant and obvious contravention may sometimes be unexpectedly accepted and be overturned, so you never know.

Feeder Park yellow boxes

Whilst we are on the subject of box junctions, the yellow boxes at the Feeder Park are just as important and necessary not to block. Drivers avoid doing this in town at all costs yet will quite happily do so in the Feeder Park.

Drivers won't do it in town as it could result in a fine, but doing so at the Feeder Park is disruptive and could even potentially cost someone their life! If a driver was to fall ill and we needed to get the emergency services in, the cabs parked on

the yellow boxes mean that an ambulance, fire engine or police car would not be able to get to the driver in need. So, please treat the yellow boxes as you would in town.

Brooming

I am concerned about the number of drivers refusing to take a fare at the airport due to 'too much luggage'.

The agents at Heathrow are not to inform you of where the job is going, and the driver isn't supposed to ask the agent, before making a decision as to whether they take the job.

There isn't enough consistency around this. We have had drivers thrown off the rank for not taking a job when they clearly cannot fit the job in. On the other hand, we have also had drivers interview the passenger on exactly where they want to go and refusing the job on the basis of the location.

I have witnessed all sorts happening on the ranks. Once the driver asks where it's going, then they should take it. However, the agent must also be more in control of the rank to

ensure this doesn't happen.

Unfortunately, Mercedes drivers, seem to get the raw deal here as if a driver says he can't fit in, then the job normally gets pushed back to The Mercedes. I don't drive a Merc but witness this a lot. These jobs tend not to be so good, and I can understand why a Merc driver gets out with an attitude, as from experience the job has been broomed.

I've seen it all

I was on T5 last week and I saw my fare approaching me. I immediately said that I couldn't fit the job in. I could tell four people and lots of luggage was too much for my TX4.

When I refused it, the agent went on to say, 'but it's an Aylesbury.' This should never have happened. At no point should they have told me the destination. I continued to say I still can't fit it in. The driver behind was a Merc and I could tell he got out suspiciously thinking I was brooming the job. Of course, once he found out where it was going, his whole demeanour changed.

If that had been another driver, they may or may not have then taken the job, once they knew where it was going. Had that job been a short journey or a job a driver viewed as being 'rubbish', it would have been a whole different scenario.

In the past, I've even witnessed a driver who used to drive a Mercedes, but bought a LEVC TX, try to broom a job onto a Mercedes, when it was clearly a two-cab job, but one he didn't want to do.

Yes or no?

My point here is that drivers should never ask where it's going, and the agent shouldn't allow it. The agent should simply ask *"Can you fit this job in?"* It should then be a simple yes or no answer with no more discussion.

Agents come and go and Apcoa try their best to train them, but unfortunately because of the high turnover it's not always possible to have that consistency. **LTDA**



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LTDA



European News Round-up



Wim walks us through the most recent stories from the Continent and, much further afield, Japan.



Tokyo Taxi. (Credit: Zhanna Aleksandrova)

International correspondent

16

Japan opens market to ride-hailing

In April, one of the world's most strictly regulated taxi markets, Japan, will be opening its tightly closed doors to ride-hailing... but only slightly. Japan will lift its ban only in certain areas and at specific times where there is a shortage of vehicles, which is not exactly easy to monitor. The ride-hailing 'riff-raff' will be working under the supervision of Japan's closely monitored taxi companies. Politicians

working hand in glove with ride-hailing groups have been lobbying for market access for years. Their main claim: With tourism to Japan rocketing, there are not enough taxis to carry these tourists. But guess what happened? Illegal taxis, the so-called white taxis (*shiritaku*) have jumped the gun and are now providing trips for apps still banned in Japan. So, what's new? The term 'white taxis' refers to the colour of the licence plate. Livery plates in Japan are green, but Tokyo has seen a proliferation of cars with regular white plates offering rides to foreign tourists. And can you guess what foreign tourists are paying with?

EU-wide PWD dead?

Back to my hometown, Brussels, where the ride-hailing industry's aggressive, intense lobby against the EU-wide Platform Workers Directive (PWD), did its best to scuttle said Directive. This proposal was debated for over two years and, for now at least, the *Uber* & co. lobby succeeded, and the Directive, which would have governed the working relations between the digital platforms and their workers across the whole of the European Union, was scuppered. Although the Directive was not officially put to the vote on 16th February, a qualified vote (based on countries plus the number of inhabitants per country) showed that *Uber*-friendly places like France and Germany, as well as Greece and Estonia (home to *Bolt*), put up enough of a barrier to block a proper vote.

At two recent major platform worker conferences in Brussels, the talk of the town was the



Uber in Brussels.

Directive, which may not be completely dead after all. The Directive would have – given certain criteria – assumed platform workers to be qualified as employees. In the same directive, automatic dismissals through algorithms would have been banned, and workers given more access to the data held by the platform. But the Belgian EU presidency is not giving up yet and neither have the EU's trade unions, which are pushing for strong employment status laws in the 23 member states that voted in favour of the provisional deal last week.



Taxi Film Festival. (Credit: Axel Rühle)

Weaselling their way in

Meanwhile in Europe, ride-hailing companies are weaselling their way further into every aspect of daily life, like small, furry animals with sharp teeth. Recently, *Uber* announced a deal with *Media Markt*, a huge European electronics retailer. It also managed to get airports, like Amsterdam, Schiphol and Düsseldorf, to provide exclusive ride-hailing pick-up space. And in Berlin, it sponsored the annual film festival, *Berlinale*, to the tune of £515,000, money supposedly made from their

illegal PHV operations in the city. Funnily enough, the main media attention (*The New York Times*, German and foreign TV stations) went to the quirky Taxi Film Festival, held in a Mercedes minivan parked just outside the official festival cinema, with the 10-seat cinema only showing the top taxi classics. Passersby loved the dig at the *Berlinale*, as did the media. In Berlin, Hamburg and Munich, the taxi trade is finally hitting back with fixed fare trips, without any sudden rises. Stricter regulation for *Uber* & co's use of PHVs is next.

Uber operating illegally in Brussels

Prior to writing this column, I discovered two cherries on the taxi trade's cake. One showing that the grey furry and sharp-toothed creatures from Silicon Valley can't have it all their own (often illegal) way. On 23rd February, the Brussels Court of Appeal ruled that *Uber*, with its *UberX* app, has been working in Belgium illegally between 2015 to 2022. The case was brought by the Brussels Taxi Association (Febet) and a group of drivers, leaving an opening for Brussels taxi operators to (finally) claim damages from *Uber*. And, by the

way, remember *Uber* crowing all the way to the bank and their investors, saying they'd made a 'real' profit? That, according to everyone's favourite *Uber* analyst, Hubert Horan, is not quite true, according to The Gig Economy Project. "*The most loss-making tech startup in history*" massaged its figures in a way that only that platform can, Horan concluded. For instance, it squeezed much more out of its drivers (who are starting to protest everywhere) and raised the value of its stake in the unsuccessful Asian platform *DiDi*. More details next time...

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Darts, Holborn and the Red Lion

Jockey on the oche, the Crafty Cockney, Jim Bowen, *Bullseye*. It'd be hard to find anybody who doesn't enjoy a game of darts. However, did you know that the modern game was actually devised in a pub in Wandsworth, despite the pastime dating back several centuries?

It's believed that darts, in its original format, predates Henry VII, although the earliest reference to the game seems to suggest that Anne Boleyn gave the King a set of "dartes". There is also a claim that it is a variation of a popular 19th century game "puff and dart", which involved shooting tiny darts at targets using blowpipes.

Moving forward in time to 1st June 1926, the first modern competition took place at the Red Lion Pub in Wandsworth, with The Licensee's Cup becoming the first tournament anywhere in the world to be played under an agreed set of rules. These rules were created by the newly formed National Darts Association (NDA).

The NDA met in Holborn to codify the game under strict conditions. The 301 starting point for a game is a derivative of going three times around a cribbage board. The rule to take three darts per throw was then added, along with the start and finish with a double (although starting on a double has since been dropped). All matches were to be played on a board called the London board, with its double and treble ring, and peculiar numbering system. This was different to other "regional" boards and variations of the game. The new rules and subsequent 1926 tournament became the catalyst for the popular game we see today.

As for the Red Lion Pub? It was demolished in the 1940s to make way for the Wandsworth's one-way system.

The Battle of Barnet

It's no secret that, over the centuries, London has seen many battles; but, did you know that an important one took place in Barnet?

This battle took place on 14th April 1471, and was at the latter end of The War of the Roses. This fight was between the Yorkists, led by a deposed King Edward IV, and the Lancastrians who were loyal to King Henry VI.

It's believed the conflict site is located in Monken Hadley, just a 10 minute walk from Barnet itself, although the exact point of the battle is something of a mystery.

The Hadley Highstone was erected in the 18th century, as a monument to the fighting.

This was moved in the 1800s to Kitts End Road. The battle itself was a resounding victory for Edward, and it is estimated that between 1-4,000 soldiers were killed on both sides.

The conflict between the Yorkists and the Lancastrians saw Edward IV return to the throne and reign for the next 14 years.



SO YOU THINK YOU KNOW LONDON?

The Knocker White

There are numerous sailing vessels of historical interest across the UK. After all, this sceptered isle is a world renowned sea-faring nation. With 10 of these vessels docked in London, visitors really are spoilt for choice. Obvious top choices, HMS Belfast and The Cutty Sark, attract tens of thousands of visitors every year. However, one of those lesser attractions that is available for the visiting public's perusal is a tugboat called The Knocker White.

This Dutch-built vessel came out of T. Van Duijvendijk's yard at Lekkerkerk, on the Lek River. It's approximately ten miles from Rotterdam for Harrisons (London) Lighterage Ltd. It was originally called the steam tug Cairnrock, prior to its name change four decades later.

Upon the Cairnrock being fitted with a steam engine at Great Yarmouth, the vessel was used as the Harrisons' floating coal elevator Wotan around the lower reaches of the Thames. With its drop-down funnel, the Cairnrock was considered to be a very versatile tugboat.

The 1960s saw the Cairn Rock change hands a couple of times and, in 1962, was renamed The Knocker White by its new owners, WE White and Sons.

The 77 feet long vessel then saw a couple of upgrades, including the installation of a marine diesel engine, replacing the old steam engine and boilers.

Operating out of WE White and Sons' base at Hope Wharf, Rotherhithe, The Knocker White remained in service until 1982, before being acquired by The Museum of London. It was originally sold for scrap to Todd's Breakers in Dartford, but upon hearing about its decommissioning, the museum purchased it, citing it as a classic example of an early tall-funnelled Thames steam tug.

In November 2016, the vessel was acquired by Trinity Buoy Wharf near Canning Town, with the aim of restoring it to put on public display. Today, it can be seen moored at the wharf.



IMAGE: TONY HISGETT WWW.FLICKR.COM/PEOPLE/37804979@N00

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A Passage Through Time: Soho's Industries



This month, we delve into the industrial movement that begins in and around the capital.

Footprints and Foundations

Another year is firmly underway. Nature guides us along a well-trodden path, the seasonal changes are in the air. The days are getting longer as the darkness of winter begins to fade. The flora and fauna is awakening from its deep sleep. The greenery of London is slowly beginning to show its young shoots of vibrancy. It is time for renewal and we have the power within ourselves to achieve our ambitions.

Do you have a plan for the coming year? Is there a new challenge on the horizon? Working long hours to sustain oneself is of paramount importance. As a taxi driver I fully understand your financial commitments. However, I encourage you to extend yourself beyond the cab. Further education, sport, music and the creative arts can make the daily grind of driving a cab an enhanced experience. Perhaps it is time for you to engage in a new activity and further your capacity to acquire new skills? The quest for knowledge should never cease. In the meantime, I hope you enjoy our visitation through Soho's rich heritage thus far.

The wheels of industry

From a rural backdrop to a residential neighbourhood, Soho developed into an industrial centre in the 1800s. As the wheels of industry started to turn, the aristocrats moved out to the new suburbs of Belgravia, Chelsea and Kensington. Here, a bucolic setting was still evident, the urbanisation of the capital would gradually erase the green fields of these new locations. As the population of the capital increased, the manufacturing of merchandise was needed for consumer demand. Soho provided a light industry, which included the manufacture of luxury goods, silverware and furniture. Before Hatton Garden became the main jewellery centre in London, a small enclosed area known as Cranbourne Alley, in Leicester Fields, attracted customers

interested in bijouterie. There were 28 registered goldsmiths and 75 silversmiths located in this fashionable Soho quarter. The most prominent names were Huarache, Lamerie and Garrad, now the royal jewellers who reside at the junction of Regent Street and Brewer Street.

Furniture craftsmen

Industry continued to evolve and expand across many of Soho's thoroughfares. Furniture making became significant during the 19th century. The most respected furniture designer was Thomas Sheraton (1755-1802) who had his workshop in Wardour Street. He came to London from Stockton-on-Tees, County Durham, in the north of England. His interest in furniture making started as a joiner in his hometown when he was an apprentice. As a young man, he had ambition to improve his circumstances, which led him

to the capital. Here, there was opportunity and a chance to establish himself on the London scene. Although Sheraton classical pieces of furniture are attached to his name, he did not physically produce the furniture himself. He employed expert craftsmen in his workshop to carry out the designs from his blueprints. Sheraton's Furniture was the most influential of the Georgian period. His elegant chairs, cabinets and tables filled the drawing rooms of all the grand houses of London.

In essence, Sheraton was a teacher and published many books on the subject of furniture crafting. The most sought after of his printed books was *The Cabinets Makers' and Upholsterers' Drawing Book*. An English Heritage blue plaque at 106 Wardour Street and the thoroughfare of Sheraton Street remembers this esteemed entrepreneur.

Glasshouse Street

Most of the readership will have passed through Glasshouse Street on numerous occasions. Have you ever wondered how its moniker was established? A major employer in the Soho area was the manufacture of glass. Many of the factories and shop premises were located in Glasshouse Street. Here, the glass was assembled for production and transportation across London and the country. One of the foremost suppliers of glass was Goslett & Company, who had a large showroom in Charing Cross Road. Thomas Ward, of Frith Street, made windows for Westminster Abbey, the Savoy Chapel, the Guild Hall and St Anne's Church in Wardour Street.

When Glasshouse Street was developed in the late-1600s, its sanitation was almost non-existent. This conundrum created unsanitary conditions throughout Soho. For the residents and businesses, animal and human waste caused unsightly and toxic environmental concerns. These were the days of horse transport, where animal waste made the streets difficult to cross for pedestrians. The removal of the waste was carried out by carts known as Honey Wagons.

Human and animal waste proved to be an advantage for John Sandy, a Fulham potter. This astute businessman supplied stoneware to the Glass Sellers Company in the City of London. Sandy was also employed with the cleaning of the streets of Soho on a nightly basis, but this unpleasant undertaking presented Sandy with an opportunity to profit from the waste. The manufacturing of glass requires the component of potassium nitrate or saltpetre, which is a product of night soil. His purification of the streets of Soho made Sandy a huge fortune and he was able to retire at an early age. **TAXI**



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What's On? West End

Charlotte returns with insight into the best shows playing at London theatres.

Under the spotlight



Shifters – Bush Theatre

Similarly timey-wimey, *Shifters* also blends two different timelines – but of the same people. Dre (Tosin Cole) and Des (Heather Agyepong) are reunited, as 30-somethings, at the funeral of Dre's beloved grandma. Their reunion is interspersed with their story, short chunks from their journey of first meeting at school, to now, and the decisions that await them.

It's a slow burner, as it teases and tantalises. Their electricity is clear from the outset, but Benedict Lombe's writing refuses to cash that in too early. Everything feels utterly and relatably believable; these two people who have both been through so much are starting to find solace in each other, yet are cautious and careful in how they approach it. Two perfectly matched souls who constantly find themselves thwarted by life.

Cole & Agyepong are wondrous in the roles, both so compelling in distinctly different ways – he's lightness, never without a smile, but there's a darkness that haunts him. Whereas she's cautious and wary, liquid joy at the centre, if she can ever let herself trust someone enough to lower her walls. Their rapport is electric, deeply funny with a side of heartbreak and a whole lotta tactile sexy. This is a show where the unspoken is just as important as the things that are said. And the results are out of this world.



Shifters runs until 30th March.

Standing At The Sky's Edge – Gillian Lynne Theatre

It's easy to be sceptical going into an award-winning show. Especially one that won the 2023 Olivier for Best New Musical. But *SATSE* doesn't just defy expectations, it rises and soars above them. A musical on an epic scale, the staging replicates a Sheffield estate (Park Hill, whose real-life residents have given the show a thumbs up of approval), a small flat at its focus. Over the course of two hours and 45 minutes, we watch the stories of three different households across three different time periods – 1960, 1989 and 2015.

Each of their stories are grounded in a personal scenario – a young couple trying for a child, a family escaping war, and a woman trying to find herself again after heartbreak – yet are told in a way that is almost universal, whilst also reflecting politically. Whilst initially separated into distinctly different storylines; their parallels quickly become apparent as their themes entwine them. Whether it's what makes a home, the importance of community, the role of expectation, the difficulties of keeping going when times are tough, and the fear of obsolescence – there's something that will resonate with everyone.

A huge ensemble cast tell these tales, constantly moving around the stage, meaning there is always something to watch and admire. The cast are uniformly strong and beyond impressive. It's the music, though, that really sells this love letter to life, loss, and longing. These are powerful songs, timeless, exuberant and joyful, that will induce foot-tapping and head nodding. This is the kind of show people say we don't get any more, the kind that shows how extraordinary the seemingly ordinary moments of life can be. Sublime.



Standing At The Sky's Edge runs until 3rd August.



What else is on?

■ *The Hills of California* - Harold Pinter Theatre (until 15th June)

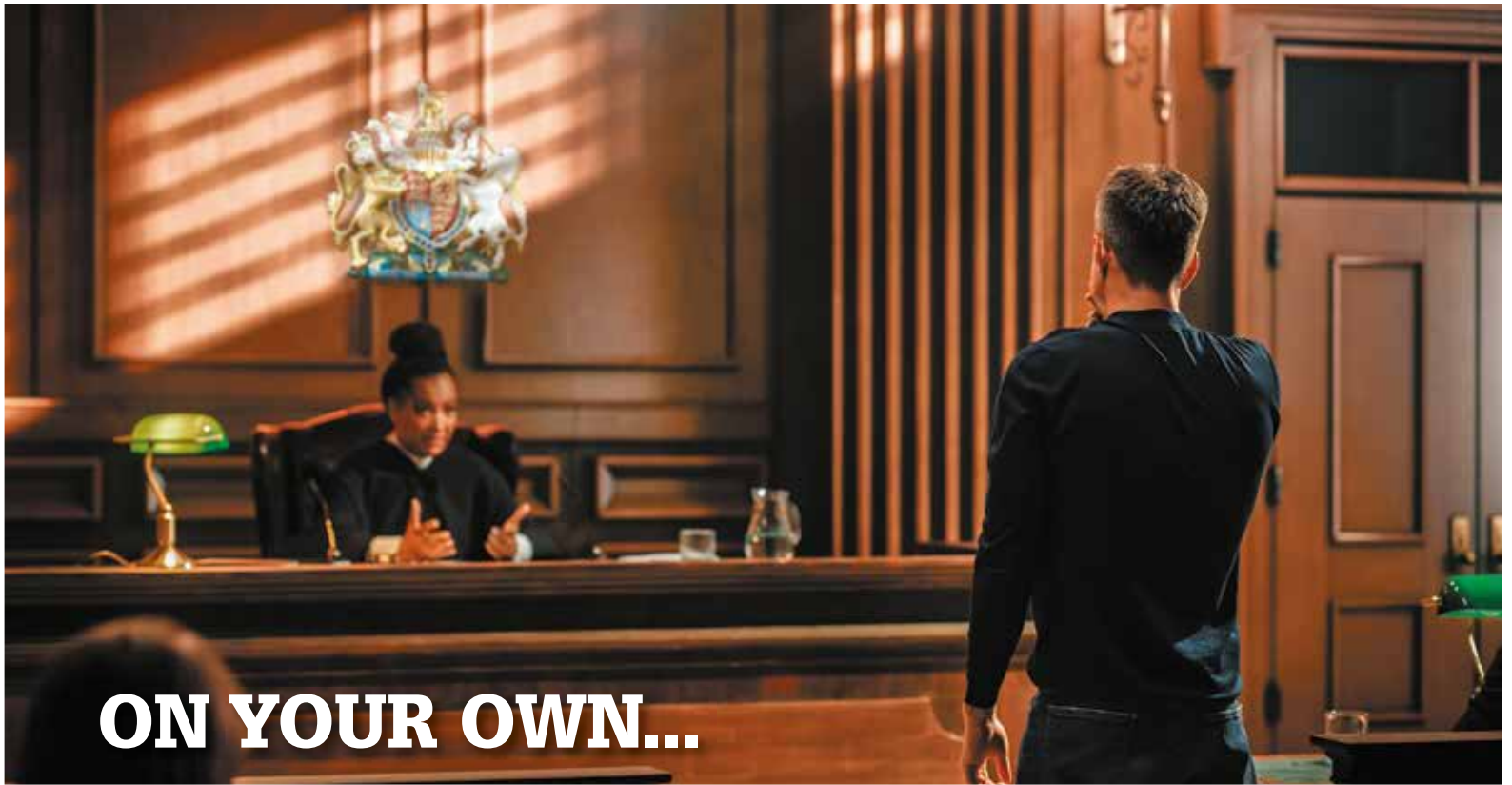
Blackpool, 1976. The driest summer in 200 years. The beaches are packed. The hotels are heaving. In the sweltering backstreets, far from the choc ices and donkey rides, the Webb sisters are returning to their mother's run-down guest house, as she lies dying upstairs.

■ *Opening Night* - Gielgud Theatre (until 27th July)

A theatre company prepares to stage a new play on Broadway. But drama ignites backstage when their leading lady (Sheridan Smith) is rocked by tragedy, and her personal turmoil forces everyone to deliver the performance of their lives.

■ *For Black Boys Who Have Considered Suicide When The Hue Gets Too Heavy* - Garrick Theatre (until 4th May)

Father figures and fashion tips. Lost loves and jollof rice. African empires and illicit sex. Good days and bad days. Six young Black men meet for group therapy, and let their hearts – and imaginations – run wild.



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Meet the Unsung Heroes of the Women's Royal Navy Service From WWII

On 20th February, WWII veterans from the WRNS got together at a private event, located at the Merchant Taylors Hall in London.

The Taxi Charity was delighted to invite these veterans to this special afternoon, where renowned photographer Robin Savage took their portraits.

Ruth Bourne worked at Bletchley on the famous Bombe machine designed by Alan Turing, which helped speed up the process of decrypting Enigma. It arguably paved the way for the first computer to be built by other Codebreakers at Bletchley Park.



Ahead of D-Day, Dorothea Barron was based in Scotland and taught semaphore to the troops, and was involved in testing the Mulberry Harbours. They were temporary portable harbours developed by the British Admiralty and War Office during WWII, in order to facilitate the rapid unloading of cargo onto beaches during the Allied invasion of Normandy, in June 1944.





Christian Lamb was posted in secret to Combined Operations HQ at 1a Richmond Terrace Whitehall, at the start of 1944, to work on plotting the D-Day Landing Craft maps. Christian worked from large ordnance survey maps and photos to plot every point that would be seen by approaching crafts, so they would know they were at the correct zone or part of the beach.



Patricia Owtram was Chief Petty Officer Wren in the Special Duties Y service. She had learned German from Austrian refugee household staff and friends, so volunteered to become an interceptor. She listened into the German E-boat shipping and lighthouses, then reported back to Bletchley Park and the Admiralty.



In 1944, aged just 17, Marie Scott worked on the switchboard in the tunnels 100ft underneath Fort Southwick. Southwick, in Portsmouth, housed the Combined Operations Underground Headquarters. A few weeks before 6th June, Marie was trained on a new VHF system, and on D-Day she transmitted messages to and from the beaches. One of her most vivid memories is that when she lifted the lever to receive messages from the beaches, she could hear the gunfire, shouts and the full horrors of war.



Photographer Robin Savage said: "I've been photographing veterans for about 12 years and it gives me the same immense pleasure today as it did when I first started. Spending time with the WRNS at Merchant Taylor's Hall was such a privilege. Each of them was so generous and warm, it was an honour to photograph them all. We must never forget the vital contribution women made in the Second World War. You only need to listen to these remarkable women telling their wartime stories for a brief moment to be reminded of that."

Brian Heffernan, London cab driver and Chairman of the Taxi Charity for Military Veterans said: "The WRNS had a wonderful day at the Merchant Taylor's Hall. I drove Dorothea into London for the event and she thoroughly enjoyed herself and, on the way home, chatted non-stop about everyone she had met. We are very lucky to form great relationships with the veterans we support, and Dorothea is an absolute treasure. She was still doing yoga at 95 and recommends stretching every morning before getting out of bed. Great advice from a 99 year-old."

To find out more about the support the Taxi Charity offers to veterans or to donate visit www.taxicharity.org

About the Taxi Charity for Military Veterans

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans since 1948. It is the only Forces charity that focuses on providing fun and entertainment and arranges free trips (for veterans from all conflicts) to the Netherlands and France for acts of commemoration and days out to museums, concerts, or social events across the UK.

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated its 75th anniversary in 2023, a remarkable milestone for a small, niche charity peopled by enthusiastic volunteers.

To fund and facilitate their work, the charity is wholly reliant on donations, grants and sponsorship. www.taxicharity.org

Fancy a limited edition D-Day 80 badge or windscreen sticker? Our special badges and stickers will raise funds to allow the Taxi Charity for Military Veterans to take up to 15 WWII veterans and their carers to Normandy this June, for the 80th anniversary of D-Day.

Please email info@taxicharity.org to reserve your badges or stickers.

To find out more about the support the Taxi Charity offers to veterans or to donate, visit www.taxicharity.org



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BE **REVOKED****



The LTDA goes to bat for its members

Our expert officers and dedicated, in-house legal team will help keep you in the game. Don't get knocked out, scan here to join the LTDA today or call 0207 286 1046 to request an application form.

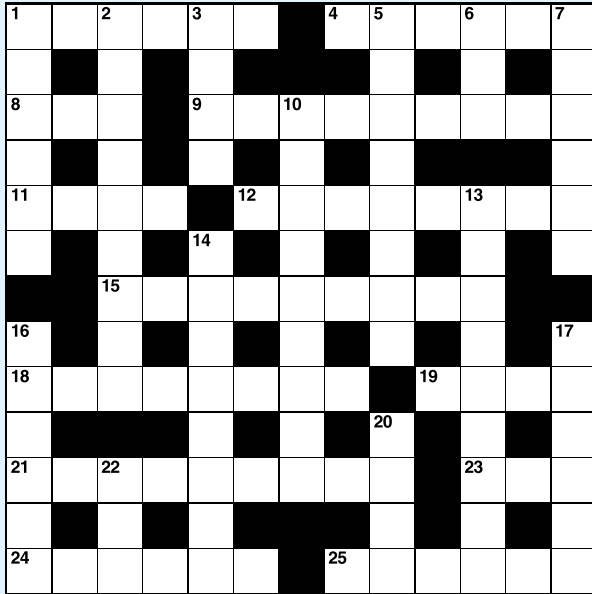


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

- 1 Political refugee (6)
- 4 Less difficult (6)
- 8 Darkest shade of black (3)
- 9 Medical forecast (9)
- 11 Enclosed space near a building (4)
- 12 Alarmed (8)
- 15 Lacking grace (9)
- 18 Judges' workplace (3,5)
- 19 Long story (4)
- 21 Sodden (9)
- 23 Car navigation aid (inits) (3)
- 24 Jerked (6)
- 25 Hilltop fire (6)

DOWN

- 1 Likes doing (6)
- 2 Meeting to discuss a job vacancy (9)
- 3 Agents (4)
- 5 Out of the ordinary (8)
- 6 Passports or driving licences, eg (3)
- 7 Live permanently (6)
- 10 One after another (2,3,4)
- 13 Apathetic (9)
- 14 Available supply (8)
- 16 Of eyes, expressionless (6)
- 17 Nigella ____, food writer (6)
- 20 Border (4)
- 22 Malleable metal (3)

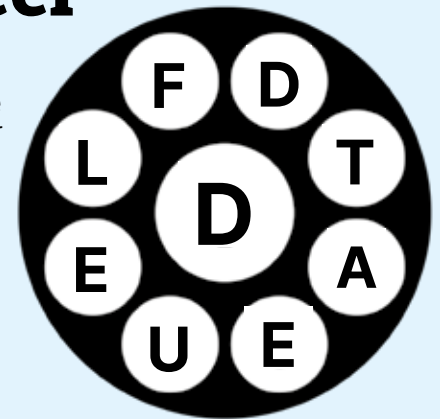
Sudoku

Have a go at this medium level Sudoku puzzle. Fill the grid so that every row, every column and every 3x3 box contains the numbers 1-9 just once.

				4	3	2		9
	3					8	5	
						1	6	
					5		8	
9						7		
8			2		7	9		
7	6	5		2	9			
	9	4	5					
2								1

Wordwheel

How many words of four letters or more can you make from this Wordwheel? Each word must use the central letter, and each letter may be used once only. At least one nine-letter word can be found. We found 13 words - can you do better?



Futoshiki

Fill in the blank squares so that each row and column contains all the numbers 1 - 5. Use any given numbers and the symbols that tell you if the number in the square is larger (>) or smaller (<) than the number next to it.

			<		
					∇
	1				
			∇		∧
					∧
	>				
		<		5	

All answers to puzzler on p30

CABS FOR RENT



07957 465423
e16-taxirentals.co.uk

TX4s TO RENT

- Ascott's maintained.
- Pay by cash/bank/online.
- Mercs also available



SERVICES & REPAIRS

**De-commissioned your
TX4's and Euro 5's?**

**Earn more by selling
outside London.**

**We pay cash, collect
and drive away.**

**John
07702 554934**

CABS WANTED

● **All de-commissioned good** quality TX4s wanted. Instant decision, cash paid. We come to you. Also, white TX4 elegance wanted 07973 335 739

● **Euro 5 about to be decommissioned**, Cabs wanted, TX4's and Vito's. Top Price paid. Call John 07702 554 934

● **All cabs wanted. Tx4, euro 4, 5 & 6** also TXE wanted We come to you, any condition, very quick decision. Cash paid instantly. 07702 554 934

● **De-commissioned your tx4's and Euro 5's?** Earn more by selling outside London. We pay cash, collect, and drive away. Definitely still buying. John 07702 554 934

CABS FOR SALE

● **Cabs for sale. Main Dealer service** history. Non-fleet cabs. New stock daily. Cabs also wanted. Finance Paid 07957 465423

● **TXE for Sale, Comfort Plus, 69 Reg** Feb 2020, Just Licensed to Feb'25, Ascot Serviced, 1 year warranty remaining, V. low mileage (34,000): £38,500 ONO Call Terry 07931 213 991

● **For sale, £47,000 - Top of the range** & very low mileage 24,000. Excellent condition, full service history from LEVC Bruary Road. Reason is, I am retiring. Contact Keith - 07956237200

CABS FOR RENT

● **TXE comfort plus models no ads** from £320 a week full back up .Based

in E17. Ring Michael 07877 313910

● **TXE vistaplus In march rent** from £330 - £370 per week contact Chris - 07982996620 Tappa4london@gmail.com

● **TXE's to rent 69-24 reg's starting** at £320pw , payment holidays - call 02073838383/07956399369 or email info@jdtaxico.com

● **TXE's available for rent, from** £320 per week. Call Wax 07951 843 663

● **TXE's to rent, black no ads, 68-73** Reg. Ring Steve - 07976729033

● **Rent Taxis, Euro 6 and also** LEVC Cabs from £250 - £345. We also do repairs on cabs, call Nick 020 7700 1045 / 07951 661 430

● **Tx4's for rent full back up phone** Paul at Bermondsey Taxi Rentals on 07831 371016

● **TXEs, TX4s and Vitos available** from £260 per week contact Sabri - 07958973944

● **Euro5&6 vitos for rent, full backup**, prices starting from £230 please call - 07956211478

● **Vitos 113 & 114, also tx4s for rent** 07872 504 604

● **TXEs for hire, loan cab available**, no ads - 07980288333

● **TX4 for rent from £235, all cabs** well maintained, 24 hours back up with spare cab. Garage in Bethnal Green & North London. Call Andy - 07970915778

**TX4 Euro 5 and 6
Taxis fleet for sale**

**Various assortment
from 15 to 66 reg.**

**Serviced to manufacturers
specifications**

Please call 07342 060 606

**Have to sell your cab?
Too old for London?**

Buying TX4s & Vitos

**London Buyer,
same day collection**

Call James - 07931 964857

LTDA Branch Meeting

The next LTDA Central Branch meeting will take place on Monday 18th March at 1pm. It will be held at Our Lady, Help of Christians, 4 Lady Margaret Road, NW5 2XT.

LTDA APPLICATION FORM

Name _____

Address _____

Postcode _____

Telephone _____ Mobile _____

Email _____ Twitter _____

Date of Birth _____ Badge No. _____

Badge colour (please state whether green or yellow) _____ Year badge obtained _____

Suburban badge sector numbers _____

Have you ever been a member of the LTDA before? (please tick) Yes ☐ No ☐

Do you currently have points on your DVLA driving license? (please tick) Yes ☐ No ☐

If Yes how many points do you have?

Do you have any motoring or other prosecutions pending? Yes ☐ No ☐

Please note: We do not provide assistance for any matters that have occurred prior to you joining the LTDA.

Please tick if you **DO NOT** wish to receive information from the LTDA and other related organisations in the future ☐

I understand that my application for membership of the Association must be approved by the Council of Management and that until this is confirmed I am not eligible to vote in relation to any form of Association matters. I agree that all benefits prior to approval of membership shall be at the discretion of the Council of Management.

Please note: We do not provide assistance for any matters that have occurred prior to you joining LTDA.

Signed _____ Date _____

29

LTDA Basic Direct Debit Instructions

Instructions to your Bank/Building Society to pay Direct Debits:

Please complete parts 1 to 5 to instruct your branch to make direct payments from your account. Then return the form to LTDA, FREEPOST, London, SE1 1PP

To the Manager of _____

Bank/Building Society Address _____

Service User Number

9 1 4 4 2 8

For Office use only

1. Please write the name and full postal address of your branch in the box (left)
2. Name of account holder _____
3. Account Number
4. Bank Sort Code - -
Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.
5. Signature _____
Date _____



This guarantee should be detached and retained by the payer

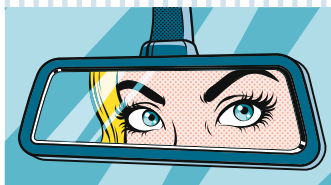
The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you request LTDA to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by LTDA, or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when LTDA asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

You can now also apply to join the LTDA online, simply scan here to complete an online application:





Spring is Sprung!

I've a daffodil taped to the dashboard of my cab, to cheer me on through the many - oh so pointless - 20mph zones I must crawl through daily...

A woman of words

The words 'spring' and 'cleaning' easily go together. At least, they do for me. For Mr Meg, however, the word 'spring' means 'disappear into the shed in case I ask him to help with the annual spruce up at Meg Towers'.

Mr Meg is a complicated man. He doesn't want to do certain jobs around the place himself, and he sure as hell doesn't want to pay anyone else to do them either.

Window cleaning is the task that ignites the biggest flame of fury and resentment in him. It 'springs' back to a time in 1988, when a fella knocked on our door one evening and offered to clean our windows for a tenner. He said he'd do it the next morning but

wanted payment up front. Mr Meg, the mug, handed over the cash. 36 years later, we are still waiting for that scammer to come and give the windows a splash.

Mr Meg hates cleaning windows and blames all cleaners for the fact that he was ripped off three decades earlier. I can't abide dirty windows. So cue the marital strife, which is at it's worst in spring when I want them to have a big clean.

Yesterday, huffing, puffing and moaning, Mr 'Martyr' Meg dragged out his ladder to do them. It's a bit of a trapeze act when he climbs up it these days. Yes, he has a dodgy knee,

but him wobbling is a risk I am prepared to take for clean glass.

And, although he has plenty of heavy objects in the shed to prop the bottom of the ladder, he insists I do that job. He says I am the heaviest thing in the house or garden, so am therefore the safest option. What a comedian.

I would like to whack him with the second heaviest, object in his shed, whatever that is, but don't want to end up in HMP Holloway.

I admit to giving the ladder a fun little waggle when he was up there, and in retaliation he dropped soapy, dirty water from his bucket on my head. Oh, how we laughed. I also helpfully

recommended a good place to put his sponge.

All this argy-bargy could be avoided by giving Chris, the local window cleaner, £27 every 10 weeks to do the job faster and better.

But no. Mr Meg objects, in the strongest possible way, to the fact the Chris drives a Mercedes. He sees this as indisputable evidence that we are being royally ripped off. I see this as proof that Chris works hard for a living and enjoys a nice car.

On the rare occasions Chris has done our windows, Mr Meg forensically inspects his excellent work and enjoys telling me he "missed a bit", or not done the corners or left drips on the sills. And he always asks how much he charged, and I tell him £27. Mr Meg then repeats it like it's 27 trillion.

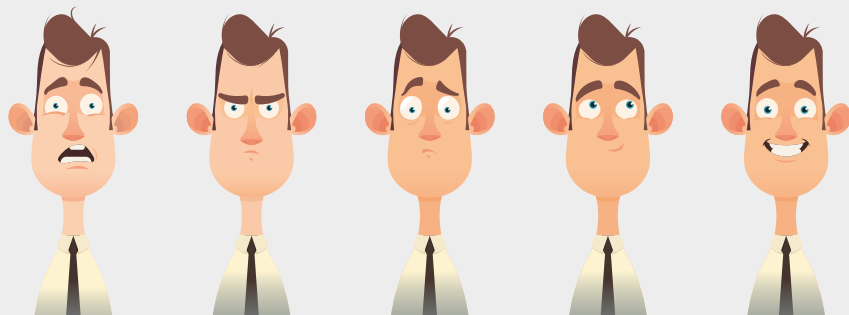
I wish you a happy springtime, with all the squeaky-clean glass!

TAXI



30

PUZZLER ANSWERS



E	M	I	G	R	E	E	A	S	I	E	R
N	N	E			B	D	E				
J	E	T	P	R	O	G	N	O	S	I	S
O	E	S	N	O							
Y	A	R	D	S	T	A	R	T	L	E	D
S	V	R	H	M	E						
	I	N	E	L	E	G	A	N	T		
G	E	S	T	L	H	L					
L	A	W	C	O	U	R	T	S	A	G	A
A		U	O	E	R	W					
S	A	T	U	R	A	T	E	D	G	P	S
S	I	C			G	I	O				
Y	A	N	K	E	D	B	E	A	C	O	N

Crossword

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Sudoku

5	1	8	6	4	3	2	7	9
6	3	2	7	9	1	8	5	4
4	7	9	8	5	2	1	6	3
3	2	7	9	1	5	4	8	6
9	5	6	3	8	4	7	1	2
8	4	1	2	6	7	9	3	5
7	6	5	1	2	9	3	4	8
1	9	4	5	3	8	6	2	7
2	8	3	4	7	6	5	9	1

Futoshiki

1	4	2	<	3	5
					∇
3	1	5		4	2
					∧
2	5	4		1	3
					∧
5	>	3		1	2
					∧
4	2	<	3	5	1

Wordwheel

SOLUTION: DEFAULTED

All words: Addle, adult, daft, dale, date, dated, dead, deaf, deal, dealt, deed, default, defeat, deflate, deflated, debt, delft, delta, delude, dual, duel, duet, elated, elude, eluded, eluted, etude, fade, faded, fated, faulted, feed, feted, feud, feudal, fled, fluted, laud, lauded, lead, leaded, leafed, teed, DEFAULTED.

Word targets: Excellent: 39, Good: 32, Target: 24, Kids: 19



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