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3rd June 2025  
#587



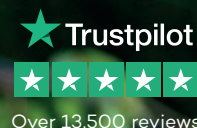
# TFL TO INTRODUCE MORE 20MPH LIMITS?

**FUNDED REPORT CLAIMS SCHEME  
IS SAVING LIVES**



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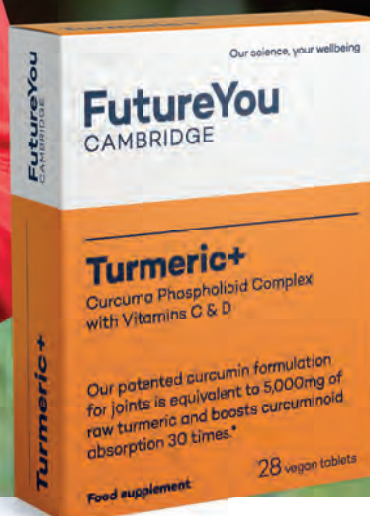


## 'I feel fitter than I did 20 years ago'

Paul Goddard, Nordic Walking Instructor

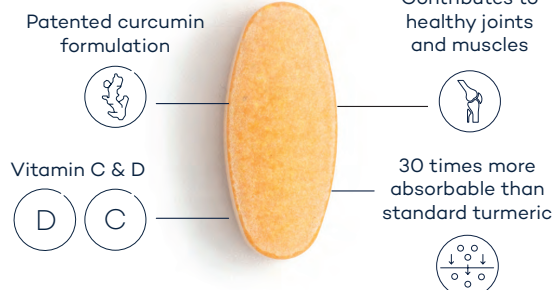
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## TFL SET TO EXPAND SPEED LIMIT SCHEME

**T**fl has claimed that there has been a decrease in the number of people killed or seriously injured as a result of the introduction of 20mph speed limits.

A new report, commissioned by Transport for London, claims that across all 157 20mph schemes on borough roads, there was a 34% drop in fatal or serious casualties. The headline figure is later qualified in the report when it is stated that the figures would have fallen by 15% anyway as a result of other safety features, with the new limits allegedly playing a role. In the words of the report's author, the introduced speed limit

*"was not the sole cause of improved road safety this time".*

The 20mph scheme has frustrated London drivers. They were brought in across the Central London Congestion Charging zone in March of 2020, although more than half of boroughs now implement this same policy.

The report is expected to be used in an attempt to justify the introduction of even more 20 zones. The findings have been criticised by motoring groups and the TaxPayers' Alliance. They are concerned these zones, coupled with Met Police targets of a million

speeding fines this year, as well as reducing the leeway given before prosecution down to 10% plus 2mph, are being used to generate revenue.



## THE FUTURE: DRIVERLESS CARS, NOT FLYING ONES

The UK Government has further pushed its intent to introduce driverless cars to the second half of 2027, delaying it some 18 months after the Tories suggested it would happen by 2026.

With aspirations of futuristic cars being able to fly – at least if we are to believe anything we see in movies – the most realistic is self automation for now, but it's been met with mixed reaction. *Uber*, unsurprisingly, has declared they are ready for self-driving vehicles now, saying they are "ready to go".

Despite *Uber* being happy to jump aboard such technologies, it doesn't sit well with the taxi industry as a whole. The elephant in the room being job losses left, right, and centre for existing *Uber* drivers; there's no chance of these driverless cabs encroaching on London's black cab industry.

Cabs in the US have begun to self drive – and some with disastrous consequences, such as a malfunctioning *Waymo* taxi that took a man round and round a carpark, as he filmed the video that inevitably went viral.

The consensus amongst people seems to be that passengers not only enjoy the chance to interact with human drivers, but feel much safer that it's not automated ...and with a much lower risk of driver malfunction.



## KIND CABBIE CATERS WITH MENTAL HEALTH CHECKUPS

A taxi driver from Farnborough has hit the headlines after taking mental health training from the Samaritans, before implementing it into his day job as a cab driver.

"We all like to talk about football," Kenton says. "We just like to talk about various different things, but sometimes we avoid talking about what's going on." While in his cab, he now tries to get passengers to open up to him, providing they want to chat, in the hope that it will not only encourage people to be more honest and open about their lives and worries, but that it could also genuinely help someone who is struggling.

Hoping to break the stigma around mental health, especially with men, he's encountered some that find it impossible to open up elsewhere. "I don't want to be seen as being weak," one male passenger told him. Kenton says they would rather talk to him, a stranger driving them somewhere, rather than confide to their friends or even family members.

"It's a very, very safe space," Kenton reiterates, reassuring potential fares about how his customers can feel in the back of his cab.

If you find yourself struggling or simply needing a chat, contact the Samaritans on 116 123.

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# Problematic SJPNs and Dwindling Knowledge

There seems to be increased concern regarding the entire process of how SJPNs function, and it needs to be fixed immediately for the safety of drivers.

## Steve's Comment

**I** know this is getting a bit repetitive, but we are still seeing dozens of members every week who have received a Single Justice Procedure Notice (SJPN) after they had received and paid a conditional offer, invariably for doing 25 in a 20mph zone.

The member gets the offer of £100 and three points, increasingly after being 'caught' by police officers. I use that term only because this is their official title. The member pays the £100, invariably online and then, because the forms are so confusing, fails to post the signed documentation with his or her driving licence details to a PO Box in Southend.

### Proceed with caution

They do not contact you, even though they now have your address, email and phone number, and point out your error. Instead, they refund the £100 and issue you with an SJPN. Apart from the fact that an SJPN is nearly 25 pages long, offering yet more chance to make a mistake or tick the wrong box, even if you do get it right, depending on what you put, which court it gets sent to and the mood of the magistrate dealing with it that day, you can be fined anything from £100 to over £500!

If you receive a Notice of



Intended Prosecution (NIP) or a Conditional Offer (CO), and especially if you get an SJPN, please call or email us here at the LTDA. We can help you with the paperwork and offer general advice. It can make an enormous difference with the level of fine you receive or even if you should accept it at all or plead Not Guilty!

### The Knowledge

It's accepted by everyone that with driver numbers falling, something needs to be done to ensure there are enough people completing the Knowledge, simply to maintain our current numbers. There are various reasons why the numbers on the KoL have dropped in recent years. The 2020 pandemic was a major factor,

but to me the primary reason was the negative perception of our trade portrayed and promoted on social media by some drivers. Negativity shared by some nearing the end of their careers or by those who have left the taxi business altogether, but who cannot resist drawing unreasonable comparisons to how it was in the 1960s, '70s or '80s.

What they fail to consider when doing these comparisons is their age and the hours or shift patterns that drivers

used to work, compared to what they do now. *"I only earn £XX a day now, back in 1985 I was earning £XXX, game's dead, mate."* What they also fail to mention is that they used to work 12-hour shifts, doing nights and weekends, whereas now they do 9-5 a few days a week! It's almost as if they are trying to

discourage anyone from even applying to do the KoL.

### A lack of knowledge

A good example of this KoL-destroying dross was highlighted recently when a driver and trade rep were interviewed by a reporter, resulting in a headline that implied our incomes are down to £25,000 - £30,000 annually. This prompted a number of drivers to openly reveal their yearly earnings on social media. One driver said he spent large amounts of time with his young family, and in the past three years has never netted less than £50,000. He accused the author of being a 'trade killer', suggesting the article should be renamed 'Secrets from a Doom & Gloom Merchant'. He said publicly, *"This portrayal of our profession through mainstream media does nothing to benefit our longevity and needs to stop, now!"* He also suggested that perhaps the author should try going to work rather than sitting in the airport canteen on social media all day. ■

"There are various reasons why the numbers on the KoL have dropped in recent years."





Chairman  
Paul Brennan

# London Gridlock: Roadworks Expose Deep Flaw in City Planning

London's drivers are left to navigate chaotic routes as alternatives disappear by the day. What's more, northerners are being treated with more dignity and respect.

## Top Rank

**T**axi drivers and other road users in London are increasingly finding themselves backed into a corner or simply facing yet another dead end, thanks to a string of road



**closures. The narrowing of major thoroughfares to accommodate "active travel" schemes have created an extremely fragile and congested road network.**

The issue has now reached boiling point, with recent roadworks across Central London, causing unprecedented levels of traffic build-up at just about every turn, whether it be large roads like Park Lane or simpler routes through Webber Street, which is just around the corner from Taxi House. Both used to have a choice of alternatives if they were congested, now there are none and the holdups remain.

**No solutions, it seems**  
The core problem is simple: when roadworks block one of the main arteries, the alternative routes that once offered a vital pressure release have either been

removed or restricted. Previously viable detours have been transformed into cycle corridors, low-traffic neighbourhoods (LTNs), or pedestrianised zones, leaving drivers with nowhere to go. It's a systemic failure in planning and one that repeatedly overlooks the practical, real-world implications for road users whose job it is to move people or goods efficiently through the bustle of the city.

Adding insult to injury, a recent Temporary Traffic Order related to roadworks in the capital explicitly allowed cyclists to make a previously banned manoeuvre, while continuing to prohibit all other traffic. It's an all-too-common example of the imbalanced treatment drivers face in modern transport policy. This kind of selective exemption raises serious questions about fairness and foresight

in planning, especially when you consider that taxis are often transporting vulnerable passengers, including the elderly and disabled, who can't simply jump on a bike or e-scooter.

The alarming number of schemes rolled out across London may be from well-intentioned individuals, but the execution has been blinkered. And the results couldn't be further from anything resembling clean air goals. Road networks need to be resilient too, especially in a city as dynamic and densely populated as London. Removing that resilience, in the name of environmental progress without realistic alternatives for essential services, like licensed taxis, creates a gridlocked, unworkable system. It gives London the unenviable title of most congested city, time and time again.

## Northern Support: A Tale of Two Cities

Manchester and Liverpool step up where London falls short.

**W**hile London taxi drivers are left fighting for every inch of road, their counterparts up north are receiving long-overdue recognition and support from their city leaders and councils.

Manchester Mayor Andy Burnham has been outspoken in his backing of the city's licensed taxi trade, recognising the essential role it plays in public transport and mobility. Likewise, Liverpool City Council has publicly supported Burnham's Backing our Taxis campaign, making efforts to involve the industry in consultations and ensuring

its needs are considered in local transport policy.

Contrast that with the recent action plan unveiled by London Mayor Sadiq Khan and Transport for London (TfL), where licensed taxis were shown no such backing. For a sector that continues to operate regardless, often serving as a lifeline for key workers and the vulnerable 24/7, especially when most other options are shut down, the lack of acknowledgment feels like a profound oversight.

### Fair's fair

London's cabbies aren't asking for special treatment, they're asking for some parity. The

support shown to taxi drivers in Liverpool and Manchester should serve as a model. If those cities can recognise and respect the contribution of professional drivers, there's no reason the capital can't follow suit.

A more inclusive, transparent approach to transport planning in London isn't just a matter of

fairness, it's a necessity. Taxis are part of the public transport network. Their exclusion from key decisions is not just an insult to drivers, but a disservice to the travelling public.

Once upon a time, London's regulatory regime led the UK. What London did, others simply followed. But not anymore. They have realised what we have known for too long, that the TfL actually stands for Totally Failing London. ■







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Senior Rep  
Sam Houston

# Social Media, What Is It Good For?

The long-standing feud between road users and vigilante cyclists will seemingly never go away, but famous faces sharing awareness videos just might.



## M4 musings

**I** see Jeremy Vine has said he's putting a stop to his cycle videos because the online abuse he receives has become too much. I sympathise with this; I think social media brings out the very worst in people and is generally not a positive addition to the world.

In fact, Vine's videos are a part of what I don't like about social media; the use of hyperbole to try to score points in society's perpetual argument.

## Safety first for all road users

It goes without saying that nobody wants anyone to get killed or injured on the roads. This is an obvious statement to make. It is also very clear that others like him make these videos because they are wanting to make the world a 'better place'.

But I think the reason many people found the videos so irritating was twofold. Firstly, there's a natural antipathy to the sort of finger-wagging busybodying that leads a person to careen around London's grey streets dressed as a middle-class Robocop,

admonishing and recording people for violating the Highway Code. Secondly, all too often the seriousness of the incidents seem to be overstated for dramatic effect. Its very nature is to be divisive, to encourage debate, to even enrage.

The video that really stuck in my mind was one that looked particularly dangerous. If you're familiar with the content, this was the one with the lorry in Bloomsbury. Cycling westbound past the Tavistock Hotel, Vine sees a lorry making an illegal right turn in front of him, moving into the bike lane on Bedford Way. The lorry is a good 20 yards away and moving slowly.

Instead of safely braking or avoiding the lorry entirely, Vine adopted his usual approach of continuing forwards while shouting "NO, NO!" and sounding his Very Loud Horn. The lorry driver panicked and began reversing out of the bike lane, damaging Vine's bicycle and almost crushing him in the process.

## Social media awareness?

Of course, this was ill-advised and dangerous behaviour by the lorry driver. Yet arguably, by

his own inaction, Vine placed himself in more danger than if he simply stopped and avoided the lorry, because he wanted to capture a video, share a point, and make the world a better place.

And that is why some people didn't like his videos, because of the element of contrivance and exaggeration. But as I said at the beginning, this is the age we live in. I'm sure there were plenty of people who did approve and support what he did.

"I think social media brings out the very worst in people and is generally not a positive addition to the world."

Vine has provided sound motivations for his activism, as has 'Cycle Mikey', although I'm personally unconvinced that filming people checking their WhatsApp messages whilst stationary on West Carriage Drive will prevent other drivers browsing the Internet at 40mph on a dual carriageway. It racks up the

views though, so there's that.

For taxi drivers, this stuff of course can have very serious implications, which have been written about many times on these very pages. Professional drivers have never been under more scrutiny, and

for the most part this is welcome in our area of trade. We have some of the best people on the roads and as I said earlier, safety is, and should be, everybody's top priority.

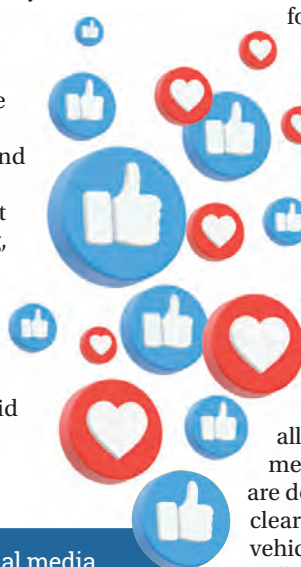
## Final thoughts

At the LTDA we see it all. Some complaints and allegations made by members of the public are downright spiteful and clearly motivated by anti-vehicle activism.

All we can advise is remain vigilant at all times, check your mirrors on all sides, always give cyclists the required 1.5 metres, and for goodness sake do not touch your phone under any circumstances unless it's in a cradle.

On the plus side, work has finally picked up a bit as we approach the summer season, with plenty of people around and lots of events happening. I've even had some good jobs out to the suburbs recently.

Long may that continue and good luck out there! ■





Executive  
**Anthony  
Street**

# The Never-Ending Licensing Headache

## Streets ahead

**L**et's be honest, no one needs to tell you just how chaotic TfL's licensing system has become. We're constantly chasing them for updates, sending email after email, and often left with drivers in a state of limbo.

We all remember the major cyberattack that hit TfL — a serious breach that left the licensing system in complete disruption and the taxi trade in turmoil. You'd think a wake-up call like that would lead to major improvements... but here we are again. I've been told on many occasions worried drivers don't get a response when emailing TfL or simply forget to call them back when no one answers the phone.

### The LARA rollout: Solution or problem?

Instead of stabilising the system, TfL launched a new platform called LARA. Maybe it was prompted by the cyberattack, or maybe it was long in the pipeline. Either way, it's come with its own set of issues.

It's been years since licensing all ran smoothly. Many drivers still reminisce about the 'good old days' of Penton Street, when licences were renewed before the old ones expired. Sadly, that ship has long sailed. Although TfL has expanded staffing in certain departments, drivers are still being asked to resubmit the same documents repeatedly. It's frustrating, it's time-consuming — and above all, it's costly for TfL, as well as the LTDA who are drafting in more staff to take calls.

In 2025, you're lucky if you haven't been caught up in TfL's licensing chaos. If you're in need of legal support, we're ready to help.



"If you're a member caught in the middle of all this, rest assured: we're here to help."

Charis, doing their utmost to assist every single driver. We have a great team at Heathrow too, with Suzanne, Sam, Chis and Mohamed.

We do our best to help non-members as well, but please understand it's not personal if we can't. We're dealing with around 300 member calls a day, so the workloads are enormous.

In fact, our legal team has never been busier representing drivers, whether it's at TfL reconsideration hearings, defending those caught out by speeding or mobile phone offences, or preparing for magistrates' (and even Crown Court) cases to protect your livelihood.

With more cameras and more people filming day-to-day, it's never been easier to make a simple but costly mistake that puts you at risk of losing your licence. But if you're a member, our legal team will be with you every step of that journey.

### Your livelihood is protected

For less than £1 a day, you can have a legal team and support staff ready to act when you need them the most. So next time you open that cab door and take to the road, remind yourself that we are ready to fight your corner. ■

### Who pays the price?

Let's not forget that every delay affects you. Whether it's paying for your cab, covering the mortgage, or simply putting food on the table. Each hold-up in the process hits you where it hurts most: your wallet. We know it might sound dramatic to some, but to those living it, the struggle is very real I assure you.

Yes, we do manage to resolve a high number of issues with TfL. But if your licence lapses because you assumed your application was being processed when, in fact, more information was needed, the consequences can be devastating.

### Reliable support

If you're a member caught in the middle of all this, rest assured: we're here to help.

Our experienced LTDA team deals with licensing issues daily. We'll stay on the case, chase the updates, and keep

you informed. Our goal is getting you back to earning as quickly as possible.

Just knowing someone is in your corner can help ease the anxiety.

### When LARA works, it work

It's true that LARA has its problems, particularly when drivers can't access their accounts. But when it functions properly it has some advantages. You can see what information TfL requires, book your yearly NSL test, and read important correspondence that needs immediate attention.

But that's a big 'if', being able to rely on it only when it works.

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# Guide to Making Tax Digital (MTD)

Sole traders and buy-to-let landlords will need to submit quarterly records to HMRC from April 2026 – here's what you need to know.

## Money Matters

**M**aking Tax Digital (MTD) is a government initiative to implement a fully digital tax system in the UK, whereby taxpayers keep digital records and use MTD-compatible software to make tax submissions electronically.

The Government claims MTD will make the tax system more efficient and it will be easier for self-employed workers to get their taxes right.

James Murray MP, Exchequer Secretary to the Treasury, said: "MTD for Income Tax is an essential part of our plan to transform the UK's tax system into one that supports economic growth."

"By modernising how people manage their tax, we're helping businesses work more efficiently and productively while ensuring everyone pays their fair share. This is a crucial step in this government's

*decade of national renewal and our Plan for Change, as we clear away barriers that hold back growth."*

## What is Making Tax Digital (MTD)?

Under the new system, instead of filing one tax return a year, self-employed people will need to keep digital records of their income and expenses and use MTD-compatible software to submit updates to HMRC every three months. You'll also need to submit a final end-of-year return confirming all your figures.

The new system will be phased in, depending on how much you earn. If your turnover is £50,000 or more, you'll need to start using MTD by April 2026. The threshold drops to £30,000 from April 2027 and to £20,000 in April 2028 – so almost all self-

employed people will need to join in three years' time. The term 'turnover' means your income before deducting any expenses or tax.

## Accountancy software

Under MTD, you will have to use commercial software

that works with Making Tax Digital for Income Tax.

The UK Government website lists software that works with MTD, including some paid-for systems

and some that are free. Free software includes FreeAgent, SE\_Reports, and Tax Nav.

According to accounting firm Accountex London, only 3% of self-employed people are currently using the required third-party software to submit their tax returns, demonstrating how significant the shift will be over the next year.

"The Government claims MTD will make the tax system more efficient and it will be easier for self-employed workers to get their taxes right."





If you decide to keep using your current spreadsheets or accounting software, you can connect them to software that works with Making Tax Digital for Income Tax. This is known as bridging software.

Self-employed workers can join a testing programme now before the new system becomes compulsory. If you use an accountant, it's a good idea to talk to them about the best software to use, whether they can submit quarterly returns on your behalf and how much this will cost.

### Will MTD save you time?

The government claims digital record-keeping will "deliver time-saving benefits for taxpayers."

It says that by keeping digital records throughout the year, sole traders and landlords can save hours previously spent gathering information near the tax return due date.

According to ministers, quarterly updates will "spread the workload more evenly

"By keeping digital records throughout the year, sole traders and landlords can save hours previously spent gathering information near the tax return due date."

throughout the year", bring the tax system closer to real-time reporting and help businesses

stay on top of their finances and avoid the last-minute rush.

However, critics say that learning to use new accounting software and linking it to HMRC's systems could be time-consuming,

especially if the process doesn't go smoothly. Workers without internet access are also likely to struggle with a digital system.

### Penalties for non-compliance

If you don't comply with MTD from the start date, HMRC may issue penalties for failing to comply.

Penalties for late filing under MTD will only occur for

annual filing during the testing period. But after April 2026, qualifying people will start receiving penalty points for late quarterly filing, incurring a £200 fine after four missed deadlines.

The new rules are slightly more flexible than current late penalties, but with the added complexities of adopting new software and having to submit quarterly reports rather than yearly, there is more room for error once the testing period ends.

HMRC is currently writing to self-employed workers and landlords it expects to mandate into the new system from April 2026. Look out for a letter and be sure to follow the instructions you receive. ■





# MAKING TAX ~~DIGITAL~~ EASY

**Are you confused  
by MTD?**

**SIMIA WALL  
HAVE THE  
SOLUTION TO  
MAKE IT EASY**

- ✓ Trusted by Taxi Drivers for more than 60 years
- ✓ One-to-one personal service by your dedicated accountant
- ✓ Clear competitive fixed fee pricing with no hidden costs
- ✓ Free initial consultation in person or over the phone



*Simia Wall - Experienced and friendly professionals who understand the Taxi trade.*



Call us now on **0208 732 5500** or email **[nik@simiawall.com](mailto:nik@simiawall.com)**

Offices: Devonshire House, 582 Honeypot Lane, Stanmore, Middlesex HA7 1JS & Longcroft House, 2-8 Victoria Avenue, London EC2M 4NS (Opposite London Liverpool Street train station).

# LTDA APPLICATION FORM

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_  
Postcode \_\_\_\_\_

Telephone \_\_\_\_\_ Mobile \_\_\_\_\_

Email \_\_\_\_\_ X \_\_\_\_\_

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 \_\_\_\_\_

## 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:







Columnist  
Mike Williams

# Entertainment Corner

Here's your round-up of the best entertainment to get stuck into on your mobile, tablet, or in the comfort of your own home, this month.

## Lights, Camera, Action!

### PODCAST: The Louis Theroux Podcast

Podcasts can become popular for the quirky and interesting stories that evolve while on-air, but it's also the way they are told and by whom. Enter everyone's favourite oddball personality Louis Theroux, whose voice is instantly recognisable and, coupled with his famous knack for interviewing, makes his podcast an engaging one to listen to. Now in its fifth season, Theroux invites a famous guest on each episode, as the pair chat intimately over the course of an hour of fascinating back-and-forth. Most recently, guests to appear include Hollywood actor Sean Penn and *The Last of Us* star Bella Ramsey.

The strength of this podcast is the way he conducts discussions with such ease and fluidity. Each encounter feels like a free-flowing conversation between friends, varying from whimsical chatter to much deeper, more serious subject matters.

*New and past episodes of The Louis Theroux Podcast are available on Apple Podcasts, Spotify and more.*



### MOVIE: A Complete Unknown

When you think of film biopics, plenty spring to mind. Whether it's Joaquin Phoenix's turn as Johnny Cash (*Walk the Line*), Jamie Foxx's Oscar-winning portrayal as Ray Charles (*Ray*), Natalie Portman's incredible depiction of Jackie Kennedy (*Jackie*) or Taron Egerton's criminally underrated efforts as Sir Elton John (*Rocketman*), this genre of movie often manages to speak to diverse audiences, offering engaging material based around the true events of these extraordinary people's lives.

In *A Complete Unknown*, Timothée Chalamet is a fresh-faced Bob Dylan. As a young musician trying to make his way in 1961, the ambitious 19-year-old begins his journey in New York City, as he builds bonds along the way to his rise to global stardom.

Chalamet's acclaimed performance is on display throughout, and anyone



familiar with Dylan's career, and indeed his backstory, should feel satisfied not only with the sterling performance, but by how moments of his iconic life are covered on the silver screen too.

*A Complete Unknown is available to stream on Disney+ now.*

### TV SERIES: This City is Ours

It's not always the so-called big boys like Apple TV+ and Netflix that get all the top shows nowadays; the BBC are still churning out quality television as well, this time with *This City is Ours*. It depicts organised crime and the life of one of its longtime members, Michael (James Nelson-Joyce), set against the gritty backdrop of Liverpool.

In what could have turned out to be just another copy and paste attempt to bring the sensibilities of classics such as *The Godfather* or *Scarface* to British shores, this in fact turns out to be something particularly special. With a strong supporting cast, including Hannah Onslow, Mike Noble, Julie Graham, Darci Shaw, and the legendary Sean Bean, *This City is Ours* is a proper British gangster drama that oozes style, authenticity and maintains a high level of quality throughout all of its eight episodes.

*This City is Ours is available to stream on BBC iPlayer now.*





Columnist  
Steve Kenton

# The Knowledge of London's Action Plan



There are some positive changes afoot when it comes to KoL and driver recruitment, with a hefty strategy so the taxi industry can thrive for years to come.

## Man in black

**U**nless you've been stuck on a rocket with Katy Perry, like a space *Firework* (sorry, that's about the only song of hers I know), you may have noticed we are losing more drivers than we currently have embarking on and passing the Knowledge. So, to quote the words of the incomparable Marvin Gaye, what's going on?

## Tick-tock

Well, given the sterility of the Mayor's taxi action plan, the industry no longer has the luxury of time. Systematic degradation at a regulatory level, as well as no real barrier of entry being imposed on the private hire sector, has left the taxi trade facing an existential crisis. As a result, the appeal to undertake the Knowledge of London has waned. So what can we do?

Well, in response to the rapidly diminishing number of taxi drivers on London's roads, a plan has been formulated to reverse that trend. This will primarily look at how the



uptake of the Knowledge of London can be increased. With numbers currently sitting at less than 900 candidates, and a 25 - 30% pass rate, it is crucial that action is taken to stabilise our dwindling numbers by ensuring there are enough new drivers getting out to compensate for those leaving.

## Do the maths

I totally get there is a chain of thought in the trade that fewer drivers mean more work for the existing ones, and in their view if at any point there are 40 cabs sitting on the rank at Paddington, then that's clear

evidence that we don't need any more drivers. The reality though is that we need a spread of drivers available for hire across our entire working area, during most times of day, if we are to provide a reliable service. The moment we can no longer offer a cab, crucially, when the customer wants one, they start to look for alternatives. The provider who delivers that service at 2am is the one they will likely choose at 2pm.

There is, however, a fine balance between too few, enough, and too many taxis. And it's crucial that we get the balance right. Unfortunately,

at the moment we are losing far more drivers than are being replaced and if we are to stem the drop in numbers we need to start bringing more people onto the Knowledge so the pattern begins to shift.

To this end, in conjunction with the Knowledge Schools, some trade groups, garages and others, we have come up with a plan.

- To look at linking the Knowledge to careers within TfL's noticeboard.
- The LTDA will donate £2,000 towards advertising the Knowledge. Other orgs and unions, as well as industry stakeholders, will be welcome to help with additional funding. Stakeholders will include garages and fleet owners, breakdown services, motor factors, taxi sales outlets and app providers.
- Construct a mentoring programme whereby we at LTDA and others will look to support and help all students embarking on the Knowledge, to help them complete the course.
- Within the advertising campaign, a highlighting of the benefits of becoming a licensed London taxi driver will be accentuated. This will include the fact it is one of the only professions that affords guaranteed employment upon completion of the course. Working freedom and potential income either annually or per-hour will also be highlighted within the campaign.
- Costings regarding various advertising streams, including targeted advertising, will be assessed. This will include looking at placements in airline





magazines, also radio ads on London-based stations (and its environs). Advertising spots on London Underground tunnel platform hoardings where there are line interchanges to maximise product visibility, as well as advertisement spots on buses, Liveries and Super sides on taxis will also be costed. The adverts will include a barcode, linking to TfL's taxi website.

Advertising at lower league and non-league football and rugby clubs will also be examined.

- Mainstream media articles will be produced and circulated to various publications and online news sites, explaining what the Knowledge is and detailing a Knowledge student's journey on the course, hopefully ending with the student getting his or her badge and earning.
- TfL has a database of over 100,000 current and previous PH drivers. We will aim to convince them to ensure that they are all aware of the step up in earning potential and prestige in completing the KoL, and in becoming a proper taxi driver.
- Political engagement with politicians from all parties and political persuasions to ensure they recognise, support, promote and lobby on the industry's behalf will be at the core of the plan.
- Attending job fairs, offering instant sign-ups onto the Knowledge will also be at the

"In response to the rapidly diminishing number of taxi drivers on London's roads, a plan has been formulated to reverse that trend."

heart of the plan. A targeted approach to those who are ex-forces via the Royal British Legion (and their in-house magazine), as well as ex-blue light service workers, will be made.

- Engagement with bike hire companies will be made in a bid to offer low-cost hire for Knowledge students who qualify. An examination of daily costings will be made, culminating in the

recommendation of an affordable daily rate.

- An examination of the costings surrounding the part-time employment of a social media guru, with a knowledge of targeted social media output on TikTok, YouTube, Instagram, Facebook and X (formerly Twitter) will be made. Those already operating within the industry at a promotional level will be approached to produce bite-sized articles showcasing the Knowledge.
- To encourage a new KoL funding regime at TfL where fees to apply, sign up and undertake the KoL will be staged towards the end of the course, in order to prevent potential candidates being discouraged by upfront fees.

This is the start of an ever evolving strategy to try and secure the industry's long-term future. It's early days, but working with as many interested parties as possible from within and outside of the trade is a great start. ■







Hampstead Fire Station.



Columnist  
Phil Brown

## A Passage Through Time: Hampstead's Growth and Safety Measures

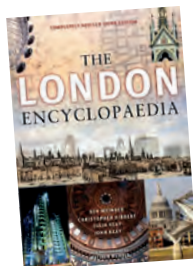
This time, we delve into what Hampstead had to offer its public, in terms of law enforcement and fire services, in a rapidly-expanding area.

### Footprints and foundations

#### Footprints and Foundations

As a cab driver your day inevitably varies. The working week can alternate between busy and quiet days. There are many hours in the day when you are stationary in the cab, and it is in these less busy moments that you need to fill in your time and do something productive.

I am a passionate reader who brings out an assortment of books during my working day. Research books on my work as a historian is a must, however English and philosophy are also high on my agenda. If you have not read a book for some time, I encourage you to start.

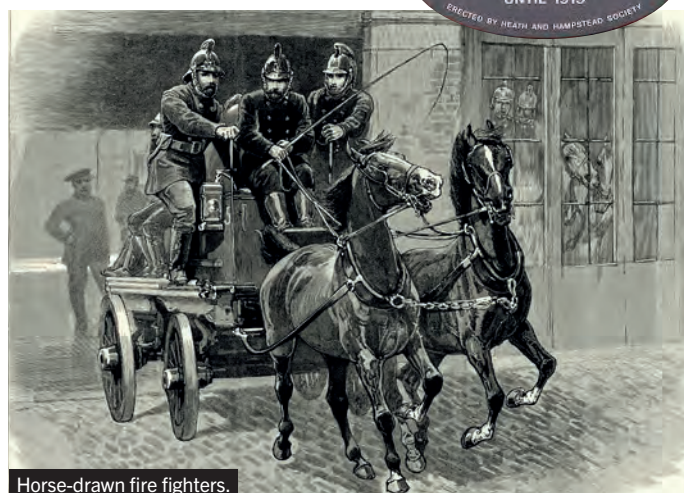


Reading can improve your vocabulary, grammar and expand your all-round knowledge on a multitude of subjects. So much confidence can be gained when one has an understanding of a particular subject. There are so many books about London that it is difficult to navigate the shops and select one that will be of interest to you. So, in this and future articles, I will recommend a book title that will increase your knowledge on London's heritage.

The book I suggest for this month is *The London Encyclopaedia* by Ben Weinreb, Christopher Hibbert, and John and Julia Keay. Let us now continue our visit to Hampstead and focus on essential public services.

#### Civic duties

The rapid growth of Hampstead, in the second



Horse-drawn fire fighters.

half of the 19<sup>th</sup> century at least, created a demand for a larger parish council building. Formally, vestrymen had met in the cramped conditions in the workhouse at New End. In 1878, they constructed a new town hall on Haverstock Hill at the corner of Belsize Avenue: an exuberant building of an Italian style, it was admired

by residents. The Borough of Hampstead's boundaries in Anglo Saxon charters had survived, until it was absorbed into the Borough of Camden in 1965. The old town hall became a place of exhibitions and creative arts. A new civic centre was constructed at Swiss Cottage that administered the affairs in Hampstead.

THE CLOCK TOWER  
BUILT IN 1873  
THIS BUILDING HOUSED THE  
LOCAL FIRE STATION  
UNTIL 1915  
ERECTED BY HEATH AND HAMPSTEAD SOCIETY



## Law and order

With the establishment of the Metropolitan Police in 1829, it was inevitable that Hampstead would get its own constabulary. The area was developing rapidly, which meant residents would need protection from London's criminal classes. The grand

"The rapid growth of Hampstead, in the second half of the 19<sup>th</sup> century at least, created a demand for a larger parish council building."

houses of the Northern Heights of Hampstead were rich pickings for intruders to capitalise on unsuspecting dwellers. A new police force would act as a deterrent to these unsavoury characters.

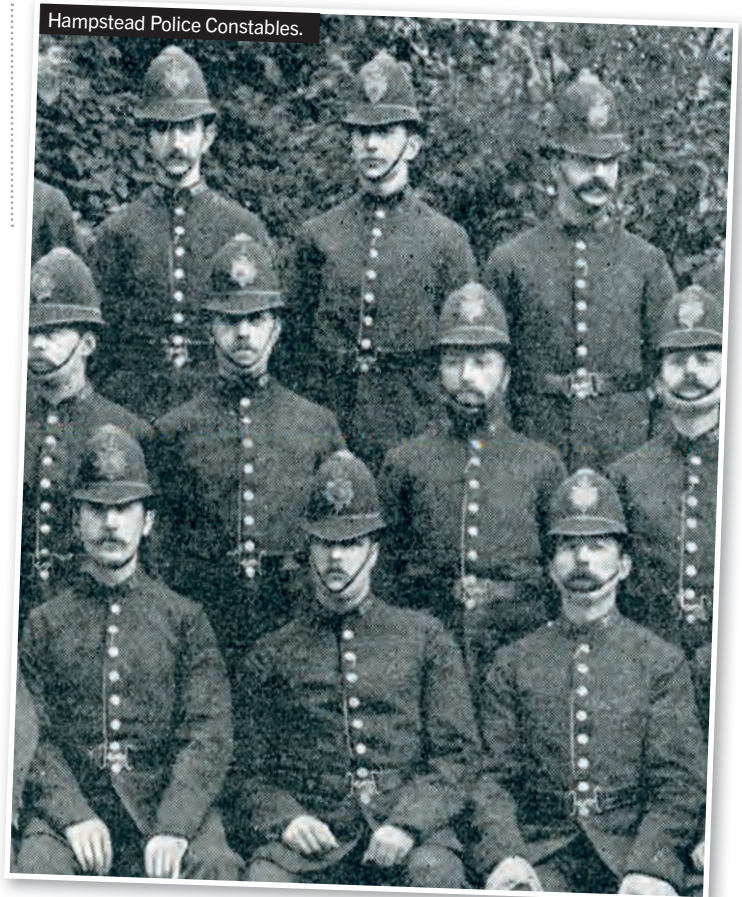
Known as Peelers, after Sir Robert Peel who instigated the police force, Hampstead did not welcome these new law enforcers to their neighbourhood. The new police force would burden the vestry with increased taxation upwards of £1,100 per annum. Nevertheless, the Peelers arrived and closed down the local lockups in Cannon Lane and the Old Watch House in Flask Walk Green where the village stocks stood.

After four years at 9 Holly Walk, the new police moved to the foot of Holly Hill in 1834. In 1913, a permanent site was found in Rosslyn Hill, just on

the corner of Downshire Hill. A court building was erected in Downshire Hill, where the first juvenile hearings took place in the capital. The buildings still remain, however the police station ceased to exist and closed down in 2013, as plans to open a school in the former police station were cancelled by Camden Council. It's since been reported that the building will be sold off for future residential use.

## Extinguish the flames

Until the fire brigade was formed in 1866, the capital was unprotected from any conflagration that presented itself. In the 1850s, firefighting in Hampstead was a chaotic problem. The vestry did little to provide its inhabitants protection from fire. A primitive pump-engine behind the George Inn public house in Haverstock Hill was the only appliance available. The initiative to protect householders and public buildings was a private enterprise, as leading fire insurance companies organised their own fire brigade. When called to the scene of a fire, said house had to have a metal plaque affixed to the wall of the property (as pictured on the right). This brass token identified the particular insurance company and policy number of the resident. If there was no



plaque affixed to the house the fire was left to burn the house down, such were the times. Look carefully as you drive through the London region; these plaques can still be seen on some of the older houses today.

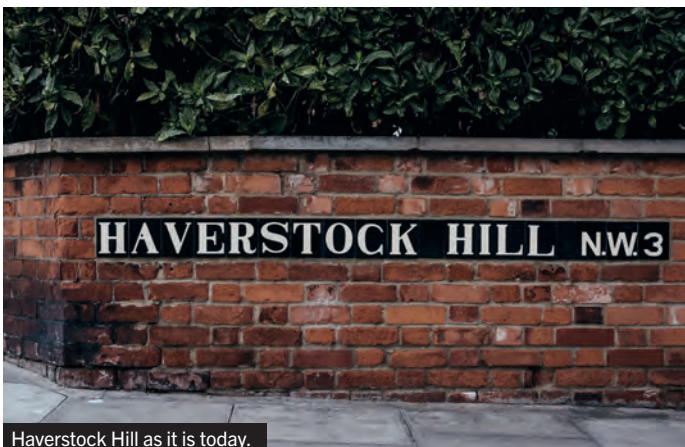
In 1869, the Metropolitan Fire Brigade established its first station in Hampstead; its location was situated at the rear of the George Inn public house on Haverstock Hill. However, four years later operations transferred to a prestigious building at the corner of Heath Street and Holly Hill. When you are stationary at the traffic lights on Hampstead High Street, look carefully at the building opposite the underground station. This is the former fire station that operated in Hampstead. On the outer wall at ground floor level, there is an information plaque



denoting the authenticity of the fire station.

The location had stables on the ground floor, mechanical devices for the rapid lowering of saddles onto the backs of the horses, and a wide doorway to allow the engines to dash out. An upper floor contained quarters for the firemen, and in the tower there was a water tank. A prominent clock was added by public subscription. An observation post (since removed) was used for fire watching in both World Wars. But by 1915, the Fire Brigade at the top of Hampstead had moved to Lancaster Grove. This building was then sold off and converted to residential apartments. ■

If you have any questions on London's heritage or are contemplating a tourist guide course, please contact me via [journeythroughtime@hotmail.com](mailto:journeythroughtime@hotmail.com)



Haverstock Hill as it is today.





# Car Categories and Fraudster Tactics – Know Both!

Buying a used vehicle, especially a cab, can be a treacherous affair. With scams seemingly around every corner, it's best to do your due diligence – or face being stung.



"At the moment, the rules relating to insurance category cabs from TfL are, to say the least, a bit vague."

rather than get it licensed themselves they wanted to take the easy option and just sell.

I asked them for the registration number and started doing all the searches before they arrived. Everything looked great, and

I quickly forgot the golden rule that if a deal looks too good then it usually is. They turned up with the cab, I drove it, checked the obvious, crawled underneath it and all looked as it should. It was only because they were so insistent on getting some cash up front and then transferring the remainder that made me hesitate.

## Greased Lightenin'

I asked them for the V5, which was badly creased and very dirty, in fact I have never seen a V5 in such bad shape and I started looking deeper. The online MOT checker was showing a higher mileage than that on the cab, and I was now getting very suspicious. It must have shown, because they simply got in the cab and drove away without another word leaving me holding the V5. Needless to say, once I had straightened it out and held it up to the light it was a very poor fake V5 which they had tried to disguise with grease and creases!

I called the police, gave them the reg number and told them about the V5. Two weeks later, I am still waiting for a call back or someone to come to collect the V5, which confirms my suspicions that unless they drive up Park Lane at 24mph, then the police won't know or care if it exists! ■

## Always stay informed

**A**round five years ago, the codes for cars that were written off by insurance companies were changed; they are now A, B, N and S. A means the vehicle is so badly damaged it can only be crushed. B means it can be used for salvage parts but the shell must be crushed. Both N and S mean the vehicle is repairable, the difference being that N has no structural damage, may be stolen and recovered, parts stripped, etc., whereas S has had structural damage.

## Clear as mud

At the moment, the rules relating to insurance category cabs from TfL are, to say the least, a bit vague. But they will shortly be consulting on whether any insurance write off, taxi or private hire, should ever be licensed again. If I were a betting man, I would guess that the only ones that would be eligible would be category N – but with TfL, it's anyone's guess.

Having been caught out many years ago, I never buy anything without doing a variety of readily available online checks on a cab's finance status, mileage, MOT status, etc., and there is now

a lot of companies that offer this service including HPI, My Car Check, carVertical, AA, and RAC.

## Too good to be true?

But despite all of this, I, yet again, nearly got caught out. I was offered a late TXE that had supposedly only been licensed outside of London. It was low mileage, a good spec, and was eligible to be licensed in London. They called me and even offered to bring the cab to me, because they were going to be in London. They made all the right noises about it not being suitable outside of town, but because they never knew the London market,





# A Big Day No-Show

Last Friday, two fellas ruined my day from the back of the cab. Did they say my hair was a mess? No, because it wasn't. It was sitting pretty; all bobbed and shiny. I digress...

## A woman of words

**Y**ou're probably asking, did these fares criticise what I was wearing?

Nah, because I was looking excellent in a red broderie anglaise shirt and cream trousers. Even Mr Meg – a man that wouldn't normally notice if I left the house in a Mr Blobby suit – commented that I looked 'nice'.

They ruined my day by climbing in the back and uttering the dreaded words, "Hurry! We're late!"

## We're late, we're late, for a very important date

Why people who hail a cab in London expect it to take off like a helicopter to beat Sadiq's traffic always amazes me. Yes, we have the knowledge, but what we don't have are powers of flight or time travel.

The two young men, dressed in tuxedos and sporting fancy corsages, asked me to get them from Little Venice to Islington Registry Office in under 10 minutes. "Is that doable?" asked one, adding, "Because I am a dead man if it isn't!"

I clocked the outfits and guessed they were going to a wedding. I didn't realise one of them was the groom at said wedding until he started to weep.

## Dry Your Eyes

His best man was trying to make things better by insisting the bride would be 'cool'. He said that she had plenty of friends and family to chat with while she waited for him to arrive, adding that being an hour and 20 minutes behind wasn't nearly as bad as, say, being two hours late. Or even three hours late.



I desperately wanted to know why this pair of goons were this tardy to the wedding, but the hysteria in the back was mounting and I didn't want to do or say anything to ramp it up.

"Phones stay off!" commanded the best man. I thought that was a worst man decision personally. "That way she, or her mum, can't shout at us!" This was the moment I realised I had the main characters from *Dumb and Dumber* in the back.

The journey took 27 minutes – a miraculous achievement in such dreadful traffic. I used all the knowledge I had. We pulled up at the registry office but there was no wedding scene. No bridesmaids, no confetti, no guests having a quick smoke outside.

The two fellas fell out of the cab and started to run up the steps. They were gone before I could even say goodbye or good luck.

## Going, going, gone

I stopped at a nearby garage for Fruit Pastilles and a cold bottle of water, and just seven minutes after I had dropped the pair off they hailed me again from outside the same registry office. This time they were heading to the reception venue to see if anyone was there. Brave men, I thought.

"They'd all gone. Place was locked up," the groom

told me. The best man interrupted, "She'll understand, mate. The game went to penalties, what were we supposed to do? And then we had to collect the tux and have a spot of lunch and then the cab went all around the world... It wasn't our fault!"

"I desperately wanted to know why this pair of goons were this tardy to the wedding, but the hysteria in the back was mounting."

My cab went all around the world after I bust a gut to get them to the wedding double-check? Any sympathy I

had vanished. I dumped them on the pavement at Highbury and Islington Station quicker than I could say "I Don't."

# Babette Powell Conquers the 2025 London Marathon

On Sunday, 27<sup>th</sup> April, Babette Powell crossed the finish line of the London Marathon in a time of four-and-a-half hours, in support of the Taxi Charity for Military Veterans.

TAXI CHARITY  
for MILITARY  
VETERANS

**C**locking up two marathons in two weeks is mightily impressive stuff! Babette's London achievement was even more incredible considering she had completed the Paris Marathon just a fortnight earlier. TAXI spoke to her about her stunning journey.

"Still can't quite believe it... two marathons in two weeks: Paris and London!" said Babette. "Months of training, no drinking - well, apart from a well-earned drink after Paris! - and a lot of determination all led to crossing not just one, but two finish lines."

Reflecting on why she chose to run for the Taxi Charity, Babette shared, "When my friend Paul Cook, the Taxi Charity Vice Chairman, asked me to run for them, I thought, why not? I've put the training in, and running another 26.2 miles is nothing compared to what the veterans went through."

Despite her initial concerns about how her body would cope,



Marathon runner Babette Powell.



Babette was amazed at how well she endured the challenge. "I've never attempted two marathons so close together, but my body held up surprisingly well, just a bit achy and fatigued the day after."

The soaring temperatures in London made the race even tougher: "The weather made it difficult, it was a scorching hot day but it allowed me to let go of chasing a personal best and

"A huge thank you to the Taxi Charity for Military Veterans for their incredible support and for giving me the honour of running London on their behalf."

*simply enjoy the run. Every step was worth it for the charity and knowing the difference it will make."*

Mentally, Babette broke the race down into manageable goals: "Thinking about passing

Babette, Miles from Made in Chelsea and Keely Allen.



*each five-mile mark really helped. I learned so much about resilience, pacing, and listening to my body."*

Crossing the finish line was a powerful moment too: *"It was a real mix of pride, exhaustion, and gratitude. Definitely one of the most rewarding experiences I've ever had."*

Babette expressed her deep gratitude for the Taxi Charity, which was one of the main reasons she ran in the first place. *"A huge thank you to the Taxi Charity for Military Veterans for their incredible support and for giving me the honour of running London on their behalf. Such an incredible charity! It made the experience even more meaningful."*

Paul Cook, London cabbie and the charity's vice chairman, the person who initially asked Babette to run for the charity, said: *"We are incredibly proud of Babette. Running two marathons in two weeks is an unbelievable achievement, and we were thrilled to be there to cheer her on. Our volunteer Keely Allen and I went into London on the day to support her and see her cross the finish line. Babette's dedication, resilience, and the spirit she showed truly embody the values of our charity. We can't thank her enough for*

*taking on this challenge on our behalf."*

Reflecting on her journey, Babette added: *"I pushed myself to my limits, smashed my goals, and loved every second of it. I know I always say no more, but not this time! I'll be back next year!"*

The Taxi Charity for Military Veterans extends its heartfelt thanks to Babette for her

**"Thinking about passing each five-mile mark really helped. I learned so much about resilience, pacing, and listening to my body."**

outstanding dedication and congratulates her on an extraordinary achievement!

To find out more about the support the Taxi Charity offers to veterans or to donate, visit [www.taxicharity.org](http://www.taxicharity.org) ■



Paul Cook, Babette Powell and Keely Allen.



The 2025 London Marathon saw a record-breaking number of finishers, with over 56,000 participants completing the 26.2 mile course through the capital. In the men's elite race, Kenya's Sebastian Sawa claimed victory with a time of 2:02:27. Ethiopia's Tigst Assefa triumphed in the women's elite race, setting a women's world record with a time of 2:15:50. In the wheelchair races, Switzerland's Marcel Hug secured his fifth London Marathon win in the men's, finishing in 1:28:35, while compatriot Catherine Debrunner dominated the women's, crossing the line in 1:38:54. ■



The entire community unifies on London Marathon Day.

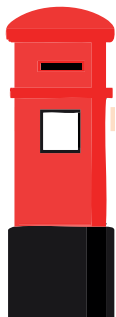
### About the Taxi Charity for Military Veterans

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, and social events across the UK.

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

In 2024, the charity took veterans to Normandy for the 80<sup>th</sup> anniversary of D-Day and commemorated the 80<sup>th</sup> anniversary of Operation Market Garden in the Netherlands in September.

In May 2025, the charity returned to the Netherlands for the 80<sup>th</sup> anniversary of Dutch Liberation and in June they will take a group of veterans to Normandy for the 81<sup>st</sup> anniversary of D-Day.



# TAXI & LTDA Mail



## Subject: Badge renewal

Dear Editor,

I am a rare phenomenon as a young cabbie, well I think 28 counts as young in cabbie circles. I have just renewed my bill for the first time, so depending on whom you talk to I am either no longer a butter boy or stay a butter until I renew my badge another one, two, or three times. Incidentally, renewing my bill was a nightmare that went right to the wire, when I almost rejoined the unemployment line had it not been for the help of the LTDA, and Lloyd in particular. So thank you!

I am writing to remind my fellow cabbies that just because I am new and have badge digits longer than a telephone number, it doesn't mean that I do not know proper etiquette, rules and expectations of driving a sherbet around our streets, because I do!

I also love the job. I come and go as I please, spending so much quality time with my young daughter that she barely knows I have a job. And most importantly, I can earn a very good living indeed. Yes, I am working unsociable hours. Yes, I do work weekends too, but the actual hours I work are far less than any previous job I have ever had, and I choose when to go to work and do not have to deal with what was more often than not an idiot boss.

I don't understand some of the drivers I meet who hate the job. If it's so bad then go and do something else? Stop putting this trade down, because it's a fantastic lifestyle, great money, unlimited freedom and I really do love it!

Yours faithfully,  
Mo Farqar

## Subject: Falsely accused

Dear Editor,

Can I please use the auspices of your pages to thank everyone in the LTDA legal department for going above and beyond to get me cleared of something that I had not done, and more importantly liaising with TfL who wanted to revoke my licence?

This all started a few months ago, when I received a notice from a court in Essex advising me that I had been convicted of driving without due care and attention, and had been given six points and a substantial fine. Apart from the fact I live in Surrey and had not been further east than City Airport for a long time, I was even more baffled because I don't own or ride a motorcycle. In fact, I don't even have a licence for a motor bike, something which the court had obviously not picked up on when issuing the points.

My first call was to the LTDA, and I was soon talking to one of the advisors and an appointment had been made for me to see their legal team. It was at this point I got a letter from TfL questioning my fitness to be licensed following what they deemed a 'serious' offence.



Everyone from Annette the receptionist through to the paralegals and lawyers were fantastic. They immediately appealed the conviction and notified TfL of the facts. It was then a long and agonising wait before the CPS eventually agreed it was not me, but someone with the same names, a similar date of birth, and the DVLA number that had been incorrectly entered onto the system were to blame. I felt like I was the only innocent man in Shawshank!

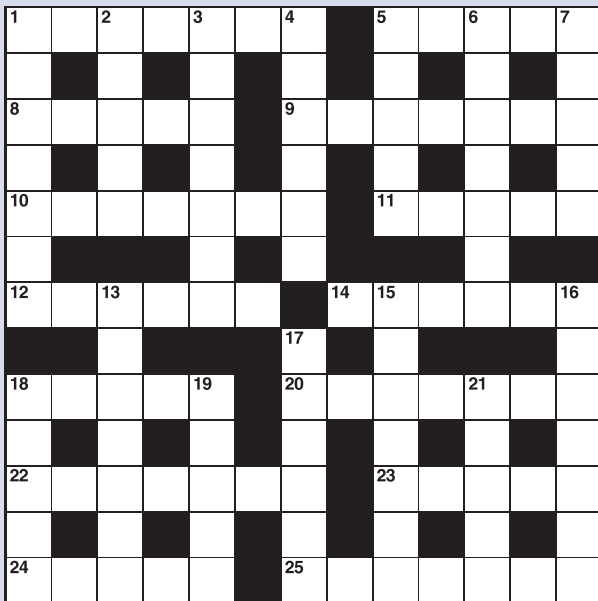
Once again, thank you all.  
Richard Taylor



# Crossword



# Puzzler Page



## ACROSS

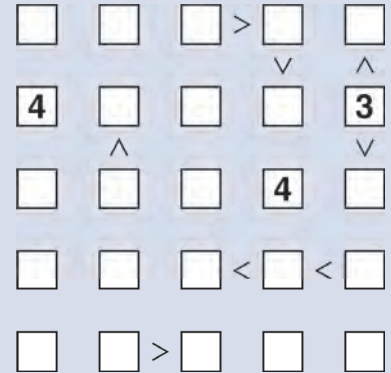
- 1 Largest planet (7)
- 5 Impish (5)
- 8 Damaged ship (5)
- 9 Donates (7)
- 10 Profound (7)
- 11 Medical photographs (1-4)
- 12 Carve a raised decoration (6)
- 14 Bets (6)
- 18 Ornithologist's interest (5)
- 20 US state north of Florida (7)
- 22 East African language (7)
- 23 Courtroom 'elsewhere' plea (5)
- 24 Teams together, like oxen (5)
- 25 Tranquil, calming (7)

## DOWN

- 1 Shape of the lower part of the face (7)
- 2 Dress fold (5)
- 3 Gate money (7)
- 4 Elastic substance made from latex (6)
- 5 Epping's county (5)
- 6 Amount of film shot (7)
- 7 Colonies of ants or wasps (5)
- 13 Jeer at (7)
- 15 Waterproof jackets (7)
- 16 Long-eared dog (7)
- 17 More unsightly (6)
- 18 Dictatorial (5)
- 19 Underskirts (5)
- 21 Heartache (5)

## 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.



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

## 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.



For answers go to page 30

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# LEAP24 Launches Ultra-Rapid EV Charging Offer

**L**EAP24, one of the fastest-growing networks of ultra-rapid EV chargers in the London area, is rapidly expanding to meet the city's increasing demand for convenient, high-speed electric vehicle charging, and it's set to be something of a game-changer for cabbies.

This initiative is set to align with the needs of those with electric cars, making life easier for the drivers. This will include low-cost, ultra-fast charging in a prime location that minimises downtime and maximises efficiency, which has to be a positive for all cabbies out there.

What's more, there's a seven-day launch offer

between 9<sup>th</sup> and 15<sup>th</sup> June, making ultra-rapid EV charging available for just 1p per kWh. That price will be at their new location in Silvertown, which is a few minutes from London City Airport. So to put into context, that's probably under a quid for a full charge.

## Key info

- Handy location in the Shurgard car park on Oriental Road (E16 2BZ)
- 24-hour access
- Ultra-rapid service, meaning charge times are reduced

LEAP24's aim is to support drivers with a clean, reliable, affordable infrastructure, so try it out while it's on offer! ■



## Puzzler Answers

All puzzles © Puzzler Media Ltd - puzzler.com

**Puzzler**

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

### Sudoku

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

### Futoshiki

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

### Wordwheel

**Solution:** LUXURIANT

**All words:** Aunt, lint, rant, ritual, runt, tail, tarn, taxi, trail, train, trial, tuna, turn, ultra, unit, unlit, until, LUXURIANT.

**Word targets:** Excellent: 15, Good: 13, Target: 9, Kids: 9.



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