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TAXI

20th June 2023 #543

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ANDY LORD CONFIRMED AS TRANSPORT COMMISSIONER

Andy Lord has been appointed as London's permanent Transport Commissioner. Lord has been doing the job on an interim basis since October 2022 following the departure of Andy Byford. His appointment follows an extensive international search to find the best candidate for the job. Andy Lord joined TfL in November 2019, as Managing Director of London Underground and became Chief Operating Officer for all of TfL's operations in 2022.



FUNDRAISING APPEAL TO SUPPORT LATE CAB DRIVERS FAMILY

A fundraising appeal has been launched to raise money for the family of Liam Mackin who sadly passed away at the young age of 38. Liam was a beloved partner and father. He was also a hard working carpenter and black cab driver, who loved nothing more than providing for his family. Liam was deeply loved by so many and will be greatly missed.

Liam leaves behind partner, Sarah and two daughters, Grace 8 and Violet 6. Grace is currently undergoing chemotherapy at Great Ormond Street Hospital for a benign tumour which is attached to her brain stem. At present, the chemotherapy is working positively but still requires careful, ongoing treatment. Friends of the family are raising funds to help support them with anything they might need at this difficult time.



You can donate to this very worth cause by scanning this QR code below or at <https://gofund.me/077421a5>.

CONSERVATIVE CANDIDATES FOR MAYOR SHORTLISTED

The Conservative Party has announced the shortlist for its candidate to be the next Mayor of London. The selected candidates, who now proceed to a vote of party members are Susan Hall, a London Assembly Member, former Leader of the Conservative Group on the GLA and a Harrow councillor, who also previously served as the Leader of the Council. Newcomer, Mozammel Hossain, a London based barrister and KC, who has never held political office, but is reported to have ties to Downing Street. Finally, Daniel Korski, a former adviser to David Cameron during his time as Prime Minister, during which he is known to have advocated strongly for the role of tech companies in driving change.



6 POINTS POLICY STARTING TO BITE

TfL's controversial six points and you're out policy continues to see hardworking drivers losing their licence and unable to work. Black cab rental firm, *Colts Cabs*, recently issued a warning to taxi drivers on social media stating that the policy is "not a laughing matter". Colts Cabs reported that they have now lost six cabbies, who fell foul of this policy, noting that the situation is becoming "a serious problem".

POORLY DESIGNED LTNS MAY HAVE 'DISCOURAGED CYCLING'



National Audit Office

The National Audit Office (NAO) has found that the speed at which cycle lanes and low traffic neighbourhoods were delivered during the pandemic led to some badly designed schemes being introduced, which may have actually discouraged cycling. The government's official spending watchdog has warned that the government can not properly assess whether taxpayer money spent on schemes to promote active travel are delivering value for money and positive impacts, as the Department for Transport has failed to monitor the schemes and how the cash is spent effectively. Some of the schemes were implemented within just four weeks of the funding being allocated. According to the NAO, this resulted in "some poor implementation of schemes in places where plans had not been developed before the pandemic and local communities were not adequately consulted". Clearly, it's time for a rethink!

WINNER

DIARY PRIZE! ALL 4 ONE BONUS FOR LTDA MEMBERS

The LTDA diary spotters have been out and about, on the lookout for members displaying their diary on the dashboard. They saw Mr David Cannon at Heathrow Airport enjoying the warm sunshine and reading the latest edition of TAXI. He was very happy to receive his All4One gift card worth £150.

All4One cards can be spent on a huge array of items from 130 high street brands in store or online and restaurants. Participating retailers and restaurants include Argos, H&M, River Island, B&Q, John Lewis, Harvester, Pizza Express and Marks & Spencer.

Each year, the LTDA gives away thousands of pounds worth of gift cards to its members. all you need to do to be in with a chance to win is have your LTDA membership diary proudly on display and let us do the rest. Good luck out there.

David Cannon, another winner.

Each year, the LTDA gives away thousands of pounds worth of gift cards to its members. All you need to do to be in with a chance to win is have your LTDA membership diary proudly on display and let us do the rest. Good luck out there.

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Facts Not Fiction

To be absolutely clear, any changes made must ensure that we retain our gold standard and the professionalism and level of service we are world famous for.

Steve's comment

Once again, a combination of a flawed newspaper report designed to create a sensational headline, followed by a lot more flawed, inaccurate and outright lies on social media have resulted in more fake news being reported as factual!

This time it was the Knowledge at the centre of the storm, and according to some it was being 'dumbed down', replaced with sat navs, or according to one of the Twitterati, scrapped altogether, so minicab drivers could ply for hire!

The real story

The truth is a bit less exciting; the Knowledge was last reviewed back in 2000, when it went from 468 runs down to 320. Had social media been a thing back then, this would also probably have been badged as 'the end of the Knowledge'. The truth is that since those changes, the average time taken to complete it has gone up every year, leaving many to question why. It's therefore currently being looked at again, for only the second time in 50 years.

There are various theories I've heard about why its taking as long as four years to complete, including younger people today

are not as 'bright', London's bigger, it's now too dangerous to learn it on a moped, and a dozen others. The truth is no one knows. Personally, I suspect it's a combination of a whole generation, who have no idea what a map is or how to look at one and that same generation is also used to being taught and learning things in bite size blocks or chunks, whereas the Knowledge is one enormous chunk of information.

Retain the gold standard

I don't know what the changes, if any, will look like, but to me it seems a bit dated to have a six-mile radius. It doesn't cover the City Airport or much of the development in the old docks but does cover areas of London that I've never been to since riding my Honda 90 in the 1980s.

To be absolutely clear, any changes made must ensure that we retain our gold standard and the professionalism and level of service we are world famous for. The Knowledge is what sets us apart and makes our trade what it is, and we can not and must not compromise that. I was clear on this point when speaking to journalists, who asked us to comment on their stories, as was reported in the *Sunday Telegraph*, (see below) but hey why let facts and truth get in the way of the fake news and trolls on social media?

The Sunday Telegraph

However, Steve McNamara, general secretary of the Licensed Taxi Drivers' Association, insisted sat-navs could never replace the All London Knowledge because mapping algorithms are not as effective in the capital.

"The question is why is it on average taking longer to pass the Knowledge?" he asked, adding that he did not believe people are getting "more stupid".

"Education has changed enormously in the last 40 years. Exams and courses are more modular these days, but that's not how the Knowledge works."

"There's absolutely no desire for any reduction in the standards required to be a London cab driver."



Taxi awards

A couple of weeks ago, I was delighted to attend the Parliamentary Taxi and Private Hire Driver Awards, organised by Chair of the APPG on Taxis, Daniel Zeichner MP. The Awards recognise drivers who have gone above and beyond. A number of LTDA members were nominated and recognised for their efforts. A couple also received special awards at the ceremony, which were handed out by the Shadow Minister for Taxis, Simon Lightwood MP. Congratulations to Matt Westfall, Kareen Ismail and Mohamed Ewasha. Other winners included Aiden Kent (Comerford), better known as the Singing Cabbie, YouTuber, Tom Hutley, known to many as Tom the Taxi Driver, and members of the CabbiesDoAtlanticRow team, Daren Parr and Bob Barber. Well done to everyone involved, you are all a credit to the trade!

Political support

The Awards event was also a great opportunity to speak to the Minister and Shadow Minister for Taxis and to catch up with some supportive MPs about the goings on in the taxi trade, and where and how we need their support. Interestingly, I spoke with a number of Labour MPs about the problems with LTNs and the anti-car agenda being pushed by so many. They actually brought this up and felt that things had gone too far and needed a rethink. They particularly agreed that it was wrong for taxis to be caught up in this.

I also spoke to Sir Iain Duncan Smith MP, who recently supported Theresa Villiers MP's efforts to get legislation through parliament, which would give the government an effective veto over the Mayor of London's more damaging schemes. The whole premise of the Awards was how taxis provide a vital service for local communities and residents, and drivers so often go out of their way to help passengers. The MPs were rightly concerned that these schemes and the broader anti-car agenda are undermining this service and it needs to be looked at. I obviously agreed wholeheartedly!

LTDA



Showing Their True Colours

Had they known who was in the group, they would have remained in full poker face mode, instead they pulled faces of utter disgust at what was being said and their disdain was clear.

Top rank

During the pandemic those with a certain agenda – that being to make life as difficult as possible for those who use London's roads, on anything but two wheels took full advantage of the crisis to introduce emergency traffic orders, bringing in a multitude of road closures.

Emergency orders

That of course is not news to any of you, you see it every working day of your life. What you may not know is that the reason for the rapid increase in these closures was because, when introduced as an emergency traffic order, such measures can't be immediately challenged. They can run for 18-months with no consultation or discussion, whilst the authority responsible 'gauges opinion.'

Many of these road closures now need to be made into permanent traffic orders and for the first time we can put in objections. Unfortunately, these objections go to those very same people, pushing said agenda. It's quite surreal when you find yourself dealing with people, who are so clearly invested in keeping something in place and in my opinion clearly biased. Usually at any meeting you have with them, they will just sit there and feign interest in what you are saying. It's frustrating, but we still have to keep chipping away where we can. For example, our representations seem to have convinced the City to consider giving us access to sections of Cheapside which are currently part of pedestrian priority schemes.

Face said it all

Every now and then, you see their true feelings as circumstances lead them to give themselves away. One such incident happened at a recent meeting involving several boroughs. A certain transport and highways officer of a North London council, who was late joining a meeting, of what they thought was exclusively



a group of likeminded individuals (as they were largely the ones with the cameras switched on for yet another infuriating Zoom meeting).

They joined the meeting as a logistics company representative was discussing how his members have been severely impacted by LTNs and other road changes. This officer's face said it all. Had they known who was in the group discussion, they would have almost certainly have remained in full poker face mode. Instead, they pulled faces of utter disgust at what was being said and their disdain for the speaker, and the cold hard truths that were being spoken, was very clear for all to see.

What was the speaker saying to cause such disdain? He was highlighting the extra stress his members were facing from sitting in traffic, the extra cost at having to pay for additional drivers and buying more vehicles, because the one vehicle and one driver that previously did the round of deliveries could no longer do that round in just one day. He noted insurance was becoming a real problem too, as delivery vehicles had to be parked some distance from the delivery address and this has seen more vehicles being robbed.

Bank Junction bias

A similar incident happened at the recent City of London, Streets and Walkways Committee, meeting (available on YouTube for all to see).

The Committee was discussing

the review of the restrictions at Bank Junction. You may remember that last April, Alderman Timothy Hailes, put forward a motion attempting to get taxi access East/West restored. This caused uproar in the City and eventually a 'compromise' was proposed, which was to review the Bank Junction restrictions generally and look at options for changing the traffic mix and timings. We knew that this was designed to muddy the waters and complicate things, but of course we hoped that the officers and politicians would undertake the review in good faith and that the findings would support taxi access regardless.

Well, at a meeting last month, the officers outlined their initial findings which seemed to indicate to me at least that taxi access to some arms of the junction could be viable and unlikely to have much, if any impact. However, the

twist is that they went on to say they couldn't make an effective recommendation, as there were too many variables preventing them doing the proper traffic modelling. They also said it was costing too much and more funding would be required to complete the review and move forward.

Compromise?

Committee members debated what should happen next and one must have either forgotten he was being streamed live or simply just didn't care. I am paraphrasing, but the gist of what he said was, we need to be careful not to put the word taxi in anything we put forward on this, as the intention behind this review was to move away from the issue of taxi access. Highlighting that this was never about compromise at all!

Ironically, the very reason for the high monetary cost of this review is that in their attempts to keep taxis out, the aldermen expanded it, to look at giving other vehicles access – like motorbikes, as if that is a big issue - making it more complicated and time consuming. So now the whole thing has been a total waste of time and money, all because certain factions refuse to even consider restoring much-needed taxi access, even with clear evidence of public and political support for such a change! I don't think they could be more obviously biased if they tried! We will be pointing this out to our supporters and trying to keep the issue on the agenda. ■ LTDA



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Where to?



A Double Standard

I always advise that members appeal a PCN online because there have been many occasions where a council claims they've not received the appeal. With email, there is no question.

On point

If you receive a dreaded PCN through the post and have the audacity to appeal, be aware that from what I have seen, some councils will always find a way to take your hard-earned money, whilst seemingly making it as difficult as possible to appeal in a timely manner.

Appeal?

Whenever I receive a call from a member who asks for my opinion on whether they have a chance of an appeal, I advise that they have nothing to lose, because if they appeal within the timeframe to pay the discounted rate, even if they refuse the appeal, it will stay at the discounted rate. I always advise that the member appeals online because we cannot trust the post and there have been many occasions where a council claims they have not received the appeal. With email, there is no question of that happening.

There have been occasions where a member has called me and said that they have appealed by post and then the fine has gone to the next level, without them ever receiving an answer to the appeal. In such cases, I have then called the Council in question on their behalf and explained that we appealed by post. They then always ask, 'have you got any proof of that and did you send the appeal recorded delivery?' They also generally ask why you didn't appeal online. If you don't have proof of proper postage, they refuse to accept you've appealed and stand by the raised fine.

One rule for us, another for councils

Unfortunately, this is not the same for them. I've had two members this week, who have appealed a PCN online (one from Transport for London and one Hackney Council). When the members haven't received a reply they have contacted them to enquire only to be told 'we sent a letter to you dated blah,

blah, blah. The member then informs them they did not get that letter and both TfL and Hackney basically said 'tough, we sent it out by post'. When the members then called me, I advised they called back and said that they both appealed online and provided their email address within the appeal. I then told them to ask why the authority didn't reply via email. After all, we hear all the time that local authorities are skint, and they could save on post charges. Plus, there can be no doubt that an email arrives, unlike the post. Their reply to this is basically again, 'tough we don't reply to appeals by email.'

We then asked the question (as they do), do you have any proof of that postage, did you send it recorded delivery - well, you can guess their answer to that. The sceptics out there (like me) suggest that some councils take this stance in an effort to simply rip cabbies (and others) off. It's one rule for us, one rule for them.

The best advice I can give, is that when you appeal online you ask that their reply be sent in the post and also via email. Then, keep a close eye on both your inbox and the doormat / post box so you don't miss a reply.

4D number plates

I have been called by three members this week, who have all been pulled over by the

Police and issued with £100 fixed penalty notices, on the grounds that the ANPR in the Police car could not read the number plate on their cab. In all these cases, the Police officer has shown the member evidence on the screen in the Police car. One of the cabbies pulled over by Police also had TfL Compliance with them and they insisted he take another MOT as well.

The reason the Police gave was that they could not read the plate clearly and therefore issue the Fixed Penalty. I have looked up the rules for number plates on the government website and it seems to me that these

new plates are not yet specifically covered by government rules, they do say 3D raised characters are allowed but nothing on 4D, so it's a bit of a grey area. I can only assume that the Police issue the fine on the same grounds as if the plate was obscured or covered in dirt and so couldn't be read.

I know Anthony Street covered this recently but here is a reminder on the rules for number plates. The number plates on your vehicle must:

- be made from a reflective material.
- display black characters on a white background (front plate)
- display black characters on a yellow background (rear plate)
- not have a background pattern
- be marked to show who supplied the number plate.
- be marked with a British Standard number - this is 'BS AU 145e' for plates fitted after 1 September 2021

The characters must not be removable or reflective. If your number plates were fitted after 1 September 2021, they must also be a single shade of black.

Your number plates can also:

- have 3D (raised) characters
- display certain flags, symbols and identifiers
- display a green flash if you have a zero-emission vehicle. ■ LTDA



Bath Street PCNs

I'm afraid that I am now starting to see quite a few PCNs issued for this relatively new restriction (no access for motor vehicles into Bath Street from Old Street or Burnhill Row). They have been appealed on the grounds of bad and incorrectly positioned signage, but Islington have put very high-definition video cameras in place so be warned. Please pass on this information and if any members get one, give me a call.



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The best drivers take what's in front of them and know it all evens out in the end. You count your money at the end of the year, not at the end of the day.

M4 musings

Through late May/early June we've seen strong demand at the airport continue, with occasional technical problems and weather causing unpredictable bursts at times.

As usual, taxi drivers at the airport rose to the occasion and got passengers where they needed to be in a way no other service can replicate. London is absolutely bursting with tourists at the moment, let's hope that continues all summer.

Airport updates

Reps have now agreed a new 'out-of-town' price list, and will be pushing for information boards on terminal ranks to be replaced as soon as possible.

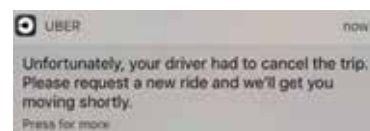
Elsewhere, Apcoa have recruited a number of new staff members this year, and overwhelmingly the feedback has been good; it's not an easy job and there are loads of rules and regulations the staff have to take into account that may seem obvious to us, but if you come into the job from another industry, it's a lot to learn. There can be a fair amount of pressure when it's busy on an airport rank, so it's important for everyone to stay patient and calm in front of the customers.



PH drivers say 'no'

Someone sent me a video a few weeks ago that made me laugh – Uber CEO, Dara Khosrowshahi, had given a TV interview to the US broadcaster CBS, which seemed much more like an advert. In the background were two enormous screens showing the company name, and the host kept saying things like 'that's so great' and 'I just lurve that'.

This sort of thing is pretty bog standard in the States, just as you're always hearing people in US TV shows make a point of saying they're going to get an Uber, when it's got absolutely nothing to do with the plot. But



what caught my attention, were his comments on cancelled rides. Apparently, after 11 years, billions of dollars and no doubt a load of analysis by highly paid techies, Uber has worked out why so many drivers cancel trips; it's because, drumroll please... 'They may not like the destination!' Who could have possibly imagined that private hire drivers might not fancy going to a particular destination

and might therefore cancel the job once they find out where it's going?

Perennial problem

Anyone with a background in our sort of transport, will tell you that this is a perennial problem. We all have jobs we like and areas we enjoy working in, and we all like a job going 'our way' when we want to go home. This is why our [taxi driver's] way of working is best, it's no accident. You know if you pull over, you could be going 12 miles or an hour in any direction. Some days you'll be lucky, some days not; the best drivers take what's in front of them and know it all evens out in the end. You count your money at the end of the year, not at the end of the day.

Anyway, for Uber to only just be waking up to these basic realities of transport (remember when they weren't a transport company? No, nor do I) is utterly pathetic. It's entirely typical of firms who used genuine technological advances (the internet and GPS) to pretend that they'd reinvented something else (transport). All they ever where, are and will ever be, is a large minicab firm, and they're only now starting to address some of the problems the likes of Addison Lee were going through 25 years ago. Those investors better have very deep pockets indeed.

paramount; but the law should be applied equally and fairly across the population, otherwise you are going against natural justice.

Some of those roads in the countryside are downright dangerous, speed limits of 50 or 60mph on a single carriageway with lots of blind bends and inclines. People fly about as if they are transporting a live organ for transplant, when they're probably just on the way home from the supermarket.

It seems to me that we in London, and especially those in our business, are living in a different jurisdiction to the rest of the country.

Good luck out there. ■ LTDA



Hierarchy of road users? Not outside London...

Someone in the countryside hasn't got the memo... For one reason or another, I've been driving outside London a bit over the last month, and those habits we're all used to now – like creeping along behind a

cyclist at 13mph until the rare opportunity to overtake presents itself – are definitely not adhered to by the majority out of town. So, I was beeped and tailgated myself a few times, which highlights to me the disparity between life in the big city and elsewhere.

In London, cab drivers and

other professionals now have to conform to a very high standard of safety and vigilance at all times, as, for us, potential unemployment and financial ruin lie just around the corner should you transgress. Don't get me wrong, standards should be high; safety should be

REENOW Proudly Sponsor Annual Parliamentary Taxi & Private Hire Awards

Celebrating the winners and highlighting industry excellence

REENOW

Drivers from across the country gathered together, along with the REENOW team, to celebrate the annual Parliamentary Taxi & Private Hire Awards at the House of Commons on 6th June.

The Awards were first launched in 2019 and REENOW are extremely proud to be main sponsors of this event today. The event is one that brings the industry together to celebrate drivers and inspire passengers, and this is what REENOW is delighted to support.

2023 has been the biggest year yet for the awards, with almost double the number of nominees put forward by UK MPs compared to last year. The winners included drivers who stood out in especially praiseworthy categories such as Charity Work, Community Support or Climate & Sustainability.

The winners, recognised for their significant contribution to their communities, this year were:

Mohamed Ewasha (REENOW Award) – at 74 years 'young', Mohamed is commended for his inspiring fundraising efforts, having run the London Marathon and various half-marathons to raise money for different charities, including Independent Age.

Matt Westfall (Charity Award) – Matt used his 11 years of driving experience as a London cabbie to deliver essentials to people living in makeshift camps on the Ukrainian border with Poland. Matt also then took some of them on to safe places. He recruited the drivers of six other cabs, one car, and a van to join his cause, and raised more than £11,000 to fund their efforts.

Kareen Ismail (Climate & Sustainability Award) – Kareen invested a substantial amount of money in an electric taxi and, as part of his commitment to sustainable transport, actively raises awareness of the need for electric cabs and PHVs in London.



Mohamed Ewasha, FN General Manager, Mariusz Zabrocki and Simon Lightwood MP.



Matt Westfall, taxi driver and Simon Lightwood MP.



Kareen Ismail, taxi driver and Simon Lightwood MP.

Simon Davies (Hero Award) – Simon is recognised for having made numerous trips by car to Ukraine in the past 12 months in order to deliver aid to those in need, as well as taking part in a great deal of fundraising.

Richard Holden MP, the Department for Transport (DfT) minister responsible for Taxi and PHV policy, gave a speech congratulating all 39 drivers nominated by a Parliamentarian or Member of the London Assembly for an award. His Labour shadow – Simon Lightwood MP – then went on to present the winning drivers with their well-deserved certificates and trophies.

Mariusz Zabrocki, UK General Manager at REENOW also spoke, giving a heartfelt congratulations to all of the winners, adding "At REENOW, we truly believe in supporting drivers and showcasing their key role in society, especially those who make a real difference in people's lives daily. It is an honour to be involved in these Awards for the fourth year running, and we would like to extend our congratulations to all those involved - not least Daniel - for delivering another outstanding event."

REENOW would like to use this opportunity to once again thank all the drivers who continue to work hard and do such an impressive job. REENOW recognises their ongoing efforts to strengthen the bond between themselves and passengers by going above and beyond, while keeping the iconic Black Cab synonymous with excellent service and care worldwide. Congratulations to all winners and nominees!

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£20.00 (average fare) - £0.30 (transaction fee) = £19.70

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£4000	£60.00	£0.00	£3,940.00
£5000	£75.00	£0.00	£4,925.00

2. CabPay Approved Payment Device

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Close-Up: The Mayoral Race

A look at the Tories set to challenge sitting Mayor Sadiq Khan for the top job.



Man in black

Summertime in the UK is a joy to behold, with the flora and fauna emerging from its wintry slumber, like a hibernating bear waking to embrace the glorious sunlight in all its splendour. Marvellous.

Rule and misrule

Another event which heralds in the summer is the London Mayoral Elections. Held every four years, this seismic political event determines who will rule (or misrule, depending on your perspective) over England's capital. Campaigning generally starts the year before the election, which will be on 2nd May 2024, and is expected to throw a plethora of household names as well as oddities into the mix.

If you cast your mind back to 2021, Sadiq Khan took 55% of the vote in the second round against Conservative candidate

Shaun Bailey. However, what was rather more interesting was the fact that David Kurten, Peter Gammons, Piers Corbyn and Farah London all got beaten by Count Binface. In fact, the Count, comedian Jonathan Harvey, finished in a creditable 9th place out of 20 candidates.

So, with the electioneering now underway for next year's debacle (I mean vote) to determine London's mayor, let's look at some of the Conservative runners and riders.

Susan Hall

She has been a London Assembly member since 2017 and Conservative leader of the assembly until recently. Hall has thrown her hat into the ring for the first time in her career.

An outspoken critic of Sadiq Khan, she is a community safety advocate, campaigning for crime prevention and an increase in police funding. She is also a so-called 'cabbie's favourite'.

Hall is considered to lean to the right of the Conservative Party and has a no-nonsense approach,

claiming to have a "common sense plan" to fix London. Some would say that she is going to need a rather big toolbox for that.

Daniel Korski

Next on the list is a chap who is no stranger to controversy.

The tech entrepreneur and former aide to David Cameron caused waves within the taxi industry after *The Daily Mail* revealed he had been assigned to ensure that the then London Mayor Boris Johnson did not upset private hire company Uber.

Korski said it was time an "outsider" was given a chance to defeat Khan. He also stated that he would focus on the Met Police and raise funding by proposing a small levy on hotel rooms. He is opposed to the Ulez expansion, preferring a technological approach to track the most polluting vehicle journeys as an alternative.

It is anticipated that Korski could engage in a very well-funded and run campaign, but can he win over the taxi

industry and gain their vote should he become the Conservative candidate? I can probably answer that but I have to remain impartial.

Mozammel Hossain

"Mysterious Moz" as he is known is a real unknown quantity. Born in Bangladesh, Hossein was 21 years old when he moved to the UK. After studying law at Liverpool University, he was called to the bar in 2001. In 2019, he became the UK's first Bangladeshi born criminal barrister to become a Queen's Counsel (now King's Counsel).

Emulating Mayor Sadiq Khan, who also has a legal background, Hossein's key policies are to try to fix crime with more "intelligence based" stop and search procedures and to scrap the Ulez extension from day one.

He could well be the surprise package in the race to become the Tories' mayoral candidate. **TAXI**

The result will be announced in the coming weeks, so watch this space.

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The Blind Beggar and the football legend

Many of you will know of The Blind Beggar pub's somewhat infamous history. The pub achieved notoriety when, on 9th March 1966, Ronnie Kray entered and shot George Cornell in the head. However, did you know, among other things, a football legend once owned the pub?

The Blind Beggar, which is sited at 337 Whitechapel Road, stands on a plot which has housed a pub or an inn for over 350 years. Despite being in Whitechapel Road, the pub is technically over the border in Bethnal Green. The current building was established in 1894 and is named after the legend and ballad The Blind Beggar of Bethnal Green. In fact, there is a bronze statue of the Blind Beggar and his Dog, cast in 1958 by the sculptor Elisabeth Frink. It stands in the enclosed garden of Tate House on the Cranbrook Estate in Bethnal Green and is a Grade II listed structure.

The pub was the site of the first sermon by the founder of the Salvation Army, William Booth. It was also the closest outlet for the Manns Albion Brewery, where the first modern Brown Ale was brewed.

The pub is well-known for its clientele, which included Harry Redknapp, Ray Winstone and members of heavy metal group Iron Maiden. But one of its famous patrons went on to own the East End boozier.

Football legend and World Cup winner Bobby Moore, a frequent patron of the pub, actually, went on to purchase the lease in 1966. He then sold it a few months later. It is unclear why Moore bought the pub, many have speculated the reasons.

Moore went on to purchase The Salmon and Ball in Bethnal Green, renaming it Tipples. He also owned Mooro's in Stratford, which later became Ye Olde Black Bull.

The Tyburn Tree

The Tyburn Tree at Marble Arch has a particularly gruesome history attached to it. It was the resting place for the most extreme form of 'justice': execution. Tyburn, was a village close to Marble Arch and was named after the Tyburn Brook, which was a tributary of the Westbourne River. Believe it or not, Tyburn Brook runs underneath Buckingham Palace and before it became part of the sewage system it was known for its salmon fishing.

The Tyburn tree was actually a wooden gallows that was operational for over 650 years. It was the principal site for public executions in London. The condemned would start their final journey from Newgate Prison and take the three-hour journey by horse and cart to the Tyburn tree, which was situated in the centre of a busy roadway overlooking Hyde Park. Despite it being a supposed deterrent against criminal activity, pickpocketing was rife during these executions - and rich pickings were to be had amongst the baying crowd.

During the first 100 years, from 1177, only eight executions were worthy of any literary reference. In 1571, a permanent triangular frame was erected which could hang up to 24 people at a time. The frame was eventually taken down in 1759 and replaced with a gallows that could be erected and dismantled at will.

The final execution to take place upon the tree was that of robber John Austin in 1783. A plaque embedded into the pavement on a traffic island at the entry to Edgware Road now commemorates the spot where the Tyburn Tree stood.



SO YOU THINK YOU KNOW LONDON?



St Anne's Lane, which was situated off of Old Pye Lane, was described as having "every feature of a sewer", while a pub called The One Tun in Perkins Rents, was described as a "school for pickpockets".

The Devil's Acre was eventually renovated due to the construction of Victoria Street around 1850. Philanthropists such as William Gibbs and George Peabody helped rebuild and modernise the area, with their influence still prevalent today.

The Devil's Acre

The Devil's Acre, as dubbed by Charles Dickens, was a series of streets around Westminster with a particularly bleak history. Situated around Old Pye Street, the Devil's Acre became a byword for poverty, squalor and destitution. This was amplified by its proximity to Westminster Abbey and the Houses of Parliament.

It became a problem due to a decree by Edward the Confessor, which turned it into a sanctuary where criminals were safe from legal redress. It became a haven for ne'er-do-wells and continued long after the abolition of the sanctuary.

In the first edition of his *Household Words*, Dickens described the neighbourhood as "begirt by scenes of indescribable infamy and pollution; the blackest tide of moral turpitude that flows in the capital rolls its filthy wavelets up to the very walls of Westminster Abbey."

Chronic overcrowding and thieving were rife in the area.

Moore went on to purchase The Salmon and Ball in Bethnal Green, renaming it Tipples. He also owned Mooro's in Stratford, which later became Ye Olde Black Bull.



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The Grass Isn't Always Greener

Despite a considerable amount of political support outside of the Council to give Glasgow cab owners more time, the clock has now run out for many in the trade.



National correspondent

Some of us tend to think that London cabbies are harshly treated and have it worse than any other cabbies licensed elsewhere in the UK. In the capital, of course there are challenges, whether it be the loss of road access or the eye-water costs to now run a black cab. However, next time you find yourself thinking we've got it bad, spare a thought for some of your colleagues around the country.



which don't meet the emissions standards to pay a hefty £60 fine. Taxi vehicles are NOT exempt and it's not like in other areas where you are then given the chance to pay a smaller charge to enter the area. No, quite simply if your taxi isn't Euro VI compliant then it's the full £60 penalty! Moreover, drivers who exit and re-enter the area face paying the penalty charge again. That penalty is capped at a whopping £480 for cars!

How many cabbies will be affected by this change I hear you cry? As of February 2022, of the 1,420 taxis licensed by Glasgow City Council, around 1,000 did not meet new emissions criteria set for phase 2. Whilst some have managed to upgrade their vehicles, either buying a new cab or retrofitting to Euro VI standards, Unite Glasgow Cab Section representatives estimate that around half the taxi fleet still doesn't meet the criteria and would face the penalty charges if they were to continue servicing the public.

Despite a considerable amount of political support outside of the Council to give Glasgow cab owners more time, the clock has now run out for many in the trade. It will be interesting to see how Glasgow functions, especially after midnight, when taking a taxi is pretty much the only form of transport available to those in the city centre.

Something in the River Clyde Water...

Just down the River Clyde, in Renfrewshire, it doesn't get much better for cabbies either. Cabbies there have accused Renfrewshire Council and Glasgow Airport of squeezing licensed taxi driver profits further, with many drivers of their iconic white taxis struggling to make ends meet.

According to one locally licensed taxi driver who contacted me, they are left with just £2.30 for a local hire fare of £10, after deducting airport fees, insurance, maintenance, and fuel costs. The driver claims that the recent increase of airport pick-up and drop-off fees from £4 to £5, approved by Renfrewshire Council, has made their situation even worse.

Despite the rising operating and living costs, Renfrewshire Council are yet to consider a meter increase to help drivers. The aforementioned and nearby Glasgow City Council has already implemented a 19% increase to support its taxi drivers.



CCTV row

Eastbourne Borough Council is facing a backlash from concerned taxi drivers after the Council made it mandatory for all taxis to install CCTV in their cars. CCTV is something that has been whispered about before in London, TfL even consulted on it, but we never heard anything more (let's hope that was the end of it). From a personal point of view, I don't see the point in it, given the safe partitioned vehicle we inhabit.

The installation and maintenance costs of CCTV cameras in the Eastbourne taxis is estimated to be around £500, which has led to fears that many drivers may quit, potentially leaving residents with no transport options.

MP for Eastbourne, Caroline Ansell, has raised concerns about the impact of these costs on the already declining numbers of taxi drivers in Eastbourne. She has urged the Borough Council to hold discussions with drivers and owners to address their concerns.

Eastbourne Borough Council point to an increasing number of councils across the UK implementing mandatory CCTV for taxis following guidance from the Department for Transport (DfT). However, the guidance is not mandatory and there is a need to balance financial concerns against the overall benefits of enhanced safety measures. **TAXI**



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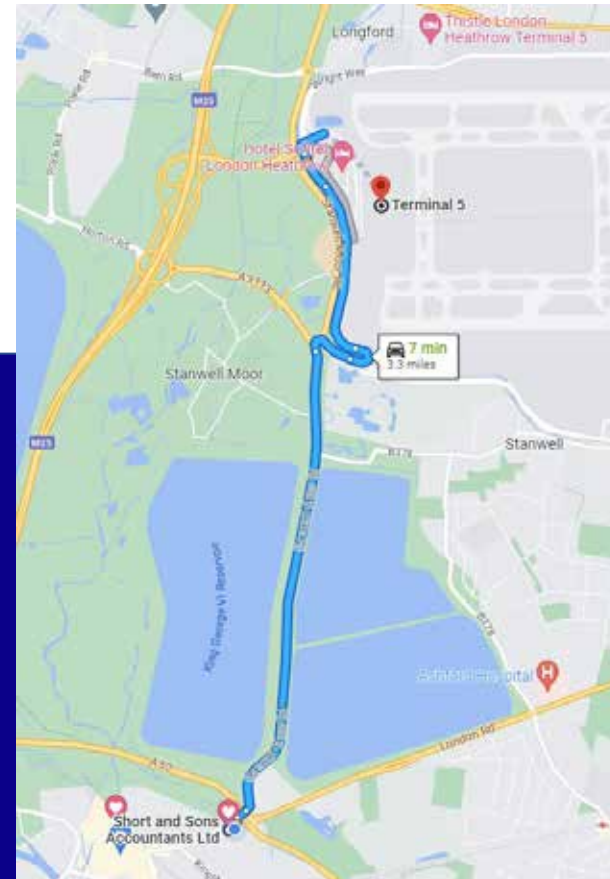
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The Golden Goose Hit

The story of when a simple misunderstanding leads to gang warfare and assassinations.

Rob's history tips

It all began one evening in May of 1970. A bunch of friends were drinking at a pub in Angel when one of the group, David Knight, was approached by known troublemaker Johnny Issacs, who poked him in the back and barked, "Your brother took a right liberty with me last week."

David told Issacs the grievance was nothing to do with him, but before any further attempt at diplomacy could be made, David's friend, Billy Hickson, smacked Issacs which, in turn, led four of Issacs' mates to pile in, and before long, a full-scale punch-up was underway.

Don't mess with my brother

In the brawl, David was so badly beaten he was hospitalised, and one of the first people to rush to his bedside was his older brother: gangster, Ronnie Knight.

"I took the attack so personally, it was eating my insides out," Knight would later say, and he promptly used his contacts to hunt Issac down, soon finding him "in his usual drinker" where a ferocious beating was administered.

Although Knight had seemingly quenched his thirst for revenge, the matter continued to bother him. Fearful that things were about to escalate into a tit-for-tat spiral of violence, he and his two brothers, including David who had now recovered, decided to make a peace offering.

A plan backfires

As such, the three men, along with Hickson who'd thrown the first punch at the Angel pub, went to a nightclub in Leicester Square called The Latin Quarter, a known haunt of Issacs.

But he was nowhere to be seen, although the club's manager approached the men with the offer of a handshake. Despite this friendly gesture,



Hickson, who was clearly unhinged, swore at the manager and attempted to hit him.

Inevitably, the situation rapidly descended into another fight with a number of men on either side piling in; one of whom was an Italian bouncer named Alfredo Zomparelli, or 'Italian Tony' as he was known around Soho.

As fists flew and glass bottles smashed, Zomparelli dashed into the kitchen and grabbed a carving knife... which he plunged twice into David's chest.

David was rushed to Charing Cross Hospital, but it was of no use and he died of his injuries.

Zomparelli's trial

Within hours of the murder, Zomparelli fled back to Italy.

The crime was big news, however, and after being widely reported across Europe, Zomparelli decided to return after just three weeks, handing himself in at Heathrow.

Zomparelli was tried at the Old Bailey and found guilty of manslaughter, for which he was given, as Knight described, "48 poxy months... that's all my kid brother was worth."

Due to good behaviour, Zomparelli was released after serving just 36 months, and returned to his home in Malden

although, rather unwisely, he also began hanging out around his old Soho haunts and even set up a travel agency on Frith Street.

Still seething at his brother's murder, Knight suspected Zomparelli was "trying to rub my nose in it," and began making plans to bump off the former bouncer.

Only a very tight-knit circle knew of Knight's intentions; one of whom was a fellow named Nicky Gerrard who offered to carry out the hit himself.

The Golden Goose

Thanks to his regular routine, Zomparelli proved an easy target.

He could be found at The Golden Goose arcade on Old Compton Street almost every evening, and so it was here, at 7pm, on 4th September 1974, that Gerrard, along with an accomplice named George Bradshaw, strode in.

As his executioners approached, Zomparelli's back was turned: he was busy playing a Western-themed pinball machine called *Wild Things*, and as the lights flashed and the bells clanged, Gerrard opened fire.

The first bullet struck Zomparelli in the head. As he collapsed over the pinball machine, a further three slugged into his back, killing him instantly. It sent other gamers in the arcade fleeing and screaming in all direction.

The hitmen fled in two cars,

"The first bullet struck Zomparelli in the head. As he collapsed over the pinball machine, a further three slugged into his back, killing him instantly."

and Gerrard later called Knight to confirm, "the b*stard's paid the price," prompting Knight to crack open a bottle of champagne and bung Gerrard £1,000 'for a drink.'

It wasn't until 1980 that the second hitman, Bradshaw, confessed to the murder, naming Knight and Gerrard into his bargain plea.

Consequently, the two men were arrested and tried at the Old Bailey where both were acquitted.

Not long after, in 1982, Gerrard was shot dead outside his Canning Town home in an unrelated incident, whilst the following year Ronnie Knight would go on to mastermind the Security Express Heist in Shoreditch, in which he bagged £6 million.

If you wish to learn more, you can visit my YouTube channel, [robslondon](#). ■ TAXI

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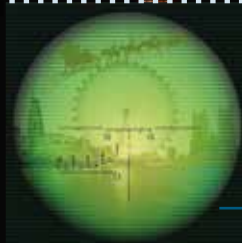
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Days Versus Nights

As a taxi driver working the wee hours, one question you're regularly asked is whether day or night shifts are better.

Night work update

This is quite a difficult question to answer because there are so many different variables and parameters involved. It is true to say that one man's meat is another man's poison. Both working patterns have their merits and pitfalls. In over four decades as a taxi driver I have worked pretty much every type of shift you can possibly imagine, including some very weird ones during lockdown.

The days

From a traffic perspective, working during the day can be absolutely horrendous. It can be extremely challenging, highly stressful and quite damaging to a driver's mental health. There is generally less street hailing during the day, therefore more time is spent ranking up. Using one or more of the apps available to the industry can help alleviate any gaps between street jobs. You can boost your income quite rapidly if the apps are used in the right way, this means marrying up pre-bookings as well as doing immediate app jobs. Of course this needs to be tempered by the fact that you can't move anywhere particularly quickly.

One advantage to working during the day is that it is easier to deal with breakdowns and running repairs. Generally garages are open and breakdown services such as the AA and RAC seem to move that little bit quicker to assist you. Accessing services such as food and drink establishments, as well as toilets, is also significantly easier.

Working during the day does generally mean you end up working longer hours than if you were working at night. However,



it does give you the opportunity of spending more quality time with family and friends.

The nights

Despite having worked during the day for a period of time, the majority of my four decades in the saddle as a cabbie has been at night. Working during the small hours is a very different prospect to the daytime. When I first started nights there was a camaraderie which was second to none. Although that has diminished considerably, it is still there in some small part and can be quite useful in breaking up the evening. It is widely recognised that night work is more lucrative too, primarily because you are working off of tariffs two and three. This therefore can potentially reduce your working hours considerably. There is significantly more street and rank work at night but many drivers prefer to work the apps late at night. This is in part due to the fact that it is considered safer than doing street work - you have a record of who is getting into your taxi.

Generally manoeuvring around London is significantly easier at night although this can be baulked when entering areas such as Soho or Covent Garden - then all bets are off. The clientele is also somewhat different, with alcohol playing a

major factor in any customer's demeanour at night. The prospect of somebody vomiting in your taxi can be a very real problem. Night work generally carries the same dangers from the public as any other industry when the sun goes down.

The good and the bad

Access to services is also problematic with toilets almost non-existent, eateries are available but the later it gets the more sparse they become. As for finding a garage or accessing a breakdown service, again you might have problems as the nighttime progresses.

From a family and social perspective, unless you can commit to at least one or two days off a week, your personal life can start to suffer. The reason for this is because you are simply not there or awake when family or friends are. Also, your sleep patterns are quite frankly shot to pieces. You just don't sleep well. All that said, the money can be good and you do commit to shorter hours.

Ultimately, whatever times you decide to work, always make sure that you take a break and make time for yourself and the family. Working all hours won't necessarily make you happy, but it will certainly make you the wealthiest corpse in the graveyard. **TAXI**

Lidija Armanda 1955-2023

Phil Brown reflects on the life of Lidija Armanda, a well-known figure to many cab drivers and a lady of empathy and compassion.

On the 17th May 2023 Lidija Armanda sadly passed away at her home in Chelsea, surrounded by her devoted family.

Lidija ran the Cabmen's shelter in St John's Wood from 2005 until 2015. She was extremely popular amongst cab drivers and the local community in St John's Wood.

I was a regular at the cab shelter and formed a deep friendship with Lidija. We started the charity for the Hospital for Sick Children in Great Ormond Street. This still continues to the present day, thus far the Shelter has raised £15,000 for this worthy cause. I also made a short film about the cab shelter in 2009, this included Lidija as the main protagonist.

The cab shelter was taken over by Lidija's son Andre and



daughter Emma in 2015. Andre and Emma continue in the family tradition of showing friendship and compassion to all who frequent the cab shelter.

Lidija was a lady of empathy and compassion, who offered the hand of charity to those in wanton need. Lidija was a tour de force, who did so much to help others. She leaves an enormous legacy that will not fade into the mists of time. Our thoughts are with her family and friends at this difficult time. May she rest in peace.




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Entertainment Corner

TAXI's film critic walks us through some this month's film releases to recommend to your passengers.

Reel Talk



The Boogeyman (15)

Rob Savage hasn't been making films that long, but he has already made a name for himself in the horror genre. With zoom meetings in *Host* and the significance of YouTube in *Dashcam*, he's crafted horror films for today's generation. Fans of those unconventional flicks may find themselves a bit let down by *The Boogeyman*, an adaptation of Stephen King's 1973 short story that is easily Savage's most traditional work thus far. But there's still a lot of filmmaking smarts – and yes, scares – to be found.

Sadie (Sophie Thatcher) and Sawyer (Vivien Lyra Blair) are the characters who are being haunted by a supernatural entity. Together with their recently widowed father, Will (Chris Messina), the family dynamic is well drawn and acutely felt throughout. The dominant theme of how children respond to grief isn't especially fresh, but it is effective. And Savage is clever in how he weaponises darkness, making us ask questions about what may or may not be lurking nearby. It might have you checking under your bed before you go to sleep.

★★★★☆

The Boogeyman is in cinemas now.

Transformers: Rise of the Beasts (12A)

To say that the live-action *Transformers* franchise has been more miss than hit is an understatement. After an excellent first outing



Spider-Man: Across the Spider-Verse (PG)

In 2018, *Spider-Man: Into the Spider-Verse* came out of nowhere, introducing Miles Morales to the big-screen with animation so stunning that many subsequent films and TV shows have taken their cue from it. With huge expectations for the sequel, would it be able to rise to the occasion and deliver once again? The answer is a resounding YES.

Almost everything here is bigger and better than its predecessor. The animation has levelled up, with each different universe Miles and co. visit having their own unique colour palette (the watercolour mood board of Gwen Stacy's world is particularly eye-catching). The story is more complex, challenging the core tenets of what makes a Spider-Man in surprising ways. And Daniel Pemberton's score matches the innovation of the animation, merging perfectly with the soundtrack.

The vocal performances are all faultless too, with Jason Schwartzman's villainous The Spot standing out from the pack. His journey from being little more than a villain of the week to serious threat is one of many smart storytelling gambits in this sequel.

A third and final *Spider-Verse* film is scheduled to drop in March 2024. If it matches the quality of the previous two films, we could have the next genuinely great trilogy – animated, superhero, or otherwise – on our hands.

★★★★★

Spider-Man: Across the Spider-Verse is in cinemas now.



in 2007, Michael Bay's films were the epitome of style (and some fun action scenes) over substance, and sometimes even the style was lacking. But hope rose anew with 2018's *Bumblebee*, a more intimate tale which brought some much needed warmth and heart to the franchise. And at its best, Steven Caple Jr's *Rise of the Beasts* finds a nice balance between the intimacy of *Bumblebee* and full-on Bayhem.

The human characters drawn into a world-saving fight this time round are ex-soldier Noah (Anthony Ramos) and museum intern Elena (Dominique Fishback), who are both able to add nuance to their characters in small moments. As for the main attraction, the big robot bouts deliver the goods, with a final act that's especially cheerworthy. Couple that with some perfect needle drops and Peter Cullen once again proving himself to be irreplaceable as Optimus Prime, and this latest *Transformers* entry is just satisfying enough to overcome its clumsy storytelling.

★★★★☆

Transformers: Rise of the Beasts is in cinemas now.

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www.ltda.co.uk

Taxi Charity Visits Normandy for D-Day Celebrations (Part One)

On 4th June, volunteers took veterans to Normandy for the 79th anniversary of D-Day. TAXI spoke to chairman Brian Heffernan.



TAXI Explain to us the process.
Brian: Our cabs began assembling at Portsmouth from 12pm on Sunday, 4th June for our five-hour-and-forty-five-minute ferry to Ouistreham. Our trips always create a lot of interest from the Media and this trip was no different.

At Portsmouth, Derek Johnson, a reporter from ITV Meridian, met us on the quayside and interviewed quite a few of the veterans and spoke to me about what volunteering for this charity means. These press reports are so important as they raise awareness of what and why the charity and our volunteers do what they have been doing for the last 75 years to support veterans.

TAXI How was that lengthy crossing?
Brian: The crossing was super smooth and we loved it when WWII veteran Doug Baldwin was up on deck looking out to sea and was overheard saying it was so nice to know where he was heading, as in 1944 he had no idea!

TAXI What was the plan when you arrived?
Brian: On 5th June we certainly packed a lot into the day. We headed to the Memorial Pegasus Museum for their remembrance service and I was honoured to be asked to say a few words. With me on stage was WWII veteran Bill Gladden, 99, who flew into Normandy on D-Day. He read the poem *Normandy* by Juno Veteran Cyril Crain – an incredibly touching moment for the hundreds who attended the service. (See righthand side.)



TAXI What else did you do on your trip?
Brian: After lunch, Bill went to revisit the barn where he was taken when he was shot on 18th June and where not only his legs were saved, but so was his life. Bill spent the next three years in hospital in England and being able to take him to spend some time at the barn, which sits adjacent to the orchard in which he was shot, is one of the examples of why volunteering with this charity is such an honour.

In the afternoon, the rest of the group headed to the stunning British Normandy Memorial in Ver-sur-Mer, which sits on a high vantage point above Gold Beach. With us on this trip were Doug Baldwin and Mervyn Kersh who landed on Gold beach 79 years ago. Ernie Davis, who spent D-Day on patrol looking for U-boats and minesweeping, and Marie Scott who transmitted messages to and from the beaches on D-Day were also there. What thoughts must be going through their heads is inconceivable.

In part two, Brian talks to us about how the charity spent the anniversary of D-Day and about a very special flight that was put on by BAE systems, the aerospace company, to fly two veterans from Lancashire over to Normandy.

TAXI



Normandy by Juno Veteran Cyril Crain

Come and stand in memory,
Of men who fought and died,
They gave their lives in Normandy,
Remember them with pride.

Soldiers, Airman, sailors,
Airborne and marines,
Who in civvy life were tailors,
and men who worked machines.

British and Canadian,
And men from USA,
Forces from the Commonwealth,
They all were there that day.

To Juno, Sword and Utah,
Beaches of renown,
Also Gold and Omaha,
That's where the ramps went down.

The battle raged in Normandy,
Many lives were lost,
The war must end in victory,
And this must be the cost.

When my life is over,
And I reach the other side,
I'll meet my friends from Normandy,
And shake their hands with pride.

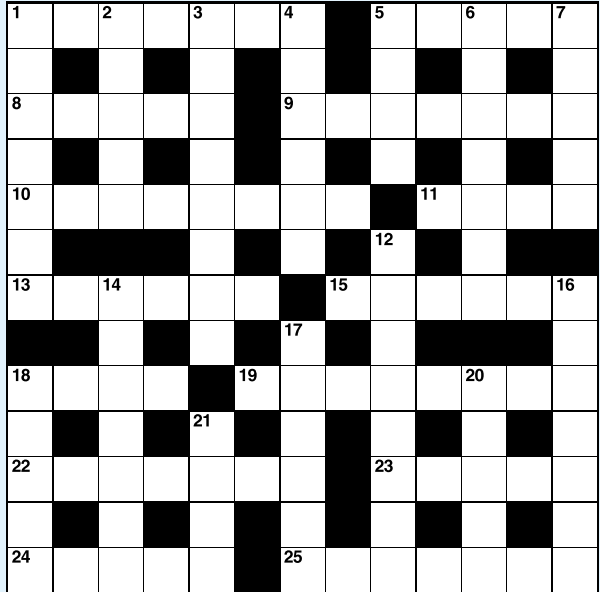
About the Taxi Charity for Military Veterans

The Taxi Charity is run by volunteer London black taxi drivers and has been supporting thousands of veterans since 1948. The charity 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. 2023 is the charity's 75th anniversary, a remarkable milestone for a small, niche charity, peopled by enthusiastic volunteers. The charity received the Queen's Award for Voluntary Service in 2021, an award approved by Her Majesty Queen Elizabeth II and the equivalent of the MBE for charities. To fund and facilitate their work, the charity is reliant on donations, grants and sponsorship and has launched a '75 for 75' fundraising campaign to raise £75,000 in its anniversary year. www.taxicharity.org



Puzzler Page

Crossword

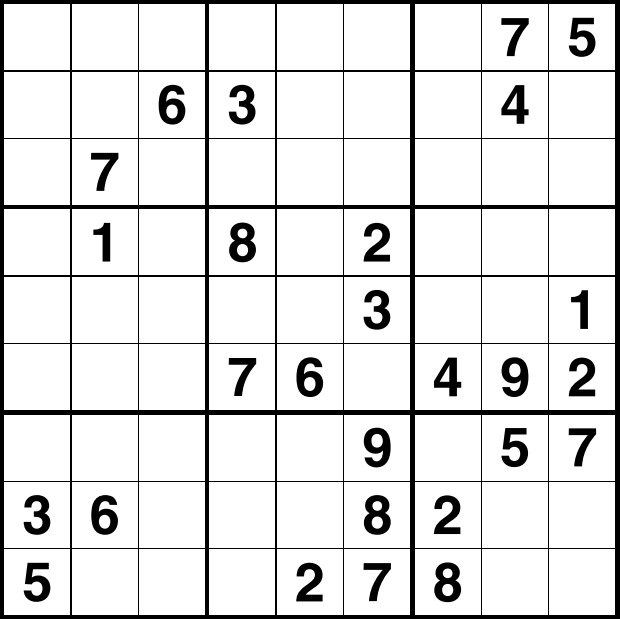


- ACROSS**
- 1 Baggage __, airport facility (7)
 - 5 Strong Russian spirit (5)
 - 8 __ rehearsal, practice in costume (5)
 - 9 Violent whirlwind (7)
 - 10 Plan cleverly, invent (8)
 - 11 Steep rock (4)
 - 13 Grey and heavy (sky) (6)
 - 15 Focus (on) (4,2)
 - 18 Number in a tetralogy (4)
 - 19 Official language of China (8)
 - 22 Drinks cooler (3,4)
 - 23 Time-waster (5)
 - 24 Check (a garment) for size (3,2)
 - 25 Warm spot (7)

- DOWN**
- 1 Drastic, thorough (7)
 - 2 Dirt-free (5)
 - 3 Engrossed, riveted (8)
 - 4 Reason (for a crime) (6)
 - 5 Alter (4)
 - 6 Graph, chart (7)
 - 7 In the midst of (5)
 - 12 Notice to drivers (4,4)
 - 14 Intensely (7)
 - 16 Less messy form of paint (3-4)
 - 17 Broadsheets (6)
 - 18 Sparking stone (5)
 - 20 Line-drawing stick (5)
 - 21 Spoil completely (4)

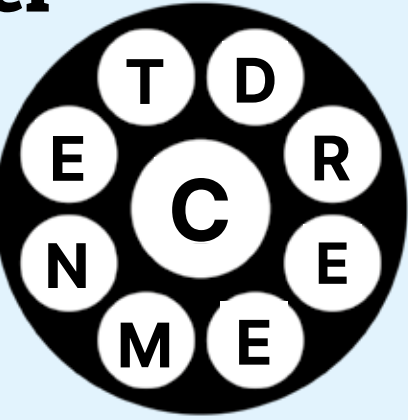
Sudoku

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.



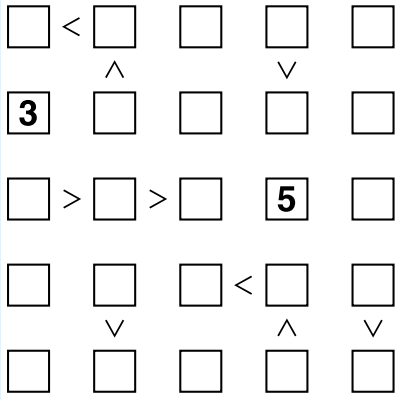
Wordwheel

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 8 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.



All answers to puzzler on p30

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TAXI

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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?

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

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Instructions to your Bank/Building
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direct payments from your account. Return form to
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To the Manager of

Bank/Building Society Address

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For Office use only

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**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(s)

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.



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London area, breakdown service, overhauls, running repairs & body work. Also Looking for a taxi mechanic - 0207 700 1045 or 07951 661430 – Nick.

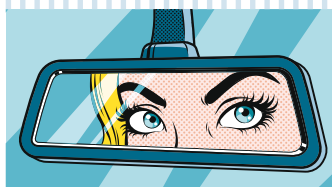
● **TX4s to rent all backup garage facilities – 07824630247**

● **TxEs for hire, no ads – 07980288333**

● **TxEs, TX4s and vitos available from £230 per week contact Sabri – 07958973944**

● **All vitos and TX4s for rent, full back up, starting from £200 based in East London – 07872504604**

● **TxEs/TX4s available from £230 - 07932740902**



Highlights and Frights

The woes of summer add another headache to a cabbie's life.

A woman of words

Yesterday I picked up a lady from outside her hairdressers on Conduit Street. She was heading for lunch in Knightsbridge and looking gorgeous. Her shoulder-length hair had been freshly highlighted in tones of gold and caramel with just enough backcombing for the right amount of lift from the roots, and an expert blow dry to make it swingy.

In a cream-coloured skirt suit that I reckon was Chanel and a Birkin bag (all bow in respect) she looked immaculate.

We got chatting and I told her that her hair looked lovely, and she politely lied and said mine did too. I asked her

about her hairdressers and if they were a pricey bunch or what and she answered, "Not really. Let me see; cut, colour, blow-dry, a cappuccino and a samphire salad. £380. Oh, and the tip. £450?"

Then she started to scream. Loud and panicky. At first, I wondered if she had just realised that she's paid £450 for a hairdo that she could have got for £48 at my local salon. But no, she was going loopy because there was an insect buzzing around in the back of the cab.

This very elegant lady was punching the air and using her Birkin bag with force to swat away whatever was buzzing around her head.

"Shall I pull over?" I asked, which would not have been easy on Hyde Park Corner.

"I'm dealing with it!" she yelled and

carried on screeching and swatting.

When I dropped her outside the Mandarin Hotel, she did not look like a woman who had come straight from the hairdresser. She looked like Albert Einstein after he had put a wet finger into an electric socket. She didn't tip me, either. The woman was so traumatised I had to remind her even to pay me.

All that drama was over a small fly. A teeny fly. She told me that all insects 'trigger' her.

She wouldn't survive five minutes in Meg Towers at the moment. It is the land of sticky pads because I am trying to catch a rogue mouse and carpet moths.

I noticed droppings in a cupboard. Mr. Meg poo poo-ed my mouse theory and said it was wild rice. We don't use wild rice,

and I wouldn't store it in the utility room if we did.

The moths?

He claimed they had flown in through the closed windows.

If I told Mr. Meg that there was a cow standing in the middle of the sitting room and asked him where it had come from, he would reply, "It must have flown in off the trees outside". That is his stock answer to anything big, small or medium that makes its way indoors.

So down went the sticky pads to trap my unwanted visitors.

So far, they have caught a barefoot Mr. Meg. Twice. The creatures must be smart enough to walk around them. Sadly, he isn't.

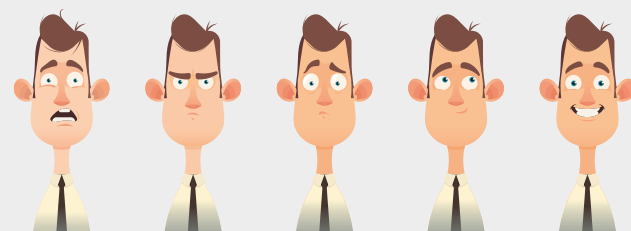
Mr. Meg squealed like a baby when I had to peel the pads off. He wasn't brave enough to do it himself. From this I can deduce that he doesn't look where he is going, and that he would not survive an intimate waxing. ■ TAXI



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- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

PUZZLER ANSWERS



Crossword

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R	E	C	L	A	I	M	V	O	D	K	A
A	L	B	O	A	I	M					
D	R	E	S	S	T	O	R	N	A	D	O
I	A	O	I	Y	G	N					
C	O	N	T	R	I	V	E	C	R	A	G
A	B	E	R	A							
L	E	A	D	E	N	Z	O	O	M	I	N
C	D	P	A								
F	O	U	R	M	A	N	D	A	R	I	N
L	T	R	P	S	U	D					
I	C	E	C	U	B	E	I	D	L	E	R
N	L	I	R	G	E	I					
T	R	Y	O	N	S	U	N	T	R	A	P

Sudoku

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

Wordwheel

SOLUTION: DECREMENT

All words: Cede, cement, cemented, cent, centre, centred, creed, decent, decree, erect, erected, recede, recent, DECREMENT.

Word targets: Excellent: 13, Good: 11, Target: 8, Kids: 8

Futoshiki

1	<	4	3	2	5
		^		v	
3		5	4	1	2
4	>	3	>	2	5
5		2	1	<	3
		v		^	v
2		1	5	4	3



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