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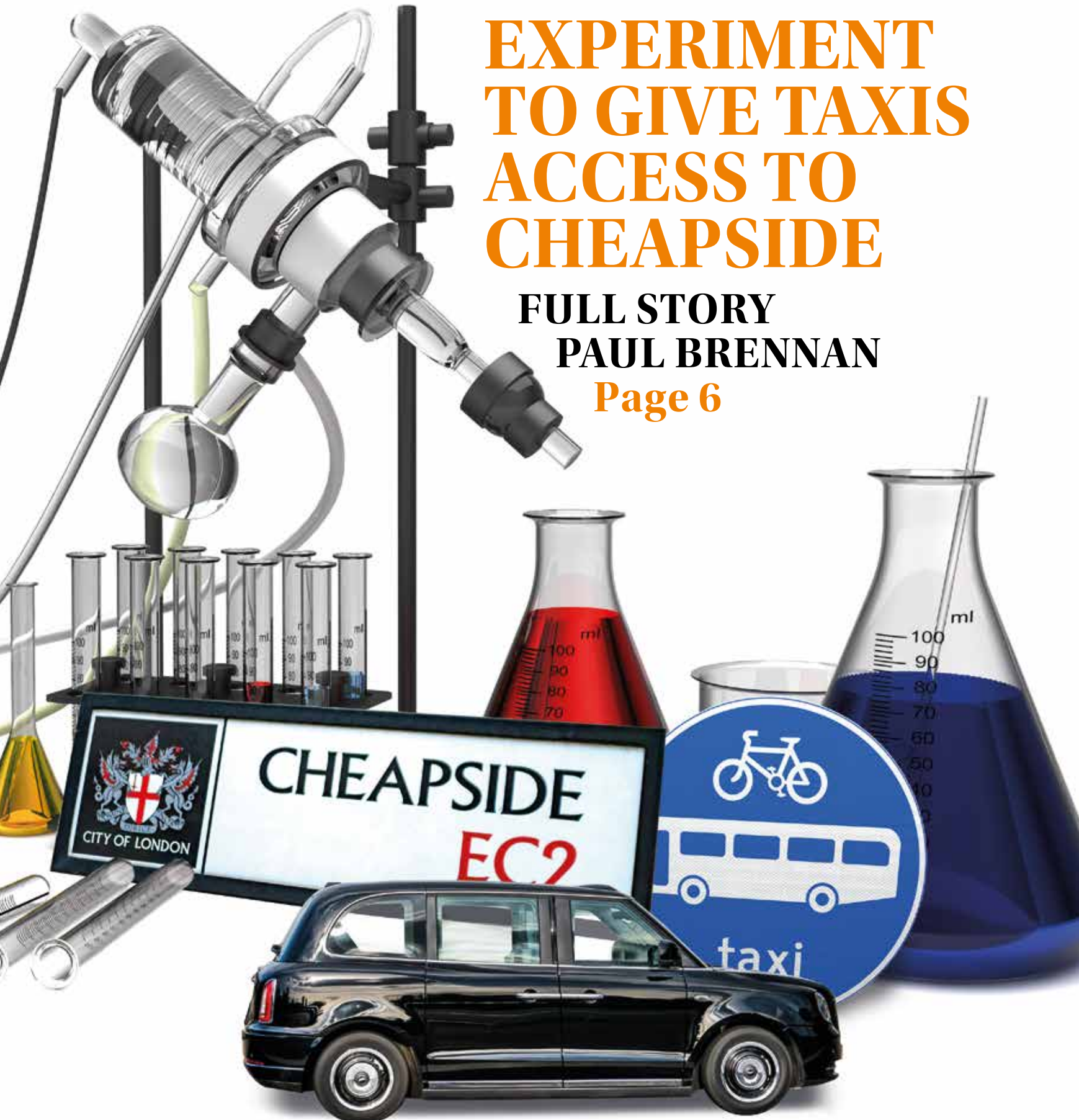
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PROTECTION**  
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12<sup>th</sup> September 2023 #549

# EXPERIMENT TO GIVE TAXIS ACCESS TO CHEAPSIDE

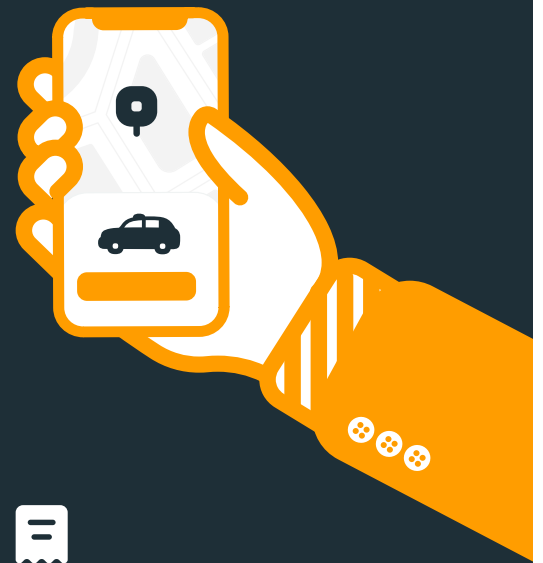
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**LTDA**  
Taxi House 133 Great Suffolk Street,  
SE1 1PP  
T: 020 7286 1046 | www.ltada.co.uk  
✉ @TheLTDA

**Editor**  
Katie Combes  
E: editor@ltada.co.uk

**Commissioning Editor**  
Mike Williams  
E: taxieditor@centuryone.uk

**Produced By**  
CPL One  
Alban Row, 27-31 Verulam Road,  
St Albans, Hertfordshire AL3 4DG  
T: 01727 893 894  
E: info@cplone.co.uk  
www.cplone.co.uk

**Advertising Sales Executive**  
Loren Wedderburn T: 01727 739184  
E: loren.wedderburn@cplone.co.uk

**Creative Director**  
Peter Davies

**Designer**  
Sean McNamara

**Printed by**  
Manson Group, St Albans

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## DRIVERLESS CABS CAUSING PROBLEMS IN SAN FRANCISCO

The *Daily Mail* has revealed that San Francisco Fire Department records show that two automated *Cruise* taxis caused an ambulance carrying a car crash victim to be delayed. The victim then sadly passed away on arrival at the hospital. The company behind the automated taxis, responded to the allegations stating that their vehicles "had made a path for emergency teams." Once again this incident has shown that driverless vehicles are not the great solution some like to suggest and are no substitute for skilled, experienced drivers.



## NEW LOST PROPERTY OFFICE

The Pelham Street Lost Property Office (LPO) operated by Transport for London is now closed. Until Monday 25<sup>th</sup> September, taxi drivers will need to drop off lost property at a London police station. TfL's new lost property facility based at West Ham will be open and accepting lost items from Monday 25<sup>th</sup> September. The hours to deposit property will be between 9.30am and 3.30pm, Monday to Friday, and the process for claiming an award will remain the same, i.e., drivers can contact the LPO with their relevant reference number to either claim an award or the property.

The new lost property office can be found at the following address: **Transport for London - Lost Property Office, Stephenson Street, West Ham, London E16 4SA.**



## GETT OPENS LONDON DRIVER OFFICE

Gett has opened a new central London office dedicated to supporting drivers in Angel. The app's new office space is aimed at strengthening Gett's engagement with its driver network and providing a space to grow and develop industry connections. The office will provide a space for drivers to ask questions in-person and to attend product demonstrations and workshops.

The new office is situated at Angel Gate, 326 City Road, London, EC1V 2NZ. It will be open to drivers Monday to Friday from 9.00am to 5.00pm and until late once a month. The workspace contains breakout areas, toilets, a kitchen and will offer refreshments. There is plenty of nearby electric charging, as well as onsite and nearby parking.

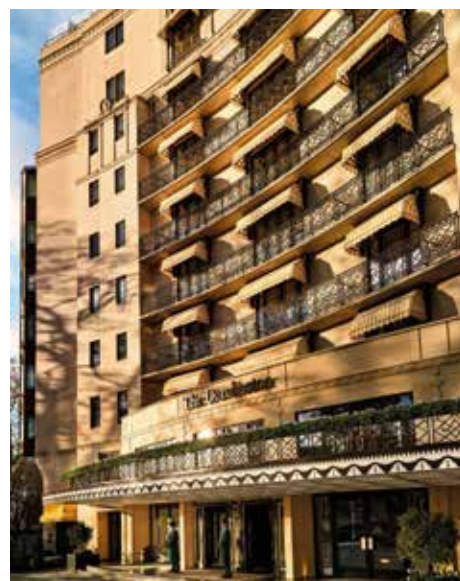
## TFL RIDERSHIP FIGURES REACH POST-PANDEMIC LEVELS

August Bank Holiday ridership figures for Transport for London's bus and tube network, reached the highest level since the pandemic. TfL's figures show that bus travel during the long August Bank Holiday weekend was up almost 10% on the equivalent weekend in 2022. Tube journeys were also up around 6%. Is London getting back to full strength?

## CABBIES OFFERED BREAKFAST AT THE DORCHESTER

On the 22<sup>nd</sup> of September, The Dorchester, London, will be serving breakfast in the hotel courtyard from 8.00am to 10.00am to passing London Cabbies, to celebrate the launch of The Grill by Tom Booton's new breakfast menu. Tom will be outside the hotel passing free takeaway breakfast treats to London's busy taxi drivers on a first-come, first-serve basis.

In celebration of a new chapter for The Grill by Tom Booton, The Dorchester Hotel's fabled restaurant will now be open for breakfast. The modern British restaurant is launching into a new era of creativity, spearheaded by its innovative Executive Chef, Tom Booton. This is the first time the restaurant has had a chef's name above the door in its 92-year history, and the new menu will be infused with Tom's charming personality and signature bold dishes. The menu, which officially launched in May, displays modern twists on British classics, served with a relaxed approach, focusing on sharing plates and British produce. Highlights from the breakfast menu include truffled egg and soldiers, The Grill's take on a full English breakfast, Arnold Bennett's omelette, and Tom's bacon, cheesy sauce and fried egg baked pastry. Don't miss your opportunity to sample the menu!



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# Getting the Best Defence

This was just another day at the office for our legal team, but a career saving one for our member...

## Steve's comment

**T**hings are picking up again for September and London itself seems busier than ever if you ask me. I wanted to share the details of a recent legal case the LTDA dealt with on behalf of a member to demonstrate once more how important it is to have the right legal team and legal cover in place in case the worst should happen. This member's story could have turned out so differently without our legal team in his corner.

I am well aware that this is not the first time that I have written detailing yet another legal case and praising our legal team, but I get so many calls from members asking me to pass on their thanks to our licensing and medical teams that they all tend to blur into one, whereas the legal victories, such as this one, tend to stand out a bit more.

## Collision

One of our members, I won't name him for obvious reasons, was working and minding his own business one evening when he picked up a fare going towards North London. Picture the scene. It's just getting dark and in insurance parlance, the roads are dry, level, and good. Part of the route means he has to pull out of a side turning and turn right onto a major road. He checks left and right. A van coming from his right slows down and flashes him to pull out and he begins the manoeuvre. He is about halfway across the first carriageway, and is now looking to his left, when there is an almighty crash.

The cab was actually spun around and there was a high-performance motorbike embedded into the rear passenger door. The impact was such that, the door was completely caved in, the glass in both windows shattered and later inspection showed that the roof was actually creased.

Our member was actually trapped in the cab because his door wouldn't open, but he was aware that the motorcyclist was laying injured further up the road. Within minutes his



normal day had transformed, and he is surrounded by the police, paramedics, and firemen. He is quickly released from the cab and is shocked but unhurt, as is his passenger. Initially the ambulance crews thought the bike rider's injuries were worse than they very fortunately turned out to be.

## Summons

Our member was questioned by the police at the scene, whilst still shocked and dazed, remembering little of what he told them. Fast forward a few months, the bike rider has made a full recovery, the cab is a write off and the insurance companies are doing what they do. Suddenly, our member receives a court summons for driving without due care and attention. If he were to be convicted, it could mean six points on his DVLA licence, a likely licence revocation by TfL and unemployment! To say that he was worried when he first attended Taxi House, would be an understatement.

## Gathering evidence

Our lawyers immediately tried to secure CCTV footage from the location but most of this had

been lost after two months. The evidence pack from the prosecution showed the police had not gathered any dashcam evidence and we were on the back foot because he had pulled onto the main carriageway, putting him technically in the wrong. It was only when our legal team contacted one of the witnesses (the van driver who had 'flashed' our man to pull out), that the case turned around. Not only had the van driver made a statement to the police, but he had also told them he had dashcam footage, but they had never collected it!

## Case dismissed

Once we had secured this footage, it quickly became clear that the motorcycle had been travelling very fast and had undertaken the van coming from behind. We arranged a site visit and using the footage, it was evident that our member could not have seen the bike behind the van. In all probability the bike rider had also not seen the cab until he had undertaken at speed and a collision was inevitable. We then secured an expert witness, who, using the dashcam footage,



and measurements from the scene was able to estimate the motorbikes speed at just under 50% above the speed limit.

The statement and footage were sent to the prosecution ahead of the trial date, and very shortly afterwards our member was advised the case was being discontinued.

## Get yourself covered

This was just another day at the office for our legal team, but a career saving one for our member, who called to ask me to pass on his thanks, with the same phrase I hear so often "What would have happened to me and my family if I had not been a member?"

**If you aren't already a member of the LTDA, join now to make sure you are protected and have the trade's very best legal team in your corner. It really could be the difference between losing your licence and livelihood or getting back to work.** **LTDA**



# The Worm Turns

**London's roads are its arteries, restrict an artery and London becomes ill, block them completely and London dies.**

## Top rank

**I**s the worm finally turning on LTNs and other traffic management schemes? With the Prime Minister, Rishi Sunak MP, saying a truly independent review needs to take place, and Sir 'interesting' Keir Starmer, refusing to back Mayor Khan on his ULEZ expansion, it would appear quite possibly that it is...

## Independent

The part that has probably sent shivers down the spines of the biggest supporters of these measures, is the requirement for it to be a truly independent review, not one from certain establishments. Independence is vital to make sure that we don't get another report written by the selfish few, for the selfish few, and then widely quoted to justify their selfishness.

Of course, now and again, as has recently happened, an actual independent report does slip through the net, which shows the real-world truths and exposes the one-sided views, that are used to support these policies, which risk destroying communities. Then, when the real facts come to light, that's when we see people in power getting on the phone or sending an email encouraging them to change it, so as not to expose the truth. They claim it's in peoples' best interests, 'it's what people want, honest it is'. Well personally, I think it's time that we actually give people, all people, the choice.

## 'What people want'

When they say 'it's what people want', they are of course being a little bit economical with the truth and using stats from surveys (guess who commissioned them), that don't actually ask the question 'do you support LTNs', unless of course, if it's to ask the self-interested few who benefit from them.

Instead, what they ask is, 'Do you want clean air to breathe?' And 85% of people say 'Hell yes, I do'.

Now, I don't know about you,



but if I'm asked that question, I'm also saying, 'Hell yes'. You have to wonder what the other 15% want! Whereas, if you ask me, 'Would you like us to close some roads for the privileged few who benefit, to give them more privilege, and they do so by making life even harder for the less privileged, then my answer, and I'm guessing 95% of others would be 'Hell no'.

The question used in any survey to justify any decision is just as important as any answer, if the full direct question is not included when reporting a claim 'everyone supports it', then it's a worthless claim.

## Filling the coffers

Local authorities also make much needed money through fines when people inadvertently stray into

these LTNs, which it's all too easy to do, as figuring out how to access the address you need, would have contestants on Krypton factor baffled. I'm showing my age there, naming that show, but I know most of you reading this will get the point. For you youngsters, the nearest I can think of is probably getting level 1000 of candy crush or whatever the newest angry birds type game is. Councils aren't going to give up that money willingly, as it's just been revealed there's a £5 billion black hole in local authorities' coffers that needs filling. Birmingham City Council has even declared itself effectively bankrupt.

## Rising costs

The problem for some councils is that as well as raking in money from fines, they are also having

to spend circa £850k on repairing LTN infrastructure. So far, £400k has been spent by Hackney and £310k by Lambeth alone. To be honest, I thought Camden would be second but then I read on, and 18 boroughs did not supply the information, so it's fair to say that £850k figure will be much higher.

It's funny how the only London borough which introduced LTNs and then truly and fairly consulted their residents - Ealing - ended up removing the vast of majority of them. I've said it before and I'll say it again, London's road network is just that, a network, that when used as a whole, works extremely well. Another way to look at it is that London's roads are the arteries of London, restrict an artery and London becomes ill, block them and London dies.

## Cheapside experiment - Taxi access

In other more positive news, taxis access looks set to be restored to Cheapside in the next few months. This will be introduced initially as an experiment so they can monitor any impact. There will also be a consultation that runs alongside this experiment. City of London officers are currently preparing the experimental traffic order. They estimate that it should be in place and go live at some point in November, with taxis then able to travel east/west along Cheapside between Poultry and New Change.

These planned changes on Cheapside follow on from our inclusion in the Chancery Lane scheme earlier this year. I've been arguing for taxis access throughout the City since becoming Chairman of the LTDA, and with this latest move in our favour, it seems that things could be looking up.

I always explain to officers and other decision makers across London that they should give us access to all roads and any traffic management schemes they introduce by default. Then if taxis are found to be causing any problems they could rethink it, but we all know it would be unlikely that there would be issues. Hopefully, this is a good first step in showing that we are not the problem and demonstrating that we should be given access all over the City.



# We've arrived in Luton

The FREENOW app is now available to passengers and drivers in Luton



## FREENOW

On 17<sup>th</sup> July, we proudly announced our partnership with Luton Town FC. We're excited to be the club's official shirt sleeve sponsor and mobility partner as they kick off their epic Premier League debut.

Following this partnership, we've now expanded our taxi and PHV services to Luton. To celebrate, we're also offering discounts to passengers in the town and running Premier League match ticket giveaways for FREENOW drivers across the UK.

### FREENOW launches in Luton

The FREENOW app has over 48 million users across

150 European cities and Luton Airport is a place that connects tourists from all over the continent. So, expanding FREENOW to Luton Town offers drivers a great opportunity for more work and higher earnings, whilst giving local residents and Luton Town F.C. fans a reliable and convenient way to get around.

### From the driver's seat to a stadium seat

Partnering with a club for their Premier League debut offers a unique opportunity to connect drivers with something they love. The many football fans among FREENOW drivers will be happy to hear that we're creating several ways for them to benefit from, and enjoy, this partnership.

The first perk we've organised is our own ticket giveaway.

Every week throughout the Premier League season, FREENOW is giving away tickets to drivers for Luton's matches. Two London Black Cab drivers have already won tickets to watch Luton's first home game against West Ham on 1st September.

### Reasons behind the partnership

The shared values of FREENOW and Luton Town FC are what's at the heart of this new partnership. Both are community-driven, aiming to have a positive impact on locals, our neighbourhoods, and the issues that matter to them.

FREENOW has plenty of initiatives centred around this. These include charity football matches, hosting celebrations for Ramadan, Eid, and Christmas, matching tips on Remembrance Day, helping drivers switch to

electric cars, and more.

Luton Town FC is an up-and-coming team that's embraced a true challenger mindset. FREENOW has been on a similar journey and is often seen as an underdog, with its own challenger mentality. At FREENOW we're constantly working on new ways for drivers to earn more and offering better, more exclusive benefits so they can get the most out of driving with us. Plus, we're always challenging the mobility market as a whole; attracting new users all the time by offering them more options to get from A to B.

We're excited to develop our relationship with Luton, welcoming more passengers to the FREENOW app, and continue to offer our drivers more chances to connect with the beautiful game.





# Understanding Your Cab Manufacturer's Warranty

We often hear from drivers who are confused about what is and isn't covered under their cab's warranty or who haven't adhered to the service plan and find that work they need isn't covered.

## Streets ahead

**A**s cab drivers, we study the most famous exam, the Knowledge of London, to qualify to become part of the world's best taxi service. London cabbies are also known for having an extra-large hippocampus, the area of the brain which plays a key role in learning and memory. In view of all this, it does surprise me that when purchasing a cab, perhaps one of the biggest purchases they will make, that they don't ask more questions about the manufacturer's warranty.

The decision to invest in a new taxi is a significant milestone in your career as a cabbie. Buying a new taxi not only ensures passenger safety and comfort, but also provides peace of mind for the long road

ahead. I know most drivers will do their due diligence and will investigate a payment plan that suits their needs when deciding to purchase a cab – whether it will be a PCP or to buy the cab outright. However, an equally crucial aspect of this process is understanding the manufacturer's warranty that comes with your new vehicle.

## Key things to consider

There are many important questions you need to be able to answer. Does the cab come with three or five years, and if only three, what are the added costs to have five years? Purchasing a new taxi is an investment in your livelihood, and understanding the manufacturer's warranty is key to protecting your ability to make a living and safeguarding your investment for the long term. Here are some key things to think about. I hope you find this helpful.



## Manufacturer's reputation

As a manufacturer of specialist vehicles, LEVC stand behind their products with a comprehensive warranty. One of the key things that taxi drivers expect is excellent after-sales support. Although some drivers have had issues and say that LEVC's aftercare service is not always up to scratch (a couple have told me that it is becoming like the old days, when Mann Overton didn't care about the driver once he left the showroom), but I have a different view, as I speak to the team at LEVC regularly and often work with them to try to get a positive outcome and resolve drivers' problems. I am not saying problems don't happen, but they do seem to genuinely care and want to help drivers as best they can.

## Understanding the coverage

The manufacturer's warranty typically covers certain aspects of the vehicle for a specific period or mileage, whichever comes first. It's crucial to read and understand the warranty document thoroughly to know what components are covered and what is excluded. Most warranties cover essential systems like the engine, transmission, and drivetrain, but details may vary from one manufacturer to another.

## Warranty duration

The duration of the manufacturer's warranty can vary, with some lasting for a set number of years or a specific mileage limit. Longer warranties can provide extended protection, but they may also reflect the manufacturer's confidence in their vehicle's quality. Always take the longest warranty on offer. Whilst it might be more expensive upfront, the peace of mind and extra cover will be worth it in the long run. For example, an LEVC TX comes with three years as standard but there is an option for an

extended five-year warranty, which is what I would suggest you go with. It also means that if you want to part-ex the cab later on (before the five years is up) it will be more valuable – typically worth about £3000 more.

## Transferability

For taxi drivers who plan to sell their vehicles in the future, it's essential to check if the manufacturer's warranty is transferable to the new owner. A transferable warranty can increase the resale value of the taxi, as potential buyers will have added assurance.

## Limitations and exclusions

It's equally important to be aware of the limitations and exclusions in the warranty coverage. Make sure you read the terms and conditions thoroughly as some warranties may not cover wear and tear items, routine maintenance, or damage caused by accidents or improper use. Understanding these limitations can help you plan for potential expenses that may not be covered by the warranty.

## Authorised service centres

To maintain the manufacturer terms and conditions, all work is to be carried by authorised garages and dealerships. This ensures that the proper manufacturer approved parts are used and that repairs are performed by skilled technicians who are familiar with the taxi model. This also applies to any bodywork.

## Records and maintenance logs

To ensure the validity of the warranty, it's also crucial to keep detailed records of all maintenance and repairs performed on the taxi. Following the manufacturer's recommended maintenance schedule is essential to preserve the warranty coverage. ■ LTDA

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# The Rules of the Rank

If you stop in that little spot by Hans Crescent without picking up or setting down, you're just giving away money to TfL – and we all do enough of that already.

## M4 musings

**W**ith one thing and another, particularly Air Traffic Control problems, demand on Heathrow ranks has been unpredictable and this can cause frustration for drivers.

### Changing demand

This kind of thing can lead to large volumes of people wanting to go to local hotels and some of these journeys are compelling, others not. At times like this, customers expect the high level of professionalism for which we are known, and as always, almost all of them will get where they need to go quickly and efficiently.

Sometimes the opposite problem may prevail, where strong demand is expected, and doesn't materialise and drivers are stuck on terminal ranks late at night, with no guarantee of getting a job.

Under all these circumstances, things can become frustrating. We are there to provide a service, but also to make a living. Because of the significant investment in time they've made, some drivers are hoping for a better job than the one they end up with. Very occasionally, they may think that something unfair has happened.

Over the years, I have looked into a large number of these situations on behalf of drivers and in the vast majority of cases, it is just bad luck, which we are all going to encounter from time to time, whether at the airport or in town.

Apcoa rank agents work hard for long shifts and though it may seem straightforward to us, the job is a lot more complicated than you might think, especially when things get busy.

### Keep calm

It is critically important to remain calm on the ranks and treat everyone – customers, rank agents and other drivers with respect and politeness.

If there has been an error, which of course can happen, this can be dealt with later – when there is more time and less pressure, than on the point of a busy rank.



If something has gone wrong, you are far more likely to get a result if you have remained calm.

Heathrow have told reps that all cases of abusive behaviour towards staff will be subject to possible suspension of entry to the Taxi

Feeder Park and that they will also contact TfL where appropriate.

The LTDA will always represent you to the best of our ability, but if you have lost your temper and been abusive, then we are starting from a long way back.

## London Mayoral race

Politicians have belatedly realised that forcing working class people to pay through the nose for ephemeral air quality and emissions targets might not be the vote winner that everyone thought it was. Everybody wants to breathe clean air, but people also need to eat food and pay direct debits. Sadiq Khan has experienced significant resistance to the ULEZ expansion, and it will be interesting to see if he's booted out next year.

The next election is the first London mayoral race being conducted under 'first past the post', and Mr Khan remains a formidable opponent for Conservative candidate Susan Hall to beat. But there is palpable resentment in some boroughs against the perceived authoritarian way some policies have been imposed, and there is natural reputational fatigue for a politician, who has been in post since 2016.

In 2021, Conservative candidate Shaun Bailey pushed Mr Khan closer than many people realise, losing by just under 5% in the 1st round. Ms Hall and the Tories will feel that there is all to play for.

## The lure of Harrods

No, not the shop, the rank. I'm amazed at the amount of PCNs we're still seeing for drivers trying to get on the rank at Brompton Road. The variety of explanations to justify their actions is also something to behold:

'I was stuck in traffic'

'The people just got in/out before I had a chance to do anything about it'

'there was space on the rank but drivers weren't moving up'

All these things may well be true; indeed, if you were genuinely stuck in traffic then you might have a case for appeal, but being stuck behind two other drivers also trying to get on the rank is not the same as being stuck in traffic.

### Caught on camera

Like any other working driver, I come past this rank almost every day, it's a great rank for sure. It ticks over all day, even when the store is closed. But what I don't understand is that, it's fairly clear when you get there whether there's space on the rank or not, and definitely drivers don't move up that quick, as they're often loading, and that can take a while. It is what it is, everyone must know there's a camera there by now. In fact, the operator must be in line for some sort of bonus or performance award from TfL, perhaps a medal?

As well as this, you get another chance as there's Hans Road and Basil Street, or if you're feeling adventurous you could get on Montpelier Street, which is easier to leave in my opinion. Yes, I know it's a rest rank, but you're still allowed to take a job and there's a lot of passing foot traffic there, so a good chance of getting hired.



I know some drivers like to work certain familiar ranks, fair enough, but if you stop in that little spot by Hans Crescent without picking up or setting down, you're just giving away money to TfL – and we all do enough of that already.

Good luck out there.

LTDA



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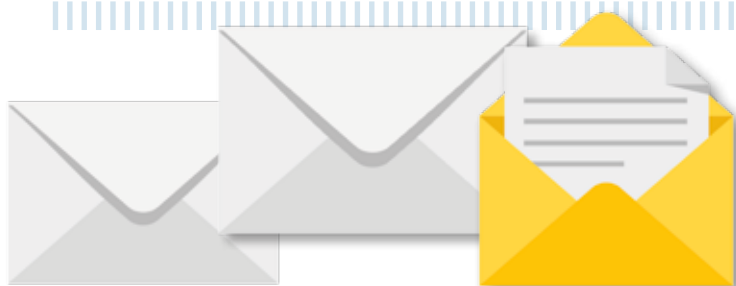
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# TAXI and LTDA Member Mail

## Subject: The best backup

To all Taxi drivers and Knowledge students,

I have been a Green Badge since 1996. I've always been in LTDA. The last couple of years, I have had some serious health issues, after buying a new LEVC cab, then came Covid. I was in the Gold sickness scheme, so I was covered, alas that has finished now.

I applied for renewal of my licence in mid-May of this year, with supporting medical letters from the GP, plus the relevant hospital letters. Then TfL asked for more supporting letters, which fair enough, I supplied, but my licence was

set to expire on 2<sup>nd</sup> September. I kept in contact with the LTDA throughout the process, as I was getting worried.

On the 1<sup>st</sup> September, now in despair, I contacted, Rob, a LTDA rep, via Paula on reception. Rob contacted someone at TfL at 10.00am. I checked my online account at 1.00pm, just three hours later, and there it was licence renewed for three years, with one day to go! Phew.

Good luck to anyone who does not have a back-up, but if you want my advice, join up today, it will pay off in the end.

Regards  
Gerry



## Subject: Swivel Seat Access

Hello there,

I'm not sure if you are the appropriate organisation to contact.

Occasionally my partner and I visit central London and use black cabs. She has mobility issues and finds it easier to use the swing-out seat rather than stay in her wheelchair for the ramp. Not all cab drivers know how to operate the swing-out (swivel) seat. Would it be possible to send a generic email to your members asking if they could familiarise themselves with operating the seat?

Thank you for your time,  
Steve

*Editor's note: Do you know how to use the swivel seat? If not make sure you familiarise yourself with this useful feature so you can help people like Steve and his partner in future.*



12

## Get writing to TAXI!

We want to hear from you! Send your well-penned, publishable letters or emails with your full name and postal address to:

**EDITOR@LTDA.CO.UK**



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# The Great Fire's Scapegoat

**To modern ears, the word 'pudding' sounds rather pleasant, evoking thoughts of fresh bread and cakes. But the history of the word explored here is very different indeed.**

## Rob's history tips

**I**n centuries past, 'pudding' meant something far more unpleasant. The term was originally used to describe offal (think 'black pudding' and 'steak and kidney pudding') and Pudding Lane – once known as Red Rose Lane – infamous for being the epicentre of the Great Fire of London. It is so-called because numerous butchers and slaughterhouses were once crammed along the street. The road's slope towards the Thames proving ideal in helping to drain blood away.

## Pudding Lane Bakery

Despite being dominated by the meat trade, there was indeed a bakery on Pudding Lane; a business that'd been established in 1649 by Thomas Farriner, who was contracted to bake bread for the Royal Navy.

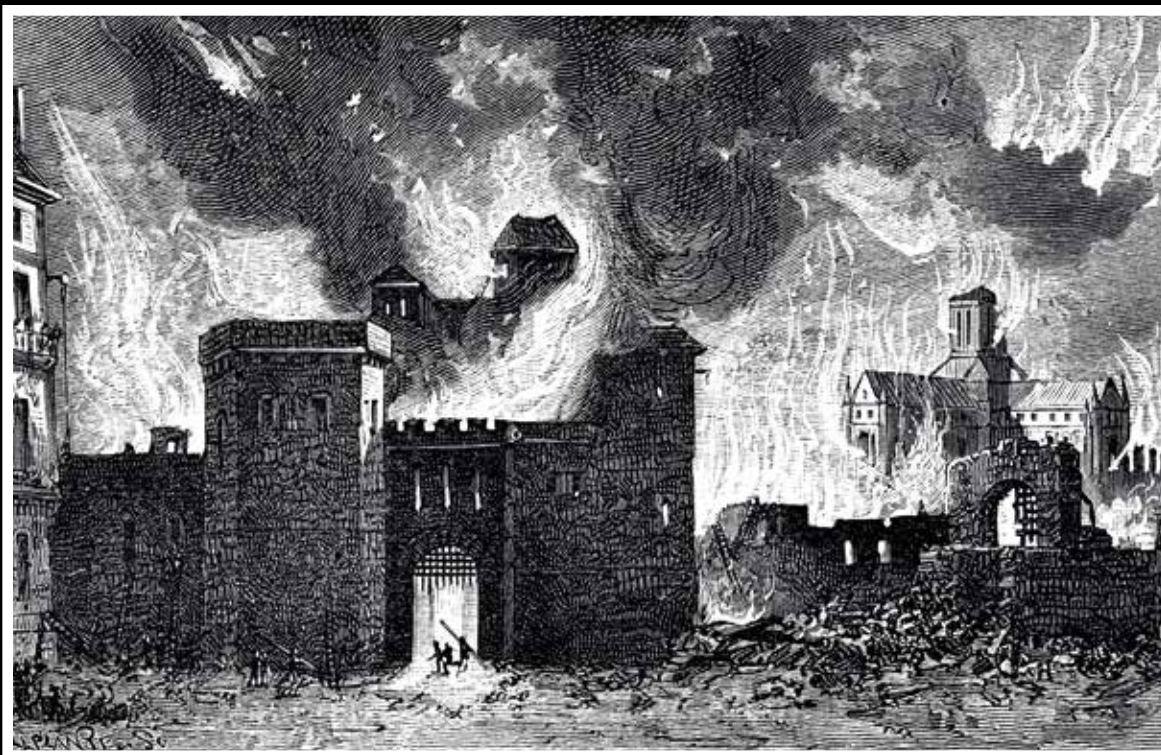
Aged 51, Thomas was a widower after his wife had died in 1665. He lived above the bakery with his three children, a maid and manservant.

Sometime after 1am on Sunday, 2<sup>nd</sup> September, 1666, an ember drifted onto a bundle of sticks stashed beside the Farriner's oven... the flames took hold and within moments, the Great Fire of London had begun.

## The Great Fire of London

Awoken by choking smoke and crackling flames, the Farriners were quick to evacuate, climbing out of a window onto the roof of a neighbouring house – all except for the maid. Being afraid of heights she refused to go, thus becoming the Great Fire's first victim (although her name is now lost to history).

By the time the Great Fire of London subsided four days later, around 80% of the historic Square Mile had been reduced to ash: 87 churches, 44 livery halls and numerous landmarks, including St Paul's Cathedral and the Royal Exchange, were all devastated.



Furthermore, 13,200 homes had been destroyed, leaving 600,000 Londoners homeless... and they were demanding answers.

At the time of the fire, England was at war with the Netherlands, and there was ferocious animosity towards Catholics and France.

Consequently, conspiracy theories began to circulate the moment the blaze started, with many believing it was a deliberate act of sabotage.

## Revenge attack

As the flames raged, hastily formed mobs sought their misplaced revenge wherever they could, leading to shameful acts of violence: in Westminster, a French blacksmith was beaten with an iron bar.

A Swedish diplomat was lynched and, most dreadful of all, a French woman was mutilated at Spitalfields after the bundle of chicks she was carrying in her apron were, rather bafflingly, mistaken for 'fireballs.'

So unhinged were these attacks that King Charles II felt compelled to ride to Moorfields, to tell the thousands of refugees encamped there that the fire had been 'an act of God' rather than anything nefarious.

Nevertheless, the people still craved a scapegoat, and they soon found one in Robert Hubert, a 26-year-old Frenchman from Rouen.

## The patsy

Hubert, a watchmaker by trade, was arrested in Romford whilst heading for the coast, and apparently confessed to starting the fire, claiming he'd planned it with a group in Paris.

When interrogated, he was able to describe the location of the Pudding Lane Bakery, and said he'd tossed a crude grenade through the window.

Sadly, historians believe that Hubert was not of sound mind, and there's a possibility his confession may have been obtained through torture.

Although he knew where Pudding Lane was, there is no way Hubert could have hurled an incendiary device into the bakery, for the room in which the blaze had started had no windows.

The bakery's owner, Thomas Farriner, was adamant that he'd fully extinguished the oven before retiring to bed and, in what was a grossly biased move, he signed the bill which had been drawn up against Hubert, despite acknowledging

that there were no windows through which a flaming object could've been hurled.

Robert Hubert was tried at the Old Bailey in what was little more than a kangaroo court, found guilty, and sentenced to death.

## Aftermath

Hubert's execution took place at Tyburn (present day Marble Arch) on 27<sup>th</sup> October 1666, after which his body was almost torn to pieces by the baying crowd as it was handed over to the Barber-Surgeons for dissection.

Farriner meanwhile rebuilt his bakery on Pudding Lane. He died in 1670.

Not long after Hubert's death, the captain of the Swedish ship upon which the Frenchman had sailed to London testified that they hadn't docked until two days after the fire started.

Consequently, in January 1667, Hubert was exonerated when a Parliamentary investigation determined the Great Fire of London had been an almighty accident all along.

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

**ComCab**  
London

# COMCAB LONDON FAMILY

**Tony Marson, Managing Director, ComCab London and Liam Griffin, CEO, Addison Lee talk about providing Addison Lee customers with the opportunity to book a Hackney Carriage Taxi on all their booking platforms. Read below to find out more:**

## Who are ComCab London Limited?

ComCab London is the last original radio taxi company still in operation, established in 1974 and has one of the largest fleets of black taxis in London.

Offering unrivalled coverage and flexibility to London's business community and valued private clients within the city and surrounding areas.

ComCab London is incredibly proud of its association with London Taxicard, a relationship which has spanned over 25 years.

## Providing Drivers and Customers with what they want

**Tony** "It's been just over 2 years since the acquisition, it's been a lovely journey so far. It's been a great partnership and we're looking forward to moving forward in leaps and bounds."

**Liam** "We've competed over many, many years, and we've always had the Black Taxi up on a pedestal and then the opportunity came along where Comfort Delgro knocked on the door and asked would you be interested in ComCab, which of course we would, I've always held you guys with such high regard. When you look at our customer base, certainly the corporate side, what they want is the courier, the exec car, the standard car all in one place and the bit that we didn't have was the Black Taxi. So now that we've been able to add the Black Taxi, as drivers will have seen over the last few months, that work has started to come through now"

**Tony** "one of the things we've looked at is the variety of work, we hold one of the largest contracts in the industry, Taxicard, we have our futures scheme which is 7 days, 7 jobs. People are now making sure they can have their lives outside of driving and also have a family life which is very important to us as we are very big about family. We also have another part of our business which is Dial a Ride, these are hourly rate jobs for the day, this has grown by 200% in the last 6 months. AL customers are now able to book a black taxi on their booking platforms, the positives are that we have gone from zero, before it was switched on, to a thousand AL customer jobs a day that we are putting out. That will only grow"

## Why the partnership is so successful

**Liam** explains "We've been around a long time in London, I like to think we know the trade better than others, at the heart of it we still go

back to basics, we know who the customer is, we know what they want, you've got to turn up on time, take them from A-B nice and tidy, in a well presented car etc, and that's what we're known for. Us selling the black taxi piece in, there's no one really out there doing it, from the terms of engagement with the corporates and the city, people aren't trying that hard now, but we are, that's why we keep winning the work. People trust us and we bring all that to the table. A number of things have happened in the PHV trade that have pushed the prices back up, different things have happened with the VAT, worker status, but what that has done is made us more expensive relative to a black taxi. With the new LEVC taxis I do think it's become better and better. Customers mindset is changing, they felt the black taxi was too expensive. Which isn't the case, and we can prove it's not the case and we can prove we are not surging."

**Tony** "one of the main objectives of when the acquisition took place was that we had two different products running side by side and in conjunction coming to the same point. From that we have kept all the necessary departments, Fleet Services, Fitting Bay, DQO. We still have all the fundamental parts of the working radio circuit as we all know them. We have kept that."

**Liam** "A lot of the corporate customers want a platform, with management information, all the reporting and all the governance that sits over the top of it and that's what we do, we can sell that on behalf of the trade and ours is by far the best one. We do provide the service; we tick all the boxes"

**Tony** "AL & ComCab are well established brands. It's been a very good partnership and will continue for a long time to come."

## Investing in the future of the taxi industry

**Tony** "we have been on many panels with TfL from a ComCab London point of view, we are looking at helping and funding the black taxi trade to bring new people on board. There was only a short while ago where 3 Addison Lee drivers who had been on the knowledge, for 3 and a half years plus, have passed out, with their badges glowing, and are now ComCab London drivers. Liam and I are really interested in making sure that the black taxi trade stays, we are up for helping with the training and are looking at other bodies to help us as well, and with that we should

be able to help produce good taxi drivers, that have passed the knowledge and are out there on the streets to keep this iconic brand alive."

"We've also invested in technology, we've got the iOS version of the driver app. You can start your day, picking a job the night before - drivers also have the going home facility" - **Liam**

## AL customers can now see the Black Taxi as a choice when booking their journey.

**Liam** "Customers want a vehicle quickly, we haven't been able to compete over the last few years with some of the ride hailers, they quote 2-3 minutes, they may not turn up in 2-3 minutes but customers think they will so they book with them, we've always been far too honest for our own good stating when we are going to turn up, so having the black taxi on there, if people want a quick car, we present whatever is quickest and if that happens to be a black taxi, then they can book a black taxi. If the customer does book a black taxi, we are going to send in a black taxi. For the record, if you book a black taxi, our licence dictates that you have to send a black taxi, if you book a private hire vehicle we can sub-contract that to a black taxi. So, you can do it one way but not the other. We are legally not allowed to do it."



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**Missed our last Episode? ComCab London Family - Episode Eleven**







# Flight Chaos: Know Your Rights

Travelling abroad can be stressful at the best of times, so here's everything you need to know about protecting yourself when things go awry.



16

## Money matters

**T**housands of holidaymakers found themselves grounded at the end of August when a technical issue at National Air Traffic Services (NATS), which runs air traffic control, led to hundreds of flights to and from the UK being cancelled or delayed. The effect of the outage lasted for several days, with people stranded both in the UK and overseas.

Consumers' rights, when flights are cancelled or delayed, depend on the reason for the problems. Let's take a look at what exactly our rights as paying passengers are.

### IT issues

Airlines weren't to blame for the latest disruption – NATS was responsible. The incident was classified as an "extraordinary circumstance" outside the airlines' control; however airlines still have to fulfil various obligations to their customers.

For example, when a flight is cancelled the airline should re-route customers (via another carrier if necessary)

and/or provide overnight accommodation, food and drink where necessary. Unfortunately, some airlines have been accused of ignoring these responsibilities. Rory Boland, editor of Which? Travel said: "During travel crises we see repeat offending from airlines looking to wriggle out of their legal responsibilities, knowing that they're unlikely to face any real consequences for leaving passengers high and dry during periods of disruption."

"The Civil Aviation Authority should be monitoring the situation closely, and stand ready to take enforcement action against any airline found to be failing in its responsibilities to passengers."

Where events are out of an airline's control, they don't have to pay compensation to affected customers – but they should cover out of pocket expenses if customers have had to arrange their own hotel or journey home.

### Weather

It's a similar situation when flights are cancelled or delayed due to bad weather.

Generally, if a flight is cancelled due to bad flying conditions it is considered outside of the airline's control and so you won't be entitled to compensation. But it should

offer you a suitable alternative. If your flight is delayed for more than five hours, you should be entitled to a refund too.

It's worth double checking when a flight is delayed due to bad weather. If other airlines are running to schedule, it's possible your airline is not being entirely truthful regarding the reason for your flight's delay.

### Cancellations

If your airline cancels your flight due to issues with its schedule, staff or aircraft, passengers have different rights as these things are within the airline's control.

For cancelled flights, your airline must give you the choice between a refund and booking onto an alternative flight. You don't have to accept a voucher for a future flight in lieu of a refund – you are entitled to actual cash.

There are then further rights in place based on how much notice you got for the cancellation. If you received less than 14 days notice, you'll be entitled to compensation from £110 to £520 depending on the scale on said level of notice.

### Package vs DIY holidays

If you bought a package holiday from a travel agent or tour operator, you should be covered under ATOL or ABTA protection. The firm which

sold you the holiday should also be your first port of call.

Under ATOL or ABTA protection, the travel agent should rearrange accommodation and travel for you or refund the total cost of your holiday.

However, if you booked your flights and accommodation separately, you won't have this type of protection. For example, if your flight is cancelled you might be unable to get to a hotel you have already booked and paid for. In this scenario, contact your travel insurer to find out what is covered by your policy.

If you choose to abandon your holiday because delays or cancellations make it difficult to continue the holiday as planned, for example if you are too late to join a tour, your insurance should cover this.

### Strikes

This summer has also seen strike action by various airlines and airport staff, which has further scuppered people's plans to get away.

If an airline cancels your flight because its staff are striking, you're entitled to compensation unless you were informed of the cancellation at least two weeks before your departure. If you choose to cancel a flight yourself, it's unlikely you'll get a refund. ■ TAXI



## LEVC TO HOST DRIVER OPEN DAY

LEVC Brewery Road is hosting an exclusive driver open day on Friday 15<sup>th</sup> September. Running from 10.00am until 3.00pm, cabbies who attend the event will be offered a free visual health check, as well as a complimentary oil and water top up.

While on site, customers can enjoy free food and refreshments, as well as pick up an LEVC goody bag, packed with merchandise. The Brewery Road team will also be on hand to discuss the latest TX deals,

including LEVC's September promotion that sees the manufacturer covering the monthly payments on a new TX until March 2024.

There's no need to book a place at the event, drivers can simply turn up at LEVC Brewery Road on Friday 15<sup>th</sup> September, between 10.00am and 3.00pm.

Follow the dealership on Facebook [www.facebook.com/LEVCBreweryRoad](http://www.facebook.com/LEVCBreweryRoad) to find out more about the event, new TX deals and the latest news from Brewery Road.

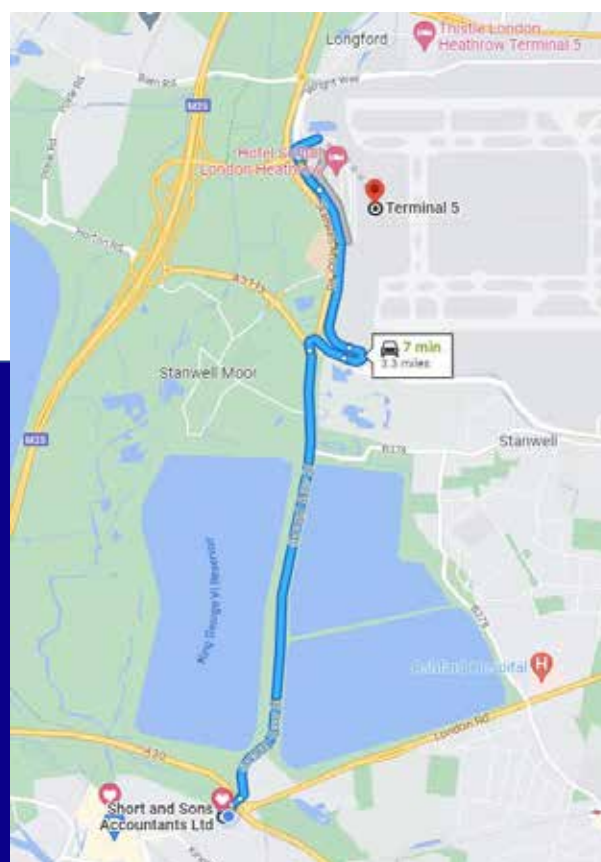


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# Should E-bikes Be Re

It's time to take a long, hard look at how we legally hold drivers and their vehicles accountable.



18

## Man in black

**I**t could be argued that one of the greatest British films to hit the big screen was *Quadrophenia*. This 1979 classic was a very gritty, real slice of British youth culture. Despite the cornucopia of acting talent on display, which smothered the film like an oversized parka, the

real stars of the show were the scooters. You'd struggle to find a finer array of two-wheeled treasures anywhere on the silver screen (*Easy Rider* being the exception).

As a motorcyclist who has spent most of my life associating with all manner of biker (no names, no pack drill), you would think that I would know everything there is to know about motorbikes and their smaller cousins. You would, however,

be mistaken. I have no doubt you will be astonished to know that I don't know everything about these fabulous machines but, being the voracious 'info-monkey' that I am, I have been doing some homework.

### Moped v Scooter: the differences

The word 'moped' is in fact a portmanteau, first coined by Swedish journalist Harald Nielsen way back in 1952, and is a

combination of the words 'motor' and 'pedaler' (as if you didn't know that). All of the earliest mopeds were equipped with bicycle pedals to help enhance the power of its small engine.

Nowadays, mopeds rarely come with pedals and are defined by their engine size, speed and output. The usual engine size is 50cc, obtaining a top speed of 28 mph. They employ twist and go technology and are usually fully automatic.



# Reclassified As Mopeds?



Despite sharing a 'step-through' body frame, a moped's wheels are larger than a scooter's but their size is smaller. Mopeds are also cheaper than scooters to produce and purchase.

A scooter's engine is what sets it apart from a moped, with the engines ranging from a 50cc 'lump,' which can hit 60 mph, all the way up to 750cc. Also, unlike an old-style moped, there's a platform where you can put your feet while riding.

Ultimately, if the bike is under 50cc then legally it's classed as a moped, if it is over, it's a scooter – simple, right?

## So what are electric bikes?

Now we come to the conundrum that is THE ELECTRIC BIKE. Is it a bicycle? Is it a moped? Or is it a scooter? And should electric bikes be reclassified entirely?

The subject of e-bike reclassification has become a

**"The subject of e-bike reclassification has become a rather hot topic of late, not just because of the bike but because of the way they are ridden."**

rather hot topic of late, not just because of the bike but because of the way they are ridden. To look at where legislation may be tightened, we must look at what e-bikes actually are.

Logically it could be argued that they should fall under the same legislation as mopeds. It's an attractive argument which carries weight and would certainly clear up some anomalies within the law. According to electric bike and moped outlet Ecomove, there are some stark differences between e-bikes and traditional bikes, as well as mopeds and scooters, notably where legislation is concerned, with the first major difference being their power outputs. An electric bike is supposed to be limited to 250 watts, with the motor ceasing to operate at 15.5mph. This means that the power source can assist the rider but not act independently of the rider beyond the restricted speed. The rider subsequently takes over from the motor to increase or enhance the maximum legal speed from the motor. Doing this is not actually illegal, however there is a problem with it.

## Accountability

It's not unreasonable to say that the more cyclists we have on the road, the fewer single occupancy cars we will have on the road too. Therefore, the roads become that little bit easier to navigate, which works in the taxi industry's favour. It could also be argued that the cyclist is a taxi driver's natural ally as a result of this (I just heard somebody spit their bacon sandwich out as they read

that). However, the problem we all face is accountability – it is a major issue.

Now, as somebody who holds a taxi licence, I know how important a clean insurance record is. However, it is getting harder to maintain that record with the proliferation of cycles – especially e-bikes. The problem is that any discussion surrounding bike or e-bike accountability becomes 'cancelled' because the first thing which (not unreasonably) gets mentioned is the fact that cars kill people in their thousands as opposed to bikes and e-bikes. This, of course, is a moot point because everybody is aware of the disparity and road safety regarding the cycling community is a major work in progress. However, the question of damage to property seems to be routinely ignored and swept under the carpet. So what is the solution?

When Grant Shapps proposed that cyclists should carry insurance and a registration mark, he was roundly condemned and vilified, but there was some logic in his idea. While we simply can't register and insure every bike on the road, we can ensure that all e-bikes are reclassified as mopeds. This would then compel owners to register and insure these vehicles. This is not a 'cure-all' solution though. What it does do is ensure some kind of accountability, making the rider more traceable should injury or damage occur. Given the rising cost of insurance as well as vehicle parts, there is no reason to exclude e-bikes from the rules that apply to every other motor vehicle. It is certainly unfair on the motorist to shoulder the burden of an errant e-cyclist. It will also act as a deterrent for those e-cyclists that fail to comply with the highway code, opening up those who break the law to the same punishment as other road users.

In short, the Secretary of State for Transport should be looking at a consultation surrounding e-bike re-classification. After all, every road user should be accountable for their actions and the vehicle they operate in public.

**TAXI**



# Buyer Beware

**It's unlikely the owner will ever be able to sell or trade the cab, as most of the garages and dealers will always swerve this type of vehicle.**

## Cab you drive

**I** should title this piece, 'Words of Warning.' These aren't new words, in fact it's the same old advice to anyone buying any vehicle, but they are particularly relevant if you are buying a second-hand taxi.

So here they are, *Caveat Emptor*, which means, let the buyer beware. I am sure that some ancient Roman chariot driver was the bloke who coined the phrase, but it's just as relevant today as it ever was. Before you buy a cab privately, get it checked out!

## Check with TfL

If it's a TXE and it's not currently plated in London, contact TfL and check that it is capable of being licensed as a cab in London. There are a few non-London compliant TXEs out there. If you happen to buy one, you will be stuck with an expensive ornament, because it will never be a taxi in our great metropolis.

## Know your history

Equally, as with any car, run an HPI check before you part with your hard earned. Only recently, I have been asked to get involved where a driver bought a very cheap TXE, not knowing it was an insurance salvaged taxi. Unfortunately, yet unsurprisingly, without any paperwork relating to the damage, no engineer's report or anything that confirmed the cab's history, TfL have refused to plate it.

## Aggravation

This is the second case of this type, this year, that I am aware of and although the driver in the other case managed to get the necessary documents, engineer's report, and tests on the cab, it wasn't cheap. It was also a lot of stress and aggravation for the owner before it eventually got passed at NSL.

Even after going through all of that, it's unlikely the owner will ever be able to sell or trade the cab, as most of the garages and dealers will always swerve this type of vehicle. Always, that's always, get it checked.



## Conditions of Fitness

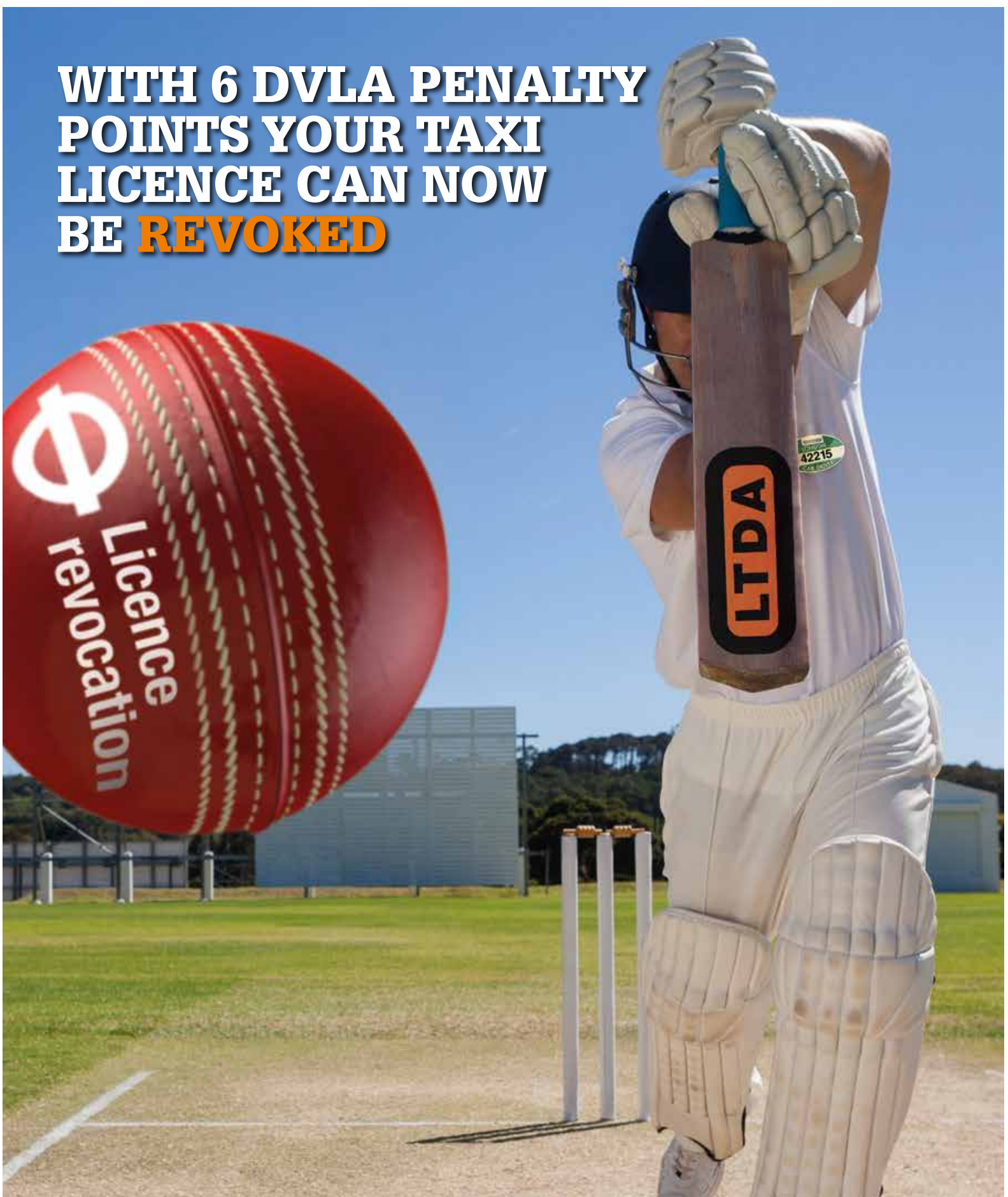
In recent months, I have repeatedly scotched rumours of a cheap van conversion looming on the horizon, there are no cheap vans to start with, even without adding the cost of the conversion, it's not an economically viable proposition. However, I have now heard rumours that one of the trade groups is lobbying TfL to change the Conditions of Fitness to scrap the requirement for a partition and the turning circle. It's got to be the nuttiest thing I have ever heard, but knowing this trade, as I do, it might just be true.

The LTDA have confirmed it is not them and that they definitely would not support any such proposals, let's pray it's just another cabbie rumour!

**TAXI**



**WITH 6 DVLA PENALTY  
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LICENCE CAN NOW  
BE **REVOKED****



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# Entertainment Corner

Amon guides us through the month's biggest cinema releases to recommend to your customers.

## Reel Talk



Sony Pictures Releasing

### The Equalizer 3 (15)

Denzel Washington doing a sequel was not a thing until *The Equalizer*. Now he's done two. Teaming up with director Antoine Fuqua for the fifth time, the decorated actor suits up once again as ex-assassin turned avenging do gooder Robert McCall, in this unlikely trilogy capper. Although the character is still fun to hang out with – whether he's doing some necessary Equalising or getting to know the locals – some underwhelming antagonists mean the film isn't quite as satisfying as it could have been.

Still, Washington remains an entertaining draw. In action, he's as fearsome as ever – though his age does show at times, there's no wasted movement once he has a villain in his sights, and Fuqua makes each brutal takedown impactful. Washington's on-screen reunion with his *Man on Fire* co-star Dakota Fanning – who plays Emma Collins, a CIA agent on McCall's trail – is also fun to watch, the two slowly getting on the same page as it becomes clear they're hunting the same people. If only those bad guys were a more compelling challenge for McCall's brains and brawn.



*The Equalizer 3 is in cinemas now.*

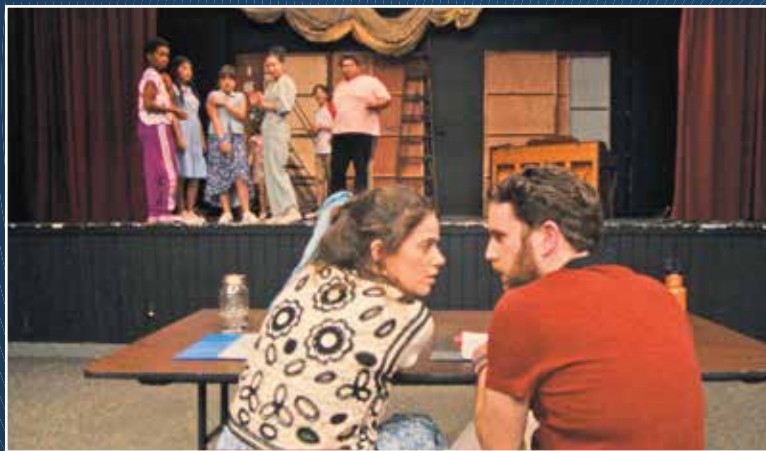
### Theater Camp (12A)

The mockumentary format has spawned many delightful films, from *Popstar: Never Stop Never Stopping* to *Marcel the Shell With Shoes On*. The latest to join that impressive company is *Theater Camp*. Directed by Molly Gordon and Nick Lieberman, it follows an eccentric group of staff who must band together if they are to save the run-down theatre camp and put on their annual summer production.

The shenanigans that ensue are consistently hilarious, with winning performances across the board. That includes Gordon and Ben Platt as childhood friends and theatrical collaborators – their introductory announcement of the summer shows is a hoot – and *Minari*'s Alan Kim, who scores plenty of laughs as a suited and booted wannabe agent. There's such a synergy between the kids and adults that it feels like there's room for everyone to have at least one moment to shine. And it all leads to the heartwarming finale, with the themes of the movie coalescing into the glorious *Camp Isn't Home*, a triumphant (and catchy) tune all about fitting in by acting out. It's a shoe-in for a Best Original Song nomination, and the film it belongs to should be in the awards conversation too.



*Theater Camp is in cinemas now.*



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### Scrapper (12)

In a year of strong directorial debuts, Charlotte Regan's *Scrapper* stands out from the pack. It stars young newcomer Lola Campbell as Georgie – a self-sufficient 12-year-old by necessity – who is living in a flat on her own after her mother dies. But all that changes when her absentee father Jason (Harris Dickinson) suddenly arrives on the scene, eager to be part of her life.

That father-daughter relationship is the sturdy backbone of this feature, and the way in which it slowly evolves from something that feels dutiful, to genuine connection and love, is patient and heartfelt. Campbell's Georgie starts out suitably prickly, but is never unlikable. That's in part because Regan cleverly puts us in her headspace, with imaginative testimonial asides of various people in her life – one vignette focuses on a group of 'Mean Girls' all dressed in pink – adding bursts of levity to break up the grim reality of her situation. That's also due to the performances as well. Dickinson has been doing consistently good work for years now, and he's reliably impressive as a father struggling (but striving) to be the best version of himself. Together with Campbell's Georgie, they're a duo that's easy to root for.



*Scrapper is in cinemas now.*



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# Veterans and Cabbies Attend British Ambassador's Residence in The Hague

**TAXI spoke to charity Chairman Brian Heffernan about their recent trip.**



Event at the Ambassador's Residence.



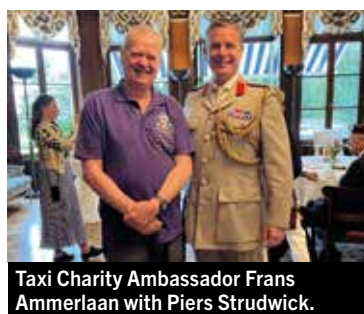
The Ambassador's Residence in The Hague.



Volunteers at the Ambassadors Residence.



Taxi Charty medical team and supporters.



Taxi Charity Ambassador Frans Ammerlaan with Piers Strudwick.

**Joanna Roper, British Ambassador to the Netherlands, had this to say:**

*"I was honoured to receive the veterans and their accompanying black cab drivers from the Taxi Charity at the Residence in The Hague, as part of their trip to The Netherlands for the Airborne March. I am always in awe of the veterans' resilience and humility, which comes through in their personal stories. Their experiences are an important part of the rich and historic relationship between the UK and The Netherlands. All of us here at the British Embassy are very grateful to the Taxi Charity, for their tireless work facilitating these trips. I wish them a happy 75<sup>th</sup> anniversary this year."*



The Ambassador with Geoff Roberts and Don Turrell.

**TAXI** I'm guessing this was a very special invite?

**Brian:** It was indeed! The Taxi Charity is very honoured to have a great relationship with Joanna Roper CMG, His Majesty's Ambassador to the Netherlands. During our visit for the Dutch Liberation Commemorations in May, Joanna had made an impromptu visit to our hotel to meet the veterans. We were delighted when she invited us to visit her residence in The Hague, during our trip back to the Netherlands for Wandeltocht at the beginning of September.

**TAXI** Tell us about what Wandeltocht is.

**Brian:** Wandeltocht which is also known as the Airborne March. It is an annual Dutch event in remembrance of the WWII Battle

of Arnhem which took place in September 1944. The event, held on 2<sup>nd</sup> September, attracts tens of thousands of walkers. Our Arnhem veterans were seated at a special vantage point to greet the walkers during the 40km walk. We have been attending for a few years and this year 20 of our volunteers and supporters did a 15km part of the route. Ben Mead, one of our veterans, marched the full 40km with a 15kg pack on his back.

**TAXI** So when did you visit the Ambassador?

**Brian:** We got the overnight ferry from Harwich on 31<sup>st</sup> August and, after we had docked at the Hook of Holland the following morning, made our way to The Hague for a reception at the Ambassador's residence. Joanna Roper was incredibly

kind and made sure she engaged with all of the veterans. There was a really poignant moment when WWII veteran Bill Gladden sang to her as well. **TAXI**

## 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 75<sup>th</sup> 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.

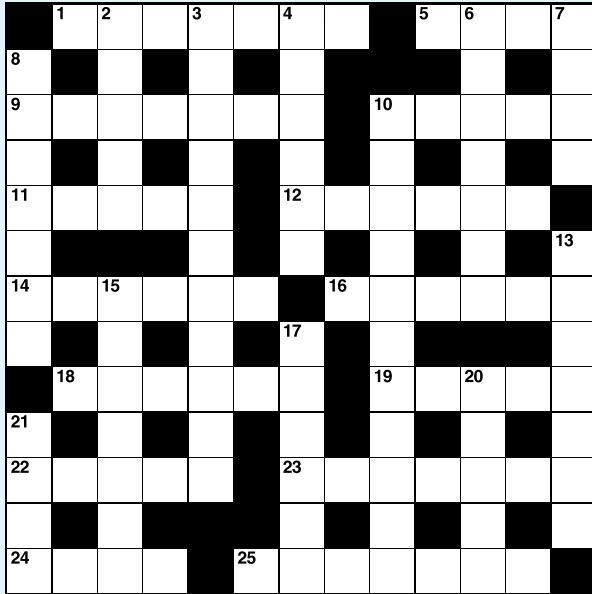
[www.taxicharity.org](http://www.taxicharity.org)





# Puzzler Page

## Crossword



### ACROSS

- 1 Temporarily away from work (3-4)
- 5 Murdered son of Adam and Eve (4)
- 9 Make a social call again (7)
- 10 Deputy head of a monastery (5)
- 11 Ionian tourist destination (5)
- 12 Thrill, agitate (6)
- 14 Puts into practice again (6)
- 16 Shade, tinge (6)
- 18 Biblical character who was tested in the lions' den (6)
- 19 Ribbons (5)
- 22 Mendacious (5)
- 23 In a coarse way (7)
- 24 Symbol on a musical stave (4)
- 25 Fool (7)

### DOWN

- 2 High temperature (5)
- 3 Upsetting (11)
- 4 Headings (6)
- 6 Integral (5-2)
- 7 Solid white animal fat (4)
- 8 Sellers of food (7)
- 10 Delivery vehicle (4-2,5)
- 13 Jumpers (7)
- 15 Quite different (7)
- 17 Dame \_\_\_ Markova, ballerina (6)
- 20 Push down (5)
- 21 Sir \_\_\_ Issigonis, Mini car designer (4)

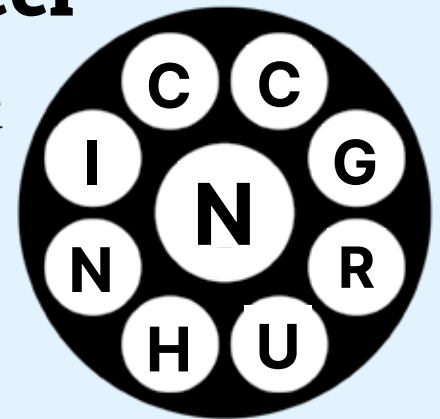
## Sudoku

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.

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

## Wordwheel

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



## Futoshiki

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

	<			<		
		^		v		
	>				<	
						^
			1		<	
		v		v		
				<		

All answers to puzzler on p30

**TAXI**

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**TAXI**

## LINAGE

**TAXI**

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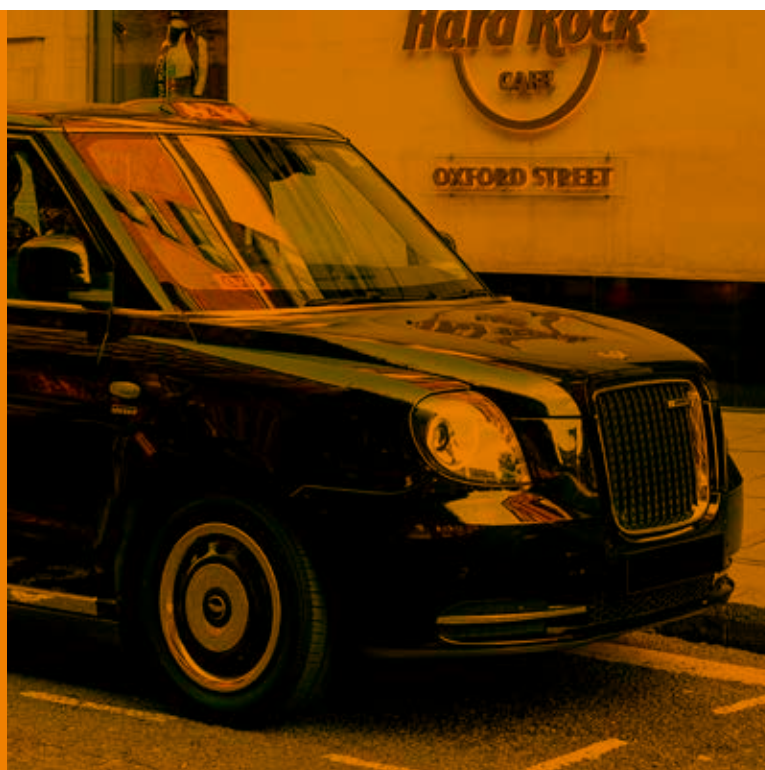
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Email ..... Twitter .....

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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? ☐

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3 Account number 4 Bank Sort Code 

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# Cabbie's Cartoon

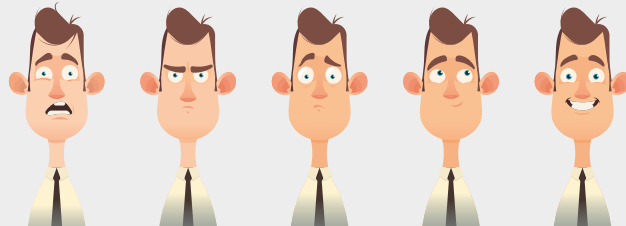


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- ◆ Taxi & Private Hire, Blackfriars Rd, SE1
- ◆ Temple Place Shelter
- ◆ Turbo Accessories, Three Colts Lane, E2
- ◆ Ubiquitous Ltd, E1
- ◆ Waterloo Station
- ◆ Wimbledon Station Rank
- ◆ WizAnn Knowledge School, Watts Grove, E3

## PUZZLER ANSWERS



### Crossword

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

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### Sudoku

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

### Wordwheel

**SOLUTION:** CRUNCHING

**All words:** Chin, churn, churning, cinch, crunch, cuing, curing, grin, hung, inch, incur, high, ring, ruin, rung, runic, urchin, CRUNCHING.

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

### Futoshiki

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





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