

**UNDERSTANDING THE NEW SERU
ASSESSMENT** PAUL BRENNAN Page 6

A PASSAGE THROUGH HAMPSTEAD
PHIL BROWN Pages 20 & 21

**LEVC ON SECURING THE FUTURE OF
THE TRADE** CHRIS ALLEN Pages 22 & 23

TAXI

18th February 2025 #580

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Inside...
18.02.25

3

| News

5

| Steve McNamara

6

| Paul Brennan

8

| Suzanne Sullivan

10

| Emma Lunn

13

| Cab You Drive

14

| So You Think You Know London?

18

| Wim Faber

20

| Phil Brown

22

| **OPINION:**
LEVC's Chris Allen

24

| **EXCLUSIVE:**
Taxi Charity

27

| Puzzler

30

| Puzzler Answers

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Manson Group, St Albans

Published on behalf of the LTDA by



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PADDINGTON PCN WARNING

PCNs are being issued at Paddington, Edgware Road at the junction with Harrow Road in an effort to address reports of drivers over ranking and blocking the pedestrian crossing. PCNs began being issued from 10th February so be careful not to block the crossing if you are ranking up there and only join the rank if there is space.

UPCOMING ROADWORKS

- There will be an Eastbound closure of Tothill Street, Victoria Street and Abbey Orchard Street, to facilitate gas main replacement from 17th February to 12th April 2025. The closure is between Storeys Gate and Broadway, Broad Sanctuary and Buckingham Gate, Victoria Street and Great Peter Street.
- Jermyn Street will be closed between Duke Street St. James's and Bury Street for utility works from 8.00am 24th February to 6.00pm on 28th February 2025.
- Conduit Street will be closed between New Bond Street and Regent Street for carriageway resurfacing from 8.00am 6th March to 6:00pm on 7th March 2025.
- Gloucester Terrace will be closed for carriageway resurfacing from 8.00am on 12th March to 6.00pm on 14th March 2025.
- Catherine Street will be closed for gas main works from 17th March to 28th March 2025.
- Cranbourne Street will be closed between St. Martin's Land and Charing Cross Road to facilitate gas works from 24th March to 4th April 2025.

CITY OF LONDON CRACKS DOWN ON E-BIKES

The City of London Corporation has undertaken on-street action to remove hire e-bikes from its streets and pavements, where they have been found to obstruct or cause an immediate danger to others. More than 100 bikes were confiscated during a two-week enforcement period, to encourage hire operators to manage their own fleet and customers to comply with good parking behaviour.

Seized e-bikes were stored in a safe location for 24 hours, before the providers were able to collect them for a fee, to cover the cost to the City of removal and storage.



PHV DRIVERS LOG OFF APPS IN PROTEST

On Valentine's Day, thousands of Private Hire Drivers logged off ride-hailing apps in protest against low pay and poor working conditions. The action organised by the Independent Workers' Union of Great Britain (IWGB), saw drivers staying off platforms including Uber, Bolt FREENOW and Addison Lee between 4pm and 10pm on 14th February. Ahead of the protest, the union said it was being organised in response to workers being exploited by tech companies and forced to work "70 to 80 hour weeks" to meet high car rents with little job security.

The Chair of the IWGB's Private Hire Drivers Branch, Nader Awaad, said: "Up and down the country, drivers whose lives have been torn apart by apps like Uber are saying the same thing - it's time for us to take back the wheel."



BETTER SIGNAGE NEEDED FOR EV CHARGING

Drivers want clearer, universal signage to help them identify electric vehicle charging points according to new research by the AA. Improvements such as introducing green signs and totem poles to identify where public electric vehicle (EV) charge points are located, proved popular ideas amongst prospective EV drivers polled as part of the research. More than half (56 per cent) of the 8,268 prospective EV drivers said that steps such as a clearer, universal sign should be used to help chargers stand out, alongside totem pole pricing boards used at fuel forecourts (51 per cent), as well as including charge points on built-in sat-navs for petrol and diesel cars (52 per cent).

When asked about updating the existing charge point sign, more than three quarters (77 per cent) said that using a 'green P' would have the most impact when indicating the location of chargers, compared to the current sign which utilises the traditional 'blue P' parking sign.

ELIZABETH LINE DRIVERS TO STRIKE

Four days of strikes are planned for Elizabeth Line drivers after they rejected a 4.5% pay offer. Drivers belonging to the Aslef Union will walk out on 27th February, 1st March, 8th March and 10th March after unanimously rejecting the latest pay offer, which would have seen their pay rise to £75,700. The strike is expected to cause a lot of disruption and increase demand for taxis.



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Double-Edged Sword

Friendly competition between the LTDA's legal and licensing teams highlights the number of members we help every single day and the scope of the service we provide...

Steve's comment

The LTDA's growing membership is a double-edged sword, it's great that we now have well over half of the trade as members, but the downside is, we are busier than we have ever been. The banter at Taxi House between the licensing, DBS and PCN specialists and the legal teams, as to who is busiest, seems to increase by the day. It has now reached the level that a weekly competition on who takes the most calls and walk-ins is running, with the losers having to buy the cakes!

Help on hand

Whilst it's all a bit of fun, and I get a free cake every week, what it does is highlight not only the number of members that we help every single day, but the scope of the service we provide and the breadth of knowledge and expertise that our staff have. It's everything from sorting out a DBS that's taking forever, often because the member made a simple mistake like spelling something wrong or differently than they may have previously, to securing a vehicle licensing appointment at short notice. If you ask me, our team really is the fourth emergency service for cabbies.

Above and beyond

I know that our team go above and beyond every day to help members but even I was stunned last week when one of them noticed that we were seeing a lot of Fixed Penalty Notices (FPN) for members allegedly jumping a red traffic light in Wandsworth, suggesting that something strange was going on. He noticed that the pictures that accompanied the FPN did not actually show an offence. He then made a site visit and was able to confirm that the camera was set to activate on the forward stop line of a cycle box and not at the actual stop line for the traffic light.

As a result, we were not only able to get our members' tickets cancelled, saving them three points and a fine, but even got



the camera turned off until it is corrected to ensure no more tickets are sent out in error.

Let us help

Our advice to all our members is to contact us if you receive any communication from the police or TfL enforcement or complaints teams before you respond. This is especially true if you plan to accept an FPN that involves points on your DVLA licence, as it's so easy to make a mistake with the forms, which then results in the FPN getting cancelled and before you know it, you are getting much more serious letters from courts and the DVLA.

Please help us to help you, if you are unsure, call or email us, and our experts will advise you, and who knows, your call could win a staff member another free cake!

Plug-In Taxi Grant

You will read a lot in this edition of *TAXI* about the uncertain future of the Plug-In Taxi Grant (PiTG). We continue to fight for its extension and repeating our calls for it to be funded for a longer period of time to provide certainty for drivers and to increase it back to £7500, but we simply do not know what will happen yet.

We are told that a decision should be made in the next month, hopefully before the Budget at the end of March, so it's not at the very last minute like last time it was extended. That being said, if you are thinking of purchasing a new cab or making plans for when your cab hits its age limit and needs to come off, then it might be worth considering bringing your plans forward if you can. Making the jump in March could avoid you getting hit by a potential increase in the cost of the cab that could take effect from April, if the grant goes. I can't predict the future, so I leave it to all of you to weigh up the pros and cons but all I know is that the only thing that's certain right now is that it is only guaranteed until April. I will keep you updated as we are told anything more. ■ LTDA



SERU Assessment – The Facts

Everything you need to know about the Safety, Equality and Regulatory Understanding (SERU) requirement coming into force from October 2024.



Top rank

6

Social media and the LTDA phone lines blew up recently when posts were put out about drivers needing to complete a SERU test every time they renew their taxi licence. Like many things, a truth is (by some) misrepresented or just plain exaggerated to cause maximum concern to those who read it.

So, let's get some facts straight on what is coming and what we will need to do from October this year, when drivers who are seeking to renew their licence will be required to pass a SERU assessment.

What even is a SERU assessment?

It stands for Safety, Equality and Regulatory Understanding (SERU) and is designed to ensure that drivers "have an appropriate understanding of safety, equality and regulatory requirements that apply to them". It is being introduced to help "ensure public safety" and "enhance levels of customer service".

Why is it TfL introducing this test?

In 2020 the Department for Transport (DfT) published Statutory Standards for Taxis and Private Hire Vehicles. The

Statutory Standards include a series of standards that taxi and private hire licensing authorities must implement. The SERU assessment is being introduced to ensure drivers are complying with the standards regarding safeguarding and English language skills.

Why do licensed taxi drivers have to pass the SERU assessment?

The DfT's Statutory Standards say that "Any changes in licensing requirements should be followed by a review of the licences already issued. If the need to change licensing requirements has been identified, this same need is applicable to those already in possession of a licence." The SERU assessment is being introduced as a new licensing requirement.

When does it start?

The requirement comes into effect on 1st October 2025.

Will drivers have to pass the SERU assessment every time they renew their licence?

No, it is a one-off assessment. Although there may be situations where a driver could be asked to retake it due to issues arising (e.g. complaints about a driver from disabled passengers) or if there are any big changes made to the Driver Handbook in future but

that rarely happens and it will have just been updated when the requirement comes in.

What will the SERU assessment be based on?

The SERU assessment will be based on the Taxi Driver's Handbook. The handbook is currently being updated and drivers may need to do some preparation for the assessment by reading the new handbook once it's published, as there may be some information they do not know or aren't up to date on, which is covered. Some of it though will be well known to drivers and a lot of it is really just common sense.

How much will the SERU assessment cost?

There will be a fee for taking the assessment, that fee has yet to be confirmed, currently PHV drivers who have been required to take the test for some time pay £36.

What will the SERU assessment involve?

It will be done on a computer in a TfL office and drivers will need to answer a series of questions based on the Taxi Driver Handbook. It is likely that there will be a mix of multiple choice and other questions.

What happens if I fail the assessment?

If you fail the first attempt you can book a retest.

Will the SERU assessment be used to test English language skills?

The DfT's Statutory Standards include an English language requirement. If someone has passed the SERU assessment, they will be considered to have met the required standard for reading and writing in English and there will not be a separate test.

Will there be a listening and speaking assessment?

At this stage, there are no plans to introduce separate listening and speaking English test for licensed taxi drivers. The Knowledge of London is largely tested through

a series of one-to-one oral examinations conducted in English, which gives assurance to a candidate's proficiency in speaking and listening in English.

What support will be in place for taxi drivers (e.g. those with Dyslexia)?

Support will be available for taxi drivers and TfL will put in place what is known as 'reasonable adjustments'. These may include:

- Allowing extra time
- Coloured overlays for screens
- Supervised breaks
- Doing a hard copy of the assessment instead of doing it on a computer.

Taxi drivers can get in touch with TfL before their assessment to let them know about their situation and what support they may need.

Some points are yet to be finalised, for example the number of questions or the length of the assessment and what learning programs will be in place to assist drivers. Knowledge of London schools will be assisting Knowledge students with their SERU assessment and a conversation needs to take place with them as to whether they may be able to support current taxi drivers as well.

We could argue all day on the rights and wrongs of us all needing to do this assessment to carry on doing the job we have been doing for many years. Even more so, as the vast majority of cabbies, have done so without any complaints or issues. And it certainly smacks of another piece of bureaucracy and a box ticking exercise by government pen pushers so they can say, 'we did our bit'.

What I really want to stress is that, I am your typical London cabbie, mid 50s, grew up on a council estate with a London secondary school education. I took a few mock exams of the current PH SERU assessment and I completed it well within the allotted time and exceeded the pass mark very comfortably without any revision. The vast majority of you reading this will do likewise and once done will most likely never need to do one again. **LTDA**

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Knowledge is Power

The standards to become a cabbie have not changed. Students still need to know every nook and cranny of London and have the map firmly imprinted on their minds.

Airports & beyond

Once again, I feel it is important to talk about The Knowledge. We have seen the number of cabbies dwindle since Covid and if we are to remain the iconic Taxi in London, we need to get our numbers back up, so the Knowledge candidates are very much the future of our trade.

No easy route

At the end of 2024, there were 1,176 candidates on the Knowledge and 527 applications were accepted last year. This represents an increase on the previous years and the numbers are moving in the right direction.

The standards to become a cabbie have not changed. Students still need to know every nook and cranny of London and have the map firmly imprinted on their minds. I speak to Knowledge candidates on a regular basis, as they are referred to me to ease the last steps of gaining their licence before their final exam. When they share their experience of appearances, it is clear there is still no easy way to get their badge. The only way is still the hard way. That is through lots of time out on the road, lots of studying, taking part in classes and being part of a school.

Schooling

I spoke to Dean Warrington, the owner of WizAnn. He shared his experience and enlightened me all about WizAnn school.

Dean is a cabbie himself. He started the Knowledge in April 1994 and completed it just two years later in April 1996. He said whilst he was studying, he compiled a study regime and a book for the Knowledge. At the time, there were several schools teaching the Knowledge, all of which based their ideas and methods on the recommended study pattern of the Public Carriage Office (PCO) at that time. According to Dean, the problem with the study pattern, was that it had no foundation in modern learning techniques. The



study curriculum did not match the testing as it should have. Dean says still to this day, that the suggested method remains the same and if students study this method, he believes that they as individuals are going to find the Knowledge harder and take longer to achieve their goal.

I studied at Knowledge Point on Caledonian Road at the time, as I lived in North London. It was sold to Elenor Cross and moved to Brewery Road and is now based in Robert Street.

All about WizAnn

WizAnn is the only Knowledge school still owned and run by its original founder and owner. Dean started small with the help of his wife at the time, selling their book, 'Taxi The Complete Knowledge,' and teaching from their home, in their living room. Dean got the name from a mixture of his nickname Wiz and his wife's name Ann, WizAnn.

They opened their first school in Cording Street, but it soon grew and they had to move

to Watts Grove, where they created in Dean's words, "By far the best school the Knowledge had ever seen." They had queues at the door for tables, so he knew he had to expand once more.

They then moved to Gillender Street with 5000sqft. They had around 100 tables and could seat 200 students at any one time. That building was sold to developers and again they had to move. This time to City Airport, but the rise of the PHV sector had started to reduce numbers, so they decided to downsize to 2100 sqft.

Once Covid hit, times got rough for everyone, so Dean downsized once more to his sixth school in Blount Street and joined forces with HP Taxis, owned by Paul Byron.



Expansion

However, Dean needs to expand once more, so is now opening his seventh school in Thames Street, Greenwich. It is the first school he will fully own, and he is very excited, as he told me the new building is "something special".

The good news is, that the Knowledge is starting to grow again and the future is starting looking more stable. This new school is 1700 sqft and Dean feels this school is going to be the perfect environment to study.

Dean is hopeful the school will open in March, but in the meantime he assures his students that the school in Blount Street will remain open, making this the first time Dean will have two schools in operation.

I wish Dean the best of luck, as it's important we keep the Knowledge very much alive to make our trade flourish and to get it back to its full numbers. **LTDA**

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Your Rights in a Bank Outage

What exactly are you entitled to if technical problems mean your bank card doesn't work or scheduled payments fail to go through?

Money matters

The past few weeks have seen several major banks suffer technical problems which meant, temporarily, that customers couldn't access their money, make payments, or check their account.

Barclays recent outage

Barclays experienced technical issues over the weekend of 31st January to 2nd February. During the three-day period many customers found themselves locked out of their accounts, or unable to make or receive payments. The glitch caused payday chaos and for some, property purchases to stall on completion day.

The outage was particularly inconvenient for self-assessment tax payers as 31st January was the day when tax bills and returns for the 2023/24 financial year were due. However, HMRC has said it will not fine taxpayers whose payments were late because they could not log into their banking app or access internet banking.

Lloyds and Halifax

Then, on 3rd February, customers of Lloyds Bank and Halifax (both part of Lloyds Banking Group) began reporting issues with payments, with service status website *Downdetector* reporting a spike in complaints about the two firms. Although the outage only lasted a few hours, it potentially inconvenienced thousands of customers.

All the banks involved issued apologies to customers and promised to compensate them for any losses. But what exactly are you entitled to if technical problems mean your bank card doesn't work or scheduled payments fail to go through?

Consumer rights

Under UK law, banks are legally obligated to provide access to your money. If you can't access your account due to a system failure, your bank must work to fix the issue as quickly as possible.

At a basic level, banks are



obliged to put customers back in the same financial position they would have been in had the outage not occurred. This means that you should be compensated for any additional charges, late payment fees or interest you incurred due to the outage.

"You should be compensated for any additional charges, late payment fees or interest you incurred due to the outage."

For example, if you were due to make a credit card payment and this failed, you would usually be charged a £12 a late payment fee by the credit card company, as well as being charged interest on the money you owe. You should document evidence of this – such as screenshots and emails – and ask your bank to make good your losses.

In some cases you may be entitled to compensation on top. This could be the case if

you can persuade your bank that you have been emotionally impacted or inconvenienced as a result of the outage.

Banks generally review customers' compensation requests on a case-by-case basis. However, the Financial Conduct Authority, says it expects firms to "*proactively compensate customers*" where "*foreseeable harm*" has been caused, and that firms should "*competently, diligently and impartially*" investigate complaints.

In some instances in the past, some banks have paid blanket compensation for outages. For example, in 2022 Nationwide paid 20,000 customers £60 each in compensation after a technical error saw their direct debits fail.

If you ask your bank for compensation following a technical outage and the bank refuses your request, you can take your case to the Financial Ombudsman Service. The Ombudsman service is free to consumers and can order banks to pay redress, as well as compensation for distress or inconvenience. Small inconveniences may mean simply receiving a small gesture of goodwill. But if you were majorly inconvenienced by

the bank outage – a property purchase failed to complete on time, for example – you may be offered a lot more.

Be prepared

There are several ways you can lessen the impact on future bank outages. Firstly, keep an emergency cash stash. Although cash is used a lot less these days, it can still be handy in emergencies to pay for food and travel.

Secondly, have more than one current account and keep a sum of money in each one. A second (or even a third) current account with a debit card can be handy if your main bank fails and you need to make card payments or withdraw cash.

If your bank suffers a high number of technical issues – as TSB did in 2018 when an IT meltdown left customers locked out of their accounts for several weeks – you might want to consider switching banks.

You could get a cash handout for doing so as high street banks regularly offer three-figures sums to customers joining them from another bank. For example, First Direct and Nationwide are both offering £175 to switchers at the moment, while Santander is offering £150, and TSB £100. **TAXI**

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Renting vs. Mushing

Many blame the fleets for rising rents but with maintenance costs, insurance and everything else going up is it really their fault?

Cab you drive

One of the criticisms that I hear a lot is about the fleets and the cost of renting versus mushing. Things used to be different with the old fleets when they were running FX4s, Fairways, TX1s etc. Back then it was the old cabs that bought the new ones and rents were more affordable.

The cost of renting

To explain, the rent that could be achieved on a ten-year-old cab, that had been paid for six or even seven years previously, produced enough profit to allow the fleet to rent a newer cab at, or close to, what the finance payments were. This enabled fleets to run new cabs at cost, or cost and a bit, knowing that once a cab was paid for it would start producing an income for the rest of its life. Maintenance was all taken care of in-house. Many had their own spray shops and the only external cost was insurance, which back then was cheap!

Fast forward to 2025 and insurance is sky high, very few garages have the staff, equipment or investment needed to maintain a modern computerised vehicle – where a laptop is needed more than a hammer. Instead, the maintenance is outsourced, with the associated cost. Add to this the



cost of insurance, higher interest rates, where a lot of fleets are paying eight or nine per cent, not to mention the cost of installing the meter, credit card machine and printer, and you realise the average rent being charged on a new TX starts to seem more reasonable, not that this makes things any easier for drivers.

A few weeks back, I had to rent a car, and to say I was shocked by the cost is an understatement, the cheapest, tiny, four door manual, think Ford Fiesta, small Renault etc, dismiss all thoughts

of anything Mondeo size, and I was looking at a minimum of £450 per week! Go for a normal sized saloon, 3 series BMW, automatic and with a Sat Nav and I could not get one for less than £730 per week. As a guide the list price of this £730 rental is less than £40k, which makes the rent on a £75k TX, with Hire and Reward insurance, look very cheap indeed!

Cab sales

On the new cabs front, January was a disaster and produced the lowest sales figures since the TX

was launched, with only 21 new cabs joining the ranks. My advice to anyone thinking of buying a new cab is to do it now. If the Plug in Taxi Grant (PiTG) is not extended in March, the cost of a cab will rise at least £6,000. Don't take a chance, get an order in ASAP if you can.

The second-hand cab market is also very quiet, probably as a result of so few new cabs joining the fleet. There are still good deals on pre-owned TXEs but as the diesel fleet ages and spares become harder to get, the values are starting to drop. Some of this can be attributed to falling demand outside London where there is growing demand for ex-London TXs, as provincial drivers are starting to move away from older diesels. They often cite the lack of spares as the reason, something I suspect will soon start to influence buyer decisions in London. **TAXI**

300

200

100

0

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN
LEVC	123	49	224	126	117	176	114	61	259	210	209	94	87	46	234	67	57	41	55	52	158	74	41	36	21
DYNAMO										4	1									2					

DYNAMO	183
LEVC	8,654
TX2	39
TX4	3,839
VITO	1,888
TOTAL	14,517

SO YOU THINK YOU KNOW

LONDON?

The first international football match

The rivalry surrounding the England v Scotland football fixture is pretty legendary. From broken goalposts to stolen turf, this match, has produced more raw emotion than any other international. However, did you know that the world's oldest international football match was played in London?

Now this is actually quite contentious because the first officially recognised international football match according to FIFA was the 1872 Scotland v England match, hosted at Hamilton Crescent, the West of Scotland Cricket Club's ground in Partick, Glasgow and attended by 4,000 people, finishing in a goalless draw.

However, between 1870 and 1872, the Football Association organised five representative association football matches between teams representing England and Scotland, all held in London.

The matches were organised by former Forest FC player (based in Leytonstone) Charles W Alcock. He was also a writer, editor and administrator. Forest FC was a founding member of the Football Association (FA). After ascending through the echelons of the FA, Alcock eventually became the Football Association's secretary in 1870, remaining in-situ until 1890.

The first match took place at The Oval on 5th March 1870. The second took place a few months later, with the remaining three matches taking place in 1871 and 1872.

The first match created a furore in Scotland due to the dearth of home-

grown players. In fact, all of Scotland's players were drawn from London based clubs. The match itself resulted in a 1-1 draw, with Scotland scoring first through a Robert Crawford goal. Interestingly, England moved their goalkeeper up field (we've seen that before with Arsenal's Frank Moss, who actually went on to score for Arsenal) before Alfred Baker scored an equaliser for England, with a minute left on the clock.

The subsequent four matches saw England victorious in three of those matches (1-0, 2-1, 1-0), broken up by a single 1-1 draw in 1871. Whilst there is no real evidence to support any formation data, it is believed that the third and fifth matches saw both teams playing a 1-1-8 formation. With no offsides, it's incredible that no more than three goals were scored in any one game.





The world's first traffic light was installed in London

Traffic lights are often considered the bane of a driver's life but nevertheless they are an essential part of road safety. However, did you know that the first set of traffic lights were erected in 1868 and situated outside the House of Commons?

Now, to tell the story of the humble traffic light, we have to go back to the 1720s. There is documentation to support that located at London Bridge, three men were charged with directing traffic coming from the north side of the river heading toward Southwark or the south side heading toward the City. The concept was that two men would hold traffic at the start of their respective sides of the bridge until deemed clear to proceed by the third man. This was the earliest documented form of traffic control.

Moving forward to 9th December 1868, railway signal engineers Saxby and Farmer, introduced the world's first traffic light. Initially proposed by Nottingham railway engineer, JP Knight, whose design was adapted from railway signal system. The lights, which were introduced due to the burgeoning level of horse-drawn traffic over Westminster Bridge forcing pedestrians to walk next to the Houses of Parliament, were gas-lit. They combined three semaphore arms with red and green gas lamps for night-time use, on a pillar, operated by a police constable. The signal itself was 22ft high and had arms that would extend horizontally that commanded drivers to "Stop". The arms would then lower to a 45 degrees angle and request drivers to proceed with "Caution". At night, a red light would command "Stop" and a green light would mean use "Caution". They were located on Bridge Street, Great George Street, and Parliament Street.

Although deemed successful, the world's first traffic light's existence was brief, when on 2nd January 1869, it exploded, injuring a policeman.

Why are London buses red?

One of London's most iconic sights is the red bus, it's as familiar as the London taxi or the red phone box - but did you know that buses in London weren't always red?

London's first horse drawn bus service was introduced in 1829. Such was the success of this mode of transport, with numbers expanding to over 400 in three years, something had to be done to regulate them. Operators were gravitating toward the most profitable routes, undercutting each other while competing for passengers - this of course, drove fares down. This led to operators needing to cooperate and self-regulate to survive. As a result, operators agreed to limit the number of buses on each route, agree timetables and share

income from fares. They also adopted a common name and agreed to use colour schemes called liveries to identify differing routes, with the main districts served listed on the sides.

Route-sharing colour scheme systems were deemed successful right up until the 1900s, when the first motorised buses started to appear. In 1905, the London Motor Omnibus Company adopted the fleet name 'Vanguard' and painted their vehicles predominantly red.

When the London General Omnibus Company (LGOC) took over Vanguard in 1908, the red livery, the 'General' fleet name and the wheel symbol were amalgamated. Red has been the colour of London buses ever since.



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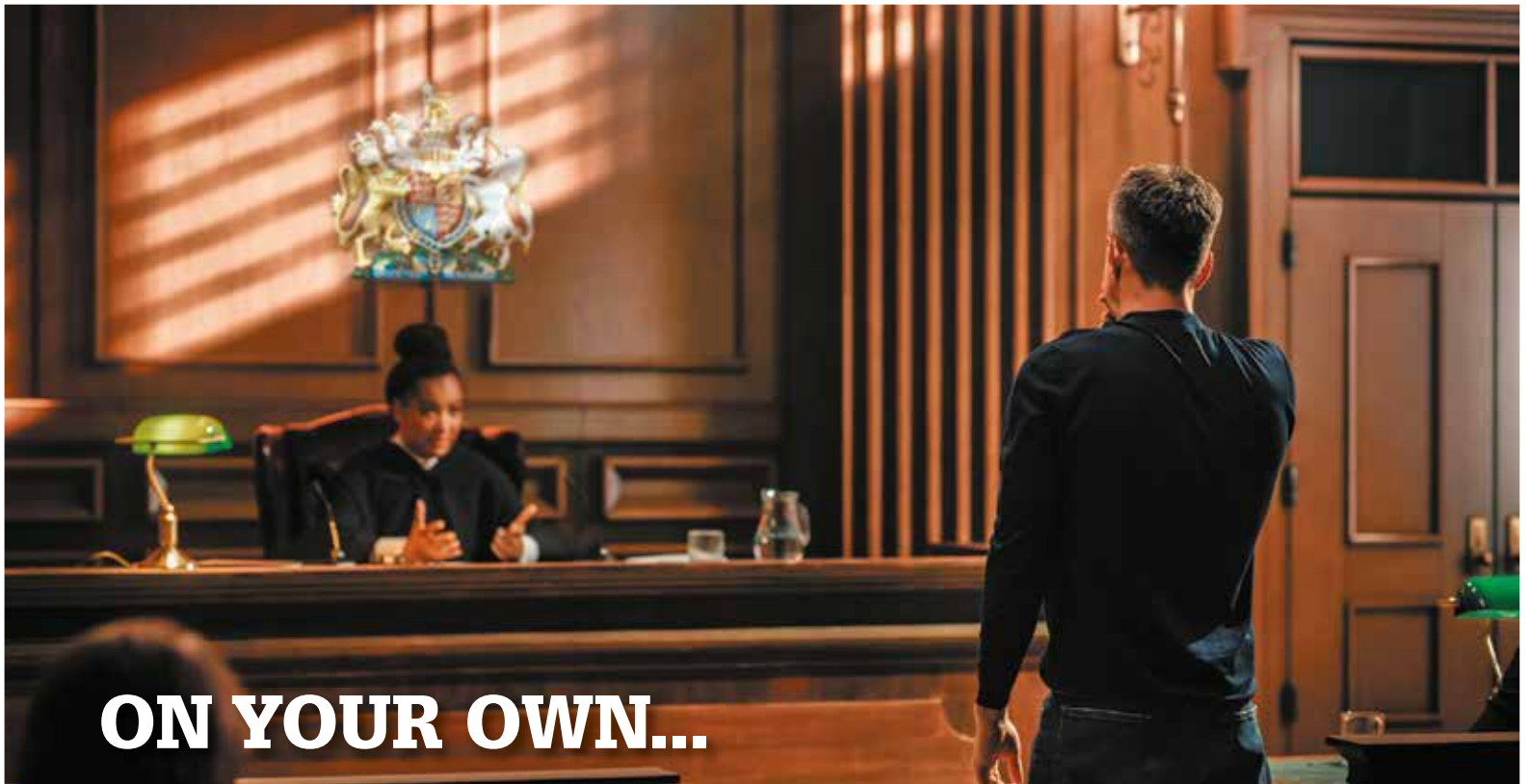


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Conference 'Meet the Cab' in Vienna

Many universal taxi topics travel well across borders. At the international taxi conference in Vienna earlier this month the focus was rapid automation.

International correspondent

Taxi conferences, the ones in which the operators participate, tend to offer a smorgasbord of trade topics and of the people working in this wonderful trade. International ones even more so, as taxi operations and operators can be vastly different from country to country, region to region and city to city, as the recent 'Meet the Cab' conference in Vienna showed.

Everyone – not in the least me, usually the only trade journalist – takes something useful away from these events, although the international ones are few and far between. One thing is remarkable though: where at many international taxi events in the past participants needed professional interpreters to understand each other, at this

recent conference in Vienna, most presenters – particularly the German ones – spoke English, the new lingua franca of the world's taxi trade?

In the past 40 years, I've seen many initiatives to start up yet another European taxi association flounder, because the Germans couldn't speak to the French, the Italians didn't understand the English and so on. This last conference was a true linguistic eye-opener, despite the automatic speech translator, German-English, which produced many incorrect but hilarious results, like introducing one of the female presenters as working for a 'sex institution' instead of for a taxi association.

No more New Year's Concerts, but a conference

Unfortunately, international conferences where taxi operators and drivers meet, learn from each other and synchronise their

watches across borders, are a real rarity. That's partly because taxi regulation tends to be a local, regional or national matter. There is – besides the European Union's Platform Workers Directive – not much in taxi rules and regulation on a European level. But still many universal taxi topics travel well across borders. This year there are even two international conferences – one in Vienna and one in Amsterdam in May.

At the start of February, 30 operators from 11 countries came together in Vienna at the invitation of the largest Viennese taxi company Taxi 40100, which until two years ago traditionally invited its mainly German-speaking colleagues to a classic Viennese New Year's Concert. Two years ago, this tradition, initiated by its former CEO, was thrown overboard and the first 'Meet the Cab' conference was held. Still an exchange between mainly German-speaking colleagues

from Germany, Switzerland and Austria. How quickly things change. With the expansion to many other countries, the lingua franca changed to English and organisers Julia Schellnast, Helga Noll, Eveline Hruza and CEO Christian Holzhauser cast their nets wide for speakers across Europe and beyond.

'Rapid digitisation'

During the 'Meet the Cab' conference one thing was noticeable: the renewed self-confidence of the international taxi sector was particularly striking. It was not the battle with platforms that completely dominated the discussion, but automation, the improvement of apps, digitisation, the greening and electrification of the fleet and marketing efforts dominated the presentations of ten taxi companies and organisations.

CEO Holzhauser set the tone with 'rapid digitisation' and the framework for what followed. An interesting race in the field of automation with colleague G7 in Paris ensued, unlike Taxi 40100 mainly a B2B taxi centre. While the Viennese center sets its sight on the 80% automatic orders reached in Paris with apps and call bots, G7 is currently the glorious winner. No wonder with a staff of 100 IT technicians. But Taxi 40100 is getting closer: in December 2024 the Viennese reached 60%, the year before 44% and in 2023 20% of automatic orders. At the same time the company halved the call-centre staff and invested the proceeds of that measure in an increased marketing budget.

Rates fluctuate between -20% and +20%

In Vienna, the fierce platform battle with illegal operations of competitors like Uber was won in 2018 by the taxi sector (this year the taxi trade is waiting for compensation from Uber) and led to a change in the law in Vienna: unlike many other countries, the Austrian capital no longer distinguishes between taxis and PHV. In Vienna, all 8,200



30 operators from 11 countries came to Vienna for Meet the Cab.



Vienna used to be a Mercedes market, now Toyota has taken over.



G7 CEO Armand Joseph-Oudin, whose booking process is 80% automated.

"I've seen many initiatives to start up yet another European taxi association flounder, because the Germans couldn't speak to the French, the Italians didn't understand the English and so on."



Taxi 40100 CEO Christian Holzhauser goes for 'rapid digitisation', inspired by...

taxis (1,600 from Taxi 40100) are driven by licensed drivers. The many platform vehicles in Vienna (Uber, Bolt and FREENOW) are all licensed taxis. It is striking to see Uber and Bolt cabs rank at main locations.

Taxi 40100 rates can fluctuate within a bandwidth of +20% and -20% from the set taxi fares, "but at the latter rate you are not reaching the low rates of the platforms", says CEO Holzhauser. But rates are not the main thing. A high-quality and reliable service is equally important. Where Taxi 40100 charges drivers a commission of 17%, Uber drivers in many EU-countries are already at or over 30%. No wonder Uber drivers feel they are being squeezed all over Europe.

Drivers refused app-trips

The transition to the app – with the associated lower rates – did not go without a hitch. A year ago, in February 2024, Taxi 40100 started focusing on its apps.



There are no PHV's in Vienna. All vehicles have TX-plates and licensed drivers.

Many drivers unsubscribed from app rides – a good 1,000 of them. Via its booking system Taxi 40100 asked them to accept app-trips each time at the start of their shift and added a reward system – many returned. At the same time the company made an in-depth study of Uber's fare system and pricing tactics and launched an adapted surge pricing system.

'Premiumisation'

Meanwhile in Paris, G7, CEO Armand Joseph-Oudin, set out on a policy of developing G7 further as a premium brand – 'premiumisation' as he calls it for his taxi fleet essentially serving the B2B-market with 15 million trips a year. In Paris 10.000 independent drivers work with G7 compared to 50.000 platform-PHV's. The three

goals of G7: improving mobility for all, facilitating the daily lives of taxi drivers and increasing their income. According to the CEO, "92% of drivers are proud to be with G7." Via dedicated social events, clubs, newsletters and video magazines G7 maintains a strong bond with its drivers.

The Olympic Games were a challenge for the Paris company. Although taxis had preferred access to Olympic areas, dispatch tools had to be adapted – often on a daily basis – for the many closed streets and areas. G7's 'Team Mobility' had to be reinforced. "The taxi's image profited from our operation at the Games," says the G7 CEO. "We hope to gain from new road closures and gain preferential access." The company works hard at greening the fleet. Over 600 cabs are zero-emission – the aim is 30% e-taxis by 2030. The Paris government aimed at a 1.000 new wheelchair-accessible cabs for the Olympics. G7 now has 650 instead of 220. People with mobility handicaps can use a voice-driven app. One major goal remains: enforcing the law when it comes to fair competition between taxis and PHV's. Particularly in this year when G7 celebrates a 120 years of the company. **TAXI**



A Passage Through

As you travel up the steep incline of Haverstock Hill, the urban city suddenly disappears from view.



20

Footprints and Foundations

Even though it is the month of February, we are still at the start of 2025. A new year can be a new beginning. If you are contemplating a few changes, this is a good time to start. As I have said in the past, education is paramount to making the job of cab driving more interesting. It helps to fill in the mundane quieter months when there are fewer fares on the streets of the capital.

Guiding

Last year many cab drivers contacted me to find out how to facilitate a tourist guiding course. I am pleased to say that some have now passed as qualified guides. Many did not believe they could achieve this qualification. However, through their perseverance and intense study it was attainable. If you have been thinking about further study, take that leap of faith and start now. It is never too late to give yourself the opportunity.



Turning to Hampstead

On my passage through London, I have now arrived in Hampstead and will begin our journey through the heritage of this former rustic village. So, let me begin to reveal this area's colourful past.

When driving your cab towards the summit of Whitestone Pond in Hampstead, one can feel a sense of village London where the flora and fauna once flourished. As you travel up

the steep incline of Haverstock Hill, the urban city suddenly disappears from view. We are entering the delights of a rural retreat where the air becomes less toxic. The steep inclines of Fitzjohn's Avenue and Haverstock Hill provide evidence that the capital is not a flat landscape. Indeed, Hampstead, Highgate and Muswell Hill are known as the Northern Heights. These distinctive environs from bygone days are still referred to as villages

by local estate agents.

The recorded history of Hampstead can be traced back over a thousand years. The terrain was a consequence of the Ice Age, which developed the hilltops of the Northern Heights. Prehistoric tribes encamped at the apex of these hills, which formed a natural place of defence from any would be intruder. Their environment provided a much-needed daily sustenance. Streams that

Hampstead



These distinctive environs from bygone days are still referred to as villages by local estate agents.



21

became known as the Tyburn, Westbourne and the Fleet were essential for the well-being of the villagers, these tributaries are now lost underground. Wild animals roamed the surrounding countryside including deer, boar and wild cattle. The daily hunt for food was plentiful for the early settlers. The evidence of a dense forest can be seen at Hampstead Heath.

The Romans built a road through the Heath, subsequent finds in the 18th century have unearthed urns and utensils from this period. The next time you are in the area take a stroll through the Heath, the greenery will provide you with a tangible experience and give you a sense of ancient pastimes.

The evolving village

The evidence of the origin of the place name Hampstead is inconclusive, however it is said that the village was named after a Saxon farmer, who made a clearing in the forest to build his homestead. From the 10th century the ownership of the land was under the control of Westminster Abbey, who leased it out to tenant farmers. The area remained

rural up to the 18th century when wealthier Londoners built their country residences away from the congested urban populace.

Hampstead has always been an escape route from catastrophe. When the capital has been threatened by plague and conflagration. The hills of Hampstead provided a safer haven for the inhabitants of London who took the peripatetic route to the northern suburbs. Leaving behind the ramifications of The Black Death, The Great Plague and The Great Fire of London.

A religious house of God was an important building for the parishioners who followed the faith. For those cab drivers who pass through the narrow width restriction of Church Row, stop momentarily and look at the houses, they are some of the finest examples of Georgian architecture in the capital. The place name indicates Hampstead Parish Church, whose history dates back to the 13th century. Known at this time as St Mary's, whose bells could be heard throughout the village summing the parishioners on the Sabbath Sunday. The

structure was replaced in 1710 and again in 1785. The present Church is a focal point for the Hampstead community. The church and its cemetery provide a testimony to Hampstead's renowned personalities.

Wash Day

The purity of the streams in Hampstead had an entrepreneurial influence for those who could see a way of making money. Laundry businesses were set up on Hampstead Heath. Colonies of washerwomen capitalised on the rich sources of water discovered in the locality. It was found that the whitest washes could be obtained from the waters of Hampstead. The bushes of the Heath were often to be found festooned with washing, hung out to dry, a skipper piloting his boat on the River Thames once remarked that the view of the hill at Hampstead was capped with snow. The royal household and rich aristocrats sent their coachmen with carriage loads of linen and apparels to the washerwomen of Hampstead. Perhaps it could be said that this was the first launderette in the capital.



If you are considering a tourist guide course or have any questions on London, please contact me via: journeythroughtime@hotmail.com



Securing a Green Future for the UK Taxi Industry

LEVC is calling for more support from government, TfL and City Hall for drivers to help them invest in new vehicles and to secure the future of the trade.

LEVc's Managing Director, Chris Allen, shares his thoughts on what's needed from policymakers to secure a green future for the taxi trade in London and trade beyond the Plug in Taxi Grant, in London and around the country.

As the Plug-in Taxi Grant (PiTG) approaches its likely end on April 5th 2025, this is an important moment to reflect on the strides made in transitioning the London taxi sector to a more sustainable, green technology. Over 60% of the taxi fleet in London is now made up of the zero-exhaust-emission capable TX taxi, manufactured in the Midlands by LEVC since 2018. LEVC, along with its partners and representatives from the taxi trade, must consider how we continue to foster growth and adoption of urban e-mobility, as we face the reality of falling levels of Government support.

Since its launch seven years ago, the TX has achieved many impressive milestones. With over 11,000 units sold worldwide, the fleet has collectively driven more than 1 billion miles—equivalent to circling the Earth over 40,000 times. In turn, this has reduced the amount of CO₂ from entering the atmosphere through driven exhaust emissions by around 300,000,000 kgs, demonstrating the real-world impact of LEVC's zero-exhaust-emission capable 'eCity' technology.

Future of the PiTG

The PiTG has been a crucial driver behind these numbers, as the UK and especially London, remains the biggest market for TX. While the success of the PiTG cannot be overstated, its potential upcoming conclusion raises concerns and LEVC continues to call on Government to review its position on the grant to ensure the momentum of the transition isn't lost. In Q1 2024, the grant fell from £7,500 to £6,000 – where it remains today. As a minimum, this grant should be extended and ideally increased to its former

level, which would actively help drive new demand and revitalise the current shortfall in adoption.

Additional support

Additional incentives should also be implemented, such as including black cabs in the VAT exemption for wheelchair accessible vehicles. In Scotland for example, the 'Switched on Taxi' loan has played a key role in supporting and modernising the local taxi trade by incentivising drivers to switch to a zero-exhaust-emission black cab with a 0% interest free loan, up to the value of £75,000.

Without the provision of the current PiTG grant, the cost of purchasing a new black cab becomes a bigger barrier to

entry, meaning existing drivers may find it harder to invest in zero-exhaust-emission capable taxis and efforts to grow the trade become far more challenging. Unavoidably, this will impact the overall progress we're making towards creating cleaner cities in the UK, powered by sustainable, accessible modes of transport.

In forecasting what is needed to provide the foundations for a healthy, growing taxi trade in London, it's important that we recognise driver numbers and taxis on the road have declined heavily from pre-covid levels, which hovered around 19,000 vehicles. Today that number has fallen to around 14,500, and this year alone, 800 -1,000 older

diesel taxis will reach the end of their licensed operating life. Of the entire current London taxi fleet, over 5,600 black cabs are still diesel powered and all must be supported in making the switch to a more modern, cleaner alternative.

Clearly set incentives

Drivers must have clearly set incentives if they are to be convinced to make the investment in a new, zero-exhaust-emission capable taxi and remain active in the trade. We hope that the forthcoming Taxi and Private Hire Action Plan refresh, due to be published by TfL in the coming weeks, will set the direction and policy intention





“Drivers must have clearly set incentives if they are to be convinced to make the investment in a new, zero-exhaust-emission capable taxi and remain active in the trade.”

LEVC has played a leading role in this industry for over 100 years, with the black cab now firmly cemented as one of the world’s most recognisable and iconic vehicles. Since 1908, LEVC has focused on creating vehicles that meet the evolving needs of operators and passengers, and more recently, we’ve transformed our business to become a leader in zero-carbon mobility technology. The TX has been a cornerstone in this effort, but we know the road ahead requires continued collaboration and support. Beyond vehicle innovation, we’re committed to working with the government, local authorities, and other stakeholders operating within the taxi trade to ensure the adoption of urban e-mobility continues at pace. We’re seeing encouraging early signs that ambitious local planning and targeted incentives are stimulating markets outside of London, but access to clean, accessible taxis as a vital cog in the transport ecosystem cannot be left to chance.

Critical transitional years

While the transition to zero-exhaust-emission taxis is far from complete, the success we’ve seen so far — both in emissions reduction and in making electric taxis a viable choice for operators — has been supported by the PiTG. As this support comes to an end, it’s critical that we reflect on the progress and pace of change in the taxi trade and what is at stake if we do not continue to support drivers, and passengers, in these critical transitional years.

Together, we can ensure a sustainable future for the taxi industry and a cleaner environment for generations to come.

TAXI

needed to ensure the valuable momentum London has built is not lost. Around 40% of the taxi parc in London is still made up of polluting, diesel vehicles so there is still a long way to go.

Meeting demand

LEVC estimates that to support the 9,000,000 strong population of London and the 20,000,000 international visitors each year, the taxi trade needs to grow to a minimum of 18,000 vehicles and 20,000 drivers, returning to near pre-covid levels. This means at least one black cab per 500 residents or one per 1,100 international visitors. By contrast, there is an estimated one black cab per 450 people in Edinburgh, which serves a much smaller population of around 500,000 and 4,000,000 visitors.

Achieving this number is paramount in supporting the critical demand and reliance placed on black cabs, which enable multi-modal public transport. Across the UK, black cabs service the mobility needs of critical infrastructure like hospitals, airports, schools and care homes while also supporting the night time economy with safe and reliable transport. We also know that in the last two years, London’s largest taxi rank at Heathrow Airport has seen some of the highest recorded movements since records began in 2010, showcasing the growing demand for black cabs in the capital.

Out of the total London population, around 230,000 people are estimated to be wheelchair users or people with

mobility needs who rely on the accessibility features of black cabs for vital journeys. There are also around 1.37m wheelchair users across the UK, who rely on the iconic black cab as a vital transport service in cities outside of the capital. Therefore, it is of national interest to ensure that the black cab trade is preserved, enabling accessible e-mobility across the country.

It’s also important to recognise the work being done by cities like Manchester to deliver an incentive-led Clean Air Plan, which relies heavily on the continuation of the PiTG. To support the growth of sustainable policy setting and the adoption of zero-exhaust-emission capable, wheelchair accessible taxis across the UK, ambitious incentivisation must continue.

Veterans Form Friendship Through the Taxi Charity

Veterans Chris Langford, 40 and Vic Needham-Crofton, 91 met through the Taxi Charity for Military Veterans. They have developed a wonderfully supportive relationship.

TAXI CHARITY
for MILITARY
VETERANS

When Vic moved from his home in Greenford to Eastbourne to be closer to his family after the death of his wife, he found a new neighbour and friend in Chris. Chris Langford told *TAXI* the story of their unique friendship and how it came about.

24

Chris: I served with the 1st Battalion Princess of Wales's Royal Regiment between 2004-2012. I was initially with a Rifle company for the first couple of years with B Company 6 Platoon where they soon had me on a Warrior Gunner Cadre and then as we were preparing for the regiment's return to Iraq I was moved to 4 Platoon where they put me through a Warrior Driver Cadre so that I was fully prepared for any role I might be needed for.

After Iraq I was moved to the Battalions Specialist Y Company, where I joined Recce and Sniper Platoon and was in Afghanistan in 2008/2009 when our platoon was attached to Royal Marines 42 Commando as their Armoured Recce Platoon. We saw lots of heavy fighting and took part in Operation Red Dagger which centred on four Taliban strongholds near the town of Nad-e-Ali in Helmand Province.

After Afghanistan, I had my second exercise in Batus Canada, unfortunately I was involved in a road traffic collision on the training ground, compressing my spine, and having to be evacuated to hospital. After long rehab and still living in Germany, my parents both became ill with cancer which saw me travelling home most weekends. Battling my own physical and mental demands, I fell out of love with the Army and



Vic Needham-Crofton and Chris Langford.



Paul Cook, Al Murray and Chris Langford.



Chris Langford and Vic Needham Crofton with three WWII veterans.



Chris Langford and Taxi Charity volunteers.

ended up Leaving in 2012.

Once my father passed away in 2013, I found my next calling when I became a Funeral Director, sharing empathy with bereaved people I felt I could relate to and maybe help and has seemed to be the perfect transition for me.

After leaving the military, I didn't feel much attachment or belonging but was still always proud of my service. I have always been very quiet and humble about my military experience as to the average civilian my experiences and stories I always felt would sound too farfetched.

In 2023, I was introduced to the wonderful Taxi Charity for Military Veterans, where it is so brilliant to meet people from different generations that can relate to each other. I have had the chance to go on amazing trips where we can appreciate, commemorate and celebrate servicemen and women and moments in history.

I first properly met Vic during the Charity's 80th anniversary D-Day trip to Normandy in 2024. We seemed to hit it off straight away and since becoming close friends with Vic, he has himself moved to Eastbourne (my home town), to be closer to his family, after the sad passing of his wife.

Since then, if I may use a quote from the Tom Hanks movie Forrest Gump, we have been 'like peas and carrots', attending more fabulous trips with the charity to the Netherlands and we travelled to the Charity's Christmas lunch in London together, managing to fit in a super breakfast before catching our train. In our own time we also see and talk to each other regularly and we have been out for breakfast, fish and chips, and visited the pub and the cinema.

Most weeks, I'll pop round to his flat for a cup of tea and copious

biscuits and he's also been over to my house for dinner several times. My partner is responsible for the cracking dinners Vic has eaten when he comes round, and we will definitely plan more. We spent some time together on Boxing Day to continue the Christmas celebrations and we are looking forward to all the upcoming trips and events with the charity and things we can plan together to enjoy in Eastbourne.

Talking about this fantastic friendship and the role the Charity played in its formation, Dick Goodwin, Vice President of the Taxi Charity for Military Veterans said, *"One of the very special aspects of the Charity are the wonderful friendships that develop. We often say that the charity is like a family and it really is. I had a drink with Chris and Vic at the charity Christmas lunch at Millwall and they really have developed a fabulous friendship and are supporting each other. Vic recently lost his wife and this combined with the move to Eastbourne might have been challenging but Vic's family and Chris have made the transition easier. Although there is an age gap of 51 years, they have both served and have many shared experiences, which is a great foundation for friendship."*

Chris shared his final thoughts on the value of this new found friendship: *"Someone once asked what do you think you are learning from each other? I don't know if I teach him anything, but he makes me realise how important it is to look after the people that are important to you."*

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

About the Taxi Charity for Military Veterans

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

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

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

In 2025 the charity will be returning to the Netherlands for the 80th anniversary of Dutch Liberation.

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

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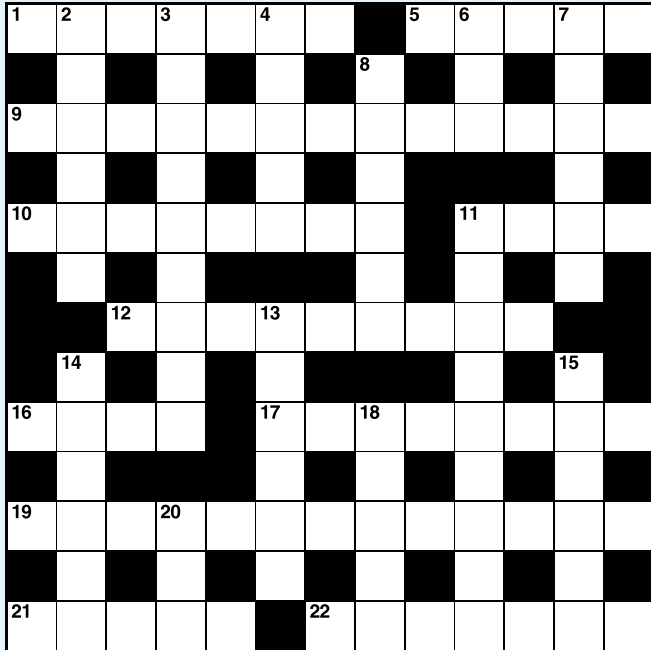


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

- 1 Ancient Egyptian city (7)
- 5 Foppish dresser (5)
- 9 Outdoor-food topping (8,5)
- 10 Carpet-securing bar (5,3)
- 11 Bread rolls, baps (4)
- 12 Went on strike (6,3)
- 16 Animal cages (4)
- 17 Completely, wholly (8)
- 19 Doctor's way with a patient (7,6)
- 21 Becomes larger (5)
- 22 Met, received (7)

DOWN

- 2 Depicts or performs (6)
- 3 Bar-keepers (9)
- 4 Become liable to (5)
- 6 Under the alternative name of (inits) (3)
- 7 Seemly (6)
- 8 Removed unwanted plants (6)
- 11 Weak hair-dying solution (4,5)
- 13 Works (dough) (6)
- 14 Heavenly body (6)
- 15 Soft warm garment (6)
- 18 Clock-like device (5)
- 20 Do needlework (3)

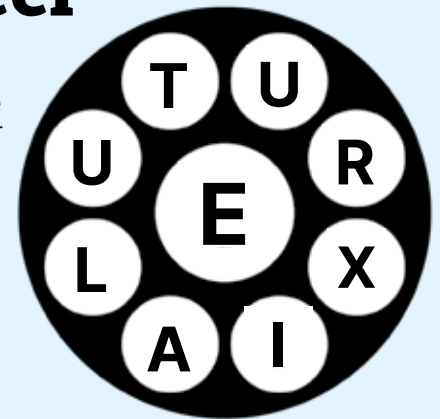
Sudoku

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

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

Wordwheel

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

3		>			>	
	>			>		
	<				<	
			4			

All answers to puzzler on p30


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- **TXE available to rent. Black, no adverts.** Very low mileage, 19 Reg £320 a week. Call 07736743159
- **A Better Deal. Euro5&6 vitos for rent, full** backup, prices starting from £230 please call – 07956211478
- **TX4's for rent, no adverts, based north west** London (Kingsbury) RAC backup, from £240 per week. Call - 07956 422 658

- **New '25 plate, TXe Vista+ available** March, N. LDN, No Ads, Supaguard paint, RAC, 4 wks Hols, £360/wk, Chris 07897-009036 Email: tappa4london@gmail.com
- **TXE's available for rent, from £310 per week.** Call 07951 843663
- **TXE's to rent, black no ads, 68-74 Reg Ring** Steve - 07976 729033
- **Rent Taxis, Euro 6 and also LEVC Cabs** from £250 - £335. We also do repairs on cabs, call Nick 020 7700 1045 / 07951 661 430

CABS FOR SALE

- **Price registered in 2015, plated till Jan 26,** VGC, 172k miles, available from 28th Feb. £6,500. Call - 07940249336
- **TXE Vista Plus, June 22 reg, Warranty plus** FSH, service at Ascots, good condition, 49k miles, £44,000. Call 07887700914
- **TX4, euro 6 limited edition for sale, 148k** miles, 67 plate. Call Michael - 07803252586
- **Nissan Dynamo for sale, 71 reg, 97k miles,** needs battery work hence £7,000 ONO Call Chris 07555 103 152
- **Cabs for sale. Main Dealer service history.** Non-fleet cabs, trade sales. New stock daily. Cabs also wanted. Finance Paid 07957 465423
- **Dark Grey, 15 Plate, Euro 5, VGC, £6,950** ONO. Call Rob - 07742117992

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■ 01727 739 185

LTDA APPLICATION FORM

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Postcode _____

Telephone _____ Mobile _____

Email _____ X _____

Date of Birth _____ Badge No. _____

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

Suburban badge sector numbers _____

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

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

If Yes how many points do you have?

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

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

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

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

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

Signed _____ Date _____

29

LTDA Basic Direct Debit Instructions

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

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

To the Manager of _____

Bank/Building Society Address _____

Service User Number

9 1 4 4 2 8

For Office use only

1. Please write the name and full postal address of your branch in the box (left)

2. Name of account holder _____

3. Account Number

4. Bank Sort Code

Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.

5. Signature _____

Date _____



This guarantee should be detached and retained by the payer

The Direct Debit Guarantee



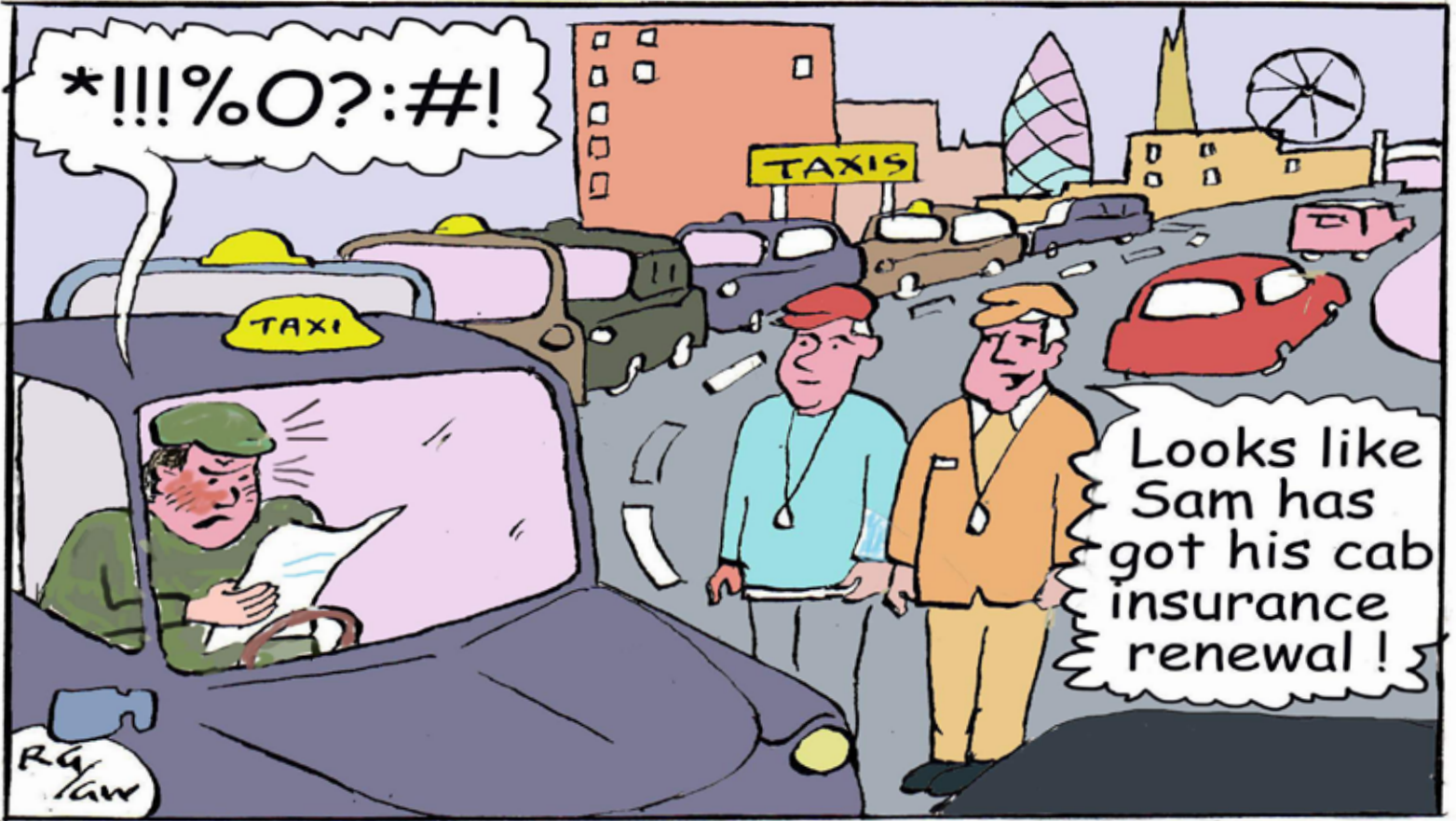
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you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

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



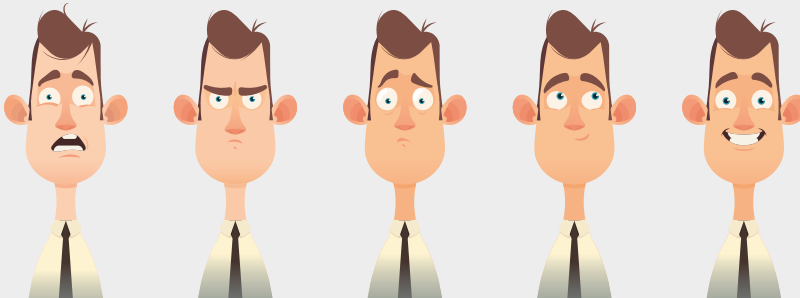


Cabbie's Cartoon



30

PUZZLER ANSWERS



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

Crossword

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Sudoku

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

Futoshiki

3	4	>	2	5	>	1
4	>	1	5	>	3	2
2	<	3	1	4	<	5
1	5	3	2	4		
5	2	4	1	3		

Wordwheel

SOLUTION: LUXURIATE

All words: Alert, alter, auteur, axle, earl, exalt, exit, extra, exult, irate, late, later, latex, laxer, leat, lieu, lire, litre, lure, lurex, lute, rate, real, relax, relit, retail, rile, rite, rule, tale, teal, tear, tier, tile, tiler, tire, true, urea, LUXURIATE.

Word targets: Excellent: 34, Good: 29, Target: 21, Kids: 16



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