

COVER STORY

STEVE MCNAMARA Page 5

||||| **LTCFC NEED YOUR VOTE!** Page 10

||||| **SO YOU THINK YOU KNOW LONDON**

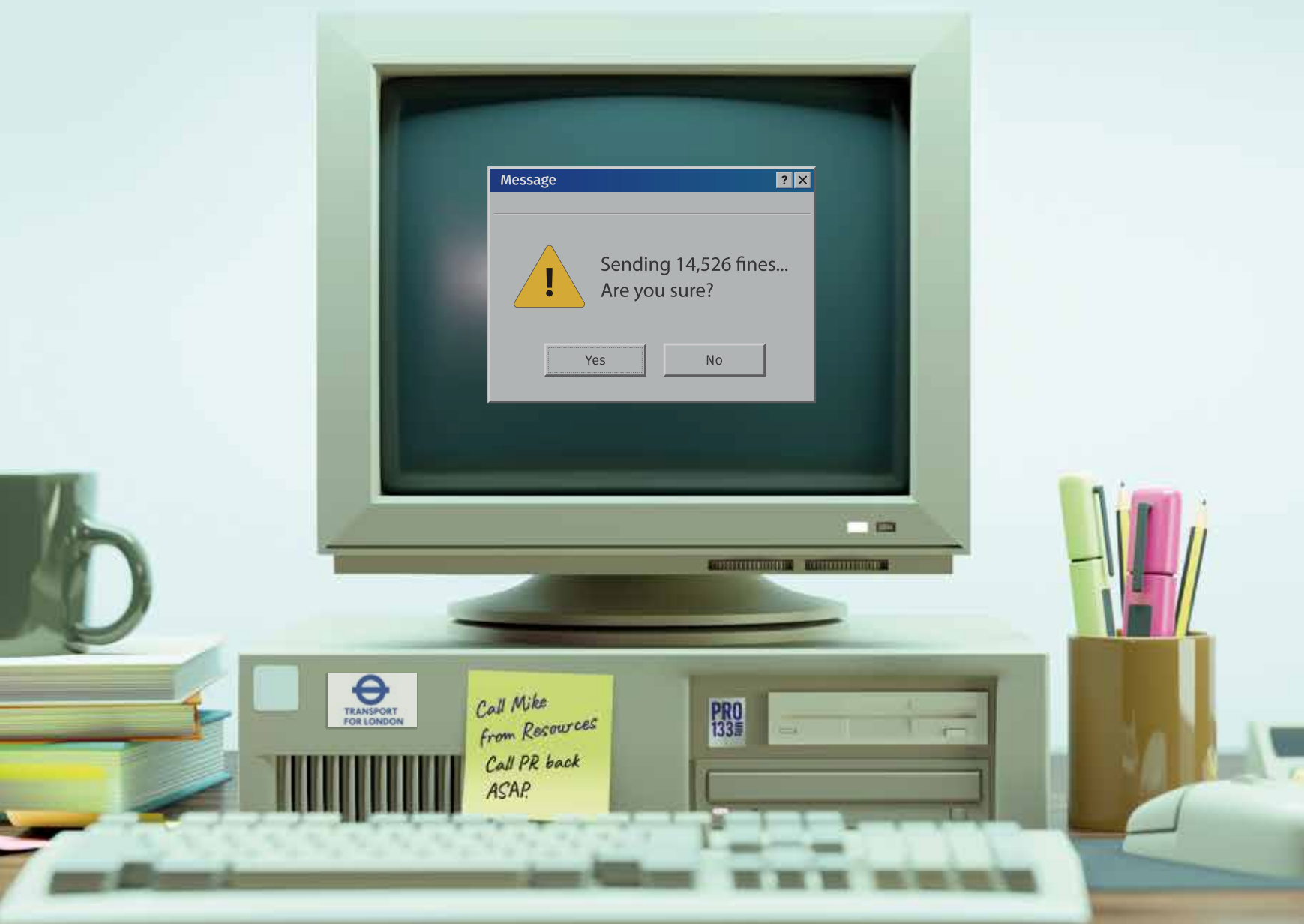
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22nd October 2024 #574

CONGESTION CHARGE CHAOS

HOW A TFL ERROR SAW ALL TAXIS FINED



Gett.

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1

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2

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3

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Need to know



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Manson Group, St Albans

Published on behalf of the LTDA by



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DRIVER ASSESSMENTS FOR OVER 60s BACKED BY FOUR-IN-FIVE MOTORISTS

Voluntary driving tests for over 60s would supposedly be welcomed by four out of five (80 per cent) motorists, according to new research.

The research from October's Startline Used Car Tracker, showed that more than half (59 per cent) say the tests would help drivers check if they are still safe and almost half (47 per cent) would happily take an assessment. The tests are being backed by a variety of bodies including the Road Safety Trust and Older Driver Task Force.

Some 38 per cent also said that it could help with insurance costs for older drivers and 36 per cent said that as many older people are now still driving for longer the tests would prove useful. However, a fifth (22 per cent) felt that those who most need to take an assessment would avoid it, 9 per cent would never take the test and 7 per cent believe that people should just be left to carry on driving.



TESLA CEO ELON MUSK UNVEILS 'CYBERCAB' ROBOTAXI

Tesla CEO, Elon Musk, has unveiled the company's long-promised autonomous robotaxi. The vehicle with two gull-wing doors and no steering wheel or pedals, known as a 'Cybercab', is set to be produced from 2026 and is projected to cost under \$30,000. It was launched alongside a robovan which can carry up to 20 people. Speaking at the launch event in Los Angeles, Musk said, "The autonomous future is here," and went on to say, "with autonomy, you get your time back." Whilst the 'Cybercab' may go into production in 2026, there are many barriers to overcome before it would ever be able to be used as a taxi to transport members of the public. Regulators around the world have warned of serious safety concerns and issues which will need to be addressed.



NATIONAL HIGHWAYS TO PHASE OUT USE OF WORD 'ACCIDENT'

According to *Fleet News*, National Highways has confirmed it will phase out the use of the word 'accident' from its communications, replacing it with 'collision'. This comes in response to campaigning by road safety organisations and others, who argue this is necessary to emphasise, "the preventable nature of road collisions." National Highways has however confirmed that updating signage on the road network itself such as on its electronic 'variable message signs' will take longer.

Many in the industry argue that the word 'accident' wrongly presumes collisions are unavoidable, and say it "masks accountability for death and injury on the roads". Road Safety charity, RoadPeace, has spearheaded a 'crash' not 'accident' campaign for a number of years. A National Highways Spokesperson said: "We are committed to changing our terminology in line with the government, policy and road safety and transport organisations - while also taking in road users views and prioritising safety."

GOVERNMENT TASKFORCE TO TACKLE SOARING INSURANCE COSTS

The government has set up a taskforce, led by the Transport Secretary, Louise Haigh and Economic Secretary to the Treasury, Tulip Siddiq and bringing together industry experts, consumer champions and regulators to crack down on spiralling costs of car insurance. The announcement came alongside Financial Conduct Authority figures showing an average 21% rise in premiums in just two years since June 2022. The Taskforce aims to get a fairer deal for all drivers and will also focus on those hardest hit by rising costs, including ethnic minorities, those on lower incomes and elderly and young drivers. Action on this can't come soon enough, with taxi insurance increasing at an even faster rate!





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Computer Glitch Chaos

Suddenly, we started to hear from large numbers of drivers who had all received either ULEZ or Congestion Charge PCNs, or in some cases both.

Steve's comment

We have had a manic couple of weeks at the LTDA, in large part thanks to TfL and various IT problems.

Licensing delays

Following the TfL cyberattack, the team at the LTDA had been busy dealing with licensing delays - making sure drivers weren't left unable to work, and that those whose licences were about to expire imminently were prioritised. We were being asked to collate the most urgent renewals and were sending those that were on the verge of expiring the next day to TfL each afternoon, which was taking up a lot of time.

A glitch

In the midst of all this, a glitch in TfL's systems meant that anyone who had just had their cab relicensed didn't have their new cab licence number uploaded to the whitelist which is used to identify licensed taxis which are exempt from the Congestion Charge and ULEZ charges. As a result, the cabs received fines for entering the CC and ULEZ zones for a particular day when the system wasn't working. This only affected a relatively small number of drivers, but it was worrying for those who received them and piled on unnecessary stress, as no one likes to receive a PCN with a fine they know will eat into their take. Luckily, with our help, they were quickly cancelled.

A bigger problem

We thought that was the end of it. Then suddenly we started to hear from large numbers of drivers - I am talking thousands by the end of the week - who had all received either ULEZ or Congestion Charge PCNs, or in some cases both. Our phones were ringing off the hook and our receptionist and all our call takers and wider staff were working flat out to answer them, whilst also trying to respond to hundreds of emails on the same subject.

We were in contact with TfL



and working through the fines getting them cancelled, but it soon became clear that this was a much bigger issue. Every cab that entered the Congestion Charge Zone or ULEZ zone on 30th September had been incorrectly issued with PCNs. Fleets were opening their mailbox to find 100 or in some cases 300 letters all saying the same thing and issuing a fine.

We posted messages on X to let drivers know what was going on and then the media picked up the story and asked us what was happening. We had BBC London at Taxi House to see the mayhem first hand, and the Telegraph wrote up the story.

Cancelled

I reached out to the high ups at TfL to make it clear that we needed all the fines cancelled, as we couldn't keep doing their jobs for them by going through them all one by one. Eventually, and after they were also contacted by the media on our behalf, they let us know that they would all be cancelled

automatically and members didn't need to do anything.

People have asked me, well if they were all cancelled why does it matter, why didn't people just throw the letters away and ignore it? Well, these people are obviously more trusting than I am and also clearly haven't had many dealings with TfL.

"This was a costly mistake for TfL, in postage terms alone."

The last thing anyone needs is to find themselves a few months from now receiving a threatening letter telling them they owe large sums due to an unpaid fine, which has now increased, and then having to explain themselves to a dreaded collection agency. I am not saying this will happen, but clearly mistakes can be and are made, and things can all too

easily go wrong.

I take TfL at their word, and I know thousands more letters have now been sent out confirming the cancellations, but I would still be thoroughly checking this - making sure the PCN reference number(s) in the cancellation letter matches the one I received. And for fleet owners particular, that means opening hundreds more letters and cross referencing everything, which will be time consuming and frankly just annoying.

Waste of time

This was a costly mistake for TfL, in postage terms alone. It's also wasted a huge amount of drivers, fleet proprietors and LTDA staff time too, all of which could have been better spent dealing with the many other challenges our members and the trade as a whole face on a daily basis.

Let's hope that's the end of TfL's computer problems for the foreseeable future so we can all get back to the business of cabbing.

LTDA



If It Ain't Broke, Don't Fix It

From 1st October 2025 in order for your taxi licence to be renewed, you'll have to pass a Safety, Equality and Regulatory Understanding (SERU) test, do we really need more red tape?



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Top rank

Many of you will know that the UK has for some time been very short of HGV drivers, but what many of you won't realise is that according to some within that trade, the moment the industry really began its decline was when 'Certificate of Professional Competence' (CPC) testing was introduced back in 2008. Existing drivers then had until 2014 until they had to comply. You might wonder where I am going with this, but stick with me...

'Professionalising' professional drivers

CPC testing was introduced by the EU to make the industry 'more professional' and it may or may not have achieved that. I don't know. I certainly haven't had a eureka moment post 2008 or 2014 that made me go, wow, these HGV drivers are

suddenly very professional. I always thought, bar the odd occasion, they were already quite professional.

Safety, Equality and Regulatory Understanding

Hang on Paul, what are you banging on about HGV drivers for? Is the LTDA soon to become the Lorry & Taxi Drivers Association? Well, no, we're not. I mention it because someone in their wisdom has decided that from 1st October 2025, which is now just under a year away, in order for your taxi licence to be renewed, you'll have to pass a Safety, Equality and Regulatory Understanding (SERU) test or you won't have your licence renewed.

You could have 20, 30 or perhaps even a 40-year unblemished taxi driving career to your credit but all of a sudden, if you can't (for whatever reason) pass this new test, then suddenly, you're no longer capable of doing the job, end of. Your long career of good standing will mean nothing. Your licence will depend on you

answering 36 questions within 45 minutes and getting at least 60 per cent correct, that's if it is similar to the PHV drivers SERU that has been in operation since 2021.

Nothing to fix

To be clear, the test isn't the toughest one you'll ever face and there will be a new Taxi Driver's Handbook that will contain all the answers but that's not the point. I'm getting a bit fed up with so called educated people seeing a non-problem then setting out to try and fix it. Please can we just stick with the tried and tested, if it ain't broke, don't fix it?

Along with 12-year age limit, cost of the cab and the finance to purchase it, no insurance for over 70s, sky high insurance costs for everyone else, ridiculous 20mph speed limits, road closures, TfL's driver policy, and the list just goes on and on, all of which is making drivers leave the trade, we now have another hurdle to jump. We do have a problem in that our numbers are in decline and currently only being replenished in very small numbers by new

blood, which means our number one priority must be to keep hold of all those currently in the trade.

Yet more red tape

The so called 'smart people' which of course is nonsense, because they're actually not that smart at all, they are in fact the epitome of the saying 'the trouble with common sense is, it's not very common'. Everyone knows that the secret to most things in the world to ensure or at least encourage prosperity and economic stability, is to cut red tape down to the bare minimum. Unfortunately, all we ever seem to see today is yet more and more red tape.

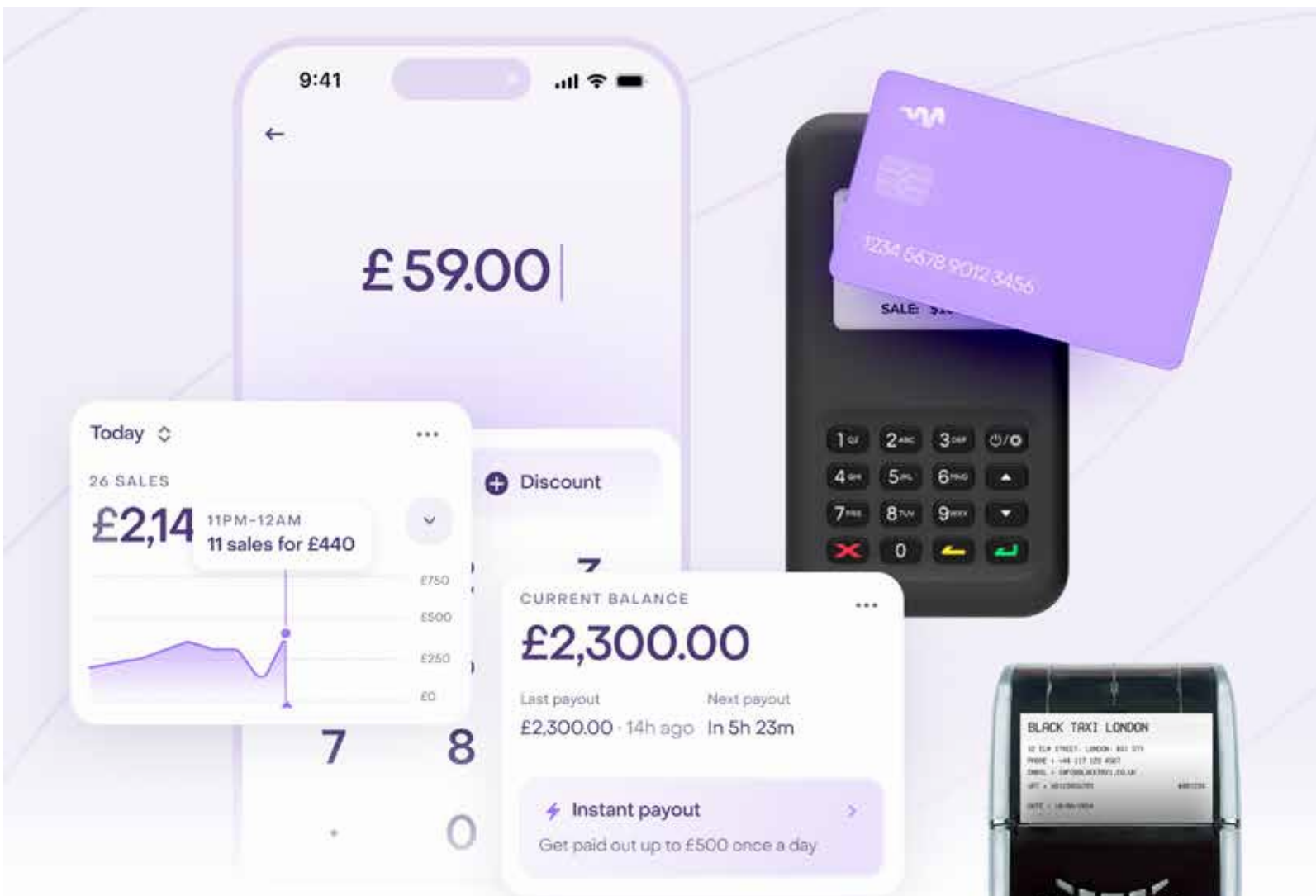
The biggest joke is, that according to the powers that be, SERU is all about safety! And yet when you consider that our industry and the Private Hire Industry is all about 'driving', these same individuals who say we need to pass a SERU test can't seem to manage to get the taxi driver 'driving tests' back up and running.

Call me thick but should the number one concern for the so-called smart people not be to ensure a driver can actually drive to a better standard of competence than your average Joe? Anyone who has received any kind of compliance letter from TfL can testify to this, as it strongly reminds you, the driver, that they expect a higher standard of driving from taxi drivers.

Who regulates the regulators?

A question I'm commonly asked is who regulates the regulators? This query is increasingly pertinent as to me, TfL seem more detached from the realities of the industry they oversee than ever.

The concept of being 'fit and proper' is integral to the regulatory framework, yet the criteria for assessing this status often seem inconsistent. Those tasked with ensuring the quality of our trade should also be held accountable for their own standards and practices. If we are to maintain our much-deserved reputation as the best in the world, it is crucial for TfL to demonstrate an understanding and respect for our trade. **LTDA**



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Your Guide to NIPs

Here are the answers to some of the most frequently asked questions we get on Notices of Intended Prosecutions and how to handle them.



Kirby's PCN Hotspots

YELLOW BOX CAMERAS

- Upper Woburn Place/ Endsleigh Gardens
- The Strand O/S Charing Cross Station
- Eversholt Street/Churchway
- All along Piccadilly
- Park Street/Green St W1
- Vauxhall Cross
- Shepherds Bush Green (Westfield)
- Hans Road (rear of Harrods)
- Victoria Street/Palace Street
- Bayswater Road/Westbourne Street
- Bayswater Road/Brook Street
- Bayswater Road/Hyde Park Street

CAMERA PCN ENFORCEMENT

- Harrods (Brompton Road) Over-ranking/Zig-Zags
- Tottenham Court Road
- Sopwith Way (Chelsea Bridge) Do Not Enter
- Cornhill (coming from Leadenhall Street)
- Bath Street EC1 No Motor Vehicles 24/7
- Wilton Road, Victoria Station Over-ranking
- Edgware Road W2 Red Route
- Borough High Street Red Route
- Tower Bridge Road Red Route
- Park Plaza Westminster Bridge Hotel, No Right Turn
- Lower Belgrave Street AM/PM Timed School Restrictions
- Great Suffolk Street (The old Café) When using J V Bright's or the toilets, Private PCNs are being issued for over-staying the short grace period or non-payment of longer stays.

20MPH MOBILE CAMERAS

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

**** New speed limit. A40 through Acton. Due to ongoing HS2 works the limit has been reduced to 20mph through this section and cameras are live ****

- Aldwych, No U-Turn across the solid white line. This is police enforced and endorsable with 3 points.

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Knowledge is power

A Notice of Intended Prosecution (NIP) is a notice issued by the police that informs a driver that they intend to prosecute them for a motoring offence.

What are they?

Offences for which a notice is served include speeding, contravening a traffic signal (e.g. a red light), careless driving, dangerous driving or using a mobile phone whilst driving.

The purpose of the NIP is to ensure that sufficient notice is given to the registered keeper or the driver of the vehicle that they could be prosecuted whilst events are still fresh in their mind. This process is designed to ensure that the driver is not unfairly prejudiced in the event the matter progresses to Court.

How will I receive the notice?

The NIP can be given verbally by the police at the time of the alleged offence after a vehicle has been stopped. If the vehicle was not stopped at the time, as in a fixed or mobile camera,

it will be served by post to the registered keeper of the vehicle and dated within 14 days.

If it is served by post it will contain the following details:

- The offence for which prosecution is being considered (e.g. speeding)
- The time & date of offence
- The vehicle alleged to be involved
- The location of alleged offence

I committed an offence but haven't received the NIP in the post within 14 days - could I still be prosecuted?

There are several reasons why you may not have been issued a notice in the post within 14 days. If you were stopped by the police, it would have been given verbally.

If the vehicle within which the alleged offence took place was registered to another person such as a taxi rental garage, they will reply to the police giving the details of the driver. After the police have obtained these details they will send the notice to them, although there are no time limits within which they must do so (provided that the notice was received within 14 days by the registered keeper of the vehicle). In such circumstances, a person may receive a notice several months

after the alleged offence took place but still be prosecuted.

What happens if I don't respond to a requirement for the identity of a driver?

Failure to respond to a requirement for driver details will normally result in a prosecution for failure to furnish information contrary to s172 Road Traffic Act 1988. This offence carries six penalty points on conviction, which is a higher penalty for most offences in relation to which the NIP has been issued. Therefore, it is not a good idea to ignore the NIP.

What happens after I have responded to a NIP?

If the police receive an admission from the person to whom the NIP has been issued that they were driving at the time of the offence there are three ways, the matter can be progressed:

- Offer of speed or safety awareness course
- Fixed penalty offers of three points and £100 fine, higher for certain offences
- Court proceedings by way of Single Justice Procedure (SJPN) or postal requisition

If you are unfortunate enough to receive one, please call the LTDA for assistance. ■ LTDA

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Back to the Old School

I love these old school garages...They said to bring it straight in. A few hours later, I was delighted as I was driving my cab home, fully operational.

Airports & beyond

I have had many issues with my cab over the last six months, so I had it in the garage on numerous occasions, and I wanted to write about the 'old school,' I have come across.

I always use a family run garage in Chingford, that have really helped me out, but I moved west from North London, over a year ago. I have still been travelling all the way to Chingford as I trust them, but then recently I have been caught out and couldn't travel so far, for one reason or another.

Old school garages

I have been helping at the LTDA head office for many weeks, so discovered a taxi garage, a two-minute walk away, who changed my oil and got me back on the road. A few days later, on my way home, I encountered another issue, that required immediate attention, so called a garage in Brentford, recommended by many airport drivers. They said to bring it straight in. A few hours later, I was delighted, as I was driving my cab home, fully operational.

I love these old school garages. All three mentioned said to pop by and all made their best attempt to get me up and running, or made a convenient time for me to call back. No long queuing on the phone and no appointment weeks later, losing me time and money.

The garage in Chingford even gave me a cab to work in when they knew the work would take some time. What an excellent service. The garage in Brentford has a MOT station next door, so I managed to get my six-month MOT at the same time. I was really pleased.

Breakdown

This brings me onto my next subject of breakdown cover. I wrote a few times about the AA not covering cabbies anymore unless on a commercial policy. This was proving to be a lot more expensive, so I moved to the RAC. The price was a lot cheaper, but in my experience the service is very poor.



I broke down in Chiswick in a service station. I contacted RAC immediately. They didn't take my call and asked me to contact them online instead. I did this, but two hours later still no recovery and not a single person I could talk to. I was directed by a passerby to a garage locally. A mechanic walked ten minutes to me and got me started in a further five minutes. The starter motor had disconnected. Still no call or sign of the RAC.

Just a few days later, I broke down again (I told you I have had a lot of problems of late!). A recovery service, V&H, recovered me and took me to their garage in East London.

I have to say, their service was second to none. They operate 24/7 and to my joy, also do cab repairs. They have expert technicians that are highly trained, who specialise in a broad range of vehicles. They had my cab repaired in four hours and since that day, six weeks ago, I haven't had an issue. I was also delighted to discover they rent cabs out. We are always getting calls to ask where members can rent a cab, so it is good to discover one more.

Consider your options

I was told the AA have been calling members to ask if they would like to rejoin. So I looked into it. Since the beginning

of October 2024, the AA have introduced a new combined policy which allows up to two commercial vehicles to be added to its Standard Breakdown Membership. On their website they state the following:

One policy for your personal and commercial breakdown cover needs



Simply add 'Commercial Use' to your standard breakdown policy for cover in every situation.

What's Commercial Use?

Our standard breakdown policy covers vehicles for private or domestic use. Adding Commercial Use gives you cover for vehicles used to carry equipment, people or goods in return for payment.

This means you can cover your private and commercial vehicles under one policy.

Commercial Use is ideal for:

- Taxi drivers
- Delivery drivers
- Couriers
- Tradespeople
- Driving instructors

If you're new to The AA, add Commercial Use to your breakdown policy when you buy online. If you're already with The AA, simply log in to your account to add Commercial Use.

This could be good news, as standalone breakdown commercial cover can cost anything from £150 to £260 per annum. On viewing a recent AA renewal, it appears this new commercial policy only cost an additional £75 on top of an existing AA gold membership with personal joint cover, roadside assistance, national recovery, home start plus the commercial cover at a total annual cost of £248 compared to a RAC Commercial ONLY policy which was approximately £220 for the year.

Check the details

These prices will obviously vary and depend on each individual's circumstances but do bear in mind there are also plenty of other breakdown recovery companies to choose from and there are also some that are specifically trade related.

Whatever you do, I would recommend you ask a lot of questions and make sure they know you are a taxi before committing. From my own personal experience of using all three recovery services mentioned above, V&H were the best for me, after six months of taxi hell. **LTDA**

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The Recruitment Drive

Paul Byron explains why he got involved in a recruitment campaign to try to encourage more people to do the Knowledge and protect the trade's future.

Top rank

Not long after I met my wife, we had a conversation, and she asked me to describe myself in one word. My one-word answer was "controversial". However, I know some of you reading this would have another word! With that in mind probably the most controversial thing I've involved myself with, is recruitment into our trade.

The number don't lie

Although recruitment and finding drivers is not an issue with my own fleet, it's something I very much foresee in the next few years. You only have to look at the official driver figures, and the number of people currently on the KOL.

When I passed out in 2015 there were thousands of people on the Knowledge; now that number stands only in the hundreds. To put it into perspective, when there are thousands of people on the Knowledge, hundreds get through, when there are hundreds of people on the Knowledge, only a handful get through.

A chance to become a real cabbie

Even more controversial is my view that we should absolutely recruit from PHV, as the only way to rescue and halt the decline we are seeing, especially in the shorter term. Let's be honest, we have been recruiting drivers from PHV for many years now and it needs to be ramped up. There are many reasons why a good PHV driver should step up to be a real cabbie. This job is a terrific future for anyone who is already committed to driving in London.

The most common line of criticism of my views that I hear is, "You want to flood the streets with taxis because you own a fleet". If I felt this way, why wouldn't I just buy into PHV because their business model isn't on the decline, and it appears they're generating TfL income on a larger scale? Wouldn't that be easier?

The Tax Trade requires new drivers to undertake the World Famous "Knowledge of London" - Taking an average 2 years following guidance from our appointed school, you will qualify for a life-long career with uncapped earning potential & protected earnings that are **guaranteed to rise every year in line with inflation**. You will drive a purpose built ZEC Taxi, tested to the highest standards, partitioned off from the customer for safety & fully wheelchair accessible. You will have access to a wider road network than ordinary cars & **no ULEZ or congestion charge to pay**.

Additional opportunities to increase your earnings are available as a Licensed London Taxi Driver:
 *London and/or national tour guide - earning £50-£100ph.
 **operating your own fleet of London Taxis.
 Airport transfer operator, television & film work, advertising opportunities, corporate work, weddings & much more.
 You also have the **flexibility to carry on or start any other project, business or career path you wish**.
 You will need to be of good character & provide a full DBS check carried out by our regulator, Transport for London.

TO APPLY, VISIT
tfl.gov.uk/info-for/taxis-and-private-hire/licensing/learn-the-knowledge-of-london

Logos: UCB, LTDA, TAXI WORLD, HP taxi

*Additional qualifications available but not essential. **Personal investment required.

"I want this trade to live long after I'm gone; we really and truly ARE London."

Stopping the decline

My genuine answer is that the numbers never lie, and I want this trade to live long after I'm gone; we really and truly ARE LONDON! Without us London is nothing to visitors, and the decline will continue until there is a tipping point of losing our precious ranks, is that what we really want? This decline is real and acute, and although the KOL has been reviewed, no real action has taken place.

The KOL has, and should always be, open to everyone of good character. When I started calling over 14 years ago, the make-up of people was extremely diverse and many of

my partners were non-British Uber drivers - imagine moving to a foreign country, learning a new language then going on to learn the map of London! That is an insane achievement!

Action needed

Drivers are leaving the trade for various reasons, be it the continuous introduction of 20mph limits, cab price increases, LTNs, Uber, licensing to name a few and most, are also absolutely affecting the PHV industry.

I feel like the days when your uncle's mate made you notice that cabbieing is a licence to print money are gone, and because cabbies can be negative on social

media, it probably puts people off. Plus, the length of time and effort it takes to do the KOL, as opposed to learning other trades, probably deters others.

We really need a campaign to recruit drivers to boost our numbers and to save our trades perks - the things that make us unique, namely the ability to pick up passengers (plying for hire) and the use of taxi ranks. You start work and head to your favourite rank (mine being King's Cross). I want that to be ours forever. Don't you? **LTDA**

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Camden's Education Establishments & Pioneers

The disparity between rich and poor meant that if one's parents could pay for a place of learning, you would be granted an education.

Footprints and Foundations

Camden has a rich history of education establishments and in 19th Century it was home to pioneers working to extend education to the working class, women and girls. Let us explore its early academic development.

19th Century education

Education has always been a contentious subject and remains the fundamental attribute that will determine ones working life. The provision of education for the poorest children was extinct in the 19th Century. The disparity between rich and poor meant

that if one's parents could pay for a place of learning, you would be granted an education. The poor were left on the sidelines, with numerus charity schools stepping in to fill the void.

Church Union and Ragged schools offered a basic education in core subjects for the underprivileged. These places of learning also provided welfare assistance where hygiene, clothes, shoes and food were welcome provisions. Governments in 19th Century had begun to formulate a bill for state education. This would give all children the right to a free education, however impoverished they were. Finally, in 1870 the first Education Act was implemented, but it was not until 1910 that a rigid plan was in place. A huge programme to build schools across the capital

and throughout the country was now underway. These places of education were known as Board Schools. The buildings were erected to cater for a large influx of children. If you are of a certain age, these schools would have been your first place of learning. At one such school is where my schooling began in the mid-1960s.

Charles Dickens in Camden

The renowned novelist Charles Dickens had always lived a peripatetic lifestyle. He had arrived in Camden from the Medway in Kent, after his father John wanted to improve his financial circumstances. The family took up residence in 1822 and rented a small compact house in Bayham Street, now demolished.

Dickens was aged ten at this

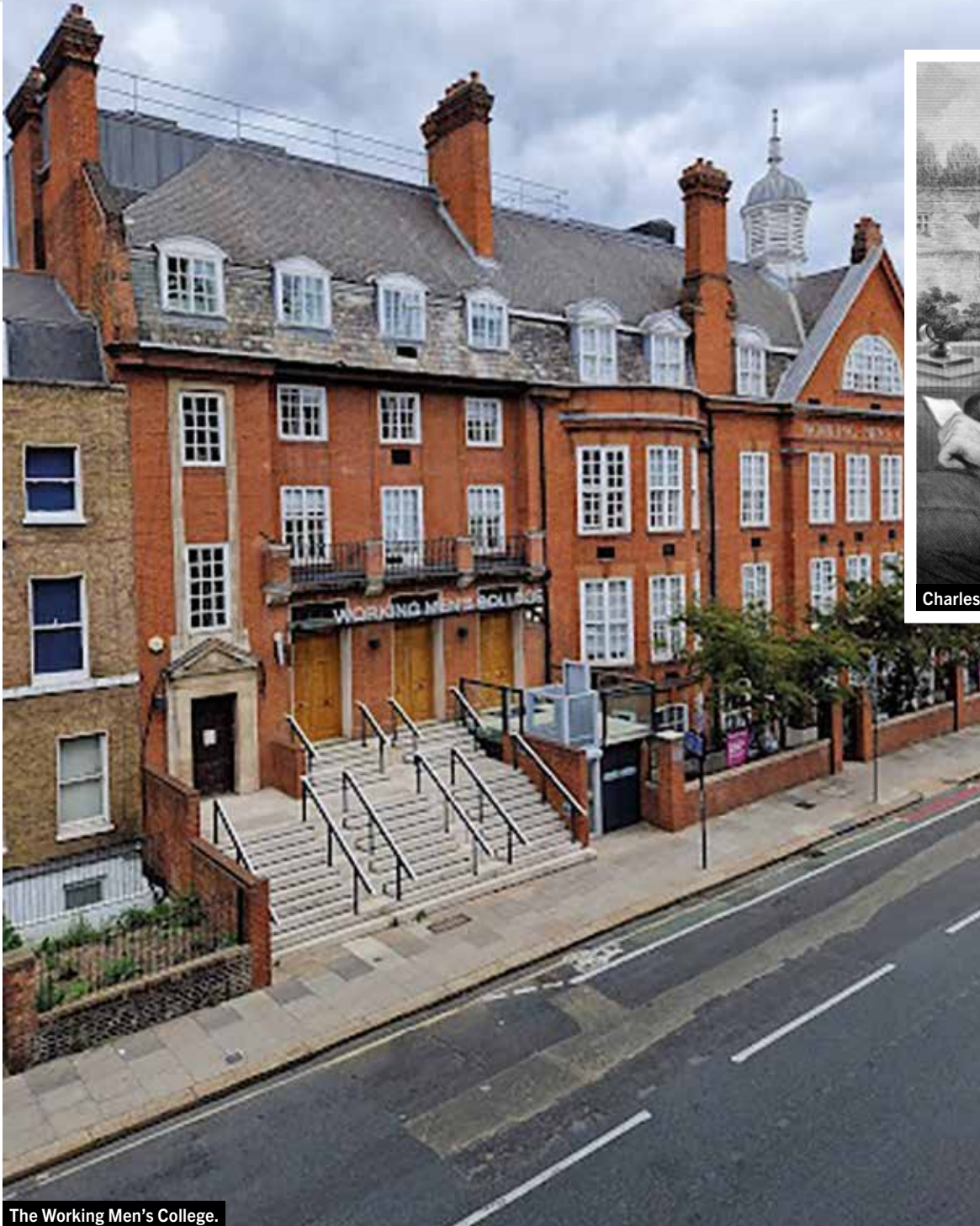
time, in Kent he had attended the famous Chatham School where he was happy. He continued his education at the Wellington House Academy formerly situated on the corner of Hampstead Road, just south of Mornington Crescent. He had to be taken out of school because his father John was incarcerated in the Marshalsea Debtors' prison in Southwark. Dickens returned to the academy after his father's release. The school was demolished to make way

"As the former American President Abraham Lincoln said: 'the beautiful thing about education, is no can take it away from you.'"



The North London Collegiate School today.





The Working Men's College.

for a new railway bridge. These experiences of the realities of life were documented into the pages of the great writer's novels in later years.

Frances Mary Buss 1827-1894

One formidable character who was at the vanguard of education was Mary Buss. A single-minded woman who campaigned for the education of girls. Her commitment to the cause was unwavering and her legacy still continues in the present day. She concentrated her efforts in providing a fee-paying school for the more affluent and a school for those who were without funds to go to a place of learning. The schools were exclusively for girls. Buss was a character with a social conscience who cared

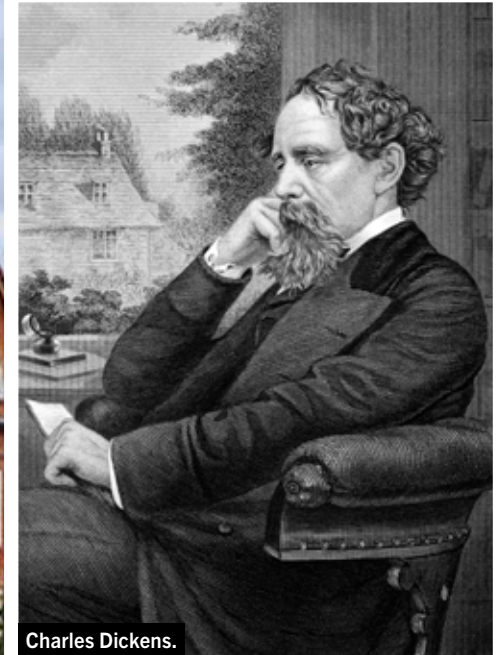
for those without any means of supporting themselves.

Mary was from an artistic family, her father was a painter, who exhibited at the Royal Academy, her mother was a headmistress of a small school in Clarence Way. Mary was sent to Queen College in Harley Street, which was the first training college for women. Mary Buss was one of the first pupils to attend. She excelled in the teacher training course and qualified with honours.

After a few years of giving private tuition, Mary started her own school which was encapsulated in various buildings in the Camden locality. It was called the North London Colligate School for Ladies and eventually moved to Prince of Wales Road. Her aims were to attract the

daughters of professional men and merchants. The curriculum offered classics in education, subjects that included Latin and Greek. This would give the girls an advantage of further education and a chance to go to university.

Mary was conscious of the delinquent children on the streets of Camden. Affluence and decadence was extremely evident in the thoroughfares of Camden. She established a poor school for girls, which today can still be found on Sandell Road off Camden Road, now known as the Camden School for Girls. This school was funded by the Brewers and Clothworkers' Company of the City of London. The higher school in Kentish Town was eventually outgrown and moved to the northwest suburbs in Edgware. The school



Charles Dickens.

is on the site of a former country residence owned by the Duke of Chandos, called Cannons, which gave its name to the area of Cannons Park. The next time you are passing these schools, look up to the weathervanes. You will see they are in the shape of a boat known as a Buss, which is the emblem of the schools in honour of Mary.

The Working Men's College

I am certain you will have passed The Working Men's College on Crowndale Road at the corner of Camden Street. Built in 1905 for working class men, mostly tradesmen, who had never had the opportunity of an education. This place of education was the brainchild of Frederic Maurice, whose first college was gathered in a small house in Red Lion Square in 1854, where one hundred and fifty workmen went to evening classes and were taught by gaslight.

Denison was an associate of Mary Buss and had helped her set up her schools in Camden. The college had thirty classrooms which included laboratories, gymnasium and a music room. Many renowned individuals were volunteer teachers including the painters Ford Maddox Brown, Dante Rossetti and the art critic John Ruskin. Today, the college provides daytime, evening, weekend and year-long courses for adults.

TAXI

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



LTCFC Finalist at Film Festival

This is already a significant achievement for the fantastic film charting the charity's amazing work over the years, but they can't win without your support!

The London Taxi Drivers' Charity for Children's (LTCFC) film, 'Then. Now. Forever.' has been selected as a finalist for the 2024 Piccadilly Lights Spotlight Prize (PLSP) at the 2024 Big Syn International Film Festival.

The winner will be chosen by the jury from the top finalists, which will be the films with the highest number of votes. Voting will be on Instagram with every 'like' the film receives counted as a vote. The winning film will then be showcased on Europe's Biggest Screen, London's iconic Piccadilly Lights on 14th November 2024.

LTCFC's full film will be featured on bigsyn.org from 17th to 26th Oct

2024, and a 59-second version will be posted on the festival's Instagram account during the same period. Public voting will be open exclusively on Instagram from 17th to 26th October.



You can help LTCFC by following @bigsyn_film festival on Instagram, finding the LTCFC film and liking it, or scanning this QR code to go directly to the video and like it!



LTCFC: Then. Now. Forever.



LOTTO WINNER!

You've probably heard of the **LTDA Lottery**. What you probably don't know is that since it started in 1986, we've paid out **more than £2,205,000** in prize money to more **than 400 winners!**

CONGRATULATIONS MR TERENCE VILLIERS!

Our latest lottery winner is Terence Villiers. Terence has been a member of the LTDA for over 40 years.

Terence was on holiday with his good lady wife when he received the fantastic news of his win and she joined him to pick up the cheque at Taxi House, where they hinted another holiday may now be on the cards, as the weather for the last one was not the best.

All here at Taxi House wish them both a lovely sunny break wherever they may choose to go!

LTDA LOTTERY

The first prize in our lottery is **£5,000 - every month!** But you won't win it if you're not in it. **Tickets cost £5 each per month.** And even if you don't win, you'll know that proceeds from the lottery contribute towards promoting and supporting the trade.



LTDA Chairman, Paul Brennan, hands Terence Villiers his cheque for £5000.



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Planning for the Future

A driver I met recently had made no plans for when his cab came off, had no new vehicle lined up and had not even thought about it. Don't make that mistake...

Cab you drive

Cab sales are always impacted by external factors and at the moment the cost of insurance is definitely being felt.

Spiralling insurance

I sold a TXE recently to a driver, whose old TX4 had come to the end of its life. He simply transferred his new cab onto his old policy, paid an uplift fee and all was well until it came to renewal time, His old policy had cost him £1700. They now wanted £2900, with absolutely nothing changing, no accidents, no points, no moving house, and he was in his 50s, so no age related issues, just a massive hike.

So, it's no surprise to me when I see the government questioning the average 25 per cent increase on car premiums in this country, compared to France at 3 per cent and other European countries at around 6per cent and announcing a task force to ascertain what is going on. Personally, I think it's just profiteering. To me, the excuses the insurance companies make about the cost of EV cars, scarcity of parts and hire car prices is twaddle, it may well all be true, but surely these are also issues elsewhere in the world, where increases are far less?



Market update

Having said all of that, 158 new cabs joined the ranks in September. At one time that would have been a good month, but compared with the 259 new cabs sold this time last year, it's indicative of what's happening. I know from loads of conversations with drivers that there is an army of cabbies out there, who are running old cabs freehold, who are without a plan as to what to do when their old banger reaches the end of its life. If you ask me, the smart thing to do if you run an old freehold cab is to put the equivalent rental money

away each week, then when its time to say goodbye, you have a substantial deposit set aside for a new or newer cab.

Don't end up unemployed

Only last week, a driver called me trying to sell a 12-year-old cab that had just finished, he thought it was worth £4-5k and he told me that was going to be his deposit on an early TXE. He was shocked to learn that £2k would be a fantastic sale, but as a trader, it was worth far less than that to me. The fascinating bit was that he had made no plans,

| | |
|--------------|---------------|
| DYNAMO | 186 |
| LEVC | 8,514 |
| TX2 | 50 |
| TX4 | 3,903 |
| VITO | 1,916 |
| TOTAL | 14,569 |

had no cab lined up and had not even thought about it. He seemed a bit shocked to find he was essentially unemployed.

At the moment there are deals to be had on early TXEs. If you have a cab with a year or two left, my advice is sell it to a fleet now, get the deposit and have a plan going forward. Doing nothing and sailing along towards the cliff edge is not a good option! **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 |
|--------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| | 2023 | | | | | | | | | | | | 2024 | | | | | | | | |
| LEVC | 123 | 49 | 224 | 126 | 117 | 176 | 114 | 61 | 259 | 210 | 209 | 94 | 87 | 46 | 234 | 67 | 57 | 41 | 55 | 52 | 158 |
| DYNAMO | | | | | | | | | | 4 | 1 | | | | | | | | | 2 | |

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The LTDA is the definitive voice of and for London cab drivers and is responsible for ensuring best practise in the trade, making sure its members' voices are heard and serving members with the back up and support they need.

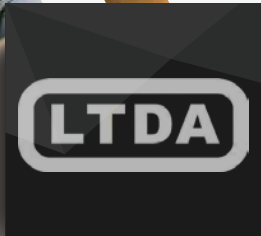
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SO YOU THINK YOU KNOW

LONDON?



Brixton Windmill

Over the course of London's history there have been dozens of windmills smattered across the capital. Many of those were technically located outside of London but after various boundary changes as the city sprawled they were swallowed up into the London environs.

Of those dozens of windmills that existed, nine remain and are preserved; as are the tide mills at Three Mills, West Ham. Probably the most famous of those windmills is the Brixton Windmill.

Built in 1816, Brixton Windmill was leased to a family of millers called the Ashbys the following year. They were producers of stoneground wholemeal flour. The windmill subsequently became known as Ashby's Mill until it ceased production in 1934.

1862 was a tough year for the Ashbys. With urbanisation reaching Brixton, many of the cornfields in the area were replaced by houses. This urbanisation reduced the amount of wind and this impacted the Mill as wind was crucial to rotate the sails and power it. The Ashby family decided to move their business to a watermill on the River Wandle. 1902 saw the family's lease on their watermill expire, as a result, Joshua Ashby decided to relocate the milling business

back to the Brixton Mill. He installed another set of millstones in the windmill, with the mill itself powered by steam and later by gas, so that he could grind flour without wind power.

With the business closing in 1934, the mill then fell into disrepair until 1957, when the London County Council bought the mill and the land for £7,845. The area was then flattened and turned into a public space. By the early 1960s the bakery, outbuildings, Mill House and Mill Cottage had all been demolished to make space for the public gardens.

In 1964, the Windmill was restored, with new sails being installed. The internal workings of the Mill were reconstructed using the remains of a derelict mill in Lincolnshire. The Mill was opened to the public in 1968, eventually falling under the control of Lambeth Council. Sadly, the mill suffered from vandalism and neglect until 2002, when it was placed on English Heritage's Buildings at Risk register. The following year, several local residents formed the Friends of Windmill Gardens and started campaigning for the Windmill to be restored. A grant was awarded in 2010, and the Mill was once again restored, this time running on electrical power.

The Windmill can be found in Blenheim Gardens, Brixton, with various courses being run from the building.

Sarastros

Many a taxi driver will know that Sarastros is situated in Drury Lane. Shrouded in a sea of flora and fauna, this restaurant, which opened in 1996 is situated inside a Grade II listed Victorian building.

The name Sarastro comes from Mozart's masterpiece, The Magic Flute. Sarastro was a high priest who had captured Panina, the Queen of the Night's Daughter. Employing Prince Tamino to rescue her daughter, he comes to admire the high ideals of Sarastro. He and Pamina both join Sarastro's community, while the Queen and her allies are slain.

The building itself was initially a public house, and latterly, a part of the Peabody Housing Trust. The interior of the restaurant is adorned with flamboyant artwork, wall-mounted opera boxes and props from shows in nearby theatreland. Classical music events and even opera performances take place inside the restaurant. The restaurant was founded by Richard Niazi and handed down to his daughter Sibel and her uncle Murad after he died.



The Elfin Oak

There are many famous trees located around the United Kingdom, with the most famous one (certainly in modern times) to hit the headlines being the tree at Sycamore Gap in Tyne and Wear, which was cut down in a wanton act of sheer vandalism. However, did you know that London has its own famous tree - the Elfin Oak?

The Elfin Oak is actually the stump of a tree dating back to around 1100 AD. Situated in Kensington Gardens, its uniqueness is derived from the fact that it has been carved and painted to look as though elves, gnomes, fairies and small animals are living in its bark. The log itself is hollow, with its origins in Richmond Park. It was moved in 1928 after being donated by Lady Fortescue. The reason for the relocation was due to George Lansbury's scheme of public improvements in London. An illustrator by the name of Ivor Innes carved the figures of the 'little people' into the log.

The little people included Wookey the witch, with her three jars of health, wealth and happiness, Huckleberry the gnome, carrying a bag of berries up the Gnomes' Stairway to the banquet within Bark Hall, and Grumples and Groodles the Elves, being awakened by Brownie, Dinkie, Rumblelocks and Hereandthere stealing eggs from the crows' nest.

There has (unsurprisingly) been some celebrity interest in the illustrations and carvings on the oak. Released in 1969, the Pink Floyd album Ummagumma, features a picture of Floyd's guitarist, Dave Gilmour seated in front of the oak stump. It is also noted that Goons legend, Spike Milligan was a huge fan of the stump...so much so that in 1996 he personally financed the restoration of the famous oak.

In 1997, it finally received the status that it deserved when then Heritage Minister, Tony Banks, declared it a Grade II listed structure.



A Mixed Bag

A German TV-station exposé showed just how easily Uber drivers can circumvent laws and safety measures for passengers. Elsewhere, in Strasbourg customers are flocking from Uber back to taxis.



22

International correspondent

It's a mixed bag in Europe today when it comes to Uber. Taxi Strasbourg happily welcomes many disgruntled Uber-users, while just across the border, the German taxi trade complains that "Uber's circumvention of all rules is systemic."

German TV proves how Uber ignores taxi laws

Coming hot on the heels of TfL granting Uber a 30-month (instead of a 60 month) London operator's license, citing

doubts about security and administrative procedures, German national TV-station WDR and local taxi company Taxiruf, in Cologne, proved that Uber's circumvention of all rules is systemic and how brazenly the company denies this. Again, the German Federal Taxi Association is calling for much stricter controls, saying 'Cologne is everywhere.'

The WDR TV-report caused quite a stir. Under the title 'Uber drivers can circumvent safety measures for passengers,' the TV-station exclusively outlined tests that showed that Uber drivers can actually easily get around laws and bypass safety measures for passengers. Sounds familiar, no?

"In the end, passengers don't even know who is driving them and whether the car they are being driven in is safe."

'Who's driving you?'

It all started when 'an insider' gave Taxiruf Köln a notebook and a smartphone belonging to an Uber driver and claimed that this would allow anyone, who was neither registered with Uber

nor had a licensed Private Hire Vehicle, to arrange rides using the Uber app. WDR filmed the taxi company's investigative report. Taxi Ruf has already successfully sued Uber and its PHV-companies well over 100 times.

Colleagues from Germany's leading Taxi magazine, *Taxi Times*, also ran the story, saying that "in contrast to many media outlets that uncritically copy Uber's rosy advertising slogans, WDR editor Oliver Köhler introduced the topic succinctly by saying that a nasty battle for passengers has broken out in major cities in Germany. Large ride sharing companies like Uber or Bolt offer rides at low prices. Taxi drivers, on the other hand,

complain that drivers who work for Uber and Co. do not abide by the law." The WDR-editor quickly gets to the point from the customer's perspective stating: "In the end, passengers don't even know who is driving them and whether the car they are being driven in is safe."

No registered PHV-driver

In the television report, working together, Taxi Ruf's CEO and a WDR reporter test whether rides can be obtained via the Uber app, even though there is no registered PHV-driver involved. To add insult to injury and firmly underline the safety concerns, the test was carried out with a car that is not registered with Uber. With lawyer, Carsten Mathias, as 'customer', an Uber order was quickly generated at Cologne Airport and accepted. They had "held themselves ready" in their taxi, as many Uber drivers do every day, even though PHV-drivers are, according to German law, legally bound to return to their company HQ after each trip.

"We have been driving for a while now," said the WDR journalist during the report. "Neither the driver nor the vehicle have been checked by Uber so far - so no safety measures for customers. Anyone with a cell phone with a driver app can drive, regardless of the vehicle." The process is repeated at various locations. During the five hours, "we are not checked by Uber once. Uber customers may not know who is driving them around, nor do they know whether the car is properly insured and in good working order."

Uber fairytales

When confronted with the allegations, Uber reacts with the usual fairytales about, "acting in accordance with the law," which supposedly has "top priority," about orders that "only come in at the company headquarters" and "must be accepted and dispatched there by the PHV-company".

How easily and almost naturally Uber drivers (or those claiming to be) can circumvent the legal return obligation for PHV's is explicitly

demonstrated: "The company headquarters of the Uber driver whose cell phone we are using when we are travelling is on a notebook that is in our car. We have logged out of the company headquarters and switched off the notebook. We can still accept rides on our cell phones without a functioning company headquarters."

Meanwhile in Strasbourg...

"How's the trade doing?" I asked the Strasbourg taxi drivers who ferried me to and from a mobility conference in the town's expo centre a few weeks ago. The topic is Uber. Of course. But not as I expect, the reply is, "What they do generally doesn't bother us, as we have enough work."

Two drivers explained that many former Uber-customers quickly go back to taking taxis, after one or two unfortunate incidents with being overcharged. "I found a woman on our taxi rank, who was anxiously waiting for her Uber to the airport. Her job

"The topic is Uber. Of course. But not as I expect, the reply is, 'What they do generally doesn't bother us, as we have enough work.'"

had obviously been scratched by the Uber-driver and she worried about catching her plane. I asked her how much she had been quoted. Well over twice what we charge for that trip. She just couldn't believe it. I don't think she'll take an Uber ever again." His colleague remembered a similar story and wondered why people think Uber is cheap and reliable. "We get so much custom from disgruntled Uber-users. They're the best promotion for the taxi trade in Strasbourg." ■ TAXI





The Taxi Charity visit the Chatham Historic Dockyard.



WWII Veteran Norrie Bartlett.

24 Taxi Charity Visits Chatham Dockyard

A group of veterans recently enjoyed a day out at Chatham's Historic Dockyard organised by the Taxi Charity.

The day began as always, with fantastic volunteer taxi drivers providing door-to-door transportation, collecting veterans from their homes. Pick-up locations were spread across London and the South-East and included the Royal Hospital, Chelsea, and Royal British Legion Industries Village in Aylesford, which provides housing care and support for veterans and their families.

On arrival everyone received a warm welcome from the Chatham Dockyard Museum staff, who served tea and biscuits in the Mess Deck Restaurant. Following the refreshments, veterans, carers and drivers were

then free to explore the many and varied exhibits located across the 400-acre site. There was much to see, including an impressive display charting the Dockyard's story through the industrial revolution and two world wars. An exhibition celebrating the 200th anniversary of the Royal National Lifeboat Association, included a remarkable collection of rescue boats.

The most popular attractions were undoubtedly the three historic warships on display - HMS Gannet, which protected British interests during the Victorian era, HMS Cavalier, a CA-class destroyer launched in 1944, and HM Submarine Ocelot, the last warship built

at Chatham for the Royal Navy, which engaged in exercises and trials across the world, until she was retired in 1991.

The day provided moments of great poignancy, particularly for the World War Two veterans in attendance. They included Peter Smoothy, who was among a crew of 99 on a Tank Landing Ship, which crossed the English Channel on D-Day to support amphibious landings at Juno Beach.

Norrie Bartlett and John King served as naval gunners on destroyers. Norrie was offshore from Gold Beach on D-Day, helping provide fire cover to protect troops who were landing. John joined the Royal Navy in 1943 and was drafted on to HMS



Colin Mills.



TCMV committee members Ian Parsons and Terry Ward with Taxi Charity collector Vic Needham-Crofton on the bridge of HMS Cavalier.

“Ropes which have rigged the mightiest vessels ever to take to sea, including Lord Nelson’s HMS Victory, were made at Chatham Dockyard.”

veterans who collect for the Taxi Charity at railway stations across central London throughout the year. Their hard work and commitment help the charity finance social events and trips such as the visit to Chatham.

Following lunch, there was a visit to the Ropery Gallery - a working museum where rope has been made for over 400 years. It is one of four RN Roperyards still in operation and provided the opportunity to watch Master Ropemakers at work using traditional techniques mastered centuries ago. Ropes which have rigged the mightiest vessels ever to take to sea, including Lord Nelson’s HMS Victory, were made at Chatham Dockyard.

The most moving moment of the day took place in front of the Destroyer Memorial where a short commemoration and wreath laying service took place. RN veteran John Janes planned the service and was standard bearer for the occasion.

The 12ft by 10ft bronze Memorial was unveiled by HRH The Duke of Edinburgh in 2007 and commemorates the 11,000 lives and 142 Royal Naval Destroyers lost during World War Two.

For John King, who will be celebrating his 100th birthday next month, it was a particularly emotional moment, for among the long list of warships recorded on the Memorial was that of his doomed ship, HMS Janus.

As always, the Taxi Charity is indebted to all those cabbies who freely offer their time and vehicles. They would like to thank them for their generosity and support.

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

Janus which was involved in the bombardments of both coasts of Italy. During the Allied landings at Anzio in January 1944 the Janus was sunk after being hit by a flying bomb. 160 seamen were killed. John was among the 52 who survived.

Peter, Norrie and John were taken back to Normandy in June by the Taxi Charity to attend commemorations marking the 80th Anniversary of D-Day.

Over recent years the Taxi Charity has widened its support and helps British veterans from all conflicts. Terry Ward, Taxi Charity Life President and organiser of the Chatham outing said, *“It was a very enjoyable day for all concerned. Our visit was originally booked for mid-September but had to be postponed for a month as the date clashed with filming at the venue.”* (Chatham Dockyard is regularly featured on film and in TV programmes, including Call The Midwife).

“Fortunately, the heavy rain we’ve experienced lately stayed away and it was sunny and dry day. I was also glad we were able to introduce veterans from Aylesford Village and the Royal Naval Association at Greenwich to our charity. Hopefully they will join us at events in the future.”

The group also included several



Ian Parsons with WWII veteran John King.



WWII Veteran John King with volunteer Danny Shelton.

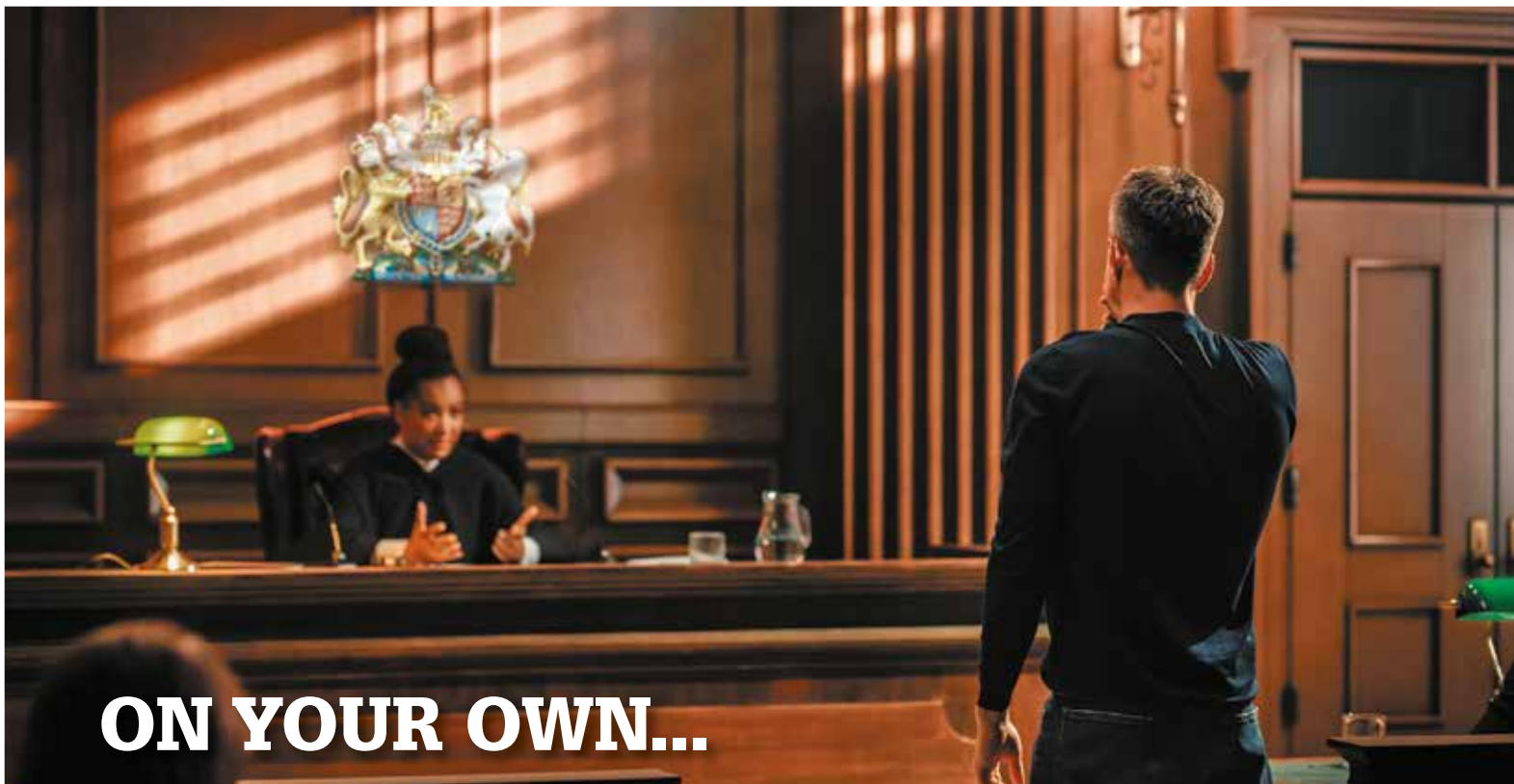
About the Taxi Charity for Military Veterans

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. This year, they 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.

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

www.taxicharity.org



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Name _____

Address _____

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Date of Birth _____ Badge No. _____

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

Suburban badge sector numbers _____

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

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

If Yes how many points do you have?

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

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

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

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

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

Signed _____ Date _____

LTDA Basic Direct Debit Instructions Instructions to your Bank/Building Society to pay Direct Debits:

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9 1 4 4 2 8

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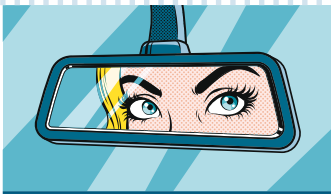
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- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

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





The Sun, The Moon, The Stars and the Traffic

A celestial journey through the zodiac (Marylebone High Street to TCR) proved it really isn't all written in the stars.

A woman of words

Last Thursday, the route from Marylebone High Street to Tottenham Court Road was written in the stars. So said my fare, who insisted I take her directions.

Who needs The Knowledge when you've got a know all in the back?

All the hints were there that this lady was kooky. She had a multi-coloured elbow length perm, and it took her a while to get it through the cab door. She was wearing velvet bellbottoms and a navy floor length cloak that had golden stars and moons sewn on to it. And her left earring was a golden ram's head and her right one a silver fish. Not to be confused with a little silverfish. This earring was the

size of a coffee mug.

My guess was that this lady was not going to meet her accountant, she had important celestial business to attend to.

Of course, we got chatting, and she told me that astrology is her life. This woman has a chart for every hour of every day. She even consults it to decide which side of bed she should get out of in the morning.

I can only ever get in and out of bed on one side because Mr Meg lays there like a roadblock on his side of the mattress. "Are you a single lady, then?" I enquired.

Don't message me to tell me I am a nosey old bat. I already know I am a very nosy old bat.

"There was someone, a few years back, I was deeply in love and agreed to marry him. But I left him at the altar... I mean, I got to the altar and then turned around and left." I nearly drove into a cycle lane I was so agog at

this story, "You were a runaway bride?????" I gasped.

Some days I love my job with a passion - there was more tea!

She confided that the fella she left at the front of the church was a STAR. Not like the one sewn onto her cloak but the real deal; films, TV, paparazzi, awards the lot. This chap is minted and has the sort of good looks that would make your eyeballs drop out after a good look.

"WHY?" I asked astounded, "Why would you walk away from him?"

Then it got complicated. Of course, Uranus was involved. And all the other planets, rising and falling and doing a merry dance in the sky that sent her a message that their union would be a disaster.

She then asked me if I was married, and I told her yes. She wanted to know what our star signs are. When I told her she



came over all distressed and paused for a long and dramatic drink of water from her crab and scales print flask.

"I have terrible news for you. Brace yourself!" she barked at me. "It will never last! You are doomed!" she pronounced.

"Er, it already has, for forty years," I told her. "Oh, and your celestial route to Tottenham Court Road has added on around 20 minutes already..." Her knowledge was seriously lacking. ■ TAXI

30



DIARY PRIZE!

ONE4ALL BONUS FOR LTDA MEMBERS

The LTDA diary spotters have been out and about, on the lookout for members displaying their diaries on the dashboard. They spotted Rodney Buckingham in his cab. Rodney has been a valued member of the LTDA for more than 30 years, since 1992! He was thrilled to receive a One4all gift card worth £150.

One4all cards can be spent on a huge array of items from 130 high street brands in store or online and restaurants. Participating retailers and restaurants include Argos, H&M, River Island, B&Q, John Lewis, Harvester, Pizza Express and Marks & Spencer.



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



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