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TAXI

19th November 2024 #576

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BERKELEY HOTEL WORKS AND TAXI RANK ARRANGEMENTS

Due to ongoing works, the main entrance to The Berkeley Hotel is currently closed. Taxi drivers needing to set down or pick up should use temporary set down and pick up points on the north side of the east-west running section of Wilton Place by the hotel's ballroom entrance.

During the works the Wilton Place taxi rank is also currently suspended. There is however a new taxi rank for the Emory Hotel, just west of Old Barrack Yard on Knightsbridge which is being made operational at 00:01 on Saturday 16th November 2024. Confusingly, taxis can use this new rank as a working rank between 10am and 4pm Monday to Sunday and between 7pm and 7am Monday to Sunday. Taxis must however not use it as a working taxi rank between 7am and 10am Monday to Sunday and between 4pm and 7pm Monday to Sunday.

TIMELINE FOR PEDICABS REGULATIONS "LONGER THAN HOPED"

TfL Commissioner, Andy Lord, has written to Leader of Westminster Council, Adam Huq, and Opposition Leader, Paul Swaddle, setting out next steps for the introduction of regulations for pedicabs in London.

Earlier this year, TfL was granted new powers in the Pedicabs (London) Act 2024, to take action on the scourge of pedicabs and introduce regulations to protect passengers. Westminster Council had written to TfL asking for an update on the proposed timeline for introducing regulations. In his response, the Commissioner noted that TfL, "intend to carry out a full public consultation early in the New Year on the proposed regime. Feedback from the consultation will help shape these important new regulations and will help enable us to confirm a timetable for their introduction. This timetable will include time for the regulations to be laid before Parliament via a Statutory Instrument as envisaged by the Act."

The letter goes on to acknowledge that this timeline is longer than the Council had hoped but that TfL are "working to get them in place as soon as practicable."

LTCFC'S WINNING FILM UP IN LIGHTS

Congratulations to the London Taxi Drivers' Charity for Children (LTCFC), which won the *Picadilly Lights Spotlight Prize (PLSP)* at the Big Syn International Film.

The fantastic charity's film *Then. Now.* *Forever*, was awarded the prize in a ceremony held at London's Curzon cinema on Shaftesbury Avenue on Friday 8th November. The film was subsequently show on the Piccadilly Lights screen on 14th November at 11am, to the roaring support and cheers of scores of onlookers, filmmakers and their supporters.

The PLSP spotlights what truly matters, for the greater good of society, and the prize includes screening of the winning film on Europe's biggest screen, London's iconic Piccadilly Lights. The PLSP jury were delighted to celebrate LTCFC's work of helping special needs and disadvantaged children, for almost a century. Congratulations again to LTCFC and everyone involved!



ANOTHER SUCCESSFUL YEAR OF POPPY CABS

London's iconic black cabs were out in force once again this year to support veterans attending the Remembrance Sunday service. This year marked the 15th year of this fantastic service offered completely free of charge by volunteer London taxi drivers, who give up their time and put their wheelchair accessible vehicles to good use supporting our heroes. Well done to everyone who went out to support this important event and particularly to Poppy Cabs Coordinator, Mike Hughes, for another hugely successful year!

LONDON ASSEMBLY PASSES MOTION IN SUPPORT OF TAXI TRADE

The London Assembly has urged the Mayor to introduce a Taxi Action Plan "as soon as possible", to safeguard the future of London's iconic black cabs. In a motion passed earlier this month, Assembly Members called on the Mayor to introduce a Taxi Delicensing Scheme to help drivers whose older diesel cabs are due to hit their age limit afford a new Zero Emission Capable (ZEC) vehicle. Further measures proposed by the Assembly include action to modernise the Knowledge of London whilst retaining the high standards, and for taxis to be given the same access as buses to traffic management schemes.

Neil Garratt, Conservative Assembly Member for Croydon and Sutton, who proposed the motion, said:

"Black cabs are not only one of the most enduringly iconic images of transport in London, but are also a fleet of small businesses that generate and support growth, business, and income for our capital."

"It is commendable that more than 60% of them are now zero-emission, electric, and wheelchair accessible, and I am pleased that the Assembly has today backed my calls for the Mayor to better support taxi drivers who have not yet upgraded to transition to these cleaner, more inclusive vehicles."

"It has become significantly harder for taxi drivers to adopt electric vehicles in recent years and if the Mayor is to help London transition to a greener future he needs to put his foot down and provide support for taxi drivers to do so."

"Black cabs are at a crossroads: the Mayor has the power to ensure their future as a means of transport for Londoners today, tomorrow, and beyond."



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Taxi Action Plan

If they get this wrong and it does more to the trade, than for the trade, it could be a death nell for our business rather than a positive step to ensure our longevity.

Steve's comment

For a while now, TfL and City Hall have been working on a new 'Taxi and PHV Action Plan'. We heard it was in the works late last year. Then there was a London Assembly Transport Committee session, during which all witnesses made it clear that an action plan was desperately needed, setting out how TfL planned to support our trade going forward, in what is currently a challenging landscape for cabbies.

The right plan

That was in February 2024. Since then, we have had two meetings with TfL representatives alongside other trade orgs to discuss this 'Plan', during which they didn't tell us anything they planned to put in there. Instead, they asked us questions and listened to our woes and what we think they should be doing to help.

The Mayor was then recently asked when we could expect the 'Action Plan' and he replied "early next year", with suggestions of January / February. This immediately rang alarm bells for me, as without proper input from the trade and others who get what we do, it could be a disaster. As I have been saying to anyone who will listen, if they get this wrong and it does more to the trade, than for the trade - like setting new targets or new licensing requirements, without introducing financial and other support - it could be a death nell for our business rather than a positive step to ensure the longevity of London's iconic black cabs.

Time for action

This might sound dramatic to some, but for too long our regulator has taken the approach that it's not up to them to support our trade. To paraphrase Elly Baker AM in a recent London Assembly Plenary, they can no longer sit back and say they aren't responsible for market forces or other factors impacting us, when

we all know there are things they could be doing to help but seemingly choose not to.

London Assembly Motion

On that point, during the recent London Assembly Plenary session, I was very happy to see the Assembly pass a motion recognising the need for action and calling on the Mayor and TfL to deliver a "robust and targeted taxi action plan." I was shocked by how on message the majority of the Assembly Members were, and I can only hope this helps to force action at the top from the

Mayor and TfL decisionmakers, or at the very least makes it clear that they can't get away with ignoring what's happening in the trade right now.

The Liberal Democrat Transport lead, Hina Bokhari AM, who I have met with recently and found to be very supportive made some well-informed and positive points in our favour and took the Green Party Assembly Members to task about the wording of an amendment they proposed to the motion which would have watered it down.

Strong support

Labour's Elly Baker AM was fantastic, even arguing at one point with the Greens that taxis are not private cars and should be treated differently, noting that this is a fundamental mistake people keep making in the treatment of taxis and when it comes to the issue of taxi access. I was practically cheering her on as I heard this.

The Conservative group were also fantastic champions for

our trade. They introduced the motion in the first place, to help highlight issues we raised with them in a meeting we had a few months ago and in response to lots of messages of concern from their constituents. Conservative Group Leader, Neil Garratt AM made an impassioned speech about the iconic London taxi and the need to support its future and Keith Prince AM was, as ever, strongly in our corner along with some of his other Conservative colleagues, who also spoke in support of our trade.

I must say thank you to everyone involved, who spoke up for London's taxi drivers and recognised the importance of what we do and what we represent, as an iconic part of London's transport network, and the very fabric of our great city.

Motions like this one aren't binding but they do draw attention to the issues and put some pressure on the decisionmakers to deliver. Let's hope those writing this 'action plan' were watching and more importantly, listening! Be lucky.

LTDA

"Thank you to everyone involved who spoke up for London's taxi drivers and recognised the importance of what we do and what we represent."





Bank Junction Experiment

Yes, this isn't the total unfettered access we want and need to do our jobs, but we are where we are, and it would still be a big and symbolic win for the trade in the fight for access.

Top rank

It had all gone very quiet on Bank Junction since the victory at the Court of Common Council back in June, but behind the scenes plans to introduce an experimental scheme to trial reinstating some form of taxi access at this crucial junction are moving forward.

An East-West route

I heard from the officers at the City of London last week, who let us know that pretty much as this edition of TAXI comes out there will be a meeting of the Streets and Walkways Committee going on, at which plans for the experimental scheme will be discussed. The officers are recommending an option which would give taxis access to an East/ West West/ East route through the junction, allowing access and egress from Poultry and Cornhill.

With all the changes that have happened at Bank since 2015, including pedestrianising Threadneedle Street, and the money that has been spent on them, at this point, it was only really going to be possible to create an East-West route for taxis, without ripping everything out and starting again that is. So, it's been clear for some time that this is the route we would be given, if any, which is why we support it.

The fact is this will make a positive difference and will go some way to addressing the damage done by the restrictions and ensuring taxis can better service the City of London and key locations like the Ned. Yes, this isn't the total unfettered access we want and need to do our jobs, but we are where we are, and it would still be a big and symbolic win for the trade in the fight for access.

The next step is making sure this experiment goes ahead. This week, the councillors and women on the Streets and Walkways Committee will need to agree (or disagree) the officers' recommendation to proceed with this route and



"TfL will still have to agree the plans before it can go forward."

undertake the final stages of design and traffic modelling. Once that final work is completed, armed with all the 'facts' they will then put the final experimental scheme to a vote in January.

Nothing is simple

As ever nothing is simple. You might have thought the vote in June meant the experiment would definitely go ahead, and the political will of the Court of Common Council would be enough, but sadly not. The officers and anyone else who wants to, still have many opportunities to throw a spanner in the works. Whether it's making the success criteria required for the experiment to become a permanent change practically impossible to achieve or conjuring up some magic data showing that the world will end if the experiment goes ahead, my view is we can expect those who oppose taxi access to try every trick in the book.

Then, if the Committee votes to move ahead with the experiment in January, TfL will still have to agree the plans before it can go forward. We've already been told that it will be a "data-led" decision when we've

pushed TfL and City Hall on this and urged them to let the experiment move forward. So, there is a long way to go until we get to an experimental scheme, due to come in from May 2025.

We will keep pushing on this and trying to ensure it goes ahead but the battle for Bank is far from over.

Taxis go where buses go

Listening to the London Assembly Plenary session last week, during which they passed a motion calling for more support for the licensed taxi trade underlined the significance of this experiment at Bank and why it is so important it goes ahead.

The only political group on the GLA that didn't support the cross-party motion in support of our trade was the Green Party, and why you ask, because they wanted to remove a point about the importance of taxi access and the principle that taxis go where buses go. They proposed an amended version of the motion text, which removed that point, but luckily the other political groups rejected it.

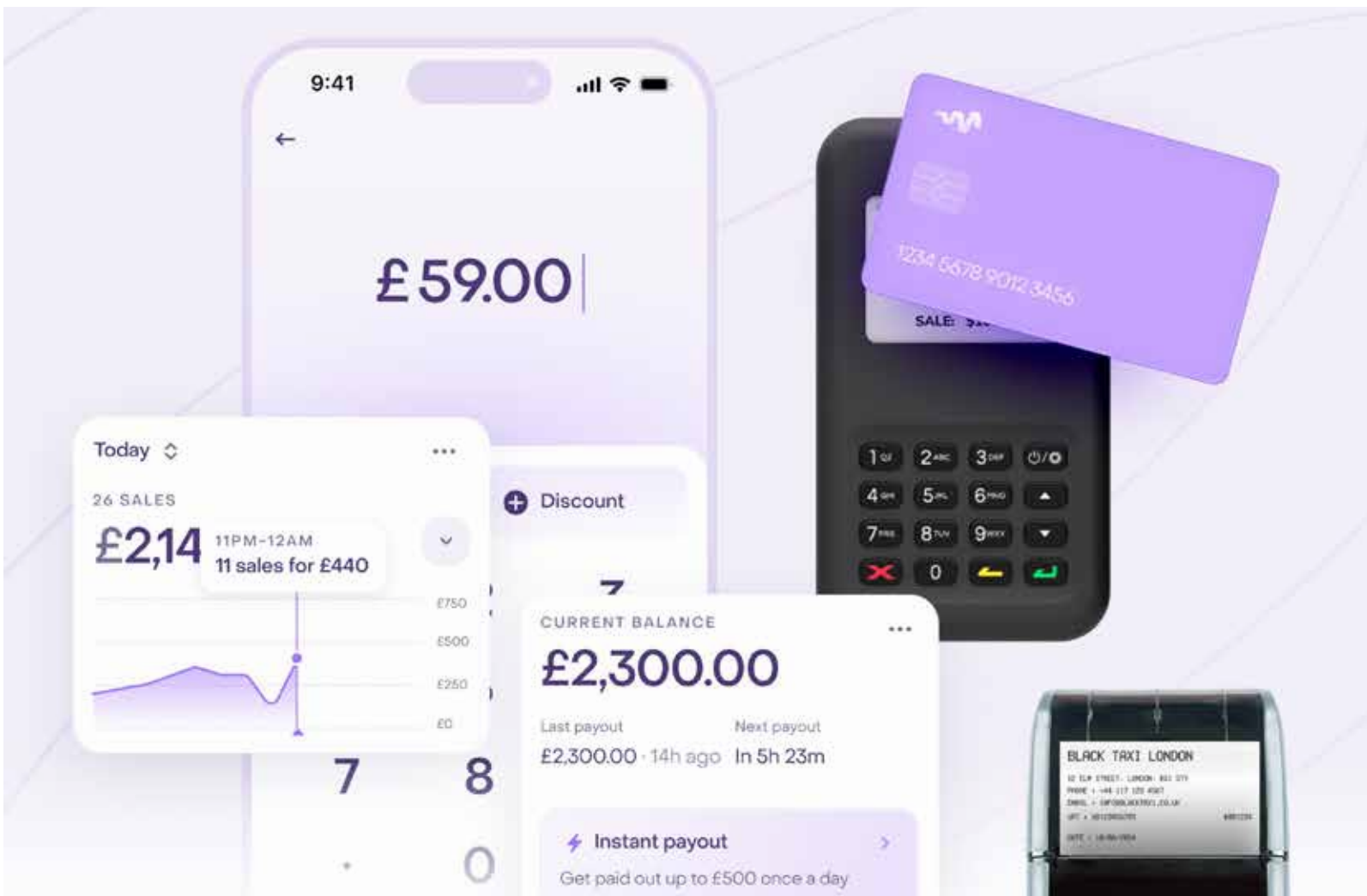
The Green Assembly Members kept making the point that they fully supported the taxi trade and everything else in the

motion. They simply couldn't agree to what they seemed to see as the dangerous and threatening proposition that licensed taxis need access to London's roads to do their jobs.

Blinkered

This shows just how blinkered people can be by ideology. It isn't us who fuel the us vs. them narrative when it comes to debating environment and transport policy, its people who can't put aside their own narrow views and recognise the needs and interests of other groups, and take the time to design policy that works for everyone.

The worst part for me (where I was shouting at the screen watching) was when the Greens kept using Bank Junction as an example of a place where taxis can not and should not go, where buses can go and claiming it was a safety issue. Clearly they aren't up on current events and weren't aware of the imminent experiment being introduced to restore taxi access, let's hope it goes ahead and proves them wrong. ■ LTDA



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8

Streets ahead

Whilst the efforts and successes of our legal department are very well known, both inside and outside the taxi trade, what is often not so widely acknowledged is the peace of mind and reassurance that comes with knowing you are not on your own.

Rely on us

A good example is a recent case where a totally innocent member was facing the worst possible allegation. His innocence was never in doubt and there was only ever going to be one outcome, but the process took forever. His licence was suspended due to the seriousness of the allegation. It was only the constant support of our legal department, who chased the CPS from dawn to dusk to expedite the case, that finally resulted in him being cleared and allowed to go back to work, so what had led up to this nightmare?

Serious allegations

Our member had a knock on his door early one morning and opened it to find two police officers, who arrested him for an allegation of sexual assault. To say he was in total shock does not begin to cover it, he was a quivering wreck, even though he knew he had not assaulted anyone.

Luckily, our team were called and were very quickly by his side throughout the whole custody process. It transpired that a woman had woken up one morning, unsure of where she had been the night before, but suspected she may have been assaulted, but terrifyingly had no idea, who, where, or even if, something had happened.

A CCTV trawl had shown our member dropping her at a club in central London around 10pm. The police knew she had been there from a credit card receipt, and they found the cab from the footage.

The facts

The passenger lived eight miles away in west London, and had woken up there. Meanwhile, our member had numerous app rides showing where he had been prior to picking her up and for the two hours afterwards, culminating

with his doorbell footage showing him getting home after dropping his last fare. He could vaguely remember the passenger in question, hadn't spoken to her and she had been in his cab for less than ten minutes. He gave a full comment interview, volunteered DNA, which was taken and even the police officers involved knew it was just a formality. Nonetheless, his licence was suspended pending the results of the DNA tests.

Day after day, week after week, and month after month we chased, called and emailed, constantly being told about delays and backlogs at the laboratories. Eventually, we received the phone call, that everyone knew was coming - the results were negative and there would be no further action.

A good outcome

We were quickly able to get him his licence back. Then our team set about preparing a submission to the relevant authorities as to why this should never feature on any future DBS check.

Whilst this driver did nothing wrong and the result would have probably been the same if he had not been an LTDA member,

it would likely have taken a lot longer, and when I spoke with him he emphasised how the support he received from his/our lawyers made all the difference. He said that the reassurance we provided to him and his family, as he put it, "saved my mental health".

Protected by the best

There are alternatives to being an LTDA member, there are people selling all sorts of 'legal protection' schemes to cabbies. In reality, they are insurance schemes, and some of them are not cheap. If you want reassurance, as well as a gold-plated legal team on your side, there is no alternative to being an LTDA member! Scan the QR code below to join today if you haven't already! **LTDA**



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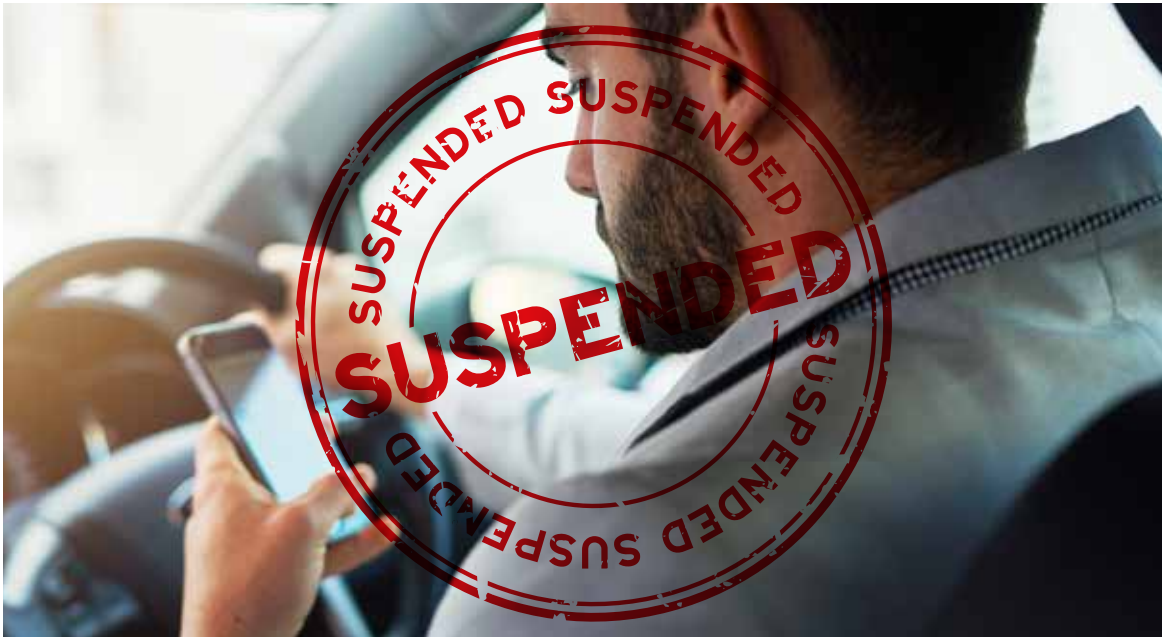
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Points Mean Penalties

A reminder of how easily you can fall foul of the TfL Taxi and Private Hire Driver Policy, how to avoid doing so and why you need the LTDA in your corner.



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.

10 Knowledge is power

Under TfL's Taxi and Private Hire Driver Policy, there are many ways that a driver could all too easily lose their Bill and with it their livelihood. In the last week alone, I have had to deal with several cases in which a driver's licence is under threat as a result of these rules.

Mobile phone offences

Under this policy, one of the most common reasons that a licence could be revoked or suspended is being convicted of a single mobile phone offence, which results in six penalty points. This is not only for driving along casually using your phone but it's also whilst stationary in traffic or at the traffic lights.

Another is driving too close to a cyclist, which could also be deemed by the police as 'driving without reasonable consideration' and if convicted and you could be given between four to six penalty points. Then under the TfL driver policy they can revoke your taxi licence. Even if you receive less than six points, simply being convicted of such an offence means TfL can shockingly suspend your licence for a period of months.

Other offences

More than one conviction for a major driving offence within five years would also merit a licence refusal and no further licence application would be considered until up to seven years from your last offence. A major offence would be any driving offence that carries six points or more.

Any driver who has accumulated 12 points could also have their taxi licence suspended for six months, regardless of whether they are disqualified from driving by the court.

Safety first?

TfL say these changes are all about passenger and public safety, but in my opinion, there are many much more pressing safety issues which need addressing.

How about clamping down on the extremely dangerous riding behaviour of many cyclists who continually disregard red traffic lights and many other rules of the road 24/7, but that's a whole different article.

Those are safety concerns that TfL should be dealing with. Instead, they are targeting

professional taxi drivers and potentially taking away the livelihood of someone who may have made a single mistake or minor lapse in judgment.

Hands off

On the subject of cyclists, don't get me started on the self-titled cycling vigilantes. I cannot stress enough that there are so many of these 'plastic policemen' now all too happy to ignore their own Highway code rule by breaking to film and report motorists. Let's hope one day they will be required to have identification, and the roles can be reversed. Meanwhile, keep your phone in a cradle and never hold it while driving. Keep your HANDS OFF and be safe out there.

Make sure the LTDA has your back

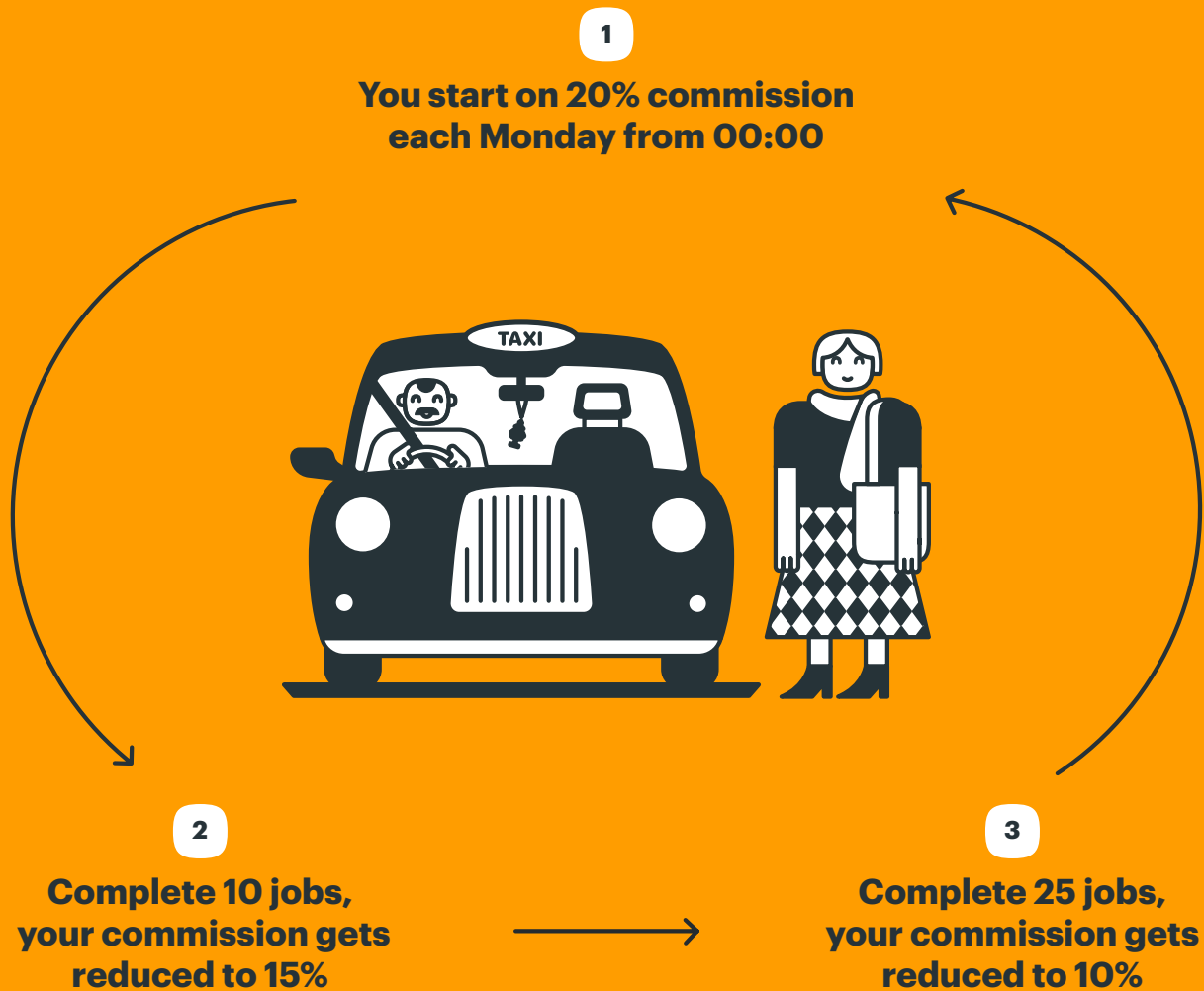
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Camden's Landmark Buildings

Let me take you back in time to Camden's enterprising past, where retail and commercial businesses, housed in impressive buildings, once flourished.

Footprints and Foundations

Through the centuries Camden has evolved from a small village into urban landscape. Residential and commercial premises covered the former green fields of this north London location. In this article, I will focus on dominant buildings that played a huge role in Camden's rich heritage. Most of the industrial buildings have been renovated and no longer carry out their original functions.

Reading my articles will hopefully inspire you to explore the places mentioned in my narratives. It is a good idea to park the cab and take a walk through the streets of London. This will give you a visual encounter that will incite your curiosity. The capital can be likened to a puzzle, once you have the pieces in place, a clearer understanding evolves.

The Carreras Cigarette Factory

At the northern end of Camden Road, on the west side, opposite Harrington Square, an extremely large building dominates the skyline. The architecture looks completely out of place and confuses the attentive observer. If you look carefully at the building, the façade portrays a plethora of Egyptian symbols encased into the stonework. Two black cats guard the front entrance of the building, looking in threatening pose.

This former factory was the brainchild of Bernhard Baron, a cigarette manufacturer, who created the largest cigarette factory in the world. The residents of the grand houses in Mornington Crescent at the rear of the new factory, were not impressed with the plans for the new structure that was advertised by the planning department in St Pancras Parish. The large factory completely blocked the daylight from their frontages. The residents tried to fight their case in the courts, but



Carreras cigarette factory in Camden.

to no avail. Planning permission was eventually granted, to the inhabitants' dismay.

Egypt comes to Camden

How did Camden acquire a building adorned with the emblems of an ancient civilisation? During the 1920s, British archaeologists started to travel to the Middle East in search of artifacts that belonged to ancient kingdoms. Egypt became the centre of their intentions. Rich aristocrats sponsored teams of specialist archologists to search for the Valley of the Kings. The Egyptian Kings were mummified and buried in enormous pyramids with their worldly goods, which included a great hoard of treasures.

Howard Carter was an expert archologist and Egyptologist. He was sponsored by Lord Carnarvon for several years, as he searched in vain for tomb of the Pharaoh Tutankhamun. Then finally on 26th November 1922 a doorway was breached deep below ground, which revealed the tomb of Tutankhamun.

This most important discovery was celebrated around the world. In Britain, a cultural revolution took place in which art-deco, fashion and design contained all the elements of Egyptian heritage. This was the inspiration for the design of the Carreras cigarette factory in Camden.

The opening ceremony

In 1928, the Carreras Cigarette Factory opened to a fanfare of

exuberance. The owner, Bernhard Baron, wanted to create a memorable experience at the opening ceremony. This public relations extravaganza would truly endorse his cigarette factory and put the company on the world stage. The world's media and invited dignitaries were assembled and waited in anticipation for the event to begin.

Observing from the temporary wooden stands erected opposite the factory, huge crowds saw the roadway covered in sand, then to their amazement chariots emerged from the southside of Mornington Crescent. This was a race of ten laps around the new factory between eight chariots, the drivers all dressed in Egyptian apparel. The gathering cheered in rapturous voices and applauded the spectacle. This was followed by a performance of the opera, Aida based on the old kingdom of Egypt. The ceremony was a great success and for those who were unfamiliar with the new factory, this experience would make the premises unforgettable. The headlines of worlds press stated that, 'Egypt had come to London town.'

Bowman Brothers store

The innovation of the department store in the capital revolutionised retail shopping for the public. These one-stop shops encompassed everything one would need for the home. Furniture, beds, kitchenware, fabrics wallpaper and clothing.

These emporiums were a shoppers' paradise where one could spend the day in retail therapy.

In the 19th century a group of renowned department stores were established. John Lewis, Peter Jones, Harrods and Selfridges became the most recognised stores on the high street. Camden could also boast its own department store, Bowman Brothers, which was once the focal point of retail shopping in this location. The store was located on eastern side of Camden High Street between Greenland Street and Greenland Place. The building is still there but it is now used as offices.

Bowman's started operating in a single shop unit from 1864, before acquiring most of the High Street on the east side up to Plender Street. A fire in 1893 destroyed most of the shops which were not replaced. A new purpose-built building was built a year later. Bowman's were now in a prime position to sell its wares. The store specialised in furniture and was great success, the consumers travelled long distances to the Camden store. By the 1970s, the business was in decline. It lasted until the 1980s, when Bowman's finally ceased trading. **TAXI**

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European Taxi Trade Show for the first time truly 'European'

Every two years a large part of the – mainly German – taxi world flocks to Cologne for the European Taxi Trade Show.

International correspondent

The European Taxi Trade Show used to be a massive German event and its still the largest taxi event in Europe. On the show's second day, 900 excited German taxi operators packed the hall for the traditional prize raffle, in which a VW Touran could be won, as long as the winner could show his or her taxi licence on the spot.

Meanwhile, German colleagues worry about the unfettered and unchecked onslaught of Uber & Co. and to counter that, in major cities are offering new fixed fares in popular fare-corridors. At the same time, they're campaigning for minimum fares for PHVs.

International feel – a first this year

For the first time, this event held across 8th and 9th November – again held once more in Cologne,, after a 2022 switch to

Essen – had a truly international feel in terms of the visitors and exhibitors. To me, the show felt truly European for the first time in its history. It also covered some interesting (international) trends.

About a third of the exhibitors and quite a few of the 8,000 visitors came from neighbouring countries, mainly from Scandinavia. The Finns had dispatched a whole group to Cologne. One exhibitor showed he was prepared for their traditional visit and had stuffed his fridges with beer and other booze. There were Austrians, Swiss, visitors from Ireland and the UK, Dutch, Luxembourgers and Bulgarians. Excuse me, if I missed a nationality. The lack of a truly international conference, before or adjacent to the show, dampened the interest of many foreigners to come to Cologne.

Goodbye Mercedes-Benz?

In its exhibitors and conference sessions, the event, traditionally organised by Germany's smaller taxi trade association, TMV, showed truly international developments. When it began decades ago, the show had well

over a 110 exhibitors in two large exhibition halls. This year, it had 82, in almost one hall, on much smaller stands. The event was traditionally always dominated by Mercedes-Benz. The brand was ever present with a huge stand, with all models used in the German taxi trade, attracting large crowds for the much sought-after giveaways. Volkswagen was the other major pillar of the trade show. In previous years, both cab producers each organised a lavish evening programme for their favourite taxi customers, but no longer. Today, taxi operators in Facebook-groups organised their own parties, mainly in local breweries.

Many foreigners ended up in one or two Irish pubs – probably due to iCabbi's lead and due to its parent company Renault Mobilize not having a stand at the show.

Chinese newcomers BYD and Nio

Except for other exhibitors showing the odd Mercedes-Benz product, mainly vans, and some oldie taxis, the star-brand was practically gone from the show and doesn't really show much interest in the German taxi trade

anymore. Previously, Mercedes-Benz' E-Class was by far the leading brand in the German taxi trade and links between the trade and Mercedes-Benz were close. Although Mercedes is preparing vans for the taxi trade, classic saloon models now have to be retrofitted with the taxi package.

Volkswagen, Toyota and Volvo, with much smaller stands, only filled part of the Mercedes gap, with Chinese newcomers (at least in the taxi and PHV trade) BYD and Nio on mini-stands. E-taxi, hybrid or diesel wasn't the question. There were no diesel cabs – except the oldies.

Dispatching systems and numerous van converters (from simple options to very innovative ones) were in the majority, before rent-a-cab providers, insurance companies, meter and communication suppliers, transport associations, app-wocompanies, and a whole lot more. Sadly, there were some very noticeable empty spots left open because a supplier pulled out. Space management, hiding the many empty holes, is obviously not the organisers forte. One major supplier to the taxi trade

14



Uniformly ivory-coloured cabs in Cologne. No longer made up of Mercedes-Benz E-Class cabs.



Always of interest: the smallest cabs.



The backbone of the taxi suppliers: Volkswagen and Toyota.



Interested taxi visitors were always recognisable.



Converters covered half the show-floor.



Still a lot of paperwork in the German taxi trade.



Relatively young classics with the question where the European Taxi Museum should go.



Why is there always a rickshaw at a taxi trade show?

put a sticker on the cabs on his stand saying that they were also available in an Uber-version. The sticker didn't last a day.

Berlin's chaos

What pre-occupies German colleagues? With Uber, Bolt and FREE NOW (now given up on channeling work through PHVs in Germany and working with cabs), increasing their grip on one city after another, regulation or better lack of it remains an important topic.

For a well, if not over-regulated, country like Germany, the lack of proper regulation on city- and regional level is mindboggling. The chaos in Berlin is a case in point. In two to three years the number of taxis in the capital has dropped from 8,500 to 5,000 (a small number for a region with 6.2

million inhabitants), and in a year and a half the number of PHVs rose from 1,500 to 4,000 due to completely inadequate regulation and policing.

The Berlin regulator was woefully understaffed and didn't have the nouse nor the means of checking all requests for licences (often dubious) coming from shady PHV-companies or keeping an eye on the entire trade. Companies without any income or 19-year-old directors running several companies without any qualification - no problem. This year, more savvy regulators were hired and 1,661 completely illegal PHV 'companies' were discovered and closed. The top of the iceberg. Companies which are shuttered in Berlin, then move to areas outside the city with even weaker regulation. And the whole thing starts all over again.

Help! A third European taxi and PHV association?

In one of the conference sessions, it became clear that in Germany, national, as well as regional and local governments have the means available to curtail illegal platform work and change the present regulatory structure, but they fear the legal and financial clout of Uber & Co., particularly while the federal government itself takes no action. Apart from a new system in several cities with fixed fares and fare corridors, where the fixed fares apply (which was a whole other conference theme), a recurring demand is for minimum fares for PHVs.

Another demand from the taxi and PHV trade is the use of taxis and PHVs in public transport offering accessible services and

working for city governments. One of the organiser's hobby horses is the creation of a third European Taxi Association next to the International Road Transport Union (IRU), which shows scant interest in the taxi trade and the Taxis4SmartMobility pressure group. Those present in the hall suggested joining the present organisations and working together, instead of creating an also-run association for the benefit of Germany's TMV. The TMV's jury is still out on this one.

The second day was the more practical day, with presentations on international topics like electrifying the taxi and PHV sector, the increasing use of hydrogen taxis and of HVO100 (biodiesel) as a clean, diesel-replacement. But then it was time to move to the lottery for the VW Touran. **TAXI**



TAXI and LTDA Member Mail

Subject: Amazing airport rep

Dear TAXI,

I am writing to tell you about my licence renewal. In early October, a letter from TfL with an enclosed licence renewal application form, told me that my three years would be up in January.

I duly read the letter with advice on it, especially informing me that it would be quicker and easier to renew online. Unfortunately, my nine-year-old grandson was not available to help me! What to do?

So being one of the regular airport workers, I asked around and everyone who was an LTDA member said speak to Suzanne Sullivan, one the reps at the port, she'll help you.

I spoke to Suzanne who told me to bring the form in with all the relevant photocopied documents along with the DVLA and Tax share codes. This I did, and Suzanne promptly filled out the form for me and said sign here, done!

I mailed it Guaranteed next day delivery. TfL signed for it at 8.30 am and my banking app informed me three hours later that they had taken the £300 from my account. At least I knew that they opened the envelope, if only to get the money!!

Twenty days later, I got an email from TfL. What have I forgotten I thought but no, it was a message telling me that my application had been processed and was successful, with my licence to follow in the next couple of days.

This was quick and I feel in no small part due to Suzanne. I have thanked her personally but was hoping you could print this letter so she can see how pleased and grateful I really am.

Thank you again to Suzanne.

Kind Regards,
Larry
Badge 70958



16



Subject: Thank you to a driver who went out of his way

Dear LTDA,

I telephoned recently to send on my thanks to a LTDA driver who went out of his way to return an item I left in his cab. I can find no way to find out who he is to send grateful thanks or to refund the postage. However, I understand LTDA has a publication that prints letters 'TAXI' and I wondered if you would print my thanks in the hope Tony finds it. Please see below.

Tony -

You have gone above and beyond in returning my phone wallet. Thank you so much. You are a stand-out taxi driver. As I cannot find you to say thanks personally or to refund you the postage you paid, I will donate £20 to charity.

Very grateful of Stanstead Abbotts!

Many thanks
Sue

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Rumour Mill

Sales of only 74 new cabs is low by any one's standards and particularly in comparison to recent years.

Cab you drive

All the traders and garages have witnessed a pick-up in demand for second hand TXEs recently. This has been matched with a corresponding drop in the number of new cabs being sold, and that's hardly surprising given that it's a fixed market. However, sales of only 74 new cabs is low by any one's standards and particularly in comparison to recent years.

The rumour factory that this trade is legendary for has once again been working flat out producing rumours from the totally fantastic to the almost believable, and everything in between. I have honestly heard it all but unlike some, I know to take it all with a pinch of salt and not to panic at the slightest rumour.

In the last week, I have been assured by various people, who have a 'mate', 'relative', or 'informant' in TfL, LEVC or even the government, that a new cab is "out next week, month or year". Another rumour doing the rounds is that LEVC have been sold to Ford, or Tesla. There is



DYNAMO	183
LEVC	8,567
TX2	44
TX4	3,871
VITO	1,888
TOTAL	14,553

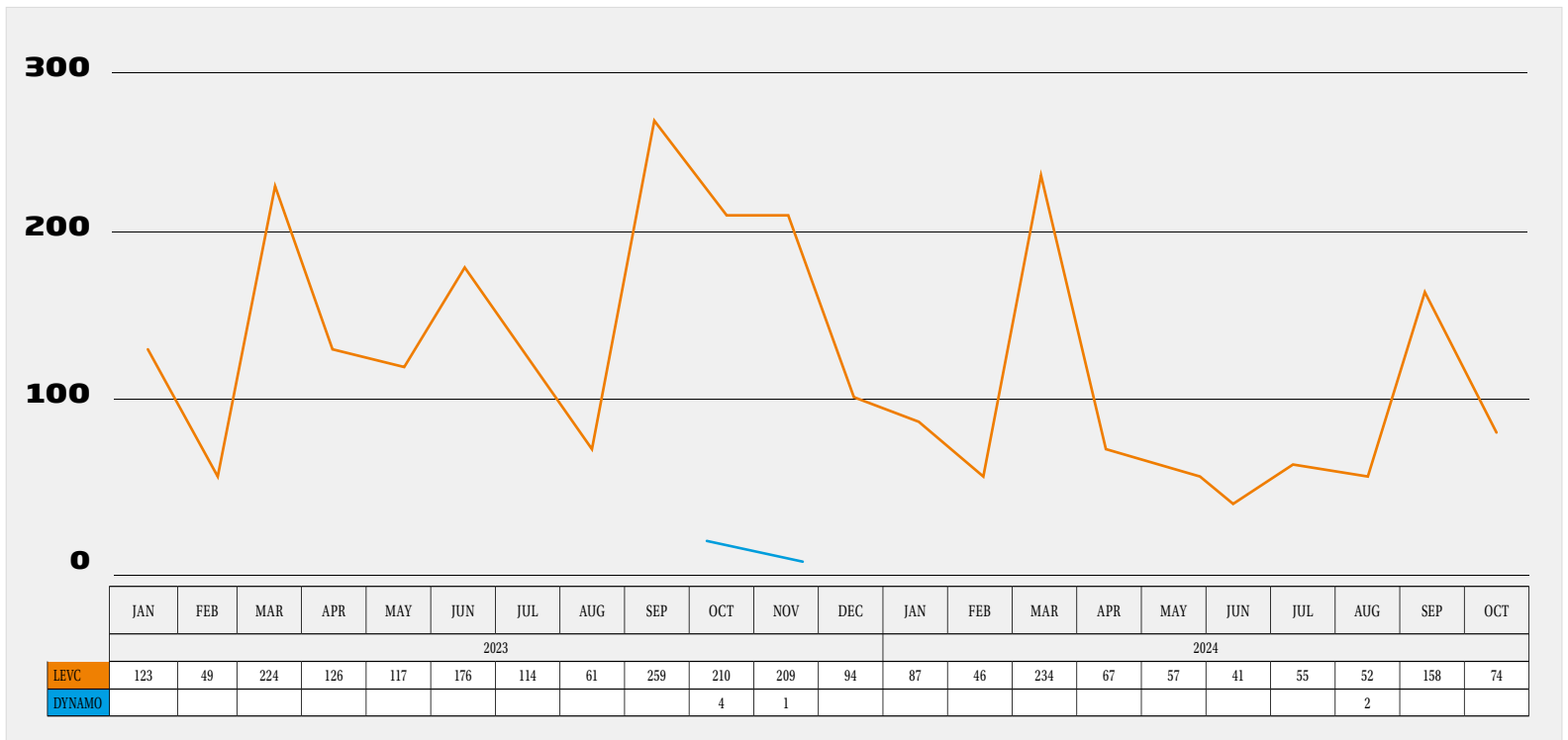
also one that says that the age limit for diesels is dropping to 12 years for EU VI, or you might hear the other version on that point, which is that the age limit for EU VIs is being scrapped altogether because of the shortage of old cabs. Take your pick. Incidentally, they are almost certainly all 100% gold plated rubbish!

What may be true is that there will be trials of wireless charging pads on ranks coming that would allow the cab to charge at 22kW without being plugged in, and that a new branded taxi charging solution will be launched offering 50kW at key branded locations at only 43p per kW.

If these turn out to be right then remember you read

them here, before one of the professional rumour fabricators claims credit for that one actually turning out to be true, which really would be a first! **TAXI**

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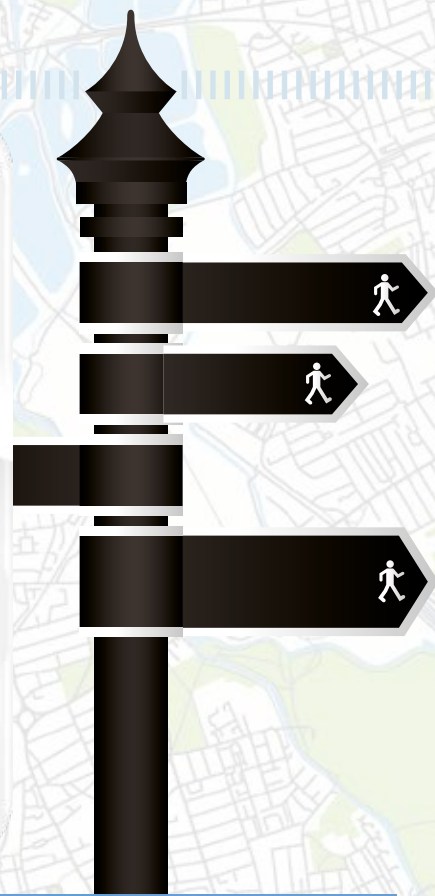
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SO YOU THINK YOU KNOW

LONDON?



The Devil's Neckcloth

Many a Londoner will never have heard of The Devil's Neckcloth however, if I furnish you with its real name, it will be all too familiar with you. Neckinger is a road situated in Bermondsey, situated between Abbey Street and Spa Road. This innocuous road, housing Neckinger Estate hides a secret, for beneath the tarmac lies an underground waterway called Neckinger River. The river, which rises in Southwark, flowing into the River Thames at St Saviour's Dock hides its own little secret - pirates were hanged at the confluence of the two rivers.

The term Devil's Neckcloth was a slang term used to describe a hangman's noose and was spoken about in Henry B. Wheatley's 1891 publication, *"London Past and Present"*. Wheatley stated that there was strong evidence to support the belief that a gallows was sited at the Dead Tree public-house, situated on Jacob's Island (where the rivers meet). There is however, more history attributed to the river than it is given credit for. It is believed that Cnut the Great had dug a trench in the River Neckinger, in a bid to avoid the well-defended London Bridge. The river was also mentioned by Geoffrey Chaucer in *The Canterbury Tales*, as the place where the pilgrims watered their horses on their way to Thomas Becket's shrine.

The section of the river by Jacob's Island was considered notoriously squalid, right up until the mid 20th century. The late 1700s saw the establishment of a paper-mill called Neckinger Mill, the site was subsequently sold to leather manufacturers Bevingtons in 1805, before the land was then taken over for the construction of a new line for the London and Greenwich Railway.

Nowadays, nothing remains of The Devil's Neckcloth and nothing remains visible of the River Neckinger itself.



St Saviour's Dock where the River Neckinger meets the Thames.

The Cave Network That Became A Wartime Refuge

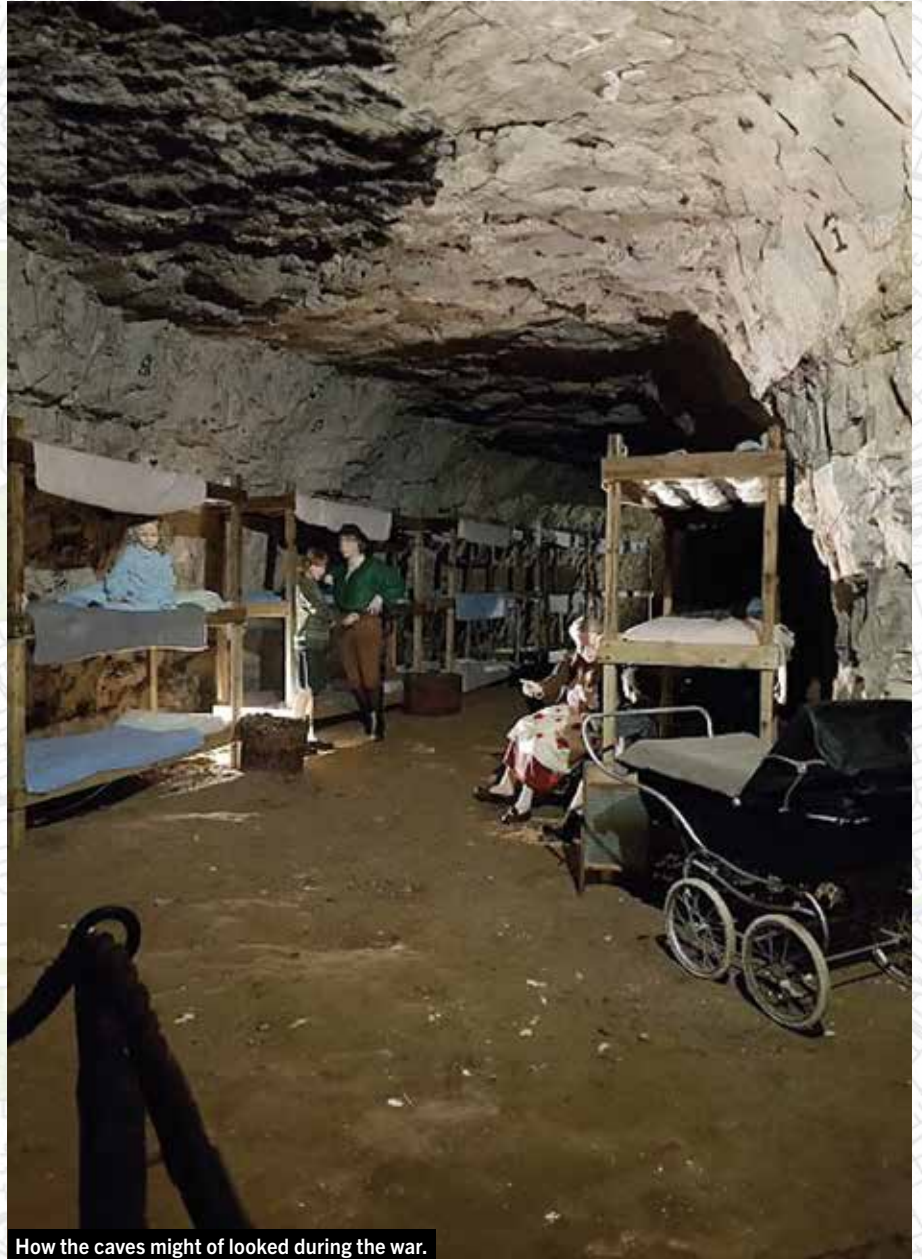
There are many parts of underground London which could be considered places of interest. Apart from London's sewage network, the many burial sites dotted across the capital and of course The London Underground itself (much of which is above ground). There is a smorgasbord of offerings available to the traveller who wants to leave London's beaten track. There is however, one part of subterranean London which does evoke a fair amount of interest, Chislehurst Caves.

Situated around 12 miles (as the crow flies) to the southeast of London, this cave network, while well known, is shrouded in some mystery. While the 22-mile network of caves may seem like a naturally formed phenomenon, they are in fact man made.

What is even more interesting about them is that you could be parking your car while sitting right on top of them without knowing. This is because a car park is situated directly on top of part of the tunnel network. While it will be a surprise to many that the caves aren't natural, the reasons behind their existence are logical. The caves which date back to around 500AD, were actually chalk mines, carved out by the Romans and the Saxons. Surprisingly, and unknown to many, the caves also served as mushroom farms.

During the Second World War, the caves served as a refuge for local people sheltering from the Luftwaffe's bombing campaigns offering protection 100ft underground, however this wasn't a simple bomb shelter. The caves had a highly advanced emergency system set up, which included electricity, numerous beds and canteens, a functioning hospital and even a cinema. During the bombing campaigns, the caves would open to the public at 7.00pm each evening, providing a safe haven as night fell. There was a small cost attributed to entry with adults being charged sixpence a week and children threepence. Incredibly, even a birth took place in the caves, with the baby being named Caverna Wakeman, upon the midwife's suggestion.

In recent times, the caves have been used as a rock and venue, with legends such as Jimi Hendrix, Pink Floyd and the Rolling Stones performing. However, due to the antics of inebriated rockers, ravers and revellers, the caves were closed down as a music venue in the 1980s.



How the caves might of looked during the war.

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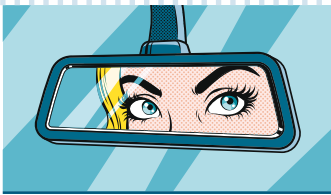
Westminster Abbey sits on the Island of Thorney created by a branch of the Tyburn River.

The Sewer and the Abbey

Continuing with the subterranean theme, did you know that The Tyburn River, which begins in Hampstead and flows through Regent's Park and St. James Park, before finally emptying into the Thames, was once a source of fresh water. In fact, the river actually branched off to help create the island of Thorney. The significance of this, is the fact that Westminster Abbey was built on the island.

It is believed that the river, which eventually became part of London's sewage system, contributed heavily to the Great Stink of 1858. The first record of an underground sewer system in London was under Westminster and it was built during the reign of King Henry II.

The Tyburn, which is known as the King's Scholars' Pond Sewer, passes under the site of Buckingham Palace and has many side channels connecting to other sections of the sewage system. However, the Tyburn and Westminster Abbey are linked both physically and etymologically to each other, which many access points actually inside the abbey.



Muffin-Proof Walls

I picked up the delightful Susannah on Sloane Street last week. Everything about her, I coveted...

"I am guessing Susannah does not have grandchildren who wipe their berry muffin fingers on her floors, walls and soft furnishings."



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A woman of words

Susannah had glossy highlighted hair, posh and very tasteful. A Birkin bag which probably cost more than my cab. A pink check Chanel suit, "This? It's old!" she tinkle laughed when I complimented her on it. That meant it was vintage Chanel, which added several thousands to its value. Her sunglasses were Cartier, and her shoes were Bottega and to die for. I love reading the fashion magazines that get left in the back of the cab, and I am a self-taught expert on designer clobber.

She was heading to lunch at Claridges and keen to chat. As we know, a natter works for me, and we got around to the fact

that she is currently renovating the upstairs of her property in Eaton Square. That's handy-andy I thought, because Mr Meg and I are about to start decorating our bedroom and the box room at Meg Towers, I'll get some pointers from her of what's hot and what's not in interior design.

I started with ceilings. Ours are currently embossed wallpaper that's painted, so I asked Susannah what she would be doing with hers. "A marbled paint effect to show off the chandelier to best effect", she trilled. I made a mental note to pass on to Mr Meg before he opened the tin of white matte emulsion and got to work with the roller.

We moved on to the walls. We are planning 1200 grade lining paper and, er, more matte emulsion. Not Susannah. She is having suede panels in clay tones,

hand-made in Italy, put on her walls. 20-foot-high walls. I am guessing Susannah does not have grandchildren who wipe their berry muffin fingers on her floors, walls and soft furnishings.

Silly I know, but I asked Susannah if she or her husband were into DIY at all. "What is die?" she replied.

"D.I.Y. Do It Yourself" I spelt out. "I am half Russian", she shook her head, puzzled. "I think that is not a word we have?"

I have picked oak effect three strip laminate flooring from B&Q for our upstairs bedrooms. We are going up in the world from the nylon carpet that has been down for 15 years. Hand scraped Brazilian Walnut with insert rabbit fur areas closest to the beds and seating areas is what Susannah is having. Funny, I'd never considered that as an option.

Susannah's skirting will be two or three feet high, maybe more, she couldn't remember.

We were getting close to Claridges, and I was in a hurry to know about curtains. "Window treatments, you mean? Yes?" Hers was a complicated answer that included the words silk/shutters/gold hinges, duvet style linings and bump interlinings. And to be honest, I am none the wiser. I'm going for curtains on a pole.

The project at Meg Towers will hopefully come in at around £800. Mr Meg will be workman. I will be the boss. Being nosy, I threw it out there to Susannah. "Pricey, doing up rooms, isn't it?" Hoping to get a number in reply. She looked blank. "I don't know. For me, there is no budget", she said with a shrug. We got to Claridges, and guess what? For me, there was no tip! **TAXI**

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D-Day Veterans

WWII veterans were driven to Shropshire to meet the master distiller who



24

The Taxi Charity for Military Veterans took a group of veterans for a couple of days break in Shropshire, which included a visit to meet the Distinct Distillers team, who have been selling '44' a commemorative special edition D-Day rum which raises funds for the charity.

Award winning Distinct Distillers, based near Ironbridge, on the site of a WWII fuel depot, welcomed a group of eight D-Day veterans, one who served in Operation Market Garden and a veteran of the Burma campaign.

The veterans enjoyed homemade cakes before a tour of the site, which included a visit

to one of the old underground fuel tanks where casks of rum are stored. The master distiller explained how their '44' dark rum was made from the finest molasses and aged in sherry and bourbon barrel oak chips with notes of demerara, caramel and coffee.

Hannah Boon, MD, Distinct Distillers said, "The Distinct Distillers team felt so privileged to have these WWII heroes on our site. We were delighted when the charity accepted our offer to visit our distillery and we were keen to explore how we could raise additional funds to support their work with veterans. After the popularity of the 1944 Dark Rum, we're expanding our plans

with the charity further and will be releasing another line ready for VE day in 2025. We have also launched our Heroes Reserve Cask Programme, which are available to purchase with a £350 donation per cask going to the Charity. We also laid down 12 barrels, each one dedicated to those veterans who visited, and we'll mature these for 5-7 years until ready for release."

Dick Goodwin, Vice President of the Taxi Charity for Military Veterans said, "The Commemorative D Day rum has raised over £750 to support our work and it was really fascinating to see and hear how it is made and to visit the huge underground tanks which store the casks under perfect

conditions. Later that evening the team from Distinct Distillers visited our hotel for a rum tasting which went down very well, especially with our naval veterans!"

Norman Bartlett (Norrie) aged 98, who served with the Royal Navy said: "You know you can only admire them. The drivers pick us up from home take us to wonderful places and bring us home at no cost to us. All I can say is what a wonderful bunch of guys they are."

Dorothea Barron aged 100, who served with the WRNS said, "I am incredibly grateful to the Taxi Charity for Military Veterans. As a little girl my mother told me about the generosity of the London Taxi

Visit Rum Distillery

created a commemorative 80th Anniversary D-Day dark rum.



Distinct Distillers have unveiled the Heroes Cask Reserve, an exclusive release of just 30 British rum casks available for purchase, dedicated to the legacy and bravery of WWII veterans. Each cask represents a tribute to the stories and sacrifices of our WWII veterans, with a portion of proceeds supporting the Taxi Charity for Military Veterans.

The Heroes Cask Reserve is a true collector's item. Crafted in ex-bourbon barrels, Distinct Distillers' signature rum, with its rich notes of roasted banana and a delicate infusion of vanilla from the bourbon aging, is meticulously aged in the distillery's secret underground vaults. These vaults, originally used to store aviation fuel during WWII, have been repurposed to mature a spirit that embodies the very history it seeks to honour. Distinct Distillers will look after these casks for a period of 5 years whereby they can offer different exit options, including extended maturation.

The Heroes Cask Reserve casks are priced at £3,495 each. Interested individuals can learn more about this limited offering and purchase details by contacting casks@distinctdistillers.co.uk

drivers who used to take poor London children to the seaside. I never imagined some 90 years later I would be a beneficiary of one of the Taxi Charity's myself."

Marie Scott aged 98, who served with the WRNS said, "The Taxi Charity for Military Veterans has provided me with the one thing most old people severely lack in their lives - stimulation and, in that respect, my latter years have been utterly transformed. So, my grateful thanks are sent to your wonderfully generous cabbies, your highly efficient organisers and everyone else who makes the wheels turn so smoothly. I shall always be indebted to you all."

Taxi Charity Ambassador Kaye

Gladden-Thorp said, "I had a lovely trip to Telford with the Taxi Charity for Military Veterans. At the Distillery I loved witnessing the veterans sign their names which will be used on special commemorative bottles and casks which will raise yet more money for the charity. I escorted veteran Robbie Hall, an amazing lady who's 101, for a tour round the distillery and later we had a rum tasting session which Robbie really enjoyed!"

To find out more about the support the Taxi Charity offers to veterans or to donate visit www.taxicharity.org or to purchase a bottle of the D Day rum visit www.distinctdistillers.co.uk

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 May 2025 they 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

WITH 6 DVLA PENALTY POINTS YOUR TAXI LICENCE CAN NOW BE **REVOKED**



26

The LTDA goes to bat for its members

Our expert officers and dedicated, in-house legal team will help keep you in the game. Don't get knocked out, scan here to join the LTDA today or call 0207 286 1046 to request an application form.

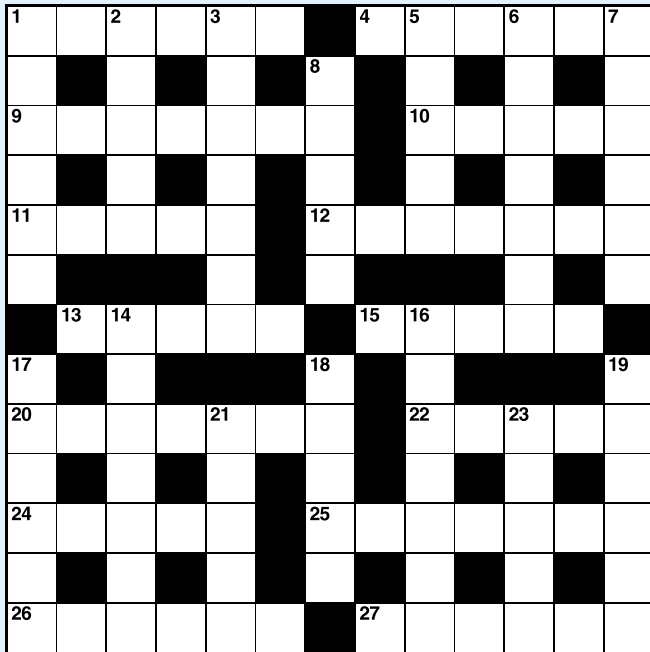


www.ltda.co.uk



Puzzler Page

Crossword



ACROSS

- 1 Guarantee (6)
- 4 Rarely, hardly ever (6)
- 9 One of the Marx Brothers (7)
- 10 Imperative (5)
- 11 Board (a bus or train) (3,2)
- 12 Tent-supporting line (3,4)
- 13 NHS worker (5)
- 15 Delia ____, TV cook (5)
- 20 Traveller with a religious goal (7)
- 22 Combination of musical notes (5)
- 24 Folds under (5)
- 25 Worms used to draw blood (7)
- 26 Naked sun-worshipper (6)
- 27 Iran's principal city (6)

DOWN

- 1 Occupy (the attention) (6)
- 2 Animal's muzzle (5)
- 3 Does a U-turn (7)
- 5 Diplomatic messenger (5)
- 6 Motown city of the US (7)
- 7 Fungal growth (6)
- 8 Stack (of banknotes, eg) (5)
- 14 Loosened (shoes) (7)
- 16 Jungle blade (7)
- 17 Exactly right (4,2)
- 18 Miniature (5)
- 19 Better than even chance in betting (4-2)
- 21 Goes up (5)
- 23 Different, alternative (5)

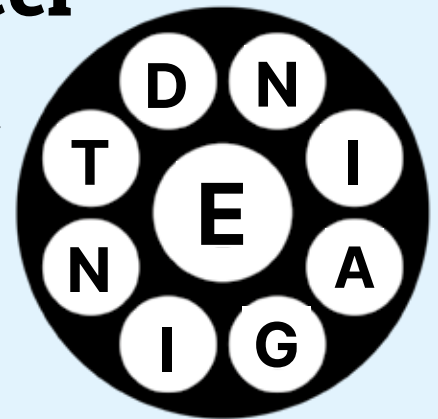
Sudoku

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.

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

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.

<input type="text"/>	<	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	4	<input type="text"/>	<input type="text"/>
<input type="text"/>	<	<input type="text"/>	∨	∨	<input type="text"/>
<input type="text"/>	<	<input type="text"/>	<input type="text"/>	<input type="text"/>	<
<input type="text"/>	<	<input type="text"/>	<input type="text"/>	<input type="text"/>	2

All answers to puzzler on p30



07957 465423
e16-taxirentals.co.uk

TAXIS TO RENT

- Ascott's maintained.
- Pay by cash/bank/online.
- Taxis bought and sold.



De-commissioned your TX4's and Euro 5's?

Earn more by selling outside London.

We pay cash, collect and drive away.

John
07702 554934



Get in touch



James Martin



james.martin@cplone.co.uk



01727 739 185

CABS WANTED

- **All de-commissioned TX4s** wanted. Instant decision, cash paid. We come to you. Call - 07973 335 739
- **Euro 5 about to be** decommissioned, Cabs wanted, TX4's and Vito's. Top Price paid. Call John 07702 554 934
- **Cabs wanted, London based** buyer, same day collection, cash or bank transfer, sell + rent also available. Call Danny - 07877093866
- **London Based Buyer, quick** collection and payment, looking for

nice TX4s and Vitos. Call James - 07931 964857

- **All cabs wanted. Tx4, euro 4, 5 & 6** also TXE wanted We come to you, any condition, very quick decision. Cash paid instantly. 07702 554 934
- **Low mileage tx4's and Euro 5's** wanted. Earn more by selling outside London. NOT BEATEN ON PRICE. John 07702 554 934

CABS FOR SALE

- **Cabs for sale. Main Dealer** service history. Non-fleet cabs, trade sales. New stock daily. Cabs also wanted. Finance Paid 07957 465423

CABS FOR RENT

- **Vitos 113 & 114, also tx4s for rent** 07872 504 604
- **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
- **TX4s for rent, full backup** available, garage facilities, £240 per week - 07387 889206
- **TXEs, TX4s and Vitos available** from £260 per week contact Sabri - 07958973944

LTDA APPLICATION FORM

Name _____

Address _____

_____ Postcode _____

Telephone _____ Mobile _____

Email _____ X _____

Date of Birth _____ Badge No. _____

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

Suburban badge sector numbers _____

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

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

If Yes how many points do you have?

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

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

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

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

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

Signed _____ Date _____

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

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

To the Manager of _____

Bank/Building Society Address _____

Service User Number

9 1 4 4 2 8

For Office use only

1. Please write the name and full postal address of your branch in the box (left)
2. Name of account holder _____
3. Account Number
4. Bank Sort Code --
Banks/Building Societies may not accept instructions to pay Direct Debit from some types of account.
5. Signature _____
Date _____



This guarantee should be detached and retained by the payer

The Direct Debit Guarantee

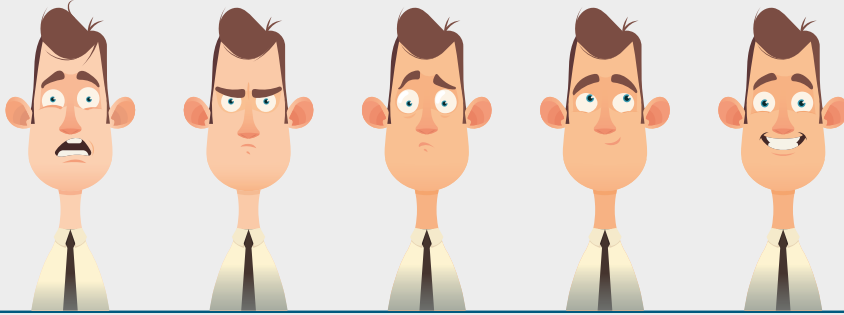


- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you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

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



PUZZLER ANSWERS



Crossword

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Sudoku

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

Futoshiki

2	<	3	4	5	1	
5	1	2	4	3		
		∨	∨			
3	<	4	1	2	5	
1	<	2	5	3	<	4
4	<	5	3	1	2	

Wordwheel

SOLUTION: DETAINING

All words: Aged, agent, aide, ante, antigen, date, dean, deign, dent, denting, detain, diet, dieting, dine, eating, edit, editing, ending, gained, gannet, gate, gated, idea, ignite, ignited, inane, indent, innate, intend, neat, nine, tanned, tend, tending, tide, tied, tine, tinge, tinged, tinned, DETAINING.

Word targets: Excellent: 35, Good: 29, Target: 21, Kids: 16

See your advertisement here

TAXI is the membership magazine for the Licensed Taxi Drivers' Association (LTDA). It is circulated to 12,000 taxi drivers in London every fortnight.

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.

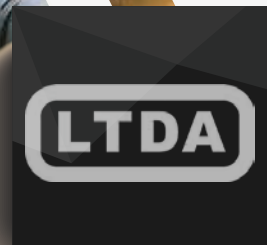
Get in touch

To see your advertisement in the leading magazine for black cab drivers in London contact us today:

James Martin

james.martin@cplone.co.uk

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PER WEEK**

**TXEs
AVAILABLE
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FROM £335
PER WEEK**



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NASTY BALLOON
PAYMENT?
WE CAN HELP.
CALL US FOR AN
INSTANT QUOTE
AND GET CASH
NOW!
ON ALL
TXEs**

LOOK NO FURTHER

**CONTACT US TODAY OR CHECK OUT OUR WEBSITE TO
SEE HOW WE CAN DELIVER YOU THE BEST DRIVING EXPERIENCE IN LONDON TODAY**

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