

COVER STORY

STEVE MCNAMARA Page 5

||||| **TAXIS DELIVER VIP SERVICE AT F1**

BRITISH GRAND PRIX

ANTHONY STREET Page 6

||||| **CABBIES GIVING BACK**

TAXI CHARITY OUTINGS Pages 10 & 24-25



23rd July 2024 #569

TFL PROPOSES TUNNEL TOLL EXEMPTION FOR TAXIS



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Inside... 23.07.24

- 3 | News
- 5 | Steve McNamara
- 6 | Anthony Street
- 8 | Sam Houston
- 10 | LTCFC Update
- 12 | Perry Richardson
- 13 | Emma Lunn
- 16 | Cab You Drive
- 18 | Rob Lordan
- 20 | Steve Kenton
- 22 | Entertainment Corner
- 24 | **EXCLUSIVE:**
Taxi Charity
- 27 | Puzzler
- 30 | Cartoon
Puzzler answers

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BLACKPOOL CABBIE LAUNCHES PETITION ON CROSS-BORDER HIRING

A licensed taxi driver from Blackpool has launched a petition calling for an end to cross-border hiring to protect fellow cabbies livelihoods in Blackpool and around the country. Taxi driver of 23 years, Neil Charnock, cites large numbers of Uber drivers working in the area where they are not licensed to operate and notes that many come from Wolverhampton, causing the same issues we see here in London. In the petition, Charnock is calling on Wolverhampton Council to limit licences. He said: *"If your licence is from Wolverhampton, then that should be your work area. Communities are being ripped apart financially by all this flocking and pillaging of work at busy periods."* He went on to describe how he lives outside Blackpool but doesn't pick up in his area as he isn't licensed there. He explained, *"I'm open to competition, but you don't steal work from your*



neighbour... It's a gentlemen's agreement." You can sign the petition here.

LAUNCH OF TESLA'S ROBOTAXI DELAYED

The launch of Tesla's so-called 'Robotaxi', expected in August has been delayed. According to boss, Elon Musk, the delay is to allow for *"an important design change"* to be made and other tweaks. Musk has previously said Tesla's driverless taxi business, which will reportedly eventually allow Tesla drivers to opt into adding their vehicles to the fleet when not in use, will function like *"a combination of Airbnb and Uber."* For now, it seems to us that its still all just pie in the sky, like the flying taxis and other autonomous vehicles we hear about so often, which never seem to materialise or worse soon prove too dangerous to operate.



BLANKET 20MPH LIMIT SCRAPPED IN WALES



The Welsh Government has announced that it is scrapping the nationwide 20mph speed limit introduced just last year. This comes after more than 470,000 people signed a petition calling on the Welsh Senedd to revisit the policy. New guidance will come into effect from September allowing limits to

be increased back to 30mph on certain roads, specifically those *"outside urban centres and rural residential roads with no nearby facilities"*. Limits will also be increased on 'major routes', such as bus corridors, with limited cyclist and pedestrian traffic, and on some urban roads. According to the Welsh Transport Minister, it is estimated that this reversal will cost around £5 million to change the roads back to 30mph. This is just under a sixth of the £32 million it cost for the original scheme, much of which will now have been wasted. It is thought the failure of this policy makes it unlikely a blanket 20mph limit would be introduced in England. Let's hope the Mayor of London takes note.

SIMON LIGHTWOOD MP APPOINTED LOCAL TRANSPORT MINISTER

Simon Lightwood MP has been confirmed as a junior transport minister, with responsibility for licensed taxis. As a Parliamentary under Secretary of State within the Department for Transport, he has been given the brief of Local Transport Minister, and will cover licensed taxis and private hire vehicles as part of this. Lightwood previously held the shadow local transport brief and prior to the General Election he had positively engaged with London's licensed taxi trade and been supportive on a number of issues. It remains to be seen what a Labour government will mean, if anything, for London's licensed taxi trade but this seems like a positive appointment.



CAMDEN CONSULTING ON CHANGES TO GOODS WAY

Camden Council is consulting on proposed changes in Goods Way which include creating fully segregated cycle lanes and making the eastern end one-way westbound for all motor vehicles. Goods Way was temporarily made partially one-way westbound to motor traffic in 2017, due to neighbouring construction works. This layout was then made permanent in 2022. Camden now want to extend the restriction on traffic making the entirety of Goods Way westbound only. They state that the changes would *"help reduce the impacts of taxis ranking on Goods Way on other road users"*. At Goods Way's junction with Camley Street, the proposals also aim *"to reduce the risk of collisions between people cycling and taxis turning left by extending the protected segregated cycle lanes as far into the junction as possible"*. The consultation documents also note a desire to *"revisit further junction safety improvements"* in a separate consultation in the future, raising concerns that the current proposals may be just the beginning and that they may attempt to limit vehicle movements further in future, threatening taxis ability to make the crucial left turn, which provides important access to the station ranks at Kings Cross and St Pancras. The consultation is open until Sunday 4th August.





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He had been filmed by a cyclist, who decided that by blocking his path for a few seconds, our member was guilty of driving without reasonable consideration.



Steve's comment

Just recently most of my articles have concerned legal matters and given details of how the LTDA defends its members. I know from speaking to members that most drivers think that these things will never happen to them, unfortunately for many this is not the case.

Never say never

I was talking recently to an old friend and longstanding member, who was joking about how in 30 years, he has never needed to use our services. He laughingly suggested that perhaps I should give him a refund. I know that there is a saying something about tempting fate and it turns out that is exactly what he did, because within three weeks of having the conversation I walked into our reception one morning and there he was waiting to see our legal team.

My old friend had received a notice of intended prosecution (NIP) and a subsequent SJPN for driving without reasonable consideration. This related to

an occasion on which he had been pulling out of Tite Street and turning right onto Chelsea Embankment into heavy traffic. Whilst waiting to join the flow of traffic, he had been filmed by a cyclist, who decided that by blocking his path for a few seconds, our member was guilty of driving without reasonable consideration. He had sent the footage to the police, who unbelievably had agreed with the cyclist and decided to prosecute our member.

Funnily enough this was almost a carbon copy of another prosecution taken against another LTDA member recently, so our team knew what to do immediately. On that occasion our in-house legal team had successfully persuaded the CPS to drop the case - convincing them of what everybody else knows, that the manoeuvre carried out by the driver is repeated a thousand times a day across London, and is most certainly not an offence of driving without reasonable consideration.

Taking the cyclists word for it

I have spoken to our lawyers and they're confident that they will be able to achieve the same result for this member and get the case withdrawn. That being

said, we are seeing far too many of these types of prosecutions where the police simply take the word, and the legal interpretation for that matter of the cyclist, as being factual and accurate. They then issue proceedings without actually checking what happened and most importantly whether any offence was committed. The result of these errors by the police is stress, aggravation and concern for innocent cabbies and their families. It's bad enough for our members - who at least can rest assured knowing that they have our lawyers and expertise to call upon - it must be devastating for a cabbie with no one to turn to!

Finally on the legal front, if you receive a Single Justice Procedure Notice (SJPN) for anything, be it speeding, a red light or any other alleged offence, even if you are going to plead guilty, it is essential you contact us beforehand for the best advice and assistance. Be lucky.

Tunnel tolls

TfL has launched a consultation into user charges for the new Silvertown Tunnel and the Blackwall Tunnel. For once it's all good news for us, as the consultation proposes an exemption for licensed taxis, quite rightly, from the tolls on both tunnels.

As soon as we became aware of the potential for tolls to be introduced, I immediately raised the matter with the Deputy Mayor for Transport, Transport Commissioner and other senior people at TfL. I have continued to do so in subsequent meetings to try to ensure we were exempt, so I'm glad to see they were listening for once.

The consultation is now seeking views on the level of the proposed charges for other road users and the proposed exemptions and discounts. It runs until 3rd September. You can respond to the consultation by scanning this QR code below and emphasise the importance of



the exemption for licensed taxis to help ensure a positive outcome for our trade.

Blue badge holders, recovery and breakdown vehicles, vehicles with nine or more seats, and certain operational vehicles used by the host Boroughs, as well as zero emission capable and wheelchair accessible private hire vehicles will receive a 100 per cent discount on the charge rather than an exemption. All other private hire vehicles will be subject to the charges, which will apply from 6.00am to 10.00pm, seven days a week, with peak and off-peak rates of £4 and £1.50 respectively, payable each time one of the tunnels is used. It will be interesting to see how they pass that one on to passengers but luckily not our problem! **LTDA**



Silverstone Success

TX electric taxis could be seen all around the track showcasing everything that London's black cabs have to offer to a global audience.

Streets ahead

It's that time of year again when London's finest head to the Silverstone Circuit to provide the gold standard service people expect when they get in an iconic London black cab to all the VIPs at the F1 British Grand Prix.

At the LTDA, we were once again incredibly proud to be asked to support the event. It's fantastic to have London licensed taxis represented so brilliantly – delivering a world class service, which received amazing feedback from everyone involved and especially the passengers we transported.

Bigger and better

This was the third year we've taken cabs to Silverstone. During that time, we have grown the operation considerably. We've gone from just 25 TX taxis providing transport to and from the helipad in 2022 to having drivers working across the whole site, moving around media, performers, F1 teams and many other VIPs, working in 12-hour shifts and with an operations team, including dispatchers and marshals, supporting them.

We organised 53 highly skilled, well-presented London licensed taxi drivers for the event. These cabbies were drawn from a ballot of those who took part last year, who knew the track and what it was all about following the success of last year's event, and were interested in working it again. Others were then selected through a second ballot designed to ensure that all LTDA members who were interested had an opportunity to be chosen to be part of this fantastic event.

Over four days the drivers worked long shifts covering the hospitality venues, helipad transport, supporting F1 teams, delivering performers to the main stage for the various concerts that take place alongside the Grand Prix and supporting guests with access needs. It was a particularly wet (and muddy) weekend, so our passengers were extremely grateful for a warm, dry and above all comfortable ride, when moving



between venues and locations around the almost four miles of track. We also transported many people with mobility issues and wheelchair users.

Showcasing London taxis

The event was a great way to highlight the versatility of our accessible, custom-built vehicles. It also helps boost the trade's green credentials, as using electric taxis for ground transport is helping Silverstone and F1 work towards becoming net zero carbon by 2030.

TX taxis could be seen all around the track showcasing everything that London taxis have to offer a global audience. Images of taxis waiting to whisk F1 drivers away from the podium were also beamed all over the world on TV and on

social media. This year, cabbies were lucky enough to transport many F1 drivers, including British drivers, Lando Norris and George Russell along with many other up and coming stars from the world of motorsport and former drivers in attendance, as well as the many stars present, who were arriving by helicopter or performing on stage.

Thank you!

I would like to thank all the drivers who took part for the fantastic work they did over the four days. They put in a huge shift, covering a massive amount of work, with more than 1000 jobs completed. Nothing was too much trouble for them, and the passengers and Silverstone staff were hugely impressed with everyone involved. You were all



an absolute credit to our trade and demonstrated why London's licensed taxi drivers really are the very best in the world!

Special thanks must also go to Kate Hawkins, LTDA memberships lead and Frank O'Beirne, who led on organising all of this and ran operations on the ground. I know they worked incredibly long hours to make this happen and to pull it off without a hitch. Thanks to their hard work and the brilliant drivers, I am sure we will be asked to return next year.

We are now looking forward to doing this all again in 2025. Keep an eye out for the opportunity to be part of this next year in TAXI and LTDA member emails. We hope to be able to take more drivers, as the service we provide gets bigger and better each year. **LTDA**

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An Eventful Summer

Of course traditionally rain is the cabbie's friend, but I think there's a tipping point beyond which people just decide to do something indoors instead.



The year of no summer

Will we be getting a summer at all this year? You have to feel for all the tourists, they look bewildered and bedraggled as they cluster under any shelter they can find amid the latest downpour.

Of course traditionally rain is the cabbie's friend, but I think there's a tipping point beyond which people just decide to do something indoors instead.

Hopefully London will not develop a reputation for bad weather, even worse than we already have! Don't worry though, all this rain won't stop the march of 'active travel' advocacy - all you need is a towel and a complete change of clothing every few hours and you can walk or cycle through the deluge as if it wasn't there...

England heartbreak

So it wasn't to be in the Euros. I'm almost 50 and no major championship for us in my lifetime. Somehow though, it didn't feel as bad to me as when we lost to Italy last time - partly because I 'managed' my emotional investment in the occasion by not arriving home from work until half time, but also as the game wore on we were so obviously second best and clinging on for long, seemingly endless, stretches of time.

And then, there was another one of those moments of glory and hope, Cole Palmer's superbly

taken goal, and if we could have just nicked another one in the few minutes following...

Real life asserted itself depressingly soon afterwards, but this group of players provided some fantastic moments for England fans this summer, and by England fans I don't just mean wizened old football followers like myself, I mean the sea of young people (just as many girls as boys) who flooded central London that evening, loads of whom were in England shirts and flags. Because when it comes to Euros and World Cups, it's not just the usual fans who are interested, it's most of us - "me and me Mum and me Dad and me Gran," as the song goes.

My wife really hates football but insisted we watch it together at home. That's why there's so much more pressure on the players than during a normal season, and despite all the complaints about the quality of England's football, they managed to get a lot of people believing they could win it.

Good business

And yes, there was good business out there for those of us who chose to work; as I always say these sporting events are great value and get people out spending in the bars and restaurants.

Not counting the poor weather, business wise it's been a pretty good summer so far, let's hope for a decent August as well.

Good luck out there. ■ LTDA

8

M4 musings

It's been a busy few weeks between the Election, the Euros and with tourists braving the endless rain and flooding into London (pun intended) for the summer.

New government

Well, what an enormous majority for the new government under Sir Keir Starmer. When you look at it more closely, it was a strange result in many ways. How could Labour get fewer votes than in 2019 and end up with so many more seats? The short answer is twofold: Reform UK and tactical voting.

Firstly, the vast majority of votes for RUK seem to have come from the Conservatives, leading to a catastrophic result for them. Secondly, voters who wanted rid of the Tories have voted for whichever party was best placed to beat them in a particular constituency, leading to an enormous haul of seats for Labour and notable success for the Liberal Democrats, who have gone from just 11 seats in 2019 to 72 seats.

People I've spoken to have expressed worry that taxes will increase under Labour but to be fair, as I pointed out last time, taxes

have been increasing for some time already and Labour have been out of power for 14 years.

I do however think it is right to be concerned with one party having such a large majority in parliament. This means a government can pass pretty much any legislation it wants and be largely immune from challenge by other parties or even from within its own party. Casting my mind back to the government of Theresa May, it had the opposite problem. May's government couldn't pass legislation without the votes of other parties. Both these situations are worrisome for different reasons.

A positive end

It was good to see the luckless Rishi Sunak praising his successor in his final speech from Downing Street. The way politics has been recently has been so tribal and divisive that it's easy to forget we all live in the same country and most people just want to get on with their lives and look after their families.

The new government should focus on creating and preserving favourable conditions for businesses to prosper, so that everyone who wants to can go to work and make a decent life for themselves and their loved ones. Any voter should be able to get behind that.



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LTCFC Outing to Hertfordshire Zoo



This heartening initiative once again exemplifies the community spirit and generosity of the London taxi drivers.



Children enjoying the day out!



Antony Moore with Peter Wilkinson from the Worshipful Company of Tin Plate Workers alias Wire Workers.



The London Taxi Drivers' Charity for Children (LTCFC) recently organised a heart-warming day out at Hertfordshire Zoo for over 120 children, continuing their annual tradition of spreading joy and creating unforgettable memories.

Children from East London with special educational needs were delighted to be accompanied by their parents and assigned their very own personal taxi driver for the day.

With 50 volunteer drivers participating in the event, the children were treated to a day filled with wildlife sightings,

train rides, and a delicious meal.

Each child received a special present to take home, including the adorable LTCFC 'Louie Taxi' toy, making the experience even more memorable. The event was a huge success, thanks to the seamless coordination and support of all involved, including emergency services on standby.

The convoy of decorated taxis added a magical touch to the day. Special recognition went to the winner of the "best-dressed taxi" Keith King, and congratulations to Graeme Payne who won the Ritz Afternoon Tea in the prize draw.

This heartening initiative

exemplifies the community spirit and generosity of the London taxi drivers, bringing smiles and happiness to these wonderful children and their families.

The LTCFC committee extends their heartfelt thanks to everyone who made this day possible, including:

- Hertfordshire Zoo
- The AA
- Location Medical Services
- Asda Isle of Dogs for hosting our departure point and the driver breakfasts
- Asda Park Royal
- Stanway Engineering for sponsoring our "Best-dressed Taxi" competition

- A&S Services Hoddesdon for sponsoring the zoo packs given to the children
- Ears PLC for the radios
- All the cab drivers
- All the children and their parents and teachers
- Ink Recruitment for sponsoring the medical services
- Photographers Dean Euesden & Ken Cameron
- Sean Paul Day & Mirna from London Taxi Radio
- DCL Insurance for sponsoring the fuel costs
- The Worshipful Company of Tin Plate Workers alias Wire Workers for sponsoring the outing. **TAXI**

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VAT Ruling Reversed

The biggest story from outside London this month is the fact that the Court of Appeal has overturned a High Court ruling which could have seen VAT applied to all PHV fares.



National Correspondent

12

The Court of Appeal has reversed a far-reaching High Court ruling that had imposed a contractual obligation on private hire vehicle operators to enter into contracts with customers when accepting bookings.

Overtaken

This landmark decision, handed down on 15th July, marks a victory for Veezu Holdings Ltd and Delta Merseyside Ltd, who successfully appealed against the High Court's interpretation, opposed by Uber Britannia Ltd.

The crux of the case centred on the interpretation of Part II of the Local Government (Miscellaneous Provisions) Act 1976, a pivotal piece of legislation governing private hire vehicles outside London. Previously, the High Court had ruled that operators must enter into contracts as principals with customers making bookings. Veezu and Delta challenged this interpretation, arguing that their business models, which act as intermediaries connecting passengers with licensed drivers, did not necessitate such contractual obligations.

Veezu Holdings Ltd, a significant player in the private hire market, operates across 22 local licensing authorities, providing a mix of corporate and non-corporate services. Their

operational model involves acting as an intermediary, connecting passengers with licensed drivers without directly providing the transportation services. Similarly, Delta Merseyside Ltd, a major operator in the Merseyside region, follows a comparable business model, focusing on facilitating connections between passengers and drivers rather than offering direct journey services.

What's it all about?

The regulatory framework under the Local Government (Miscellaneous Provisions) Act 1976 stipulates the licensing requirements for vehicles, drivers, and operators but does not explicitly mandate operators to enter into contracts with passengers. Section 56(1) of the Act deems that any contract of hire is made with the operator who accepted the booking,

irrespective of whether they provided the vehicle. This provision had been a point of contention, leading to the High Court's initial ruling.

However, the Court of Appeal, led by Lord Justice Lewison, provided a crucial clarification. The Court determined that the deeming provision in section 56(1) does not extend to the invitation or acceptance of bookings but solely pertains to the contract of hire. According to the Court, this distinction means that operators are not required to enter into contracts at the time of booking, allowing them to maintain their current business practices.

One of the significant implications of this ruling is the impact on VAT liability. Under the overturned High Court ruling, operators would have been required to contract with passengers at the booking

stage, thereby assuming the VAT liability on fares. However, the Court of Appeal's decision shifts this liability back to the drivers, who are now responsible for VAT.

For Veezu, Delta and other private hire operators outside of London, the ruling enables them to continue their current business models without the need for operational changes. Had the ruling favoured Uber, the consequences would have been far-reaching. With the previous government launching a consultation on the matter shortly before the Election was called, which is still open for responses until the beginning of August. Depending on the outcome, private hire fares across the country could have seen a 20% increase due to the addition of VAT, significantly impacting the price of these services for passengers.

What does this mean for London?

Some operators may choose to challenge this latest decision and there may well now be calls for the situation in London and the judgement that applies here on this issue to be revisited, but for now this Court of Appeal decision only has implications outside the capital.

For London-based private hire operators, the decision does not alter their immediate obligations. The regulatory environment in London remains stringent, requiring operators to maintain VAT liability and enter into direct contractual obligations with passengers. This disparity highlights the growing differing regulatory landscapes between London and other regions, with London operators facing arguably higher operational costs and compliance requirements.

The fight for London private hire operators remains focused on what percentage of VAT is to be paid. Uber and other London based operators are looking for a marginal VAT arrangement, where they pay a smaller proportion of the revenue generated from a journey on their apps.

As a result, we shouldn't expect to see minicab prices falling anytime soon. **TAXI**





What Does a Labour Government Mean for Your Finances?

Labour won the General Election by a landslide, as widely predicted. But what does a new government mean for your money moving forward?



Money matters

Prime Minister Sir Keir Starmer MP made some expensive promises during the election campaign, including sticking with the pensions triple lock and ruling out rises in income tax, National Insurance or VAT.

However, money will be tight, so how will Labour improve the nation's finances without upping taxes? We will have to wait until chancellor Rachel Reeves's first budget – expected to be this Autumn – to find out exactly what's happening, but here's what we know so far.

Income tax

Labour says it will not increase income tax, National Insurance or VAT.

'Unlike the Tories, we have been clear about how we will pay for our first steps in government: by making the tax system fairer', it said in a statement during the election campaign.

No rise in income tax sounds great – but Labour hasn't proposed to increase the tax bands either. Keeping them as they are results in 'fiscal drag', where more people will move into a higher tax bracket simply due to rising wages.

The government intends to keep tax bands frozen at their current thresholds until 2028 so, although tax rates won't increase, workers will pay more tax overall due to pay increases.

Private schools

Labour has pledged to increase taxes for specific groups of people – including families who send their children to private schools.

At the moment, fee-paying schools are exempt from VAT. Schools that are registered charities – as around half of independent schools are – are also eligible for an 80% discount on business rates in England and Wales.

If these tax breaks are scrapped, private schools are likely to hike the fees they charge parents, prompting many families to claim they will no longer be able to afford private education.

Non-doms

Non-dom describes a UK resident whose permanent home – or domicile – for tax purposes is outside the UK. It refers to a person's tax status, rather than their nationality, citizenship or resident status.

In the manifesto, Labour promised to clamp down on non-dom tax loopholes which exempt UK residents who are registered as living outside the country from paying taxes on overseas earnings. This is expected to raise £5.2 billion.

The party has also said it would increase stamp duty on purchases of residential properties by 1 per cent for non-UK residents.

Pensions

Labour has pledged to keep the triple lock for the State Pension. This dictates how much they rise each year – the highest figure out of either September's Consumer Price Index, average earnings growth, or 2.5 per cent.

Regarding private pensions, after speculation that savers would no longer be able to take 25 per cent of their pension as a tax-free lump sum at retirement, Labour has described this as 'a permanent feature of the tax system' that it is 'not planning to change'.

The pensions lifetime allowance, which is a limit on tax-free pension saving, was scrapped by the Conservatives in April 2023. At the time, Starmer pledged to bring it back, but this wasn't mentioned in Labour's manifesto.

Property

During its first week in power, Labour announced it was bringing back mandatory housing targets.

Reeves promised that the government would build 1.5 million homes over the next five years and also reiterated a pledge to build more social rent homes. The party is also set to encourage development of poor-quality areas in the green belt known as 'grey belt' land, and make extra funds available for hundreds of new planning officers.

Their first-time buyer pledges include introducing a permanent mortgage guarantee scheme. For renters, there is also a commitment to abolish Section 21 'no-fault' evictions and introduce minimum energy efficiency standards in the private rented sector by 2030.

Benefits

The new government has come under fresh pressure to abolish the two-child benefit limit. The policy, introduced by the Conservatives, prevents parents on Universal Credit claiming benefit support for any third or subsequent child born after April 2017.

But the latest official figures showed a record 1.6 million children are living in families affected by the controversial policy.

Starmer had previously said the cap should be scrapped, but he now says scrapping the rule is "unaffordable". Ditching the policy this year would cost the government £2.5 billion, according to the Resolution Foundation think tank.

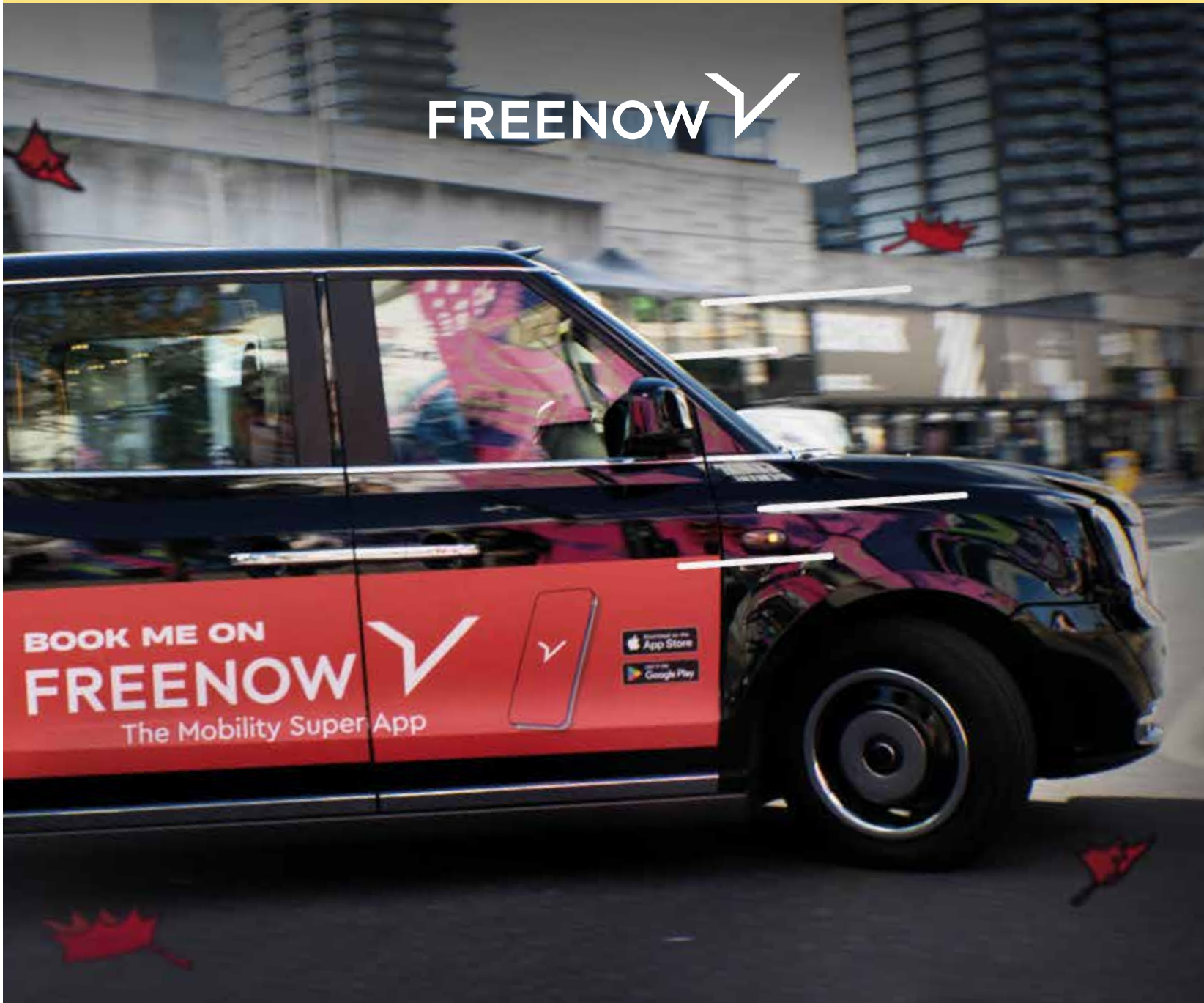
Energy

They've said it will create "Great British Energy", a new, publicly-owned clean energy company. It claims GB Energy will use Britain's sun, wind and wave energy to cut energy bills, deliver 100 per cent clean power and create new jobs. So keep an eye out for news on how your energy bills may start to fall, once Labour strives for national stability.



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14

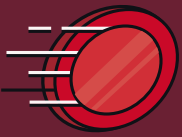
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Diesel Decisions

As TfL puts the brakes on plans for the Euro V to Euro VI conversion, what exactly does this mean for the remaining diesel cabs out there?

"Interestingly, the price of Euro VI cabs is holding firm."



16 **Cab you drive**

The news that the HJS Euro V to Euro VI conversion programme seems to have been cancelled for the Vito and suspended for the TX4, has caused a collapse in prices for Euro V cabs, albeit Vitos are holding up better than the TX4s.

Price shock

The fleet owners and drivers who took a gamble by paying high prices for Euro V cabs,

planning on getting them converted and gaining the extra three years, are obviously the biggest losers here. However, even long-term Euro V owners will lose, as the residual value of their cabs has just crashed.

Interestingly, the price of Euro VI cabs is holding firm, and I have seen examples of late cabs that have achieved prices not far short of what an early TXE would command. I still struggle with this. I get how an older driver or a fleet set up for diesel would want to keep running older cabs for as long as they can, but with the growing shortages of all parts for TX4s and the difficulties in

keeping the rear wheel steer functioning on Vitos, this approach may not make the best long term business sense.

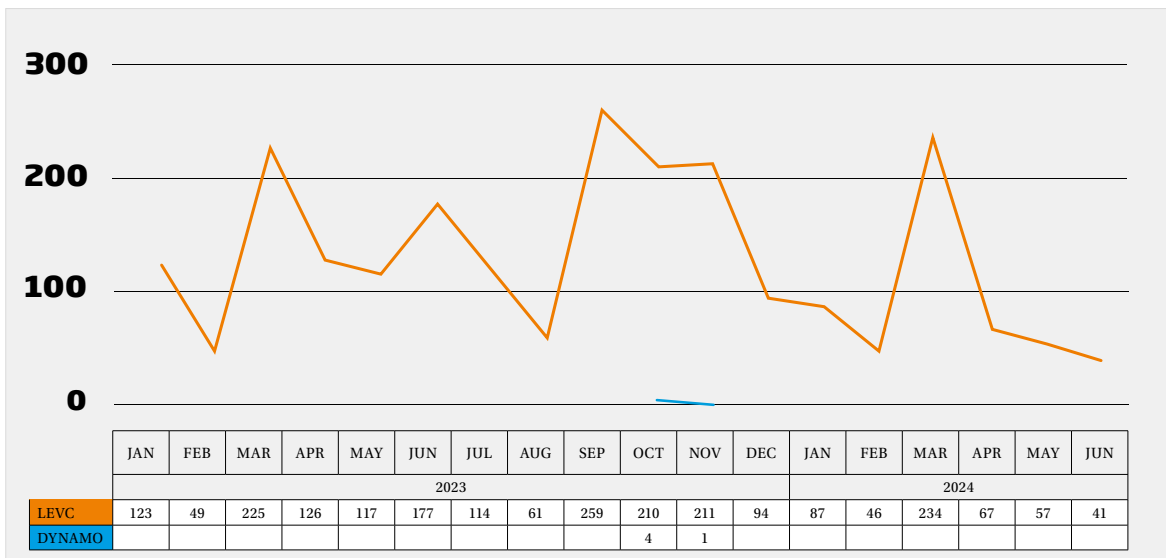
2030 target

Currently about 60% of the taxi fleet is TXEs and even with relatively low sales just recently, this figure will be at 75% very shortly. My worry is that someone in the Mayor's office will get the old abacus out and start calculating the impact the remaining quarter of the fleet is having on their beloved air quality targets. They already have a target to have all the buses electrified by 2030, and for London as a whole to be net

zero by then. It's not difficult to see how they might drop the age limit on the remaining Euro VIs, to ensure that diesel is totally gone ahead of this date.

This is just me voicing my concerns and fears. I've not seen anything said, written down or reported specifically on this anywhere. But think about it, Khan has just been re-elected with a good majority, he says, on the strength of his clean air policies, and I personally cannot see a world in which the buses are all EV and there are a number of diesel cabs still operating?

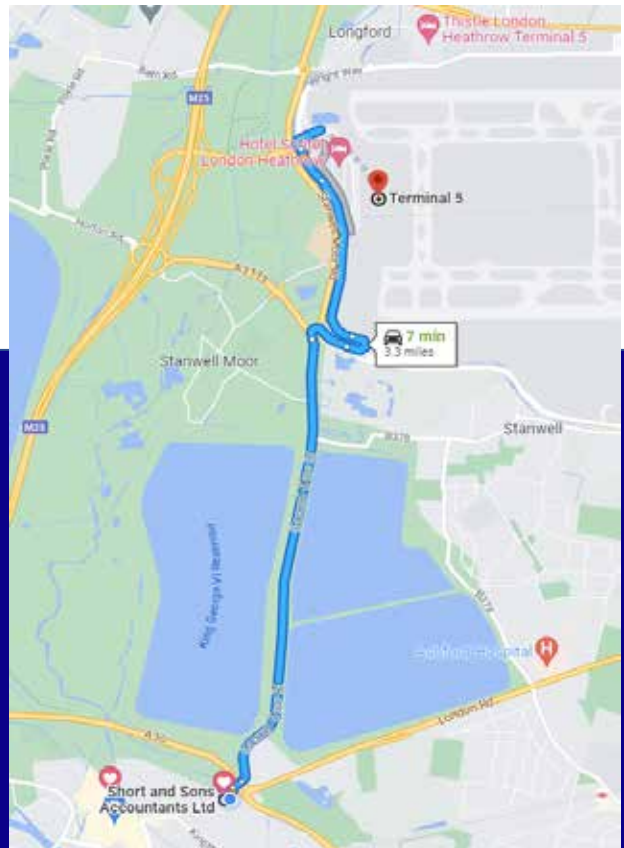
I could be wrong, it's happened before. But, we all know what the future looks like in this Mayor's mind. Many are already starting to plan their businesses accordingly – take Ascotts' recent decision to close their diesel centre – so self-employed cabbies and other small business owners should probably take note too. **TAXI**



DYNAMO	185
LEVC	8,354
TX2	50
TX4	4,081
VITO	1,996
TOTAL	14,666

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The National Gallery Art Heist

While the movies portray art theft as a high stakes adrenaline rush, the reality of stealing a painting was very different for one individual and his aggrieved father.



"The portrait had been purchased for the National Gallery by the British government in 1961, for the hefty price tag of £140,000 (which is roughly £2.6 million in today's money)."

18 Rob's history trips

In August of 1961, John Bunton boarded a train to London. Upon arriving, he found digs on Grafton Way and secured work as a hotel porter near Regent's Park. During his hours off, John made regular trips to the National Gallery, and on one such visit he got talking to a security guard after claiming he was looking for a similar job.

Goya's Duke of Wellington

In the course of this conversation, the guard let it slip that the gallery's high-tech surveillance system (which relied upon infra-red sensors) was switched off for a period early each morning in order to let the cleaners do their work.

This revelation was music to John's ears because in reality he had no interest in becoming a security guard. He had in fact travelled to London for a very specific purpose: to steal an extremely valuable painting.

The artwork in question was a portrait of the Duke of Wellington which had been painted by the

Spanish artist, Francisco Goya, between 1812 and 1814.

The portrait had been purchased for the National Gallery by the British government in 1961, for the hefty price tag of £140,000 (which is roughly £2.6 million in today's money).

The TV licence crusader

Back in Newcastle upon Tyne, news of this had enraged John's father, Kempton Bunton.

A retired bus driver, Kempton was known for being an active campaigner against the BBC licence fee. He claimed pensioners, war veterans and disabled people should be exempt from paying it and had himself spent time in prison for refusing to acquire said licence.

Kempton claimed that the money used for the Goya should have instead been used to provide free BBC licences for the groups he championed. Upon witnessing his father's fury, John, who had always been prone to mischief, had come up with the idea of pinching the painting and his ultimate goal was to obtain a hefty ransom for it.

A daring heist

After speaking to the security guard, John carried out further reconnaissance at the gallery.

He placed a small piece of fluff in a discreet spot behind

the painting to ascertain if it was ever moved about. He noted the proximity of a lavatory with an outside window, and pinpointed a convenient parking spot.

Then, in the early hours of 21st August, he stole a dark green Wolseley from a garage and drove to the gallery. He was specifically wearing gloves and a dark jacket which loosely matched the uniform worn by guards.

After scrambling up through the toilet window, he calmly approached the portrait, lifted it off the wall and hastily exited the way he'd come in. No guards were present, and no alarms sounded.

John then drove back to Grafton Place, hid the painting in his bedsit, and took the Wolseley out into the suburbs where he dumped it, returning by tube to Warren Street Station.

Back at the bedsit, he decided the picture's frame was too much of a burden, so removed it and smashed it up, tossing the broken pieces into the Thames at Victoria Embankment.

Later that evening, John rang his father to confess what he'd done. Needless to say, Kempton was horrified, although he agreed to help his son.

Back to Newcastle

Kempton travelled down to London and, after meeting at King's Cross, the pair moved to a

new flat in Swiss Cottage.

By this point, John was working for a delivery company, and so used one of their vans to transport the stolen Goya to the new location.

However, his misuse of their vehicle was found out, although they had no clue about the stolen painting, leading to John being sacked.

After this, the Buntons returned to Newcastle by train - complete with the painting which was carefully wrapped up - and, for the next four years, Kempton Bunton kept the valuable treasure hidden in a bedroom wardrobe.

By 1965, it appeared Kempton could bear it no longer, so arranged to have the painting returned, depositing it at Birmingham New Street's left luggage office.

Kempton takes the hit

Then, six weeks later, he returned to London to hand himself in at Scotland Yard.

Covering for his son, Kempton claimed that it was he who'd stolen the painting. After it was successfully argued at the Old Bailey that he hadn't intended to keep the artwork, he was handed a three month prison term.

John Bunton, meanwhile, came clean in 1969, although it was decided that it wasn't within the public interest to take any further action against the two men.

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



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The Haigh Convention

What do Alice Cooper, Rowan Atkinson (as Mr Bean), Bruce Dickinson and Def Leppard all have in common?

Man in black

Apart from the above names being geniuses, they have all recorded a version of the song, *Elected*. And given the low turnout at this summer's General Election, had they all stood in any given constituency there's a high possibility they could have won a seat. In fact, with voter turnout at an estimated 60 per cent (source: *Statista*), the GE saw its lowest turnout since 2001 and third lowest in 106 years.

Playwright George Bernard Shaw once said, "We learn from experience that men never learn from experience". While this quote may be squarely aimed at those within the political arena, it clearly doesn't resonate with the voters, who abandoned the ballot box in their droves. So maybe the public have learned from experience?

Ukrainian tractors

To be fair to the Labour Party, the last time that they were elected to power (2005) Marina Lewycka's, *A Short History of Tractors in Ukrainian*, was published (a fantastic book by the way). That

same year, Arsenal became the first team to win the FA Cup on penalties, following a nil-nil draw. Franz Ferdinand topped the album charts with *You Could Have It So Much Better* (not according to Harold Macmillan, who told us we've never had it so good). And finally, I still had shoulder-length hair. It's been almost a generation since we last saw anything other than a Conservative government.

The first thing that needs to be established is the fact a national rule is very different to local governance. There are numerous ways for local councillors to come into conflict with their own party. As a country, we cannot judge the new kids on the block based on the past performance of old hands. This is a very different dynamic.

Disregarding the obvious governmental heavyweights – like Sir Keir Starmer, Rachel Reeves and Angela Rayner – I've singled out two individuals who could directly affect the taxi industry.

The Haigh convention

The political powerhouses who've caught my eye both have decades of experience within the transport arena. First up is the new Secretary of State for

Transport, Louise Haigh.

She assumed office as the MP for Sheffield in 2015. Succeeding Meg Munn, she quickly ascended to the shadow cabinet, becoming the Shadow Minister for Civil Service and Digital Reform, before assuming the position of Shadow Minister for the Digital Economy. In 2017, she then took on the responsibility of Shadow Policing Minister, before becoming shadow Shadow Secretary of State for Northern Ireland in 2020. In 2021, Haigh was named Shadow Secretary of State for Transport, ultimately assuming the government ministerial role in 5th July.

There are two stand-out policies which could define Haigh's early tenure regarding the taxi and private hire (PH) industry: safety standards within the taxi and PH industry and cross-border hiring. As Shadow Transport Secretary, Haigh clashed with the Conservative government, accusing them of undermining the safety protocols established in Rotherham, following a high-profile child sexual exploitation scandal. She highlighted that the deregulation of taxi standards by the government compromised these safeguards, creating major





public safety issues, primarily for women and children. During a Commons clash, Haigh stated that she had worked alongside victims and survivors of the Rotherham scandal.

She said: *“Following that scandal, Rotherham Council set very high standards for its taxi drivers, including CCTV in its cabs, and requiring NVQ (National Vocational Qualifications) Level 3 on child safeguarding.*

“But those standards are being undercut by the government’s deregulation of taxi standards, and nothing that the minister has set out this morning has stopped that. Doesn’t he (the former Conservative Transport

Minister) agree that the position is putting women and girls’ safety at risk? And isn’t it time for robust legislation and national minimum standards to protect them?”

The thorny subject of cross-border hiring still haunts the taxi and PH industry. However, there are early indications that this issue may finally be tackled after years of ambivalence on the subject. The practice, which sees PH drivers licensed in one area operate in another, often undermining safety protocols, has been highlighted by the new Transport Secretary as one of her priorities in ensuring public safety.

The prodigal adversary

Peter Gerard Hendy, Baron Hendy of Richmond Hill CBE is a name that should be familiar to any taxi driver who has held a licence for a decade or more. He is the new Transport Minister.

Lord Hendy is a highly experienced figure within the transport industry, starting his career as a London Transport graduate trainee in 1975. He eventually took on the role of managing director of CentreWest London Buses Ltd in 1989, managing it under London Transport ownership.

1997 saw CentreWest taken over by FirstGroup, which led to Lord Hendy becoming Deputy

Director for FirstGroup’s UK arm. This included responsibility for bus operations in London and the southern England area, bus development, and the operation of Croydon Tramlink.

It was, however, his move to Transport for London (TfL) which raised his profile and put him on the Licensed London Taxi industry’s radar. In 2001, he was appointed to the position of managing director of Surface Transport for Transport for London, during Ken Livingstone’s tenure as Mayor of London. In 2006, after success in the position, he became Commissioner of Transport for London. Lord Hendy continued in this post until July of 2015, while working under Boris Johnson’s mayoral stewardship. During this period, he chaired the 2012 Games Transport Board and was subsequently knighted for his efforts.

It was during this period that he incurred both the taxi and the PH industry’s wrath. It’s fair to say the event which defined his tenure, at least in the taxi and PH industry’s eyes, was the court battle with *Addison Lee*. This saw the PH giant take on TfL over bus lane access. It was a case that Addison Lee defeated and, of course, he was the incumbent Transport Commissioner during *Uber’s* London incursion.

This event alone saw thousands of taxi drivers take to the streets in protest against the alleged illegal entry into the PH market. Armed with their app, which facilitated the instant hail, it was deemed to encroach into the taxi industry’s legal right to ply for hire. Of course, the meter, which was within the app itself, caused chaos and ill-feeling.

Upon leaving TfL in 2015, he was appointed chair of *Network Rail* and reappointed in June 2023.

Ultimately, Lord Hendy’s work during his time at TfL may make him a polarising figure within the taxi industry, but he will also have a unique understanding of our trade and London transport more broadly, which could potentially be an asset. So perhaps we can draw a line in the sand and see this as a new opportunity to work with someone who at least knows London well, now working at the national level. Having been named specifically as Minister for Rail within the DfT, other than speaking on taxi related matters as they arise in the House of Lords and contributing to wider Departmental decisions, Lord Hendy may not end up having a huge amount to do with London’s taxi trade or the wider industry across the UK. **TAXI**



Entertainment Corner

Our resident film critic takes us through the month's biggest cinema releases to recommend to your passengers.

Reel talk



Netflix

Supacell: Season 1 (15) 📺

22

Stories with superpowered individuals are so commonplace these days that they seldom feel surprising or fresh. But with *Supacell*, Rapman – who burst onto the filmmaking scene in a big way with YouTube hit *Shiro's Story* and feature film follow-up *Blue Story* – has achieved that rare feat. Focusing on five Black South Londoners who all discover unique abilities and must ultimately unite, it's potently localised, consistently relatable, and excitingly new all at once.

No matter how powerful each of our protagonists suddenly becomes, *Supacell* always feels human. Whether it be financial difficulties, familial abandonment, or parenting woes, the onset of abilities is both a complication and a boon to the lives of our characters. It makes for a compelling, unpredictable watch that retains its ability to shock right up until the final episode, while challenging negative stereotypes in clever ways. Speaking of clever, the word play on sickle cell – a real-life disease that claims thousands of lives each year – is a game changer in itself. A second season is a must.

★★★★☆

Supacell: Season 1 is now streaming on Amazon Prime weekly.



Neon

Longlegs (15) 📽

Few movies in recent times have been as well marketed as *Longlegs*. Its trailers have purposefully held back crucial plot details, instead leaning into an eerie, creepy vibe. The full film is dripping in that anxiety and dread-ridden atmosphere that gets under your skin, as rookie FBI Agent Lee Harker (Maika Monroe) deciphers a series of clues to hunt down Nicolas Cage's titular serial killer. And writer-director Osgood Perkins proves himself a deft hand at blending crime thriller tropes with surreal horror.

He's aided by excellent performances across the board too. Monroe has made some excellent choices when it comes to her past horror projects – *It Follows* and *The Guest* are cult classics – and her nervous, twitchy turn anchors us when the movie takes several weird detours. Speaking of weird, Cage finds another gear of crazy in his strangest, hammiest performance yet. Blair Underwood is commanding as Harker's superior, Agent Carter, and Alicia Witt is unnerving as Harker's ultra-religious mother. The final act may suffer from a lack of clarity – the big exposition dump still leaves us with questions – but this is easily one of the most effective horrors of the year.

★★★★☆

Longlegs is in cinemas now.

Twisters (12A) 📽

If it wasn't already clear that Glen Powell is the man of the moment, then *Twisters* should quell any lingering doubts. Released in June, the sexy and smart *Hit Man* became a critically acclaimed hit. And now he's easily the best thing about *Twisters* – a legacyquel to 1996's Bill Paxton and Helen Hunt led *Twister*, the first film to become a DVD no less – which sees his charismatic storm chaser Tyler Owens join forces with talented meteorologist Kate Cooper (Daisy Edgar-Jones), as they endeavour to study and avert an erratic tornado outbreak. You may come for the awesome special effects, but when it's all said and done you'll leave remembering that it was Powell who consistently put the biggest smile on your face.

Those special effects are impressive, though. Tornadoes are rendered as a scary and dangerous force of nature wrecking everyone and everything in its path, and the blend of practical set-ups, CGI, and convincing performances make it feel all too real. Just as director Lee Isaac Chung graduates from the far more subtle *Minari* to the big and broad summer movie apparatus with aplomb, so too does Edgar-Jones graduate from TV stardom and indie darling into badass blockbuster lead with precision. Add this one to the increasing pile of legacyquels that get it right.

★★★★☆

Twisters is in cinemas now.



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70 Black Cabs Take Veterans on Worthing Day Out

On 2nd July, volunteer cabbies from the Taxi Charity for Military Veterans drove heroes to Worthing for a day by the coast.

Over 100 veterans from London and the home counties enjoyed a day in Worthing, courtesy of volunteer drivers who support the Taxi Charity for Military Veterans.

After rendezvousing for refreshments in the village of South Holmwood, the cabs drove in convoy to the Pavilion Theatre on the Worthing Pier. Veterans were welcomed on the Marine Parade by Bob Smytherman, the official Town Crier for the Borough of Worthing and Adur, before entering the magnificent Art Deco building.

Guests enjoyed fish and chips for lunch, before guest speaker Matt Hellyer, the Chief Executive of the charity Pilgrim Bandits – a man who reached the rank of Warrant Officer in the SAS and has served in every conflict over the past three decades and completed over 400 operations – spoke about his life and experiences.

Taxi Charity Chairman Colin Mills thanked the Mayor of Worthing, Cllr Ibsha Choudhury, for donating the splendid venue and finding parking for cabs along the seafront.

As is customary on the annual visit to the coast, which has been a highlight for veterans since 1948, the guests were entertained and had the chance to get up and dance with the singing, before the raffle was drawn and the cabs took each veteran home – the meter, of course, was off!

Colin Mills, London cabbie and Chairman of the Taxi Charity for Military Veterans said, *“This was my first Worthing outing as Chairman of the Taxi Charity and I am delighted that the team who organised the day did such a fantastic job. Everyone I spoke to said they had a really good time. On the journey back home, via South Holmwood, I thanked everyone at the village hall. They were delighted that so many had stopped off on their journey home from Worthing. I assured them we will be back next year and the tradition will continue.”*

Andy McClaren, who accompanied WWII veteran Norrie Bartlett, said, *“Typically*



Taxi Charity outing to Worthing 2nd July 2024.



Dorothea Barron with her daughter Kati Williamson.



Matt Hellyer from Pilgrim Bandits.



Paul Davis.



The Mayor's Consort, The Mayor of Worthing and WWII veteran Bob Gravells.



Andy McClaren with WWII veteran Norrie Bartlett.



Colin Mills with Matt Hellyer.



Paul Davis with Colin Mills.



Dorothea Barron being serenaded.



From left: Mike Smith, Harry Rice and Peter Henry.



superb day laid on by the cabbies for our cherished vets. Well organised, boys and girls!"

Kati Williamson the daughter of WWII Veteran Dorothea Barron, said, "There was a standing ovation for the charity and all the drivers who brought so many veterans to Worthing Pavilion, on such a typical English summer's day in July. It was a chance to catch up with old friends and to make new ones. And, most importantly, to enjoy a scrumptious ice cream whilst strolling along the pier."

London driver Daren Parr shared his thoughts: "What a great first Worthing Trip this was not only for veteran Bob Gravells and daughter Maggie, but for me too. After Normandy, we have all really started to bond. I feel it's an honour every time we go on a charity outing, and they never stop thanking me. Having lunch with a group

of Chelsea Pensioners was the icing on the cake. What a great way to give back to those who gave so much. Looking forward to the next trip already."

Veteran Mike Smith said, "It was a fantastic day, an absolute pleasure and a privilege to be amongst veterans that we all owe so much."

Paul Cook, London cabbie and Taxi Charity Vice Chairman said, "On 2nd July, myself and my good friend Mick, a publican who has raised money for the Taxi Charity, were very privileged to be at the annual day out to Worthing. It was such a wonderful experience, seeing older and younger veterans mixing together and having a really good time. Also, spending time with my fellow cab drivers as they now feel like family members."

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

About the Taxi Charity for Military Veterans

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

The charity received the Queen's Award for Voluntary Service in 2021 and celebrated its 75th anniversary in 2023, a remarkable milestone for a small, niche charity peopled by enthusiastic volunteers. In 2024, they took a group of veterans to Normandy for the 80th anniversary of D-Day. www.taxicharity.org

The Taxi Charity online shop has some new D-Day 80 commemorative merchandise, as well as pin badges and windscreen stickers, key rings and T-shirts, which are available at: www.taxicharity.org/shop

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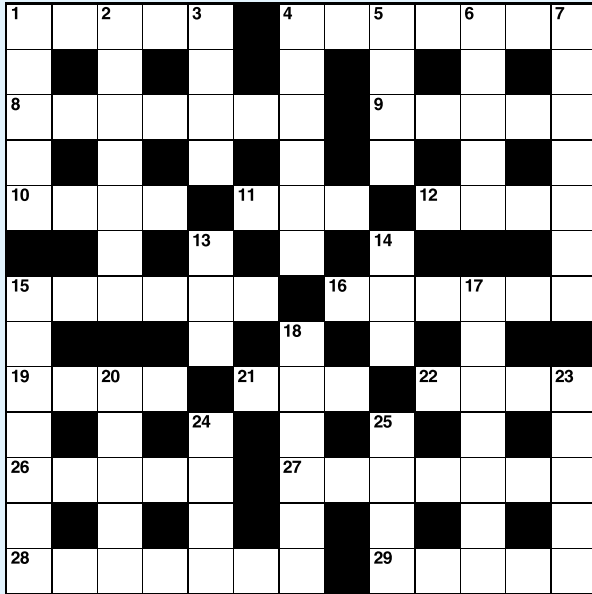
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Puzzler Page

Crossword



ACROSS

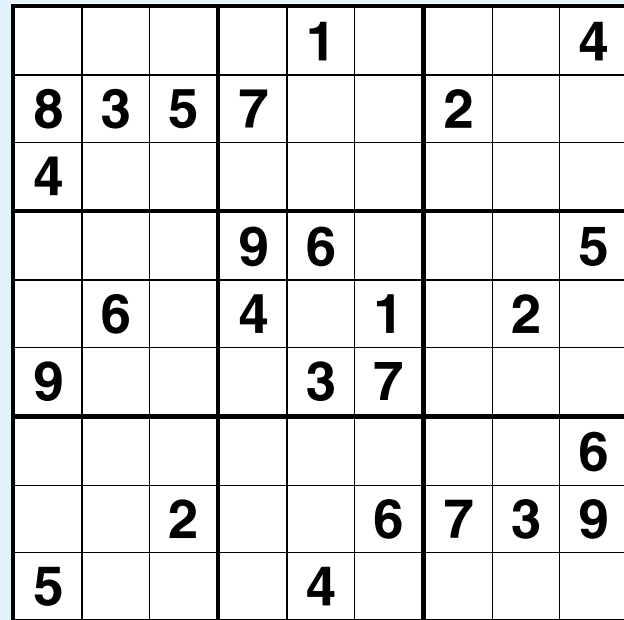
- 1 Netherlands' language (5)
- 4 Synthetic fibre (7)
- 8 Capital of Georgia, USA (7)
- 9 Sums owed (5)
- 10 Gulp down (4)
- 11 Contagious disease (3)
- 12 Indian gown (4)
- 15 Cowboy shows (6)
- 16 Blue-pencil official (6)
- 19 Booty (4)
- 21 Only a handful (3)
- 22 Jagged hook (4)
- 26 Commandeer (5)
- 27 Following orders (7)
- 28 Fantasist (7)
- 29 Large serving spoon (5)

DOWN

- 1 Pulls along (5)
- 2 Matched up (7)
- 3 Attractive man (4)
- 4 Fit for tillage (6)
- 5 Went on a horse (4)
- 6 Tobruk's country (2)
- 7 Till employee (7)
- 13 Dram (3)
- 14 ___ Dennis, comedian and TV host (3)
- 15 Saved from harm (7)
- 17 Albatross or petrel, eg (7)
- 18 Leisurewear fabric (6)
- 20 Sharply pointed (5)
- 23 Military brass instrument (5)
- 24 Junk emails (4)
- 25 ___ Armstrong, first man on the Moon (4)

Sudoku

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



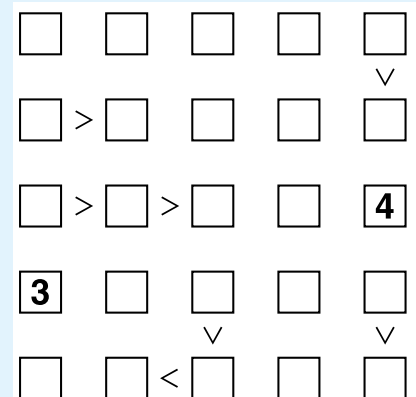
Wordwheel

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



All answers to puzzler on p30



07957 465423
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- Pay by cash/bank/online.
- Mercs also available



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 James Martin

 james.martin@cplone.co.uk

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- **Cabs for sale. Main Dealer service** history. Non-fleet cabs, trade sales. New stock daily. Cabs also wanted. Finance Paid 07957 465423
- **Tx4 for sale, Ascott services, 63** plate, renews in October, Not fleet, £55,000. Gunmetal grey, 218k miles, call Roy for photos - 07932094229

CABS WANTED

- **All de-commissioned good quality** TX4s wanted. Instant decision, cash paid. We come to you. 07973 335 739
- **Looking to sell your TX4 or Vito?** London based buyer, quick collection & payment, call James – 07931 964 857
- **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

- **Euro 5 about to be decommissioned,** Cabs wanted, TX4's and Vito's. Top Price paid. Call John 07702 554 934
- **De-commissioned your tx4's and** Euro 5's? Earn more by selling outside London. We pay cash, collect, and drive away. Definitely still buying. John 07702 554 934

CABS FOR RENT

- **A Better Deal. Euro5&6 vitos for** rent, full backup, prices starting from £200 please call – 07956211478
- **Vitos 113 & 114, also tx4s for rent** 07872 504 604
- **TXE vista plus, grey, reg 22 plate,** rent for £320 pw, AA recovery, call Martin 07939238501

- **TX4's for rent, no adverts, based** north west London (Kingsbury) RAC backup, from £240 per week. Call - 07956422658
- **TXE's available for rent, from £310** per week. Call 07951 843 663
- **TXE's to rent, black no ads, 68-73** Reg also Asquith Taxi for sale Ring Steve - 07976 729 033
- **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 - 07932740902
- **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 _____

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Service User Number

9 1 4 4 2 8

For Office use only

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



This guarantee should be detached and retained by the payer

The Direct Debit Guarantee



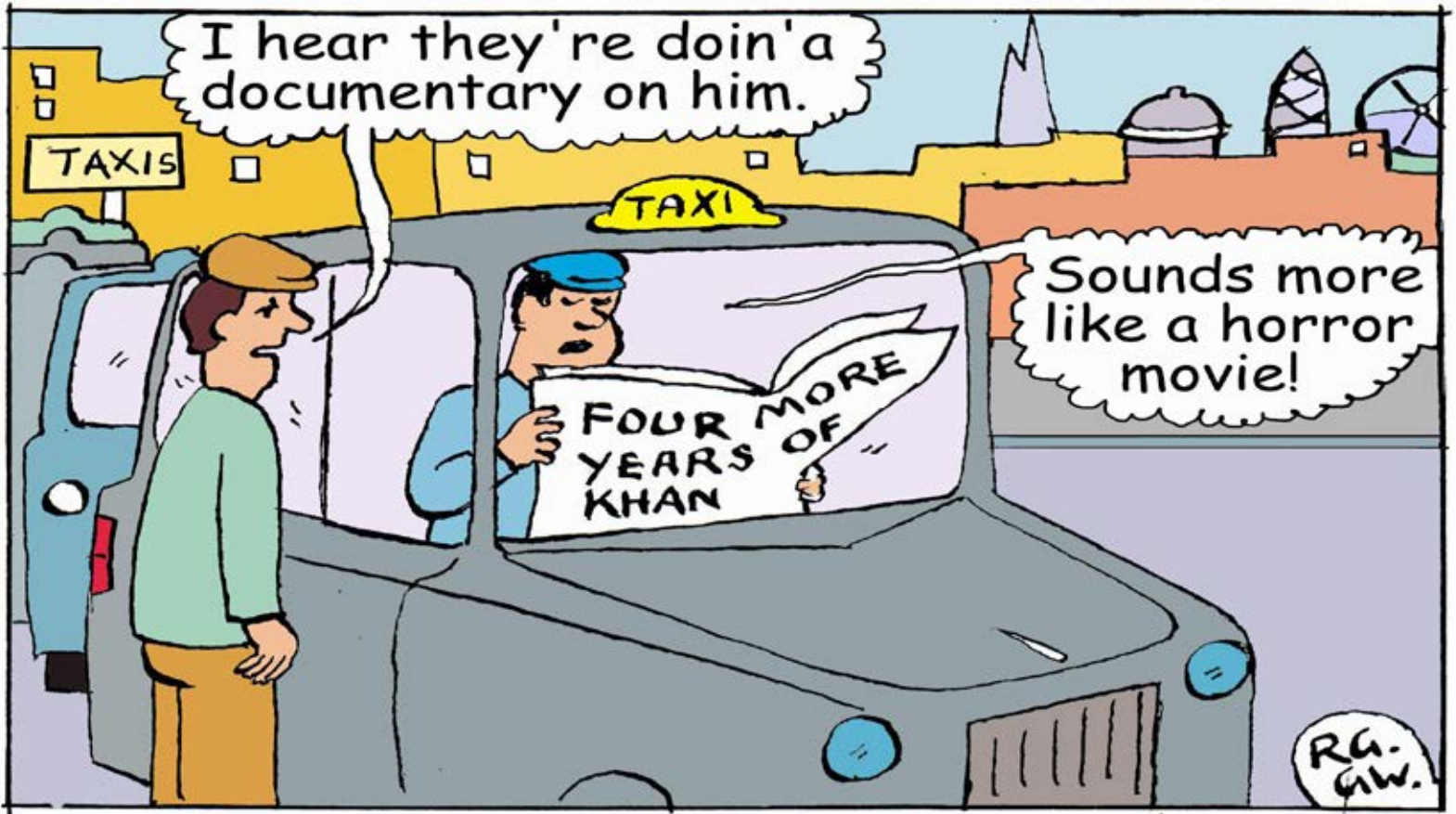
- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit LTDA will notify you (10 working days) in advance of your account being debited or as otherwise agreed. If you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

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



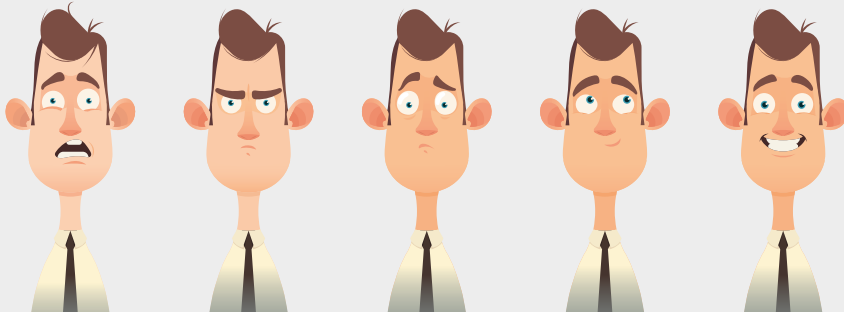


Cabbie's Cartoon



30

PUZZLER ANSWERS



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

Crossword

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Sudoku

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

Futoshiki

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

Wordwheel

SOLUTION: DEVIATION

All words: Aide, avid, avoid, dative, detain, deviant, diet, dine, dint, diva, divan, dive, divine, divot, edit, edition, idea, idiot, into, invade, invite, invited, iodine, iota, naive, native, tide, tied, tine, vain, vein, video, vied, vine, void, DEVIATION.

Word targets: Excellent: 31, Good: 26, Target: 19, Kids: 14



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