

Chapter 1 : Private Hire Drivers, learn the Blue Book Runs | Uber Drivers Forum

Blue Book Run Window on my world " 08 April T here are over 24, licensed taxi drivers in London; and in order to ply for hire every single one of them, like every one of their predecessors has had to pass an exam called "The Knowledge Of London".

Types of cab[edit] Hackney carriages taxis can be flagged down in the street or hired from a taxi rank. These may not be hailed in the street. Chauffeur cars are a sub-set of private hire; generally a higher-value car such as a Mercedes or Jaguar where the passenger pays a premium but in return receives a higher level of comfort and a little courtesy from the driver, some of whom wear a uniform. Hackney carriage Only licensed hackney carriages can pick up passengers on the street and without pre-booking. London taxi drivers are licensed and must have passed an extensive training course the Knowledge. Unlike many other cities, the number of taxicab drivers in London is not limited. For many years purpose-designed vehicles were used, but from about specially-adapted " people carrier " vehicles have also been used. There have been many models over the years. For improved manoeuvrability, the turning circle is smaller than other vehicles of similar size a black cab is said to be able to "turn on a sixpence". The cab seats three people on the back seat, and two more in backwards-facing "jump seats". There is good headroom, to facilitate entry to and exit from the vehicle. A ramp for access by disabled people is fitted. Private hire minicabs [edit] A Ford Mondeo UK private minicab with company name and telephone number on each side In London the term minicab is used to refer to a private hire car and "private hire" is used in the rest of the United Kingdom; that is a car with a driver available for hire only on a pre-booked basis. A minicab must be booked, for example, by telephone, internet, or fax, or in person at the registered minicab office. A minicab can be booked at the time it is required, but only at the office of a company registered to accept bookings rather than directly with a driver. Since minicabs have been subject to some regulation in London and most other local authorities. All vehicles available for pre-booking by London minicab drivers must hold a PH licence showing that the vehicles are fit for purpose; this is updated with MOT tests twice a year after an inspection at a licensed garage. The Uber online transportation network company started operating in London in June , just before the London Olympics started. In , the number of Uber drivers in London exceeded the number of black cab drivers. In Uber had about 25, drivers in London. In the number of carriages was set at 50, an early example of taxicab regulation. In the same year, the owner of four hackney carriages established the first taxicab stand in The Strand. After hackneys were regulated by the Commissioners of Scotland Yard. Battery-operated taxis appeared briefly at the end of the 19th century, but the modern taxicab service took off with the appearance of petrol-powered taxis in In meters were first introduced to calculate the fare and were set at 8d 8 pence for the first mile. Today, taxicab service in London is provided by the famous black cabs typically the distinctive [TX] depicted in the photo to the right, The Metrocab and the Mercedes Vito. For other uses, see Knowledge disambiguation. Consequently, the "Knowledge of London" is the in-depth study of a number of pre-set London street routes and all places of interest that taxicab drivers in that city must complete to obtain a licence to operate a black cab. It was initiated in , and has changed little since. In all, some 25, streets within a six- mile radius of Charing Cross are covered, along with the major arterial routes through the rest of London. The Knowledge includes details such as the order of theatres on Shaftesbury Avenue , and the names and order of the side streets and traffic signals passed on a route. There are a number of Knowledge Schools that provide books, maps and classroom tuition which help Knowledge students to learn the runs and points of interest. During training, would-be cabbies, known as Knowledge boys or Knowledge girls, usually follow these routes around London on a motor scooter , and can be identified by the clipboard fixed to the handlebars and showing details of the streets to be learned that day. At appearances, Knowledge boys and girls must, without looking at a map, identify the two random points in metropolitan London that their examiner chooses and then choose the shortest and most sensible route from one to the other. The hippocampus is the area of the brain used for spatial memory and navigation, and is generally larger in taxi drivers than in the general population. In the Up Series documentary films, Tony Walker is seen on his motor scooter learning "The Knowledge" before

becoming a cab driver. Later, his wife Debbie joins him after qualifying herself. Taxi and Private Hire is part of Transport for London and is responsible for licensing the familiar London taxicab or "black cab" and also licenses private hire or minicab services. History[edit] PCO licence plate, as seen on the back of all licensed hackney carriages September Since public carriages for hire have been a feature of London life. The discarded coaches of aristocratic families, complete with their coat of arms , were among the first hackney carriages to ply for hire. They were the forerunners of the French hackney carriage or cab cabriolet which first appeared in London around The first horseless cab, the Bersey electric powered vehicle, appeared in , followed by the first internal combustion engine cab in At that time London still had more than 11, horse drawn cabs. The last horse drawn cab was removed from service in Regulation of the trade passed to the Metropolitan Police in and was undertaken by the Public Carriage Office, which was originally in an annex to New Scotland Yard in Whitehall called "the Bungalow". It moved to Lambeth Road in , remaining there until , when it moved to 15 Penton Street, Islington. Present role[edit] On the formation of Transport for London on 3 July , the licensing authority changed; however, the day-to-day licensing function remained with the Public Carriage Office. With the introduction of the Private Hire Vehicles London Act the role of the PCO has been expanded to include the licensing of private hire operators, drivers and vehicles, bringing the capital into line with the rest of England and Wales. In November , in the report Where to, Guv? Leeds has white with black, Brighton has white with aquamarine-colour and Windsor has white with purple. These restrictions do not apply to licences granted previously, and many taxis remain unchanged. Elsewhere there are two types of "taxi"â€”hackney carriages licensed under the Town Police Clauses Act , which may pick up fares on the street or be pre-booked and have a meter that charges a rate set by the local authority alternatively the driver may negotiate a lower fare with the customer , and private hire vehicles licensed under the Local Government Miscellaneous Provisions Act which must be pre-booked and whose rates are set by the private hire operator. Hackney carriages may only pick up fares off the street in the area in which they are licensedâ€”however they and private hire vehicles may pick up anywhere in the UK as long as they are pre-booked, and the driver, vehicle and operator are all licensed in the same borough. The legal way for a driver to ply outside their area is to obtain multiple licences, one for each licence authority area. Luton is reported to have the highest number of taxicabs per head of population in the United Kingdom.

Chapter 2 : Learning London without GPS - CNET

London Taxi Knowledge Blue Book Runs. As part of the London Taxi Driver knowledge test you will be required to learn the Blue Book runs. These are issued by the Public Carriage Office and in total there are to learn.

Learning The London Knowledge Pay a visit to London and a black mini cab will probably be one the the first things you will see. Easy you might think with the world of sat navs? Hail down a black cab in London and you can be assured that the driver will know the shortest and quickest route to your destination without the aid of a satnav. No two days are ever the same for London cabbies, they just never know who is going to be climbing into the back of their cabs. Taxi drivers meet people from all walks of life, the rich and famous, arguing couples and tourists who always have a question or two that they would like answering. Add this factor to the amount you can earn as a London taxi driver and it is a career many feel is well worth the effort. An effort that requires you to memorise every possible route through the city as well as memorising landmarks and points of interest, museums, parks, police stations, churches, theatres and schools and not just the famous landmarks like Buckingham Palace and Nelsons Column. To become an All-London taxi driver or Green badge holder you need to master no fewer than basic routes, all of the 25, streets that are scattered within the basic routes and approximately 20, landmarks and places of public interest that are located within a six-mile radius of Charing Cross. This is where The Blue book is required, a handbook for budding taxi drivers which contains all of these routes and landmarks. It takes the average person between 2 and 4 years to learn the knowledge, a lot however depends on how much time and effort they are willing to dedicate in learning it. A big advantage of having the blue book in digital format is the ability to print off pages when required. Could you imagine riding around with a hardback version only to have it destroyed by the English weather. Because the use of sat navs is prohibited, remembering the many points of interest and quickest routes across London can take two to three years to master and often even longer. Below we have broken down the stages of becoming a London cabbie into easy digestible segments: My advice would be to download yourself a copy, having it in a digital format means you are able to print off a route at a time and work on it. Depending on your style of learning and assuming you will be driving the route in either a car or on a moped having a single page for reference is far easier than carrying a book around with you. This way you can get on with it while waiting for a reply from the PCO. Three " Fill in the forms and send them back with the relevant documents; a Medical and Character Check: You must have been under this doctor for at least 12 months. The medical covers many areas of your health and fitness including; heart problems, black outs, diabetes, epilepsy or psychiatric problems that you might have had. Four " Assuming all is fine with your application you will receive a Knowledge of London introductory pack which includes a DVD and a copy of The Guide to learning the Knowledge of London. Five " When you have managed to learn the first 80 runs you can contact the PCO and arrange to sit a self assessment test. This is a written test where you mark your own paper with a tutor present who will help you with any concerns or questions. The tutor will talk you through the answers informing you of how well or poorly you have done. This is an optional test that you can take to see if you are on the right track, it counts as nothing towards the final tests and no results are stored. Stage one tests your knowledge of the routes contained within the book, it is multiple choice, you will be given three routes from location A to location B and you must identify the shortest route. Stage two tests you on the points of interest also contained within the Blue Book, again multiple choices, you are given a point of interest and four possible locations and you must pick the correct location. Seven " There are three oral exams known better as appearance tests. The tests last between 20 and 30 minutes and evolve around an examiner asking you the location of two different points of interest. You must know where each one is and also be able to tell the examiner the best way of getting from one to the other in the shortest time. Each appearance test increases with difficulty as you progress. Eight " Assuming all the previous sections are adequately completed you will be invited along to apply for your green badge licence to become a London taxi driver. It is a case of turning up, showing your driving licence and paying the licence fee. Click to download and access an online Knowledge Test If this all seems daunting remember; Assuming you are healthy and have no serious criminal

record then becoming a London cabbie boils down one thing, your knowledge of London. If you know all the possible routes and points of interest like the back of your hand then you are going to sail it. Learning the routes and points of interest contained in the Blue Book is all it really takes to become a London taxi driver, the sooner you learn them the quicker you will obtain that green badge licence. Becoming A London Taxi Driver Have you got what it takes to become a London taxi driver and gain yourself the respect of being amongst the best taxi drivers in the world? Some have said and maybe hoped that the London Knowledge will become easier because with so much technology around surely one day black cab drivers will be allowed to use satellite navigation in their quest to gain their green badge licence? The answer is no, satellite navigation will never be permitted as an aid to learning the Knowledge, you are going to have to do it the hard way getting yourself a blue book of runs and learning each of the routes and points of interest. The following youtube clip explains why an experienced London mini cab driver will always beat and be better than any satellite navigation aid, one quick example, a tourist jumps in your cab and asks to go the the nearest McDonalds? You might not believe it now but watch the clip and listen to how many valid points and genuine real life experiences of why a sat nav would be of no use for this London taxi driver. It can seem a daunting task and it does put some people off but that is what separates those that become London black cab drivers and those that are not up to it. There is no right or wrong way to learn the points of interest, some have found it easier learning the points of interest first before attempting the runs while others have found that they pick the landmarks up better while doing and practicing the runs. Now for a reality check, once you have passed the knowledge test are you really going to remember all 30, points of interest? Of course you are not. My tip would be for you to concentrate on the more obscure points of interest, you probably know already where Big Ben and London Bridge is, I doubt very much that you are going to be asked to tell the examiner where these are located. If a tourist climbed into your cab asking to see this it is more likely that they will ask you to take them to see Giro the Nazi Dog. The next question is where does one start learning these points of interest? If you are serious about learning the London Knowledge you will need to get yourself a Blue Book of runs containing all the routes and landmark points or download yourself a copy. The London Knowledge Before anyone is allowed to drive one of the famous London black cabs they will need to pass a test known commonly as The Taxi Knowledge or London Knowledge. There are two types of licence which a taxi driver can apply for; the first is a yellow badge or suburban licence. Passing this test enables the driver to select from one of the nine suburban sectors in the city of London. On passing the test the taxi driver will be restricted to routes and work in his or her selected area. Below is a map of the nine areas in their respected numbered segments. Many drivers concentrate on one particular sector and once they have obtained their licence they then apply and expand into neighbouring areas. There is nothing to stop anyone applying for more than one suburban area as there is no limit however if you are considering more than two sectors you may as well apply for a Green badge licence which gives the taxi driver a distinguished green badge licence to cover the whole area with an All London Licence. Before assuming that this will be an easy task there is one very important factor to remember, you will need to remember and familiarise yourself with all the possible routes as sattelite navigation aids are not permitted. Not only will you need to remember each and every route but some 30, points of interest which includes schools, landmarks, police stations and tourist attractions. So how long does it take the average person to learn the London Knowledge? On average between 3 and 5 years but it really depends on the individual, how serious are they about passing, how committed are they and how much time can they dedicated to learning the routes?

Chapter 3 : London Taxi Knowledge | A Guide To Blue Book Runs

So you are thinking of doing the knowledge of London to become a London Black Taxi Driver and you have heard of the blue book runs but where do you buy them. There are many places that sell the actual runs, the Blue Book is issued to you by the P.C.O or Public Carriage Office when you go for your initial talk.

This helps so they can read and memorise individual runs from the Blue Book as they ride around London learning runs, street names and points. Regardless of their existing knowledge of London, most Knowledge boys or girls spend at least a year, sometimes longer, reinforcing what they think they know of London and learning the runs as well as they can before taking a mandatory written map test. During the map test students are given start and finish points of five runs which they must write out in full exact routes of five runs in full. Additionally, a series of five blank sections of Ordnance Survey maps are also given to examinees to plot other road names and points. It is not unusual for wannabe cab drivers to fail the map test, on some occasions more than once. What really makes the lot of the trainee London cab driver tough is the method of examination after the map test and the accompanying tough and exquisitely torturous journey from novice to expert. Keeping up appearances At each appearance a Knowledge student must meet an examiner at a pre-arranged time at the PCO. After correctly naming the road the starting point is on and the location of the finishing point, the student must call the whole route including all correct directions and street names, taking one-way streets into consideration and always remembering to travel in as straight a line as possible. It is not enough to call a route, it must be the route or at least extremely close to the route the examiners had in mind. The route may not be the same as initially learned in the Blue Book. If that sounds rather arbitrary and unfair, that is because it is. In real life, the average cab driver will deal with thousands of fares. As anyone who has ever worked with or for the public will attest, the world is full of cretins, ignorant fools, violent imbeciles and strange, sexual deviants. Some of whom are actually quite unpleasant. Therefore examiners are keen to test how students respond to pressure by deliberately causing a distraction during exams by tapping on a desk, singing and generally cocking around. Streetwise one potential cabbie that had been in prison before attempting The Knowledge is asked to start a run at HMP Pentonville. If a Knowledge boy has a weak spot, a PCO examiner will exploit it. How often do I have to appear? At the first stage appearances are 56 days apart. To move on to the next stage a Knowledge student must get four Cs. Those keen on maths will immediately work out this means the quickest any student can pass the first stage is more than seven months i. However, the likelihood of getting four straight Cs in a row is extremely low. Getting a D at an appearance during the 56 days stage is allowed up to three times before a student has to return to the map test and start again. Therefore the longest that can be spent on the first stage of appearances before returning to the map test is just over a year seven x 56 days , based on a student scoring three Cs and three Ds before getting the final D which sends him back to the start. It is not uncommon for Knowledge boys to have to return to the map test. At this point some will inevitably drop out. After more than a year on a scooter learning runs before even starting appearances and another year learning while attending appearances, to be told to return to the map test means a minimum of another seven months before you can even move on to the next stage. This is the hardest and longest stage, because, well, trying to learn the names, locations and interconnections of thousands of streets takes a long time. The more you learn, the easier it gets. Rather obviously, the more time Knowledge Boy puts in to studying the A-Z and driving around looking at streets and points, the quicker he can learn and the quicker he can pass each stage. This is why, like everything else in life, The Knowledge favours the rich or at least financially secure. If you can afford to give up work and have spare time, you can spend more time on the roads and pass The Knowledge quicker. Once four Cs have been passed at the day stage, appearances are 28 days apart. Same rules as before, except now a rudimentary driving test also has to be taken. This is to test overall ability and temperament of a student. Observant readers will work out this stage can be passed in a little under four months at best i. This stage also sees the introduction of examiners posing hypothetical routes, e. The penultimate appearance stage involves appearances 21 days apart, with the same rules as before. Four Cs here will take just under three months, with the lengthiest possible time just under four months. Finally the

suburb test, this involves calling runs as before, but on routes from central London far into the suburbs. You can go backwards as well as forwards. You start out with day, or sometimes day, gaps between appearances and aim to get down to day gaps to pass out. The effect might be compared to walking blindfold up a down escalator. Some of these cabbies would work three days, sleeping in their cab overnight before going home. The furthest Alf found was a commuter cabbie who spends his summers working as a London cabbie to return to New Zealand to drive a cab in Auckland during our winter. If you are still interested in The Knowledge I would rate it as the best part time job on the planet, with a degree of freedom not enjoyed by most professions. As a full time job? Then there is always a degree of uncertainty in your earnings every day you leave home. Their instructor, ex-Inspector Turner late Scotland Yard walks around talking to the men. A little knowledge about The Knowledge First recorded plying of coaches for hire in the street. The number of people who have entered my cab: Regular bloggery from a Black London Licensed Cabbie. If you want to know more just click on my mug shot Follow that taxi! Enter your email address to subscribe to CabbieBlog and receive notifications of new posts by email Join 1, other subscribers.

Chapter 4 : Where do I find a copy of the London taxi "Knowledge" Blue Book? | Yahoo Answers

Each book costs £20 + 3 P&P, and you can order it from most London Taxi Knowledge Schools. Just call them up with your credit or debit card, or pop into the school and pick up a copy. This school's located in the Paddington area.

Contact Learning the Knowledge: Of course, in order to kick-start my new career, I also needed a taxi. There are two types of London Cabbie. In slang terms, they are known as: So I was about to become a Journeyman. A friend of a friend had recommended a taxi rental garage to me and, after getting in contact, a cab was arranged for me. The day after receiving my badge, I made my way to the depot in the early afternoon. It seems to be a prerequisite that any garage dealing with vehicles should be located in an arch below a railway viaduct, and this one was no exception. Being December, it was chilly and the last few days had seen unusually heavy snowfalls. Trudging up along the narrow strip which ran alongside the railway arches, dirty grey ice piled on each side, I spotted the taxi reserved for me parked up ahead, tucked up tight against a wire fence, through which weeds grew, despite the bitter weather and criss-crossed metal links. The garage unit was cluttered with all manner of cabs in varying states of disorder and repair. These vehicles were lined up in a tight zigzag line alongside the railway arches and a few more sat inside; one hoisted up on a sturdy, well-used lift, its radiator absent. The garage echoed to the tinny tones of a crackling radio, tuned into an AM station which blared out golden oldies from the 60s, 70s and 80s. I entered the garage, not quite sure if I was allowed to or not health and safety and all that. It appeared that the floor had once been painted red, but it was now flaking, caked in sticky muck and grease. The atmosphere reeked of stale engine oil, as most garages do. I finally found the proprietor upstairs upstairs being a balcony, accessed by a steep, metal staircase. The rickety ledge upon which we perched seemed in danger of collapsing every time a Piccadilly line tube rumbled overhead, rattling the brick cavern like a bowling alley. The proprietor removed a short cigarette butt from his lips and held his hand up in a halting gesture. The fingers and palm were congealed in accumulated grease and oil. Even indoors, the air was frigid enough to turn his breath to steam. Eager to settle the rent, I counted out a wad of notes. They were fresh and crisp from the bank but, like the files on the desk, would probably soon end up besmirched with oily smears. Only one owner- an old boy who had to give the game up, gutted to sell it. Anyway, here we are. He opened it and I climbed in. You ever driven a Fairway before? Sooty wisps streamed out of his nostrils as he tapped on the meter and ran through its functions. Again it was impossible to keep up. They work all the hours God sends! and end up burning themselves out before long. Thing to remember is- treat it as the best part-time job in the world! It took a short while to find the ignition point- unusually, it was located in the middle of the steering column- and, upon turning the key, the powerful diesel engine roared into life. After a few revs, it settled down to a steady, rocking, ticking grumble; the sound so characteristic of a London Cab. The taxi was getting on in age a bit- it was 18 years old. When it rolled off of the production line at Coventry, I was still in secondary school. After engaging the automatic gear and releasing the handbrake, I edged away from the garage, concentrating with all my might. However, once on the main, much broader road, I managed to gain a little more confidence, and was soon chugging along feeling rather proud. Soon after departing the garage, my route required a climb up a steep hill, something which the old Fairway rather struggled with! I was quite thankful when the cab reached the summit and its engine settled back down. My old primary school happens to be situated on this arduous hill and it was a rather strange feeling to drive past, remembering my first day there whilst considering the first day of my new pursuit in life. The cab had been sadly neglected during its time stored at the garage. The interior smelt musky, the carpet and seats were dusty, and the outer body was pretty filthy. Once back home, my father helped me to scrub the Fairway up. He is somewhat obsessive when it comes to car cleaning- he used to clean cars for money as a teenager, and one of his customers was the late, great, boxer, Henry Cooper! Needless to say, my Dad did a fantastic job and, before long, the old taxi was gleaming, in prime, show-room condition. The following day was to be my first as a working London Taxi Driver. Along the way, she helped to keep me calm with kind words of support and encouragement. In the dingy, fume-reeking drop off point located deep below the station building, we embraced and I was given a good luck kiss. I was now on my own. With a deep breath, I edged

the cab up the sloping ramp leading back out into daylight and the main road. Seconds later, after crossing Euston Road, I was rapidly consumed by nerves. What if I forgot the way? What if I failed to remember the direction of one-way streets? I took the small, yellow canister out of my coat pocket, shook it, and sprayed a good blast of the calming liquid onto my dry tongue. It seemed to do the trick the brandy-like flavour surely helping , and I pulled away from the kerb. I decided to carry out that task somewhere symbolic. And so I headed for Trafalgar Square; the centre of London. Breathing deeply in and out, I pushed a small rubber button on the meter. I drove around Trafalgar Square and through Admiralty Arch; the fine monument which leads to the Mall; the red-tarmac road heading straight towards Buckingham Palace. The traffic eventually cleared away and, seeing the area as something of a comfort zone, I drove around the Palace, up Whitehall and back towards Trafalgar Square. I craned my neck up and checked the hire light was actually on. I returned to the Mall and it was there that the first hand went out. Before entering the cab, they stood next to it, posing for photos; something which made my heart swell with pride. And that is you **MUST** give your first ever fare away for free. To accept payment for your first fare is considered to be most unlucky. I picked the tourists up on the Mall, beside a building known as the ICA Gallery, and they wanted to go to Trafalgar Square; a distance of about 100 ft! The good news is that, being my first fare, this journey is on the house; the ride is free! However, when I arrived at Trafalgar Square a tricky place to stop for my first job , they insisted on paying me. As I approached the beautiful Cathedral, an elderly cabbie passed on the opposite side, nodding his head at me and jabbing his thumb behind him. Sure enough though, a few seconds later, I was flagged down by a group of elderly French people. Checking the road was clear, I spun the wheel around; turning the cab with ease- no need for a strenuous three point turn. The group climbed in, all smiles and very amiable. As I pulled away from the kerb and began the journey, I began to realise just how effective the Knowledge system of training was. My brain has been conditioned to London and her streets. Upon arriving at the required destination, I spoke to the group in the extremely limited, very poor French that I know, somehow managing to wish them a happy Christmas. They were lovely people, and waved me off with a smile as I left. These passengers consisted of a father and his two, grown-up sons; a fantastic bunch, decked out in tweed suits and boater hats. The chaps were also tremendously civil and friendly, and we had a good chuckle along the way. When I dropped them off, the father gave me a nice tip and shook me warmly by the hand. I was sorry to see him go. I picked him up on Holborn, and he needed to get to a bicycle shop on High Street Kensington. Sure enough, as we approached the junction where High Holborn meets Kingsway, a blue and white striped police cordon was in place. Once again, the Knowledge of London etched into my mind kicked in, and negotiating a new route around the blockade was no problem. My new career as a London Cabbie had begun.

Chapter 5 : Become A London Taxi Driver - calendrierdelascience.com

London Taxi Knowledge Points Posted on August 27, by When learning to become a London taxi driver you will get your blue book runs and you will have to learn these runs, plus more.

But ever since mapping apps arrived on phones and GPS-wielding Uber drivers exploded into London in , the Knowledge has faced a volatile future. Should cabbies have to spend years of their life memorizing every inch of London when they can simply punch in a destination on a screen and be guided? Absolutely, say the drivers I spoke with. Meanwhile, Uber continues to operate in London while it appeals a Sept. Forget the orderly grid that divides much of Manhattan. A map of London looks like someone dropped a pot of spaghetti on the floor. You see the river the way it is, you focus and you know the closest line to get you where you need to go. But London rebuilt just as it was. Even today, some streets follow ancient Roman roads. Getting lost while walking the winding streets around Covent Garden is all part of the experience of being here. Looking for Victoria Road? Make sure you have the right one out of the roughly 37 possibilities. The Knowledge does more than provide a map. Instinct, rather than relying on an app or a tattered copy of the London A to Z atlas , lets cab drivers navigate the city quickly and efficiently. Asher Moses, a cabbie of 28 years, is the CEO of Sherbet London , a Dalston-based company that rents taxis to drivers, manages a black cab fleet and arranges taxi ads. He credits the Knowledge with enabling him to see his way through London, almost like a reflex. Wealthy people were so annoyed that police officials started plotting the shortest routes between various points in London to prevent confusion. Charing Cross Theatre Those routes or runs became the Knowledge and are still the basis of it. Learning the Knowledge starts with the " Blue Book ," or the manual that lists the remaining runs that potential cabbies need to know. There used to be runs, but the list was gradually reduced and revised over time. Each run connects two points, with Run No. A film and play called "The Knowledge," which follows a group of hopeful cabbies under the eye of a strict examiner, makes the point. The school also publishes training manuals and guides. Learning the Knowledge is a fantastic education, Moses says. You see them all over London: Visualizing a run is critical, Moses says, partially because it could be completely different from the other direction. You have to get out and feel London, you know? It makes you see things a lot quicker. A phone with a GPS app helps when learning the Knowledge, but it all starts with a paper, map, markers and a magnifying glass. If they want, they can start the process sooner. The first step is a question multiple choice test on the Blue Book runs. In each appearance, a TfL examiner asks applicants four questions about the shortest legal route between any two points in London. All answers are given orally and entirely from memory. They need to call out a run correctly to earn enough points to advance. Tony Norris, a taxi driver for 31 years, finished the Knowledge in just two years. His goals are to help his students call a run correctly in an appearance and build their confidence when they face the examiner one-on-one. Though it was only 4 p. His father was a cabbie, he says, as are his two sons. Taxi driving is in his blood. The Knowledge is a slog -- it took him two years -- but persistence is key. The questions get more difficult as you advance and the time between tests drops to 28 days and then 21 days in a series of three stages. Pass the final stage, a separate appearance that tests 25 runs in the London suburbs, and you have your badge. As most applicants also work part time while studying the Knowledge, the average time to complete the entire process is three to four years. Tackle it full time and you may be able to complete it in two years. If you suggest an incorrect turn, misstate a street name or go the wrong way down a one-way road, you can earn a D grade, which gets you zero points. Even letting your passenger off on the wrong side of the street from their destination is a no-no. Most estimates put the dropout rate at 70 percent, but Pearson says improvement over time is as important as simply calling the route quickly. The narrow classroom, which resembles a shipping container, sits next to a repair yard littered with taxi parts. As a result, he had to redo eight months of appearance time. If you mess up, you have to wait. These can include hospitals, museums, nightclubs, hotels, Underground stations and theaters -- virtually anywhere a person would want to go. Even knowing which play a West End theater is showing is fair game. I talked to him outside a Costa Coffee at the Embankment Underground station while commuter trains to Charing Cross rumbled overhead. Mick Smith passed the Knowledge in He used his job making

deliveries for a bakery to learn London. But this is equivalent to studying for a degree. Besides riding eight to 10 runs a day on his scooter, he used word association tricks to help him learn directions WASP is an acronym for the four streets -- Walpole, Anderson, Sloane and Pelham -- that take you quickly from Chelsea to Kensington. He also studied the most obscure landmarks he could find. This is equivalent to studying for a degree. Recently, he took two passengers to their destination after an Uber driver took them the wrong way. He resents being asked for directions by Uber drivers. The money can be great, Moses says, but to him the ultimate payoff for passing the Knowledge is a sense of freedom not many other jobs offer. A visit to a Knowledge school, how the Knowledge works, and how cabbies are adapting with technology.

Chapter 6 : Learn the Knowledge | Knowledgepics

This feature is not available right now. Please try again later.

Chapter 7 : Taxicabs of the United Kingdom - Wikipedia

Learning the routes and points of interest contained in the Blue Book is all it really takes to become a London taxi driver, the sooner you learn them the quicker you will obtain that green badge licence.

Chapter 8 : London taxis - Getting Around London - calendrierdelascience.com

Black London taxi knowledge runs (blue book runs) blue book run 1.

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