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DROPPING CIGARETTE BUTTS COULD COST YOU A PACKET

“No ifs. No Butts.” is part of a tough new anti-litter campaign, launched by the City of London Corporation. Any smokers caught dropping their cigarette butts in the Square Mile could find themselves being issued with an £80 Fixed Penalty Notice, and may face a hefty fine and prosecution, as part of an anti-litter campaign launched by the City of London Corporation.

Every day, around 7,000 cigarette butts are collected by the City of London’s street cleansing service, which does 67 manual sweeps of the Square Mile in a 24-hour period. The £80 Fixed Penalty Notice can be handed out by a team of 10 ‘Street Environment Officers’, who have been working with City businesses to target smoking-related litter. It is a further offence to fail to provide accurate contact details, for which

a court summons will be issued - and if convicted, a fine of up to £1,000 will be imposed.

Staff from the City of London’s Environmental Services Department have been handing out ‘red cards’ and portable ashtrays in ‘hot spot’ areas in the Square Mile. The campaign is backed up with a concerted effort by the City of London Corporation to encourage businesses to extend and upgrade their cigarette litter bin facilities on their premises, and coincides with the distribution, on request, of City of London ‘Minibin’ pocket ashtrays. These pocket ashtrays are available to taxi drivers at the reception desk in The Guildhall.

Philip Everett, Director of Environmental Services, City of London Corporation said: “We’re taking a tough line on people who litter our streets.”

JOINING THE 21ST CENTURY by Len Fox

The London Cab trade is an immovable entity stuck somewhere in time in the mid 20th century. It is a trade that has a large percentage of bright individual people who for some reason have chosen it to hide and suppress their intelligence and skills. If this is the reason, it is no surprise that the trade itself is lying dormant. It is the cab trade - a place where you can slip into obscurity and as long as you avoid breaking any rules, have the occasional medical, renew the licence every three years you can easily spend 30 years in an isolated orbit.

In all 95% of the people who belong to this entity have not been bothered, needed nor asked to support the trade to which they belong and generally hope that no one will ever ask them to do so. If asked they would probably say no. Why? Because they joined it in the first place to be detached. The London cabdriver works in one of the busiest Capital Cities in the world yet he or she run in a parallel universe in isolation. This may be a choice of how they keep detached and consequently can appear narcissistic. It can mean they want to share their opinions quite frequently with the real world (the fare) never waiting for a reply, they don’t think they need one. Hiding from greatness is a skill but it isn’t easy and takes a lot of disguising and defences.

It comes in all forms, being cynical, negative, not trusting and fear will be common place.

The London Cab trade has to change and join the 21st century and it will need help. It will need help from its members and for the first time since it was formed in the 17th century in the days of Oliver Cromwell, it may have to get united. “No!!” I hear the cynics say, “it will never happen!” Well wake up and smell the coffee because if we don’t, we may as well join the Puritans.

Change will be a new experience for a large percentage of the drivers but make no mistake change is definitely on its way. Change is never easy some people embrace it and others simply fight it, for a larger percentage of drivers in London it will be a whole new experience. I can begin to understand this because I have been part of this trade for 35 years and apart from the rare demonstration in the 1970s I rarely put anything back into the world I have taken from for most of my adult life.

The London Cab Trade has been lying dormant for so long that it’s become redundant. It may be reluctant to break into action but we need to wake it from its impotency, as we owe it to the great trade we belong but mostly to ourselves.

200th SCRAPPAGE SCHEME SALE SIGNALS ‘NOW IS THE TIME TO BUY’

Ian Goulden is the 200th taxi driver to take advantage of the Government’s scrappage scheme at Mann & Overton London. Ian runs the Double K Knowledge School in Erith, South London and traded in his old Fairway for a top of the range TX4 London Taxi, with a £5,000 discount on the cost of the new vehicle.

A taxi driver for 10 years and a former lifestyle photographer, Ian loves the retro styling of the TX4. “People always prefer to travel in the instantly recognisable London Taxi; they just love its iconic shape,” commented Ian.



“The TX4, like the Fairway, has strong styling and keeps to the classic design of its predecessors. It also features a greener engine, which is helping to clean up the capital’s taxi emissions. I’ve been quite fortunate over the years

and hope to build on the fame of my Fairway, which has appeared in an episode of The Apprentice and within various magazines. I’m sure my TX4 will bring me the same if not greater rewards.”

M&O London General Manager, Peter Rigden, said: “The Government’s scrappage scheme remains popular amongst taxi drivers as this welcoming news shows. However, we would urge drivers to come and talk to us now before the funding completely runs out in February 2010.”

