

GREATER**LONDON**AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA250417-0116

25 May 2017

Dear [REDACTED]

Thank you for your request for information which the GLA received on 24 April 2017. Your request has been dealt with under the Freedom of Information Act 2000.

You asked for any correspondence between the Mayor and the Department of Transport regarding the capping of Private Hire Vehicles between May 2016 and April 2017.

Please find attached the requested information.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

Paul Robinson
Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>



RT. HON. CHRIS GRAYLING MP
Member of Parliament for Epsom and Ewell
House of Commons
London
SW1A 0AA

Sadiq Khan
Mayor of London
City Hall
The Queen's Walk
London SE1 2AA

KC
20 MAY 16

18 May 2016

D Sir

I hope you are enjoying your new role.

I am writing to you at the request of a number of London taxi drivers who live across the Surrey county boundary in my constituent of Epsom and Ewell. They have asked me to contact you with their concerns about the London taxi trade. A sample email outlining their concerns is enclosed for you, and I would be grateful for your comments please on the issues raised.

With best wishes

Yours sincerely

Chris Grayling

I am a London taxi driver and have held a London taxi licence for over 13 years. My trade has been devastated by Uber who employ over 37,000 (rising by 600 a week) cheap labour to drive Private Hire Vehicles in London.

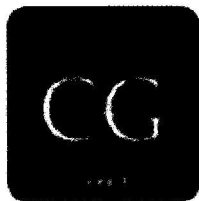
I have no problem with fair competition but Uber have circumnavigated all the rules demanded of PHV's with the collaboration of Leon Daniels who is TFL's Managing Director of Surface Transport.

Leon Daniels has in his capacity as Managing Director of Surface Transport for TfL, approved and introduced measures that have brought London's capital to a standstill, increasing congestion, increasing pollution, costing business and citizens millions of pounds.

He mislead the GLA Transport Committee by stating on record that Private Hire drivers do not need "full time" Hire and Reward insurance policies, that they can purchase "On-Off" Hire and Reward insurance (inferring that it is not necessary for TfL as the regulator to ensure all Private Hire Vehicles are continually insured correctly) See video.

https://youtu.be/R8RRW_0pgmo

The Association of British Insurers have confirmed, no such policy exists.



United Cabbies Group

@UnitedCabbies

We have confirmation from
Association of British Insurers
there is NO such thing as On/
Off HR ins.

All Phv MUST have
continuous HR cover

Leon Daniels stated publicly on record in the media that Uber were not using a taximeter to conduct business and then subsequently appointed QC Martin Chamberlain to uphold his view by failing to make the case properly.

Mr Daniels was later questioned by the GLA Transport Committee on record, as to why TfL hadn't insisted that Uber have a manned telephone line, as per the 1998 Private Hire act requires, to which he attempted to obfuscate the issue by telling the GLA committee that the wording of the act is vague and only means that an operator is required to have a land line telephone on the day the license is applied for.

Leon Daniels has now been found to have been in communication via email, assisting Uber UK to word their PR, advertising and complaint responses, so as to mislead the public and further blur the lines between Private Hire and Hackney Carriage and hence place public safety at risk.

From: Daniels Leon
Sent: 10 May 2015 08:33
To: Jo Bertram
Cc: Emmerson Garrett; Blake Peter; Taylor Lisa
Subject: Fw: Tweet about pre-booking

Sorry - hadn't entirely finished before sending

Since "pre-booking" is the rationale behind PHVs it really is unwise to deny you do it in this way. I accept that the phrase used is the one by the customer but is now being used to complain that we are allowing something we shouldn't

I am not really very impressed having to try and explain long term prebooking vs short term prebooking

Leon

From: Daniels Leon <[REDACTED]>
Sent: Sunday, 10 May 2015 08:16
To: Jo Bertram
Cc: Emmerson Garrett; Blake Peter; Taylor Lisa
Subject: Tweet about pre-booking

Jo I am getting a ton of tweets, insulting as usual, about this message from your customer service to a client

Taken from the front page of the Badge news paper.

I therefore request that you as my MP ask Sadiq Khan the new London Mayor, who has overall responsibility for TfL and it's actions, to either confirm or deny if Mr Daniel's has or has not been in direct contact with Uber regarding their responses to various bodies.

I am sure that you will agree, such behaviour if proven, would be in breach of his remit and could be construed as malfeasance and as such should trigger an investigation.

Yours sincerely,

MAYOR OF LONDON

Rt Hon Chris Grayling MP
House of Commons
London SW1A 0AA

Our ref: MGLA240516-2647

Date: 14 JUL 2016

Hi Chris,

Thank you for your letter of 18 May on behalf of your constituents about their concerns over London's taxi and private hire trades. I am sorry for the delay in responding to you.

I understand the concerns your constituents have raised and I would like to reassure them that I am a proud supporter of London's black cabs, which remain the finest in the world. London's black taxi drivers are highly trained and properly checked to a high safety standard, drive wheelchair accessible vehicles and have the incredible geographical recall and sense of direction unique to those with The Knowledge. It's understandable that the black cab is an icon known around the world and a source of pride for Londoners.

The taxi and private hire market in London has changed significantly in recent years, with the rise of digital technology and new smartphone app-based business models changing the way passengers make bookings. This in turn has led to a significant increase in both the number of private hire vehicles (PHVs) in London and the demand for them. I understand that this period of significant change has caused uncertainty for the black cab trade. I am committed to stabilising and promoting the black cab trade and there will be a substantive change of direction under my mayoralty. A package of measures to secure the future for London's taxi trade, and its special status, is being developed for me to review.

As it currently stands, Transport for London (TfL) is legally obliged to issue a licence to anyone that meets the statutory criteria for licensing and has no legal power to introduce a cap. Having said this, I will be looking at the options available to me to introduce a cap on the number of PHVs in London, using any appropriate powers available. I am also seeking additional powers to regulate rickshaws on London's streets, which will help eliminate congestion and traffic.

In relation to your constituents' concerns about Uber and its operation in London, please be assured that Uber had to meet the same licensing requirements as any other applicant for an operator's licence and is subject to all legislation which applies to private hire operators in the capital.

MAYOR OF LONDON

There have been concerns about the smartphone device which Uber drivers use. In order to ensure that a difficult legal provision is being applied correctly, TfL applied to the High Court for a decision on how the taximeter prohibition should be applied to PHVs. In October, the High Court declared that Uber's use of a smartphone and app, while enabling the calculation of fares to take place, was not a device for calculating fares in breach of the taximeter prohibition. The court also found that it was drivers, not their vehicles, who are equipped with smartphones.

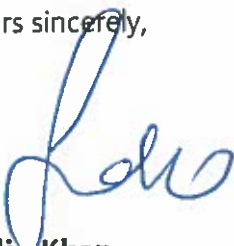
With regards to hire and reward insurance policies, it is common for PHV owners (both fleet operators and individual drivers) not to permanently insure their vehicles for hire and reward purposes. As it stands, it is only a requirement for PHVs to carry hire and reward insurance when they are undertaking private hire bookings.

Having said this, TfL has fully considered hire and reward insurance as a part of its review of private hire regulations. Stricter insurance requirements will be placed on all PHVs and drivers which will enhance passenger safety. Vehicles will be required to have hire and reward insurance in place at the point of vehicle licensing and for the duration of the vehicles licence. Furthermore, drivers will also be required to carry or display their insurance documents at all times which will bring PHVs in line with the requirements for taxis.

Because black cabs are such an essential part of London's transport network and the wider economy, their special status needs to be formally recognised and secured in policy. This is why my new Transport Strategy, which is currently being developed, will include an explicit commitment to protecting and maintaining the taxi trade, which will help to address the concerns raised by your constituents.

Thank you again for writing to me.

Yours sincerely,



Sadiq Khan
Mayor of London

MAYOR OF LONDON

Rt Hon Chris Grayling MP

Secretary of State for Transport
Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR

Date: 28 APR 2017

Dear Chris,

As you know, I am determined to create a vibrant taxi and private hire market, with space for all providers to flourish.

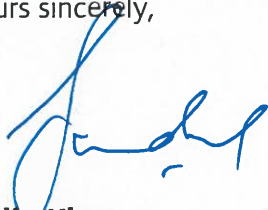
Val Shawcross CBE, my Deputy Mayor for Transport, and Mike Brown MVO, London's Transport Commissioner, have used every opportunity to raise issues of taxi and private hire regulation with your Ministers since I published my Taxi and Private Hire Action Plan last year. My Deputy Mayor for Transport has attended two meetings with your Parliamentary Under-Secretary of State Lord Ahmad - on 16 March 2017 and 3 November 2016 - in which they discussed private hire vehicle regulation. She has also written to your Parliamentary Under-Secretary of State Andrew Jones a number of times on private hire vehicle regulation. I also raised the issue with the former Transport Secretary and officials at a meeting on 13 June and I have raised it with other Ministers, including the Chancellor and Chief Secretary to the Treasury just a few weeks ago.

I am therefore puzzled by your public claim and recent response to a Parliamentary Question (72004) that the issue of capping the number of private hire vehicles in London has not been raised with Ministers. Lord Ahmad acknowledged as recently ago as 7 April that discussions have been taking place between DfT and City Hall on the issue of private hire regulation (HL6366). Nevertheless, I am happy to make the case again.

At present, Transport for London must license anyone who meets the criteria. There has been a significant increase in recent years, which is unsustainable in terms of congestion and air quality and for drivers who are struggling to make enough money to support themselves and their families. That's why the power to set a cap makes sense and I have been calling publicly for it, at every possible opportunity.

It is disappointing that you have not been fully briefed on this matter and I would be happy to send you and your officials any further information if required.

Yours sincerely,



Sadiq Khan
Mayor of London

Cc: Gavin Barwell MP, Minister for London



**Department
for Transport**

Sadiq Khan
Mayor of London
City Hall
London SE1 2AA

From the Secretary of State
The Rt. Hon. Chris Grayling

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: chris.grayling@dft.gsi.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/197283

2 May, 2017

Dear Sadiq,

I am writing in response to your letter of 28 April.

I am aware that various issues relating to taxis and private hire vehicles have been raised with the Department on a number of occasions by Val Shawcross and others, both in writing and at meetings. But, it remains the case that the specific issue of a possible cap on the number of PHVs has not been formally raised either with me or with other DfT ministers. We have checked carefully, but have received no written correspondence from you on this particular issue, nor do we have any record of a possible cap being raised at ministerial meetings.

Rt Hon Chris Grayling MP

SECRETARY OF STATE FOR TRANSPORT