

# GREATER LONDON AUTHORITY

[REDACTED]  
(By email)

Our Ref: MGLA131020-7053

30 October 2020

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 13 October 2020. Your request has been dealt with under the Freedom of Information Act 2000

You asked for:

*Please inform me the dates on which the deputy mayor for transport, Heidi Alexander has met the taxi trade (Since her appointment), which representatives/organisations and the times and length of those meetings. Please also provide any minutes from those meetings*

Our response to your request is as follows:

Please find below the list of meetings which have taken place:

- Licensed Taxi Drivers Association (LTDA), 28 June 2018
- Unite Cab section, 22 Oct 2018
- GMB Union 23 Jan 2019
- London Suburban Taxi Coalition, 25 April 2019
- RMT Union, 8 May 2019
- LTDA, 1 July 2019
- LTDA, RMT, Unite, London Cab Drivers Club, 14 Aug 2019
- LTDA, 9 Mar 2020
- LTDA, 5 June 2020 [minutes attached]

The GLA holds a note of meeting for one of the meetings within scope of your request. It is possible that Transport for London (TfL) may hold further information. You may wish to send a further request to TfL at [foi@tfl.gov.uk](mailto:foi@tfl.gov.uk).

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

Yours sincerely



**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>

## Meeting Note

Heidi Alexander/[REDACTED] call regarding London Streetspace plans  
05.06.20

**Attendees:** Heidi Alexander (HA)

Gareth Powell (GP)

[REDACTED]  
[REDACTED] (notes)

- [REDACTED] understands that London / TfL facing the largest transport challenge ever and that walking and cycling will be an important part of this
  - o Also flagged that many people who can't walk and cycle (e.g. disability, with large boxes) will still need to make trips
- [REDACTED] wants to find a way to work with us to **prevent problems around more traffic while also still enabling drivers to work**
- HA noted that schemes cover a portion of roads in the CCZ and will maintain access
  - o Core issue is that **road space is finite and we want to allocate more to walking and cycling**
- GP: we are looking at a range of schemes still and ideas are still being developed; we will need to ensure that our schemes enable permeability while making space for active travel
  - o We are not adopting blanket principles, and we know that there will be a role for the taxi trade to play
- [REDACTED] reminded that even though CCZ is only 1% of London's road space, 75% of his members work in the zone at some part of the day
  - o Key trips (e.g. Waterloo station to High Courts or the City) will be made much more difficult by some proposals (e.g. restricting access to Waterloo Bridge)
- HA and GP agreed that this is a live discussion and we are doing modelling; could potentially look into flexibility on the Waterloo Bridge scheme
- [REDACTED]: the **core ask is that taxis should have access to all roads across the scheme**
  - o If it is shown at specific roads or locations that there is too much congestion, then TfL can restrict access at pinch points
- HA: the starting point is that we will need to restrict motorised traffic, and **we can't allow black cabs to go on all the roads where we are making changes**
  - o As plans develop **we can look at particular roads and schemes** and see if there are workable solutions where requests from the trade and our own analysis converge
- [REDACTED] expects contraction of the trade, due to extremely low demand for the foreseeable
  - o Also flagged potential supply chain risks if LEVC faces financial difficulty due to falling demand
- [REDACTED] also noted that restricting access to ZEC only does not make sense as the schemes are meant to minimise congestion, rather than target air quality; argued that Euro 6 should also have access
- [REDACTED] reminded that while we are proposing changes only to the TLRN, other boroughs (e.g. CoL, CoW) are looking to TfL's plans for leadership
- [REDACTED] asked for meeting with Will Norman
- HA: we know that there are changes we have to make in central London
  - o We are reasonable and are looking at how to make changes that provide proper access to people with disability
- There may be changes to what we proposed in the press release, we will continue to review the schemes; the trade may be satisfied with some proposals and dissatisfied with others

## Actions

- Coordinate meeting time with [REDACTED], GP, and Will Norman [REDACTED] to lead)