

Our ref: MR/tm

29 March March 2017

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



Dear Mr Khan,

I hope this letter finds you well and healthy?

You will be no doubt be aware that this week, serious allegations of potential collusion and corruption have been substantially serialised in the newspaper The Daily Mail, and in other national newspapers regarding the Private Hire company UBER. Centre to these allegations is the way that an operator's licence was granted for their operations in London under TFL, and the apparent change of mind of the former Mayor, Boris Johnson MP, to grant such. The articles quote extensively the public statements given at the time, by former Mayor Johnson.

The newspaper article quote email exchanges received from FOI requests, and text messages from former senior UK government aides and the then Prime Minister David Cameron, and George Osborne MP. Also quoted are the extensive meetings to change Mayor Johnson's mind by leading officials and other senior UK government ministers. With the apparent successful intention to grant UBER an operator's licence, which considering transport is not the jurisdiction of UK government in the capital is somewhat quite baffling.

Around the same time the UK government were pursuing The Deregulation Act 2015. This gives rise to another allegation in the newspaper of the so called cosy relationship between UBER and UK government at the time, and it is seen that favourable changes were made to legislation via the 2015 Act, to accommodate UBER operations, at the expense of the existing local trades, where an uneven playing field was created.

Since the granting of UBER operating license, TFL has granted over a thousand licences per month to drivers under the TFL UBER banner (source TFL website), with many now plying, or touting for hire, in other licensing authority jurisdictions, under the TFL UBER brand, as far as Liverpool, Manchester and surrounding areas, West Yorkshire, York, Cardiff, Bristol, Hatfield, Reading, Bath, Southend and Brighton to name just a few.

In the absence of a national data base, and national enforcement powers, safeguarding is now a serious risk, not only in London, but on a national basis, due in the main to the prolific granting of TFL UBER licences, which give the impression they have been handed out like sweets. How have so many licences been issued

is also open to question. The quantity is indeed very questionable, if this was just for London needs. We also understand that TFL granted licences to UBER drivers, that were not granted by another licensing authority. As a result, those same people are now operating in that licensing jurisdiction under the TFL UBER brand. If all of TFL UBER licences were operating and plying their trade within TFL licence jurisdiction, the environmental impact would be huge, which we know is a major concern of yours.

My colleague, Steve Garelick Branch Secretary GMB Professional Drivers, has in his capacity made many representations to TFL regards the operations of UBER and their apparent questionable ethics, and the granting of so many licenses. I am sure you are also aware that GMB Union took UBER to court over their "bogus self-employed" model. UBER have refused to recognise that UBER drivers are workers in the legal sense, and are still insisting that they are self-employed.

There are also many campaigns by various parties to get UBER to pay its share of Taxes. It circumvents its obligations via an operation connection with the Netherlands registered UBER BV. This begs the question, that UBER as a company, its employment model, along with its style of operations both in London and the UK, which caused former Mayor Johnson to make such public statements he did, and the unfair access and collusion it received in obtaining a license for TFL, questions whether the company ethics meet the fit and proper test?

Due to the serious public accusations and allegations of collusion and the potential for corruption in how UBER obtained its license in London, we believe that you should, use your powers, to now serve notice on UBER, and suspend their operator's license with TFL forthwith, and until such time as they answer these urgent questions raised by the said newspaper articles in how they obtained a license from TFL when the then Mayor was going to reject its license application, and said so publicly.

GMB would be more than happy to meet with you and your senior representatives, along with other trade unions that are representative of the industry to discuss this matter further if you so wish.

May I thank you for taking the time to read our urgent correspondence to you, and we look forward to your reply,

Yours sincerely



Mick Rix
GMB National Officer

cc: Tim Roache,
Steve Garelick

MAYOR OF LONDON

Mick Rix
GMB National Officer
GMB
22 Stephenson Way
London NW1 2HD

Our ref: MGLA300317-7624

Your ref: MR/tm

Date: 15 MAY 2017



Thank you for your letter of 29 March regarding Uber and its operation in London.

You have raised a number of important concerns in your letter, many of which Transport for London (TfL) and I share. In my Taxi and Private Hire Action Plan (<http://content.tfl.gov.uk/taxi-and-private-hire-action-plan-2016.pdf>), I committed to a number of measures to drive up standards and ensure a fair market for our taxi and private hire trades. The plan also includes a number of measures to help address some of the issues you have raised.

For ease of reference, I will address each of the points made in your letter in turn:

Uber London Limited (ULL)

While I cannot speak for the previous Mayor, or for Government officials, I can confirm that ULL is registered as a private hire operator in London. It met the same pre-licensing requirements as any other applicant for an operator's licence and is subject to all the legislation and regulations that apply to private hire operators in the capital.

Similarly, licensed private hire drivers that choose to undertake work using the Uber application must continue to adhere to the licensing conditions and regulations that apply to all private hire drivers in London.

Growth in Licensed Private Hire Drivers and Cross-Border Hiring

I too am concerned about the growing number of private hire drivers on our streets. As it currently stands, TfL is legally obliged to issue a licence to any driver that meets the criteria for licensing. As a result, we have seen the number of London licensed drivers double in recent years.

My Deputy Mayor for Transport, Valerie Shawcross CBE, the TfL Commissioner, Mike Brown, and I have all raised this issue with Government Ministers and the Department for Transport. We will continue to press the Government to provide TfL with appropriate powers to address this important issue. However, as you pointed out in your letter, many licensed London drivers are now working in other licensing authority jurisdictions. This is a much broader issue which, without being addressed, will make any new powers to cap private hire driver and vehicle numbers ineffective.

The law as it stands allows private hire drivers to operate in other parts of England and Wales provided the vehicle, driver and operator are licensed by the same licensing authority and the booking is accepted by the operator within this authority. This means private hire licensees can license themselves with one authority while having the sole intention of working 100% of the time in another authority.

MAYOR OF LONDON

TfL and other licensing authorities also have limited powers to deal with non-compliance from out of area vehicles, which can threaten public safety and the reputation of the locally licensed trades. To address the issues associated with cross-border hiring, an urgent national change is required to stop this practice which cannot be what the law intended.

I, along with my Deputy Mayor for Transport and TfL, have raised this matter with the Government and will continue to press for a national solution to these issues. We are lobbying for a change in the law so that private hire bookings must start or end in the jurisdiction for which the vehicle and driver is licensed. I welcome your support in this matter which would help us to address issues of drivers being licensed by one authority and working solely in another jurisdiction.

Drivers' Rights

I am passionate in my belief that everyone deserves decent pay and appropriate working conditions. Tackling low pay is one of my top priorities. There are far too many Londoners who still don't have the security they deserve at work, including access to sickness and holiday pay.

Drivers who work in the private hire industry should do so based on the reassurance that they can receive a fair day's pay for a fair day's work, within a secure working environment - something I have urged London's private hire operators to provide.

As you are no doubt aware, the contractual arrangements between drivers and who they choose to work for, including their pay and working conditions, is not something within TfL's control.

However, I am aware of the GMB's efforts regarding private hire drivers' rights, and am supportive of last year's ruling that the Uber drivers who brought that case are entitled to the most basic workers' rights, including to be paid the National Minimum Wage and to receive paid holiday.

Taxation

TfL's remit as a licensing body and regulator is to ensure the safe delivery of private hire vehicle services in London. Private hire operator tax arrangements do not fall within TfL's regulatory remit. Tax issues are a matter for Her Majesty's Revenue and Customs.

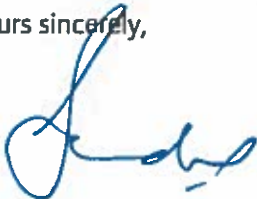
TfL will, of course, assist Her Majesty's Revenue and Customs with any investigations it may carry out and bring any specific concerns to their attention, as it did in the case of Uber.

Engagement


I am aware that TfL meets regularly with representatives from the private hire trade, including the GMB. Helen Chapman, TfL's General Manager of Taxi and Private Hire would be very happy to meet with you and your senior trade representatives to discuss any of these matters further. Please contact taxiprivatehireSRM@tfl.gov.uk if you would like to set up a meeting.

Thank you again for writing to me.

Yours sincerely,



Sadiq Khan
Mayor of London


Licensed Taxi Drivers Association Limited, TAXI HOUSE, Woodfield Road, London W9 2BA
Tel: 0207 2861046 Fax: 0207 2862494 Web: www.ltda.co.uk

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

13 APR 17

11 April 2017

Dear Mr Khan,

You will be aware of the many concerns raised about the licensing of Uber as a Private Hire Operator, particularly those surrounding workers' rights, passenger safety and the damaging impact that increasing numbers of PHVs has had on air quality and congestion across the capital. These issues are now well documented with work by the London Assembly's Transport Committee, IPPR, Greener Journeys, the Capital City Foundation and the Work and Pensions Select Committee providing mounting evidence of the very real problems and the need for action to strengthen PHV regulations.

In view of the significant threat to public safety these issues pose, we have been extremely concerned by recent reports in the media, which exposed clear evidence of undue influence having been exerted on TfL and City Hall, undermining their 2015/16 Review of Private Hire Regulations. These reports show high level contact between TfL officials, the Mayoral team and the former Mayor at City Hall and a prominent Government special adviser, discussing the review, at the behest of the former Prime Minister and Chancellor. This resulted in proposed common sense measures, designed to protect public safety being radically watered down.

As a result, London now finds itself in a perilous situation with more than 100,000 PHV drivers licensed to operate on our streets – many of whom lack the basic skills and knowledge to transport customers safely, do not have adequate insurance and are drastically overworked and underpaid.

We recognise the significant efforts you have made since taking office to address these issues through your Taxi and PHV Action Plan, and have welcomed your willingness to stand up to vested interests and implement new regulations with public safety at their heart. However these reports, coupled with the recent High Court ruling in Uber's favour on insurance and call centre requirements and ongoing opposition to your introduction of English language tests, have served to further undermine public confidence in TfL's ability to effectively regulate the taxi and private hire industries. They also raise serious questions about the extent to which Government and private companies can influence a devolved regulatory and licensing matter of this nature.

We have written to TfL opposing any application by Uber London Limited to renew its PHV operator's licence, setting out the reasons why, as it stands, the company fails to meet the 'fit and proper person' test and how its drivers are illegally plying for hire. With Uber's licence up

[REDACTED]

Licensed Taxi Drivers Association Limited, TAXI HOUSE, Woodfield Road, London W9 2BA
Tel: 0207 2861046 Fax: 0207 2862494 Web: www.ltda.co.uk

for renewal at the end of May, and TfL responsible for making this decision, I would urge you to commission an independent review into what happened under the previous Mayor, whether undue influence was placed upon TfL in its capacity as a regulator and what lessons need to be learnt to ensure that the PHV industry can be properly regulated.

We hope you will give this due consideration and look forward to your response.

Yours sincerely,



Steve McNamara
General Secretary of The Licensed Taxi Drivers Association

MAYOR OF LONDON

Steve McNamara
General Secretary
Licensed Taxi Drivers Association Ltd
Taxi House
Woodfield Road
London W9 2BA

Our ref: MGLA190417-9524

Date: 13 JUN 2017

Dear Steve,

Thank you for your letter of 11 April. I am sorry for the delay in responding to you.

You make a number of comments in your letter about workers' rights. I am passionate in my belief that everyone deserves decent pay and appropriate working conditions. Drivers who work in the private hire industry are no exception to that and should be reassured that they can receive a fair day's pay for a fair day's work and this is something I have urged London's private hire operators to provide. I have also set up an economic fairness team which will challenge exploitative business practices and low pay, while recognising and promoting good practice in employment. These initiatives are being developed in consultation with trade unions and employers.

I fully understand your concerns about the numbers of private hire drivers and vehicles. I too am concerned, and believe that the current growth rate of private hire drivers is unsustainable for our capital. As you are aware, Transport for London (TfL) is legally obliged to issue a licence to anyone that fits the criteria for licensing, with no powers to cap licence numbers. Any change to this position would require a change to primary legislation.

I am aware of the great deal of lobbying work the LTDA has done on this matter. My Deputy Mayor for Transport, Val Shawcross CBE, the TfL Commissioner, Mike Brown, and I have all raised this issue with Government Ministers and the Department for Transport. We will continue to press the Government to provide TfL with appropriate powers to address this important issue. There is also a broader issue that many licensed London drivers are now working in other licensing authority jurisdictions. If this is not addressed, it will make any new powers to cap private hire driver and vehicle numbers ineffective. We will continue to press for a national solution to these issues. We are lobbying for a change in the law so that private hire bookings must start or end in the jurisdiction for which the vehicle and driver is licensed.

You ask for an independent review into the 2015/2016 PHV regulations review. TfL spent a significant amount of time formulating its proposals to enhance the private hire regulations and sought the views of the trade and the public before finalising them.

MAYOR OF LONDON


While views about the proposals were expressed by a number of stakeholders, including Government, the final proposals were decided upon by the TfL Board. For these reasons, I do not believe that an independent review is necessary.

With regard to licence renewals, TfL must act impartially when taking a decision on any licence application it receives, including applications for private hire operator licences, to ensure that applicants comply with licensing requirements.

I appreciate your support for the commitments I made in my Action Plan which will further improve safety and drive up standards within our private hire industry. I am pleased with the progress we have made so far. However, there is more work to do and I can assure you that TfL and I are committed to ensuring that Londoners and visitors to our capital receive the level of service that is expected from our private hire industry.

Thank you again for writing.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sadiq Khan', written over a horizontal line.

Sadiq Khan
Mayor of London



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

19 June 2017

Dear Sadiq,

I want to thank you for all the support you have given the taxi trade during your first year in office. We have not met since your first 100 days as Mayor, and I believe it is important for us to meet again soon to discuss how we can secure the future of the taxi trade in London, given the significant changes that the industry has seen in the past 12 months.

The trade welcomed the measures that you set out in the Taxi and Private Hire Action Plan 2016, such as the English language and insurance requirements. However, we are concerned about the many ongoing court cases that have hindered the implementation of your plan. This has resulted in some of these regulatory measures designed to ensure passenger safety being weakened.

It is also disappointing that Government is yet to grant City Hall greater enforcement powers to control both the number of PHVs operating in London and the increasing exploitation of the provision in the law that allows for cross-border hiring.

Working together I believe we can present a policy platform which will ensure that the taxi trade in London improves for the better, but I believe a meeting between us is now a little overdue.

My communications assistant, [REDACTED], will contact your office shortly to arrange a time for us to meet – should you like to contact her in the meantime, please do not hesitate to do so by telephone on [REDACTED] or by email on [REDACTED]

Yours sincerely,

A handwritten signature in black ink, appearing to read "Steve", is located below the "Yours sincerely," text.

Steve McNamara
General Secretary, The Licensed Taxi Drivers' Association (LTDA)

Paul Robinson

From: [REDACTED]@newingtoncomms.co.uk>
Sent: 20 July 2017 17:12
To: [REDACTED]
Cc: LTDA
Subject: RE: LTDA meeting with the Mayor
Attachments: Letter to the Mayor from the the LTDA.pdf

Dear [REDACTED]

Following the Westminster Hall debate on the future of the taxi trade this week, I wanted to enquire about the progress of arranging the meeting between the Mayor and Steve McNamara of the LTDA. My colleague [REDACTED] spoke with you and you kindly informed her that the request was with the diary team – would it be possible to put me in touch with them please?

The issues discussed by the APPG Taxi's report *Lessons from London: the future of the UK taxi trade* and the Westminster Hall debate on this topic raised significant concerns for the industry, including plying for hire, cross-border hiring, passenger safety and working practices of Uber to name but a few. Given the Minister plans to meet with the Mayor on these issues, it is important that the Mayor engages with the taxi industry before this meeting takes place.

We would appreciate getting a date in the diary as soon as possible, and I'm really grateful for all your assistance on this.

Many thanks and kind regards,

[REDACTED]



[REDACTED]s
Account Manager

Newington Head Office
96 Great Suffolk Street
London SE1 OBE

[REDACTED]

www.newingtoncomms.co.uk
[\[REDACTED\]@newingtoncomms](mailto:[REDACTED]@newingtoncomms)

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From: [REDACTED]@london.gov.uk]
Sent: 23 June 2017 16:26
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: LTDA meeting with the Mayor

Hi [REDACTED]

Many thanks for your phone call and email.

The letter has been received and is with the diary team for a response asap.

Thanks, [REDACTED]

[REDACTED]

From: [REDACTED]@newingtoncomms.co.uk]
Sent: 23 June 2017 16:10
To: [REDACTED]
Cc: [REDACTED]
Subject: LTDA meeting with the Mayor

Hi [REDACTED]

Thank you for taking my call earlier – please find attached the letter that Steve McNamara from the LTDA sent to the Mayor asking for a meeting.

Whilst we understand that there is a lot going on at the moment in the industry and that the Mayor is under various pressures, many of the LTDA's members have expressed their concern to Steve about other organisations meeting with the Mayor and Val but the LTDA is seemingly missing out. Steve is doing his best to reassure his members, but they are pushing to see some recognition from Sadiq that he stands by his Taxi and Private Hire Action Plan and that they are being heard. This is particularly loud since the publication of the Mayor's Transport Strategy on Wednesday.

I would be grateful if you could let me know when the Mayor has some time to meet with Steve in the coming weeks.

Best wishes,

[REDACTED]


Newington

[REDACTED]

MAYOR OF LONDON

Steve McNamara

General Secretary
The Licensed Taxi Drivers' Association (LTDA)
Taxi House
Woodfield Road
London W9 2BA

Our ref: MGLA190617-7058

Date: 07 JUL 2017

Dear Steve,

Thank you for your letter of 19 June about the future of the taxi trade in London.

As you know, I fully appreciate your concerns and, with my team, have been working hard to put changes in place that will help to protect the future of the black taxi trade. I also recognise the importance of your organisation and having direct contact with trade representatives.

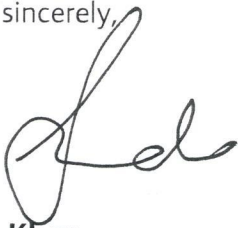
With this in mind, I'm very sorry but, given the recent challenging circumstances faced by London, I am afraid that my schedule is extremely busy over the coming months so I am unable to accommodate a meeting at this time. However, Valerie Shawcross CBE, my Deputy Mayor for Transport, is keen to meet with you to discuss the matters in your letter in more detail, accompanied by a senior representative from Transport for London.

I appreciate that this is not the response that you were hoping for and I have therefore also asked my team to identify a suitable opportunity for me to meet with trade representatives and to show support to the trade in the future. Val will be able to update you on this when you meet.

Please contact Val's Executive Personal Assistant, [REDACTED] to make the necessary arrangements for that meeting. [REDACTED] can be contacted by email at [REDACTED]

Thank you again for writing to me. I am grateful to you for getting in touch.

Yours sincerely,



Sadiq Khan
Mayor of London

Paul Robinson

From: David Bellamy
Sent: 17 August 2017 17:10
To: [REDACTED]@gmb.org.uk'
Cc: Valerie Shawcross; Jack Stenner; [REDACTED]; [REDACTED]@gmb.org.uk;
Subject: RE: RE:

Dear Gary,

Philip has confirmed in writing to the Authority that he will not act for Uber in London while carrying out his role for the GLA.

Regards,
David.

From: [REDACTED]@gmb.org.uk [mailto:[REDACTED]@gmb.org.uk]
Sent: 15 August 2017 09:54
To: David Bellamy <[REDACTED]>
Cc: Valerie Shawcross [REDACTED]>; Jack Stenner [REDACTED]@london.gov.uk>; Ellie Robinson [REDACTED]@gmbdrivers.org>; [REDACTED]@gmb.org.uk;
'steve.garlick [REDACTED]@gmbdrivers.org>
Subject: Re: RE:

Dear David

I take it that Mr Kolvin QC has declared a potential conflict of interest in Uber on the mayors website, or at some point at least registered an interest ?

Gary Doolan
GMB Political Officer

Sent from my iPhone using IBM Verse

On 14 Aug 2017, 12:11:29, [REDACTED]@london.gov.uk wrote:

From: [REDACTED]@london.gov.uk
To: [REDACTED]@gmbdrivers.org
Cc: V [REDACTED]@london.gov.uk, [REDACTED]@london.gov.uk, [REDACTED]@london.gov.uk, [REDACTED]@gmbdrivers.org, [REDACTED]@gmb.org.uk, [REDACTED]@gmb.org.uk
Date: 14 Aug 2017, 12:11:29
Subject: RE:

Dear Steve,

I write further to your email of 24 July about the appointment of Philip Kolvin QC as chair of the London Night Time Commission.

The Chair of the Night Time Commission has a broad remit to convene and lead an advisory group of key stakeholders from across the night time economy to assist the Mayor in meeting the challenges and realising the opportunities presented by the evening and night time economy.

Mr Kolvin is not appointed to give legal advice to the Mayor, or TfL, and is not currently acting for Uber in any cases involving TfL or the Mayor and will not do so whilst chairing the Night Time Commission.

Decisions about transport in London, including the provision of taxi and private hire services, are for TfL to take. Mr Kolvin, as a Mayoral appointee at the Greater London Authority, has no involvement in TfL's regulatory responsibilities in relation to taxi and private hire services in London. As you rightly point out TfL, in its capacity as regulator, is currently involved in litigation with Uber. The Mayor is not a party to these proceedings and Mr Kolvin has no role in relation to them.

If at any time the Commission were to consider issues in relation to which a conflict could arise, or be seen to arise, for example in relation to the provision of Taxi and Private Hire services in London more generally and the role of those services in the night time economy, appropriate steps will be taken to ensure that, where necessary, Mr Kolvin is not involved in those discussions.

Regards

David Bellamy
Chief of Staff

The Mayor of London | City Hall | The Queen's Walk | London | SE1 2AA | [REDACTED]

From: [REDACTED]@gmbdrivers.org [mailto:[REDACTED]@gmbdrivers.org]
Sent: 24 July 2017 12:16
To: Valerie Shawcross <[REDACTED]@london.gov.uk>; Jack Stenner [REDACTED]@london.gov.uk>; [REDACTED]n@london.gov.uk
Cc: [REDACTED]@gmbdrivers.org; [REDACTED]@gmb.org.uk; [REDACTED]@gmb.org.uk
Subject: Phillip Kolvin QC

I am writing following members concerns that the Mr Kolvin is both the night Czar for the Mayor and also handling cases on behalf of Uber.

As there is ongoing litigation with TFL and Uber this seems to not be a pragmatic separation.

Our members feel that this is a conflict of interest.

Accordingly we would request you review your position.

Steve Garelick
Branch Secretary Professional Drivers G56

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 06 September 2017 15:28
To: [REDACTED]
Subject: RE: Val and Steve meeting

Yes – I have updated this in Steve's diary.

Thanks,

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 06 September 2017 15:26
To: [REDACTED]
Subject: RE: Val and Steve meeting

2pm? Also at Palestra? (any later is pushing it a bit for a Friday afternoon I always think!)

[REDACTED]

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 06 September 2017 15:25
To: [REDACTED]
Subject: RE: Val and Steve meeting

So close!

Yes the afternoon works too – what time abouts?

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 06 September 2017 15:24
To: [REDACTED]
Subject: RE: Val and Steve meeting

Arrrgh!

Could Steve instead do the afternoon of the 10th – I've just noted that the GLA Annual Remembrance Service is taking place that morning (only just been arranged) – afternoon is still totally free though!

[REDACTED]

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 06 September 2017 15:22
To: [REDACTED]
Subject: RE: Val and Steve meeting

Yes of course.

Thanks for all your help in arranging this – hopefully will be the last time!

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 06 September 2017 15:20
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED] – that sounds fine – is Steve ok to come to Palestra?

[REDACTED]

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 06 September 2017 14:13

To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

How about we go for 10.00 on the morning of the 10 November?

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 04 September 2017 09:43
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED] – basically, whatever suits Steve on the 10th November is fine! After 10am would be best though (Val actually is a morning person but has to use Southern trains to get in to the office so we try not to have too many early starts)

We are dangerously close to getting this sorted!

[REDACTED]

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 04 September 2017 09:01
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

Hope you had a good weekend.

So sorry for the mistake – doing too many things in haste I suspect!

Steve is also mostly free on Friday 10 November. Please let me know what time would be best for Val.

Best,

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 01 September 2017 17:17
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED] I hope your away-afternoon has gone well!

Val (not Caroline, btw) could do the following dates:
8th November – PM only
10th November – currently anytime
15th November – PM only

Hopefully one of those will work and we can confirm on Monday.

[REDACTED]

From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 29 August 2017 12:18
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

I'm so sorry it's taken me so long to get back to you, I was on annual leave last week.

Unfortunately Steve is away from 13 – 30 October for half term. Do you have any dates that would work for Caroline earlier in the month?

Many thanks,

[REDACTED]



[REDACTED]
Account Executive

D [REDACTED]
[REDACTED]

From: [REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 18 August 2017 17:32
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

I'm advised that we need to wait until October for this I'm afraid. Will any of the below dates work at all?

16th October – from 2-5pm
18th October – afternoon only
25th October – morning only

Many thanks

[REDACTED]

From: [REDACTED] [@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 17 August 2017 17:01
To: [REDACTED]
Subject: FW: Val and Steve meeting

Hi [REDACTED]

Please can you provide some alternative dates for the meeting between Val and Steve?

We will send through an updated agenda for the meeting.

Best,

[REDACTED]



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 11 August 2017 11:35
To: 'Valerie Shawcross'
Cc: [REDACTED]
Subject: RE: Val and Steve meeting

Dear Val,

Thank you for letting me know. We completely understand the sensitivity of this issue.

I look forward to receiving some alternative dates for this meeting. We will also send through an alternative agenda for the meeting.

Kind regards,

[REDACTED] -



[REDACTED]
Account Executive

[REDACTED]
[REDACTED]

From: Valerie Shawcross [[mailto:\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)]
Sent: 10 August 2017 14:03
To: [REDACTED]
Cc: [REDACTED] Ellie Robinson;
[REDACTED] [@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Subject: FW: Val and Steve meeting

Dear Victoria,

I'm really sorry that it's not possible for me to discuss the licencing of a PHV operator with a third party. It would cut across TfL's role as a regulator.

My office will get back to you with some alternative dates. Our legal advice is that it may be safer and better to wait until after the licensing decision you refer to is out of the way before I meet with Steve. This shouldn't be too far away anyway now.

Thanks

Val

Valerie Shawcross CBE
Deputy Mayor for Transport

Paul Robinson

From: Freeman, Danny [REDACTED]@unitetheunion.org>
Sent: 22 September 2017 12:10
To: Ellie Robinson
Subject: Fwd: Unite Press Release: Black cab drivers praise for mayor of London over Uber decision

Ellie - FYI

Danny Freeman

Begin forwarded message:

From: "Flynn, Alex" [REDACTED]@unitetheunion.org>
Date: 22 September 2017 at 12:04:10 BST
To: "Flynn, Alex" <[REDACTED]@unitetheunion.org>
Subject: Unite Press Release: Black cab drivers praise for mayor of London over Uber decision

Unite Press Release

For immediate use: Friday 22 September 2017

Black cab drivers praise for mayor of London over Uber decision

Black cab drivers' union, Unite today (Friday 22 September) praised mayor of London Sadiq Khan and Transport for London (TfL) for putting the safety of Londoners ahead of big corporate interests by deciding not to renew Uber's licence to operate in London.

Commenting chair of London's Unite black cab section Jim Kelly said: ***"The mayor of London, Sadiq Khan and Transport for London have done the right thing in putting the safety of passengers and Londoners ahead of the big corporate interests of Uber."***

"Dogged by controversy, Uber's approach has been to exploit workers and bend the rules while trying to brush passenger safety concerns under the carpet."

"No one is above the law and today's decision will be welcomed by London's trusted professional black cab drivers. It signals that the mayor of London and Transport for London are not prepared to allow London to become the 'wild west' of the cab trade and put passengers at risk."

"In the coming weeks Uber will no doubt throw all its legal and corporate lobbying might to overturn this decision. We would urge the mayor of London and Transport for London to stand firm and continue to stand up for the safety of Londoners and the capital's trusted cabbies."

ENDS

For further information please contact Unite head of media and campaigns Alex Flynn on [REDACTED] or [REDACTED]

Twitter: @unitetheunion Facebook: unitetheunion1 Web: unitetheunion.org

Notes to editors

- Unite is Britain and Ireland's largest trade union with over 1.4 million members working across all sectors of the economy. The general secretary is Len McCluskey.

Alex Flynn
Head of media and campaigns
Unite the union



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Paul Robinson

From: Ellie Robinson
Sent: 22 September 2017 11:16
To: Freeman, Danny
Subject: Re: Uber decision

Yes

Sent from my iPhone - [REDACTED]

On Sep 22, 2017, at 11:10 AM, Freeman, Danny [REDACTED] [@unitetheunion.org](mailto:[REDACTED]@unitetheunion.org)> wrote:

Thanks Ellie - great news! can we put it out through our comms?

Danny Freeman

On 22 Sep 2017, at 11:04, Ellie Robinson [REDACTED] [@london.gov.uk](mailto:[REDACTED]@london.gov.uk)> wrote:

Dear all,

Please see below statement from TfL and response from the Mayor of London following the Uber licensing decision.

Any questions please let me know.

Best wishes,

Ellie

Mayor of London, Sadiq Khan -

'I want London to be at the forefront of innovation and new technology and to be a natural home for exciting new companies that help Londoners by providing a better and more affordable service.

However, all companies in London must play by the rules and adhere to the high standards we expect - particularly when it comes to the safety of customers.

Providing an innovative service must not be at the expense of customer safety and security.

I fully support TfL's decision - it would be wrong if TfL continued to licence Uber if there is any way that this could pose a threat to Londoners' safety and security.

Any operator of private hire services in London needs to play by the rules.'

TfL statement

Transport for London (TfL) has today (Friday 22 September) informed Uber London Limited that it will not be issued with a private hire operator licence after expiry of its current licence on 30 September.

TfL's regulation of London's taxi and private hire trades is designed to ensure passenger safety. Private hire operators must meet rigorous regulations, and demonstrate to TfL that they do so, in order to operate. TfL must also be satisfied that an operator is fit and proper to hold a licence.

TfL has concluded that Uber London Limited is not fit and proper to hold a private hire operator licence.

TfL considers that Uber's approach and conduct demonstrate a lack of corporate responsibility in relation to a number of issues which have potential public safety and security implications. These include:

- Its approach to reporting serious criminal offences.
- Its approach to how medical certificates are obtained.
- Its approach to how Enhanced Disclosure and Barring Service (DBS) checks are obtained.
- Its approach to explaining the use of Greyball in London - software that could be used to block regulatory bodies from gaining full access to the app and prevent officials from undertaking regulatory or law enforcement duties.

The Private Hire Vehicles (London) Act 1998 includes provision to appeal a licensing decision within 21 days of it being communicated to the applicant. Uber London Limited can continue to operate until any appeal processes have been exhausted.

No further comment will be made by TfL pending any appeal of this decision.

Ellie Robinson

Senior Advisor to the Mayor



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From: [REDACTED]@newingtoncomms.co.uk]
Sent: 09 August 2017 17:14
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

As promised, please find below agenda of the topics that Steve wishes to discuss with Val in their meeting in September.

- Update on progress of Mayor's Taxi and Private Hire Action Plan 2016
- Mayor's Transport Strategy
- Launch of the new ZEC cab and rapid charging infrastructure
- Uber relicensing
- Cross-border hiring

Kind regards,

[REDACTED]

[REDACTED]

Account Executive

[REDACTED]

[REDACTED]

From: [REDACTED]@tfl.gov.uk]
Sent: 03 August 2017 16:27
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED] – thank you, that will be great!

[REDACTED]

From: [REDACTED]@newingtoncomms.co.uk]
Sent: 03 August 2017 16:20
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED],

We will send through an agenda in the first half of next week.

Best,

[REDACTED]

[REDACTED]
Account Executive

[REDACTED]
[REDACTED]
From: [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)
Sent: 02 August 2017 16:25
To: [REDACTED]
Subject: RE: Val and Steve meeting

Hi [REDACTED]

Thank you for this, we'll be in touch nearer the time to confirm exact locations etc.

In the meantime, please could you let us have Steve's agenda for the meeting, so that Val can prepare? If you can send this fairly soon that would be much appreciated!

All best

[REDACTED]
From: [REDACTED] [\[REDACTED\]@newingtoncomms.co.uk](mailto:[REDACTED]@newingtoncomms.co.uk)
Sent: 02 August 2017 13:32
To: [REDACTED]
Subject: Val and Steve meeting

Hi [REDACTED],

Thanks for taking my call today.

Just to confirm, I have added the meeting with Val to Steve's diary for Thursday 7 September at 11.00 at TfL.

Best,

[REDACTED]
Account Executive

Newington Head Office
96 Great Suffolk Street
London SE1 0BE

[REDACTED]
[REDACTED]