

## Hill Lee

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**From:** lewisnorton [REDACTED]@rmtlondontaxi.com>  
**Sent:** 19 July 2017 21:12  
**To:** Kennedy-Todd Silka  
**Cc:** Steve McNamara; Kelly, Jim; Mr Grant Davis; [REDACTED]@icloud.com; Antoni Andrew; Chapman Helen (TPH)  
**Subject:** Re: Senior taxi trade reps meeting - with Helen Chapman

Sorry. Totally misread the email.

I'm easy.

L

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** Kennedy-Todd Silka  
**Date:** 19/07/2017 8:46 pm (GMT+00:00)  
**To:** lewisnorton  
**Cc:** Steve McNamara , "Kelly, Jim" , Mr Grant Davis , [REDACTED]@icloud.com, Antoni Andrew , "Chapman Helen (TPH)"  
**Subject:** Re: Senior taxi trade reps meeting - with Helen Chapman

Hi Lewis

So is the September date the only one you can do because that's the only one Steve and Jim can't do.

If that's the case I'll need to look at a new set of dates. Are you away for the second half of August?

Thanks  
Silka

Sent from my mobile

On 19 Jul 2017, at 20:15, lewisnorton [REDACTED]@rmtlondontaxi.com> wrote:

It's probably best to keep this forum to all.

Sept 8th works for me.

Regards  
Lewis

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** Kennedy-Todd Silka <[REDACTED]>  
**Date:** 19/07/2017 3:12 pm (GMT+00:00)  
**To:** 'Steve McNamara' [REDACTED]@ltda.co.uk>, "Kelly, Jim" [REDACTED]@unitetheunion.org>

Cc: Mr Grant Davis <[redacted]@lcdc.cab>, [redacted]@icloud.com,  
[redacted]@rmtlondontaxi.com ([redacted]@rmtlondontaxi.com)"  
<[redacted]@rmtlondontaxi.com>, Antoni Andrew <[redacted]@tfl.gov.uk>,  
"Chapman Helen (TPH)" [redacted]@Tfl.gov.uk>  
Subject: RE: Senior taxi trade reps meeting - with Helen Chapman

Thanks Steve, Jim and Trevor.

Lewis and Grant, how are the August dates looking for you?

Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [redacted] | Internal extension: [redacted] | Mobile: [redacted] | E-mail:  
[redacted]@tfl.gov.uk

---

**From:** Steve McNamara [mailto:[redacted]@ltda.co.uk]  
**Sent:** 19 July 2017 14:48  
**To:** Kelly, Jim  
**Cc:** Kennedy-Todd Silka; Mr Grant Davis; [redacted]@icloud.com;  
[redacted]@rmtlondontaxi.com ([redacted]@rmtlondontaxi.com); Antoni Andrew;  
Chapman Helen (TPH)  
**Subject:** Re: Senior taxi trade reps meeting - with Helen Chapman

Silka

I am the same, only one I cannot make is 8th September

Thanks

Steve

Sent from my iPhone

On 19 Jul 2017, at 14:32, Kelly, Jim <[redacted]@unitetheunion.org> wrote:

The only one I cant make is September 8

Jim

---

**From:** Kennedy-Todd Silka [redacted]@TfL.gov.uk]  
**Sent:** 18 July 2017 12:24  
**To:** 'Steve McNamara'; Kelly, Jim; Mr Grant Davis;  
[redacted]@icloud.com'; [redacted]@rmtlondontaxi.com  
([redacted]@rmtlondontaxi.com)  
**Cc:** Antoni Andrew; Chapman Helen (TPH)  
**Subject:** Senior taxi trade reps meeting - with Helen Chapman

All

In our [taxi engagement policy](#) we committed to a quarterly meeting to discuss strategic issues with senior trade representatives of the LCDC, LTDA, RMT, UCG and Unite, with the General Manager and Head of TPH Stakeholder Relations.

We are due to have that meeting (which will be at 230 Blackfriars Road), but I appreciate July/August can be a difficult time to get something in the diary, and I know a couple of you are away at present, with more to go on holiday in early August. With that in mind, I would like to try and get a date in for mid/late August – and if that isn't possible with your diaries, we'll get something in for as soon as possible in September.

Can you please let me know by 10 am on 26 July if you **can't** do any of the following. I am holding them in Helen's diary for now.

15 August, 2.30pm – 4pm

24 August, 12.30pm – 2pm

31 August, 12pm – 13.30pm

8 September, 10am to 11.30am

Thanks  
Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [REDACTED] | Internal extension: [REDACTED] | Mobile: [REDACTED] | E-mail: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)

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**From:** lewisnorton <[REDACTED]@rmtlondontaxi.com>  
**Sent:** 21 April 2017 19:21  
**To:** Chapman Helen (TPH); Mr Grant Davis  
**Cc:** Steve McNamara; Trevor Merralls; Kelly, Jim; Hedges, Mike; Blake Peter; Kennedy-Todd Silka; TPH Senior Relationship Manager (SRM)  
**Subject:** Re: Taxi Engagement Policy

Hi Helen,

Thanks for amending the policy following last month's meeting. RMT welcome the changes to include groups views on agenda items to be reflected in the minutes. Our union feels this to be vital for transparency.

However, RMT is concerned that regarding conduct the remit of the policy still intends on extending to outside of meetings. i.e social media

Our union fully understands that personal insults or attacks on protected characteristics of an individual are unacceptable. Yet we feel this may be too broad a policy to implement and are concerned that this may be used against groups to stifle debate or criticism.

The last thing we want is for petty squabbling outside of meetings to obstruct any progress inside.

I hope this makes sense.

Kind Regards

Lewis Norton  
Branch Secretary

RMT London Taxi Drivers

----- Original message -----

From: "Chapman Helen (TPH)"

Date: 20/04/2017 5:51 pm (GMT+00:00)

To: Mr Grant Davis

Cc: Steve McNamara , Trevor Merralls , lewisnorton , "Kelly, Jim" , "Hedges, Mike" , Blake Peter , Kennedy-Todd Silka , "TPH Senior Relationship Manager (SRM)"

Subject: Re: Taxi Engagement Policy

Hi Grant

You will recall that during the meeting we were asked by trade representatives to consider strengthening the policy to ensure it was clear that personal abuse towards individuals would not be tolerated and there was a general discussion around it.

The policy isn't designed to stop representatives from having their say but personal comments of an abusive nature and abuse directed at individuals within TfL will be addressed as directed in the policy. This was the consensus in the meeting and the document has been updated to reflect that.

Thanks  
Helen

On 20 Apr 2017, at 17:24, Mr Grant Davis <[REDACTED]@lcdc.cab> wrote:

Hi Helen,  
As you know the LCDC feels that this a way in which you want to "control" criticism of Tfl. Bearing in mind the Trade has been bought to its knees over lack of Regulation by yourselves, you now wish to stifle any objections with the threats of expulsion of Trade groups that may express anger or contempt with Tfl behavior. This, in our view is not only devicive but also sinister. It would have been different if there had been a "clean broom " with Tph staff and the very people some may blame for the trades predicament, but there hasn't, so we cannot voice our disgust or disapproval of Tfl policy ( or lack of it ) without the threat of expulsion hanging over our heads:  
I took the liberty of speaking to Steve at the GMB today and he informs me that NO such policy has been put before the PH organizations that Tfl meet with, why is this?

Regards  
Grant Davis  
Chairman  
London Cab Drivers Club.

On Apr 20, 2017, at 3:14 PM, Chapman Helen (TPH) <[REDACTED]@tfl.gov.uk> wrote:

All  
Many thanks again for your time in March at the new senior taxi trade representatives meeting. We discussed the draft engagement policy at the meeting and I promised to email an updated version. Apologies for not getting this over to you sooner.  
The attached incorporates your comments made during the meeting and also some other small amendments to reflect the quarterly meetings will be combined (e.g. all five organisations together) rather than one to one meetings with each organisation.  
We plan to publish this policy to our website early next week so please do let me know if you have any final comments by close of play Tuesday 25 April.  
Kind regards  
Helen  
**Helen Chapman**  
**General Manager**  
**London Taxi & Private Hire | Transport for London**

T: [REDACTED] (auto [REDACTED] | M: [REDACTED] | E: [REDACTED]@tfl.gov.uk

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**From:** Mr Grant Davis <[REDACTED]@lcdc.cab>  
**Sent:** 20 April 2017 19:47  
**To:** Chapman Helen (TPH)  
**Cc:** Steve McNamara; Trevor Merralls; lewisnorton; Kelly, Jim; Hedges, Mike; Blake Peter; Kennedy-Todd Silka; TPH Senior Relationship Manager (SRM)  
**Subject:** Re: Taxi Engagement Policy

Hi Helen,  
But why the PH not been asked to meet same criteria?

Regards  
Grant Davis  
Chairman  
London Cab Drivers Club.

On Apr 20, 2017, at 5:51 PM, Chapman Helen (TPH) <[REDACTED]@Tfl.gov.uk> wrote:

Hi Grant

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It would have been different if there had been a "clean broom " with Tph staff and the very people some may blame for the trades predicament, but there hasn't, so we cannot voice our disgust or disapproval of TfL policy ( or lack of it ) without the threat of expulsion hanging over our heads:

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Regards  
Grant Davis

Chairman  
London Cab Drivers Club.

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<[REDACTED]@tfl.gov.uk> wrote:

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The attached incorporates your comments made during the meeting and also some other small amendments to reflect the quarterly meetings will be combined (e.g. all five organisations together) rather than one to one meetings with each organisation.

We plan to publish this policy to our website early next week so please do let me know if you have any final comments by close of play Tuesday 25 April.

Kind regards

Helen

**Helen Chapman**

**General Manager**

**London Taxi & Private Hire | Transport for London**

T: [REDACTED] (auto: [REDACTED] | M: [REDACTED] | E:  
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**From:** Rose, Peter <[REDACTED]@unitetheunion.org>  
**Sent:** 11 August 2017 08:16  
**To:** Antoni Andrew  
**Cc:** Kennedy-Todd Silka; Chapman Helen (TPH); Kelly, Jim; Hedges, Mike; Bond, Peter; Griffiths, John  
**Subject:** RE: Taxi Operational Performance Seminar Meeting Notes and Actions - Thursday 20 July

Hi Andrew,

I have a few amendments to request...

### Opening Comments:

At the start of the meeting the Chair informed those attending that the meeting was being conducted under the conditions of TfL's taxi trade engagement policy.

I would like this recorded that there were no objections to the policy at the time.

### Licensing update:

Regarding the LCDC's request for a quicker Knowledge of London. I think it important to add that the LCDC referenced what they term as the 'Ethnic Knowledge' as a way of speeding up the process. Please see link below...

<https://tfl.gov.uk/info-for/media/press-releases/2008/july/diversity-boost-for-licensed-taxi-drivers>

For record and as the attending Unite Rep I would like it recorded that I objected to the term 'Ethnic Knowledge' being used and any inference that taxi drivers belonging to any minority groups have in some way completed a lesser Knowledge of London to achieve their licence.

### CCTV:

In cab CCTV was mentioned as part of a discussion on driver safety. Unite did not raise it as a subject in its own right. The rest of the comments I see as correct.

### Vehicle Rentals:

As part of the discussion it was evident that the trade had concerns for the 'state' of the rental fleet available. And that the overall feeling was that in many cases the rental fleet falls well below of what should be expected.

### Extra:

In the meeting and in subsequent emails it has been suggested that information from TfL's meeting with the private hire trade should be delayed or embargoed from being available publicly until after TfL has met with the taxi trade.

I disagree with this proposal. I do not see any benefit in delaying information being available to the trade. I would actually like to see more information available. It would be useful to have the meeting notes from the private hire meeting before the taxi trade meets with TfL.

I think it important that this is recorded as many drivers have concerns when information is withheld.

Think that's it.

Best regards,

Peter.

Peter J Rose  
Unite the union London Central Cab Section  
London Cab Ranks Committee (Secretary)  
Mob: +44 (0) [REDACTED]  
Email: [REDACTED]@unitetheunion.org  
Twitter: @peterjrose1  
Web: [www.unitetheunion.org/cabsection](http://www.unitetheunion.org/cabsection)

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Email: [cabtradenews@aol.com](mailto:cabtradenews@aol.com)

Sent from [BlueMail](#)  
On 10 Aug 2017, at 17:50, Antoni Andrew <[REDACTED]@tfl.gov.uk> wrote:

Hi all

Quick reminder, still waiting for comments from most of you.

Grateful if you could pass on any suggested amendments by noon tomorrow.

Kind regards

Andrew

---

**From:** Antoni Andrew  
**Sent:** 08 August 2017 17:11  
**To:** [REDACTED]@icloud.com'; 'Rose, Peter'; paul white; Mark White; [REDACTED]@yahoo.co.uk'  
**Cc:** TPH Senior Relationship Manager (SRM); Kennedy-Todd Silka; [REDACTED]@city-of-london.pnn.police.uk'; [REDACTED]@met.pnn.police.uk'; Underwood Rebecca (TPH); Rodgers Edgerton (ST); Nandha Anand (ST); Moody Thomas; Robinson Graham; Smith Jaquelyn; [REDACTED]@rmtlondontaxi.com ([REDACTED]@rmtlondontaxi.com); 'Steve McNamara'; Jim Kelly;  
**Subject:** Taxi Operational Performance Seminar Meeting Notes and Actions - Thursday 20 July

Hi all

Notes and actions from last month's meeting are attached.

I'd be grateful if you could provide your comments by noon on Friday 11 August.

Kind regards

Andrew

Andrew Antoni

Stakeholder Engagement | Taxi & Private Hire

Tel: [REDACTED] | Mob: [REDACTED]

---

**From:** Kennedy-Todd Silka  
**Sent:** 14 July 2017 17:56

**To:** [redacted]@city-of-london.pnn.police.uk'; [redacted]@met.pnn.police.uk'; Underwood Rebecca (TPH); Rodgers Edgerton (ST); Nandha Anand (ST); Moody Thomas; Robinson Graham; Kennedy-Todd Silka; Smith Jaquelyn; 'Mr Grant Davis'; [redacted]icloud.com'; 'Rose, Peter'; 'Richard Massett'; paul white; [redacted]rmtlondontaxi. com ([redacted][rmtlondontaxi.com](http://rmtlondontaxi.com)); 'Steve McNamara'; Jim Kelly; Mark White; Antoni Andrew  
**Cc:** TPH Senior Relationship Manager (SRM)  
**Subject:** Taxi Operational Performance Seminar - Thursday 20 July

All

Attached are the agenda and presentation for Thursday's Taxi Operational Performance Seminar.

Notes and actions from the previous meeting are available [here](#).

I look forward to seeing you all next Thursday.

Regards

Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [redacted] | Internal extension: [redacted] | Mobile: [redacted] | E-mail: [redacted]

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**From:** Rose, Peter <[REDACTED]@unitetheunion.org>  
**Sent:** 25 July 2017 08:25  
**To:** Kennedy-Todd Silka  
**Cc:** Chapman Helen (TPH); Kelly, Jim; Bond, Peter; Hedges, Mike  
**Subject:** RE: Taxi Operational Performance Seminar (formally known as Taxi LCE Meeting)

Dear Silka,

Further to your email and following some potentially combustious social media posts - as well as for the sake of clarity - may I ask that the meeting notes and actions are published as quickly as possible.

I would also like to take this opportunity reiterate a few of my points made at that meeting.

### Knowledge of London

Unite does not accept and objects to the insinuation made at the meeting, that under the Ken Lvingstone mayoralty, TfL introduced an 'ethnic knowledge'. That is an easier standard of the Knowledge of London for ethnic minority groups.

Furthermore, and following a quite recent 'Knowledge' trade meeting. Unite is neither calling for a so called 'quickie knowledge' or for a review of the way the Knowledge is tested at this time. Unite also accepts that Knowledge appointments are currently running to schedule.

### CCTV in Cabs

Unite did not in the meeting ask that compulsory in cab CCTV should be considered for London. Unite's membership has not raised it as an issue. Unite is also aware that London taxi drivers already have the option to fit CCTV if they wish.

### TfL Taxi trade Engagement policy

As I said at the meeting and as posted by individuals via social media, Unite has agreed and supports the engagement policy -

<http://content.tfl.gov.uk/taxi-engagement-policy-april-2017.pdf>

As the attending Unite Rep I also understand that, the engagement policy has been agreed by senior reps from **all the groups** taking part in the meeting.

My observation, at the start of the meeting TfL as Chair informed those attending that the meeting was to be conducted under the conditions of the agreed engagement policy. If any driver group representative had issue with the engagement policy they should of raised it at that time, when they had the opportunity to excuse themselves from the meeting. Consequently, my own view is that, if any Group now has issue with the engagement policy and for fairness to the other groups taking part they should say so openly and clearly.

Many thanks and I look forward to receiving the notes and actions.

Best regards,

Peter.

**Peter J Rose**  
Unite the union London Central Cab Section  
London Cab Ranks Committee (Secretary)

Mob: +44 (0) [redacted]  
Email: [redacted] [unitetheunion.org](mailto:[redacted]@unitetheunion.org)  
Twitter: [@peterjrose1](https://twitter.com/peterjrose1)  
Web: [www.unitetheunion.org/cabsection](http://www.unitetheunion.org/cabsection)

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Email: [cabtradenews@aol.com](mailto:cabtradenews@aol.com)

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**From:** Rose, Peter  
**Sent:** 21 July 2017 17:09  
**To:** Kennedy-Todd Silka  
**Cc:** Paul Brennan; [redacted] lcdc.cab; Trevor Merralls; Richard Massett; paul white; Lewis Norton; Steve MacNamara; Kelly, Jim; Mark White; Antoni Andrew  
**Subject:** RE: Taxi Operational Performance Seminar (formally known as Taxi LCE Meeting)

Perfect,

Thank you.

Regards,

Peter.

Peter J Rose  
Unite the union London Central Cab Section  
London Cab Ranks Committee (Secretary)  
Mob: +44 (0) [redacted]  
Email: [redacted] [unitetheunion.org](mailto:[redacted]@unitetheunion.org)  
Twitter: [@peterjrose1](https://twitter.com/peterjrose1)  
Web: [www.unitetheunion.org/cabsection](http://www.unitetheunion.org/cabsection)

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Email: [cabtradenews@aol.com](mailto:cabtradenews@aol.com)

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On 21 Jul 2017, at 17:01, Kennedy-Todd Silka <[redacted]@[TfL.gov.uk](mailto:[redacted]@TfL.gov.uk)> wrote:

All

The presentation from yesterday's meeting is now online. You may also be interested to know that the meetings notes and actions from the June private hire meeting are now also online. Both can be found [here](#).

Wishing you all enjoyable weekends,

Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [redacted] | Internal extension [redacted] | Mobile: [redacted] | E-mail: [redacted]@[tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)

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**From:** Grant Davis <[REDACTED]>  
**Sent:** 29 July 2017 22:57  
**To:** Mark White  
**Cc:** Chapman Helen (TPH); Kennedy-Todd Silka; Blake Peter; Steve McNamara; Jim Kelly; Lewis Norton; [REDACTED]@icloud.com; Erica Walker; Branks Kirsten; Brown Mike (Commissioner); val shawcross  
**Subject:** Re: Agenda for Meeting on 31st August.

Hi Mark  
I'm not sure there would be an appetite for one?  
If there were, I'm all for one  
Grant

Sent from my iPhone

On 29 Jul 2017, at 20:14, Mark White <[REDACTED]> wrote:

You're welcome, Helen.

We hope you will ask the Deputy Mayor to take the Meeting, now?

I know the RMT will be keen to discuss item 7, having recently spoken at length to Paul White. The Trade Orgs will find common ground on most items listed: the LTDA gave us good foundations to build on-we incorporated their 11(?) items from the previously cancelled meeting.

Also, as the Items are in as early, TfL have plenty of notice to provide relevant facts and figures for the week before.

Have a nice weekend.

Mark.

Mark White

On 29 Jul 2017, at 18:27, Chapman Helen (TPH) <[REDACTED]@Tfl.gov.uk> wrote:

Mark

Thank you for your email.

You've requested 19 agenda items on behalf of Grant. This is a 90 minute cross trade group meeting and we will consider all the agenda items requested by all five senior trade representatives (copied for info) before finalising the agenda to the key topics agreed by all.

Helen

On 29 Jul 2017, at 12:34, Mark White <[REDACTED]> wrote:

Helen,

Here are the LCDC's agenda items for the planned meeting at the end of July. We reserve the right to amend/add any other business (AOB) before the deadline later in the month.

However, given the further revelations of improper behaviour by TPH staff and TfL senior representatives in massaging and hiding sexual assault figures and deliberately delaying the publication of the data, the LCDC feel that the meeting should be re-arranged to be held with the Deputy Mayor for Transport, Valerie Shawcross and not with anyone implicated in the scandalous behaviour evidenced in the emails.

TfL's Engagement Policy says: "Conduct: We are fully committed to open and honest dialogue with all parties involved in formal engagement. However, meeting attendees are expected to conduct themselves in a courteous and respectful manner."

TfL's conduct, as illustrated by the emails being circulated, can hardly be described as 'open and honest dialogue' and the content within cannot be described as 'courteous or respectful'.

Please forward this email to Mike Brown and Valerie Shawcross.

I have given a brief outline to subjects, with questions that need answering, in order to save time during the meeting.

1. An independent & impartial inquiry into the Taxi & PH Directorate

Who knew what, when, and what did they do about it when they found out?

Why was DANIEL KORSKI involved at TPH?

Government sets National Policy not TfL.

2. Reorganisation of the Taxi and Private Hire sections (SIPS)

Reorganisation of the Taxi and Private Hire sections (SIPS) within Transport for London including an urgent review of the role and impartiality of certain senior TfL managers. See 10.

3. Review into how a licence was given to a PH Operator to 'ply for hire'

(according to Boris Johnson, MQT, May 2015), using a business structure or architecture, which allows it to avoid its social responsibilities, externalise its costs on to the public purse and encourages money laundering, tax avoidance and the potential to fund terrorism.

4. Licensing: Policy Justification

Explanation of Mayor's Taxi Plan for a distinct 2 Tier Taxi/PH system.

TfL have allowed PH Operators to virtually ply for hire in the Taxi Market without considering the impact on the Taxi Trade. Taken from the PH Strategy presented to the Surface Transport Panel on the 19th May 2009: ISSUES-Distinction between private hire and licensed taxi trade.  
<http://content.tfl.gov.uk/Item07-Private-Hire-Strategy.pdf>

Why did Senior Management at TfL say there wasn't a Taxi or PH Strategy written down when clearly there was?

A PH Strategy (that wasn't given to the Taxi/PH Investigation) was presented to the Surface Transport Panel: why wasn't there a Taxi Strategy?  
<http://content.tfl.gov.uk/Item07-Private-Hire-Strategy.pdf>

Why wasn't there an Impact Assessment on the Taxi Trade carried out on the effects of allowing a PH Operator to use a 'Modus Operandi' to virtually ply for hire, when this document clearly shows TPH knew there would be problems?

"Any changes to the operating conditions of the PHV industry need to be considered in the context of the impact on the taxi market.  
The financial returns in the taxi industry need to reflect the relatively high up front investment and higher

operating costs in order to maintain a viable ply-for-hire taxi service."

1 3.1 The taxi and private hire trades operate in overlapping markets with significant competition, especially in the corporate account and late night travel sectors. The primary structural difference is that only licensed London taxis can ply for hire. All PHV journeys must be booked in advance via an operator centre.

2 3.2 The taxi trade is highly regulated extending to fare tariffs, detailed vehicle specifications and a requirement for all licensed Taxi drivers to complete the Knowledge – in itself requiring some three years of dedicated study. As such, taxi drivers have to commit significant time and capital outlay to enter the trade.

3 3.3 Entry into the PHV industry is comparatively easy. PHV drivers are required to meet similar medical and character checks, pass a brief route-finding test and can become licensed within three months. PHV drivers can work for any number of operators or establish a new operating business (requiring additional measures). The PHV trade can use a wide range of standard vehicles. Fares are not regulated.

4 3.4 Any changes to the operating conditions of the PHV industry need to be considered in the context of the impact on the taxi market. The financial returns in the taxi industry need to reflect the relatively high up front investment and higher operating costs in order to maintain a viable ply-for-hire taxi service.

5 Wheelchair Accessible Vehicles. Less than 1% of Customers are in Wheelchairs yet the Taxi Trade is forced to have a fleet that is 100% Wheelchair Accessible (WCA). PH are less than 1% WCA. There is no obligation on PH to use WCAV's yet they operate in the Taxi Market via Apps.  
5. Appointment of an Independent Taxi Commissioner.

6. Communication.

Engagement Policy.

The Cab Trade cannot agree to an Engagement Policy that effectively seeks to silence criticism of TPH. The London Assembly Scrutiny Committee, headed by Deputy Mayor for Transport, Valerie Shawcross, found TPH to be 'woefully inadequate'.

Taxi Operational Performance Meetings (Quarterly, 3 hour Meetings) are still not good enough. TPH refused to properly trial bi-monthly Licensing & Compliance Meetings.

Communication to individual Taxi & PH Drivers is still woefully inadequate. 150,000 Taxi/PH Drivers and 10,000 followers on Twitter.

Taxi/PH are not replying to emails or questions at MQT.

Replies are often disingenuous or wrong.

The Mayor is being misled by Officers.

Local authority Licensing Officers outside London complain to the LCDC that they are not getting replies from TfL (e.g. Southend) and calls go unanswered.

#### 7. Definition of plying for hire

Defining Plying for hire/Pre-Booked via distinct policies that include e-hailing (TAXI) and e-booking (PHV) pre-booked, for a set time, in advance, instead of waiting for legislation from Gov't.

Is a booking on an App an 'instant hail', or a pre-booked job?

#### 8. Supply/Demand

Mechanisms that include monitoring saturation points. Ratios related to number of Rail/Tube Stations, Airport Terminals, Restaurants/Night Clubs, Entertainment venues, Concert Halls, PH Operators, Licences and Density (Head) of Population. News on lobbying Parliament-efforts to get primary legislation for a cap on PH numbers, (and a ban on Rickshaws). Chris Grayling v Sadiq Khan Lobbying Gov't to stop Cross Border Hiring.

In the Ultra Low Emission Zone Integrated Impact Assessment (Jacobs Report) from 2014, there is a table that shows the growth of PH (can you please give us the updated figures on Taxis/Drivers, Private Hire/Drivers and the relevant percentages during the meeting?) The table shows that between

2005 and 2013, Taxis grew by 7% and Taxi Drivers by 4%, whilst PHV's grew by 25% and PH Drivers by 67%.

How was that allowed to happen?

#### 9. The Knowledge

Investment in topographical knowledge testing of Drivers (Taxi/PH). Training and examination process to include ALL Taxi and PH Drivers via a progressive Bronze/Silver/Gold scheme, meaning ALL Drivers start from the same 'Bronze' level of competent English, Driving Customer Service & Disability Awareness. NVQ or similar.

Raising Minimum Standards for ALL Drivers to end the culture of fares being subsidised by the State via working tax credits & housing benefit.

Implement of Minimum Fare structures that reflect the ability to earn at least the London Living Wage without reliance on State Benefits.

Apprenticeship status for the Knowledge of London.

Promotion of the Knowledge in Schools and Job Fairs.

#### 10. TfL Cover up of Sexual Assault Data.

Why did TfL TPH cover up and try to massage the Sexual Assault Data?

FOI's show email between Siwan Hayward, Helen Chapman, Peter Blake and others at TfL, discussing the best way to cover up or massage Sexual Assault Data and delay publication.

TfL claim to be open and transparent: what are TfL going to do those involved?

What are TfL going to do about the figures and the fact that the figures predominantly (40%) relate to PH Drivers on the Uber platform?

How can TfL still consider Uber to be 'Fit and Proper' given that they are responsible for 40% of all sexual assaults?

## 11. Compliance

Enforcement & protection for licensees who pay licence fees. Drivers and Operators are entitled to expect an enforcement regime which aims not only to protect the public, but also to protect licensees from those who do not comply with the requirements. This is one of the justifications for levying a fee for the grant of licences in the first place.

Increase in PH Driver License fees. Compliance/Enforcement to Vehicles Ratios.

Funding for Compliance of the PH trade, due to TfL licensed vehicles illegally working in other parts of the UK outside of the Capital due to Cross-Border Hiring.

PH using 'Regulatory Arbitrage' to avoid Compliance by getting licensed in London to avoid enforcement by their 'Home' local authority where they predominantly work & live.

Increasing the number of PH Compliance Officers to a minimum of 250 in the Capital and look at adding extra enforcement following the practice of PHV's now working outside London. (See 9.) There are 33 London Boroughs plus several Airports and Terminals, not to mention Tube & Railway Stations and Shopping Centres.

Introducing regulations that stop Private Hire Operators using Drivers to operate outside their area. Drivers should only pick up from areas where they have passed a Topographical Knowledge exam.

The Geo-fencing of areas that PH Drivers can use to operate an App in. Only TfL drivers can operate in London. Bookings can be sub-contracted to another licensed operator in the same area or to an Operator where the trip starts or finishes but only using licensed vehicles and drivers under the same licensing authority as the Operator.

## 12. Road Safety

Review into the safe use of approved Electronic After-Market Devices by ALL Taxi/PH Drivers.

Review of the decision to allow PH Operators to exhibit images of available cars on a smartphone app or electronically BEFORE the Driver has accepted a booking, thereby discouraging illegal plying for hire and touting. Safety Regulation of the operation of dispatching equipment, so that Drivers have more time to stop safely before engaging with, or being distracted by booking information whilst driving e.g. Accelerometer software which can only be used when stationary, instead of, only having 10 seconds, whilst driving.

Encouraging the use of innovative voice recognition software in despatching tools to avoid distracted driving by ALL Taxi & PH Drivers.

### 13. Review of the Air Quality Strategy

The implications discussed in the Jacobs Report (Impact Assessment Oct 2014 using data from 2009) that has resulted in increased congestion/pollution and worsening health levels for ALL Drivers.

[https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user\\_uploads/ulez-iaa\\_ebia\\_final.pdf](https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user_uploads/ulez-iaa_ebia_final.pdf)

See sections:

7.6.8 The reduction in the maximum age of non-zero emission capable taxis from 15 to 10 years, as required by ULEZ, will require around a third of vehicles to be replaced sooner than would normally be the case. Taxi drivers with older vehicles can: invest in new vehicles, including second hand that meet the age limit but availability of the latter is expected to be virtually nil; or withdraw from the market.

7.6.9 Virtually all taxi drivers are self-employed and would therefore have to bear the cost of a new vehicle themselves while at the same time seeing the value of their present taxi diminishing. With a new zero emission vehicle costing approximately £40,000, and a high proportion of drivers over the age of 50, there is a risk, even with mitigation, of an exit of drivers and vehicles from the market.

7.6.10 The alternative view is that there will be a greater sharing of taxis – at present there are around 13 per cent more drivers than taxis. However, as peak demand for taxis is during the working day, an overall reduction in taxi availability could still have an impact. It is also worth noting that the number of drivers continues to increase despite restrictions, such as the 15-year taxi age limit (introduced in 2012), being implemented.

A Review of the disparity of the proposed requirements for Taxis and Private Hire Vehicles (PHV's) in relation to the Ultra Low Emission Zone.

The new Mercedes EU6 Taxi engine uses BlueEFFICIENCY (Stop/Start) technology, which not only improves fuel consumption but also reduces NOX & CO2 emissions.

PH are allowed to buy the same vehicle until 2023 but Taxi Drivers must buy ZEC from 2018. This is plainly unfair. Nobody knows the price of the new vehicle; it's untested on the streets of London and there is hardly any infrastructure.

A viable scheme is needed to make Taxis more affordable, such as TFL purchasing and leasing back to drivers. Infrastructure for cleaner, greener vehicles are needed without compromising the product or brand.

Introducing a network of Taxi-only rapid charge points, Rest Ranks & Toilet facilities. Hubs.

The decommissioning fund is inadequate. Drivers will not scrap a vehicle that has two or three years left for a derisory £1,500-2,500.

#### 14. Disability Awareness/Wheelchair Accessible Vehicle Policy

A Review of licence fees to fund a wheelchair users 'Taxi Card' scheme with lower fees for WCAV's and higher fees for non-WCAV's. Lobbying Gov't for a reduction in VAT for Wheelchair Accessible Vehicles (WCAV).

#### 15. Promotion & Advertising

Marketing Taxis as part of the integrated Public Transport sector. Commission of a dedicated Taxi Logo. Protection of the distinct word "Taxi" both in the media and on the Internet with stiff penalties for abuse by PH Operators/Drivers.

TfL funded and branded app to support taxis.

Advertising & Sponsorship for the benefit of the Cab Trade-not letting others take advantage of our image and vehicles to make profit for themselves at our expense. e.g. Universal Credit Card Acceptance symbol: not mobile adverts for MasterCard/Visa/Amex.

#### 16. Bus Lanes & Road Schemes

Taxis are currently prevented from using London Bridge North Bound when needed most. Taxi access to ALL future road schemes such as Tottenham Court Road and Bank Junction.

Review of the exemption to the Congestion Charging scheme currently enjoyed by PHV's.

#### 17. Cab Ranks & Toilet Facilities

Facilitating access to all TfL and London Underground premises to access toilets etc., inclusion in TfL staff discount schemes etc. Granting Taxi Drivers 'Staff Status' by TfL. Dedicated hubs (parking bays/stands) for Taxi Drivers with adequate Toilet & charging facilities. 25,000 Taxis need to be able to stop, refuel and refresh themselves. Review of all taxi ranks, and a commitment to match rank spaces with taxi numbers.

#### 18. PH Satellite Offices

A ban on Satellite Offices.

#### 19. Heathrow Airport

Who is ultimately responsible for Touting at Heathrow following the disbanding of the Tout Squad?

What are TfL going to do about the epidemic of Touting by professional organised gangs at Britain's biggest & busiest Airport?

Mark White  
(LCDC).

Mark White

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## Hill Lee

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**From:** Steve McNamara <[REDACTED]@ltda.co.uk>  
**Sent:** 17 February 2017 10:20  
**To:** Branks Kirsten  
**Cc:** Chapman Helen (TPH)  
**Subject:** Commissioner meeting 30th March

Kirsten,

In view of the new trade engagement policy I feel it would be appropriate to invite Trevor Merralls, the General Secretary of the United Cabbies Group to the meeting on the 30<sup>th</sup> March.

Best Regards

Steve

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## Hill Lee

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**From:** Chapman Helen (TPH)  
**Sent:** 27 March 2017 15:47  
**To:** Steve McNamara; [REDACTED]@lcdc.cab; Jim Kelly; Lewis Norton;  
[REDACTED]@icloud.com  
**Cc:** Blake Peter; Kennedy-Todd Silka; Chapman Joshua  
**Subject:** Confidential draft for discussion - taxi trade engagement policy  
**Attachments:** 170327\_Taxi Engagement Policy\_V5.docx; ATT00001.txt

All

Thank you all for sending through your comments and thoughts on a new engagement policy late last year.

As you will see from the agenda for Thursday's trade meeting with TfL I have included 'taxi trade engagement' to the agenda for discussion. Ahead of that discussion I thought it would be useful to share the latest draft of the new engagement policy with you for your consideration.

Please note this is shared on a confidential basis to aid our discussions at our meeting on Thursday and therefore not for onward communication or publication.

Once we have discussed it this week we will finalise the document, taking on board any final comments you may have, and publish this to our website.

I look forward to seeing you all later this week.

Kind regards  
Helen

## Hill Lee

---

**From:** Chapman Helen (TPH)  
**Sent:** 23 March 2017 08:00  
**To:** Kelly, Jim  
**Cc:** Kennedy-Todd Silka; Brown Mike (Commissioner); Rose, Peter; Bond, Peter; Hedges, Mike  
**Subject:** Re: Ground rules

Hi Jim

We have this on the agenda for our meeting on 30 March so we can finalise and publish the new engagement policy which includes principles of engagement between TfL and trade groups.

Helen

> On 22 Mar 2017, at 22:09, Kelly, Jim <[REDACTED][unitetheunion.org](mailto:unitetheunion.org)> wrote:  
>  
> Hi Helen  
>  
> I emailed Mike Brown last week about the lack of progress on the issue of ground rules for trade/TfL meetings.  
>  
> I am aware that there has been some positive progress on the above issue. As we now have a new engagement strategy I feel that the above ground rules need to be a prerequisite for effective and useful meetings in the future.  
>  
> Could you let me know where we are with this issue , as I feel without  
> this our meetings may be counterproductive and lack focus  
>  
> Jim  
> --  
> This e-mail and any files transmitted with it are private and intended  
> solely for the use of the individual or entity to whom they are  
> addressed. If you have received this e-mail in error, please return it  
> to the address it came from telling them it is not for you and then delete it from your system.  
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## Hill Lee

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**From:** Grant Davis <[REDACTED]>  
**Sent:** 13 July 2017 13:24  
**To:** [REDACTED]@tanni.co.uk; Chapman Helen (TPH); Blake Peter; [REDACTED]@london.gov.uk; Moffat Alex (TPH); Caroline Pidgeon; [REDACTED]@london.gov.uk; [REDACTED]@london.gov.uk; Florence Eshalomi; [REDACTED]@aol.com; [REDACTED]@yahoo.co.uk; [REDACTED]@gmail.com; [REDACTED]@btinternet.com; [REDACTED] val shawcross  
**Subject:** July Badge  
**Attachments:** July Badge.pdf; ATT00001.txt

Hi,

Please enjoy the July edition of the Badge.

Grant Davis  
LCDC Chairman  
Editor Badge Newspaper

## Hill Lee

---

**From:** Chapman Helen (TPH)  
**Sent:** 21 March 2017 00:03  
**To:** Kelly, Jim  
**Cc:** Mr Grant Davis; Steve McNamara; lewisnorton; admin@ucglondon.org.uk; Blake Peter; Kennedy-Todd Silka; TPH Senior Relationship Manager (SRM)  
**Subject:** Re: Next senior trade representatives engagement meeting

All

Thanks for all your responses. We will cancel 23 March and send round an invite for 30 March at 3pm. The meeting will be at 230 Blackfriars Road.

We have the following agenda items which we would like to discuss / provide an update on:

- Taxi engagement policy
- Cross border hiring
- Bus lane access

Please could you send any additional requested agenda items to Silka Kennedy-Todd (copied) by close of play Thursday this week. It really works better if the agenda isn't too long as this is a senior level meeting and designed to discuss strategic / policy related topics rather than individual operational issues (which can be covered in the licensing, compliance and enforcement meetings).

Finally, could you also please let Silka know whether you intend to attend personally or send a deputy on your behalf.

We look forward to seeing you on 30 March.

Kind regards  
Helen

On 20 Mar 2017, at 22:15, Kelly, Jim <[REDACTED]@unitetheunion.org> wrote:

30th is better for me  
Jim

---

**From:** Mr Grant Davis [REDACTED]@lcdc.cab]  
**Sent:** 20 March 2017 12:24  
**To:** Chapman Helen (TPH)  
**Cc:** Steve McNamara; Kelly, Jim; lewisnorton; admin@ucglondon.org.uk; Blake Peter; Kennedy-Todd Silka; TPH Senior Relationship Manager (SRM)  
**Subject:** Re: Next senior trade representatives engagement meeting

Hi Helen,  
Whatever the consensus

Regards  
Grant Davis  
Chairman  
London Cab Drivers Club.

On Mar 20, 2017, at 11:37 AM, Chapman Helen (TPH) <[REDACTED]@Tfl.gov.uk> wrote:

Thanks Steve

I am just proposing we move the meeting on 23 March to 30 March given the short notice, particularly for the RMT and UCG. If you can all make it and prefer to keep it on 23 March then let me know.

We can definitely provide an update on the items you've highlighted below.

Helen

---

**From:** Steve McNamara [[mailto:\[REDACTED\]@ltda.co.uk](mailto:[REDACTED]@ltda.co.uk)]

**Sent:** 20 March 2017 11:15

**To:** Chapman Helen (TPH); Grant Davis; 'Kelly, Jim'; 'lewisnorton';

['admin@ucglondon.org.uk'](mailto:admin@ucglondon.org.uk)

**Cc:** Blake Peter; Kennedy-Todd Silka; TPH Senior Relationship Manager (SRM)

**Subject:** RE: Next senior trade representatives engagement meeting

Helen

Sent below email in reply to Mikes cancellation. This Thursday (23<sup>rd</sup>) suits me better than next week (30<sup>th</sup>) but I can move stuff around.

Mike

We already have a meeting scheduled with Helen next Thursday (23<sup>rd</sup>) at 1.30 at 230 Blackfriars, rather than duplicate this perhaps we should wait until you are back?

Perhaps Helen could use next week's meet to update us on the bus lanes etc in particular, Euston Overpass, trialling 24hr on London Bridge NB, Bus Pilotway at Greenwich (Getting out of the O2 on concert nights) Blackwall tunnel NB access through bus gate in Tunnel Ave (by Morden Wharf Road Bus stop MV) and the Southbound bus gate on the A102M by Blackwall Approach, Bishopsgate and the others?

Best Regards

Steve

---

**From:** Chapman Helen (TPH) [[mailto:\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)]

**Sent:** 20 March 2017 10:54

**To:** Steve McNamara <[\[REDACTED\]@ltda.co.uk](mailto:[REDACTED]@ltda.co.uk)>; Grant Davis <[\[REDACTED\]@lcdc.cab](mailto:[REDACTED]@lcdc.cab)>;

'Kelly, Jim' <[\[REDACTED\]@unitetheunion.org](mailto:[REDACTED]@unitetheunion.org)>; 'lewisnorton'

<[\[REDACTED\]@rmtlondontaxi.com](mailto:[REDACTED]@rmtlondontaxi.com)>; ['admin@ucglondon.org.uk'](mailto:admin@ucglondon.org.uk)

<[admin@ucglondon.org.uk](mailto:admin@ucglondon.org.uk)>

**Cc:** Blake Peter <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; Kennedy-Todd Silka

<[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; TPH Senior Relationship Manager

(SRM) <[SMBTPHSeniorRelation@tfl.gov.uk](mailto:SMBTPHSeniorRelation@tfl.gov.uk)>

**Subject:** Next senior trade representatives engagement meeting

All

Further to the Commissioners email to you regarding the need to postpone his meeting scheduled for 30 March I am contacting you with some options for our next regular engagement meeting.

Under the old engagement arrangements we had a TfL / senior trade representatives meeting scheduled for TfL, the LTDA, LCDC and Unite to meet on 23 March at 1.30pm. The invite for this meeting was due to be extended to the RMT and UCG under the new engagement arrangements.

Can I propose that we postpone the meeting scheduled for 23 March and instead use the slot on 30 March at 3pm that was originally scheduled for the Commissioners meeting? Invites for this meeting will be one senior representative from the LTDA, LCDC, Unite, RMT & UCG alongside myself (Chair), Peter Blake and Silka Kennedy-Todd.

Separately the Commissioners office is identifying an alternative time for you to meet with the Commissioner once he returns to work and will be in touch with suitable dates in the near future.

Please let me know if you are content with this and we will send you an invite for 30 March at 3pm and cancel the meeting on 23 March. During the meeting we can discuss the meeting schedule for the remainder of 2017.

Kind regards

Helen

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**Hill Lee**

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**From:** lewisnorton <[REDACTED]@rmtlondontaxi.com>  
**Sent:** 05 April 2017 15:31  
**To:** Chapman Helen (TPH); Steve McNamara; [REDACTED]@icloud.com; Mike Hedges;  
[REDACTED]@icloud.com  
**Cc:** Jim Kelly; Blake Peter; Kennedy-Todd Silka  
**Subject:** Re: Senior taxi trade representatives meeting

Hi Helen

Thanks for following up.

Just to remind you that it was agreed either yourself or Silka would send over a link regarding Compliance officer powers? I've had clarification on my issue but still awaiting the general summary.

Ideally it would be helpful to have before CoP Friday as I can forward to our rep ahead of Mondays compliance meeting and for future.

Kind Regards

Lewis Norton  
Branch Secretary

RMT London Taxi Drivers

----- Original message -----

**From:** "Chapman Helen (TPH)"  
**Date:** 31/03/2017 5:48 pm (GMT+00:00)  
**To:** Steve McNamara , [REDACTED]@icloud.com, Mike Hedges , Lewis Norton , [REDACTED]@icloud.com  
**Cc:** Jim Kelly , Blake Peter , Kennedy-Todd Silka  
**Subject:** Senior taxi trade representatives meeting

All

I just wanted to drop you a note to say thank you for your attendance at the meeting yesterday and for the cordial nature of the discussions. It was good to see you all and I look forward to future meetings.

We are making the suggested tweaks to the engagement policy following our discussions yesterday and will share an updated version with you as soon as possible next week.

Helen

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## Hill Lee

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**From:** Grant David <[REDACTED]>  
**Sent:** 29 March 2017 21:43  
**To:** Steve McNamara  
**Cc:** Kennedy-Todd Silka; Kelly, Jim; [REDACTED]@rmtlondontaxi.com  
[REDACTED]@rmtlondontaxi.com); The United Cabbies Group; Trevor Merralls  
[REDACTED]@ucglondon.org.uk); Chapman Helen (TPH)  
**Subject:** Re: Senior Taxi Trade Representatives Meeting

Hi Silka,  
I will be attending

Regards  
Grant Davis  
Chairman  
London Cab Drivers Club.

On Mar 29, 2017, at 9:36 PM, Steve McNamara <[REDACTED]@ltda.co.uk> wrote:

Silka

Thanks for the email, I think Helen has the list of updates we require on bus lane access from the Commissioner meetings?

It would be useful to get an update on progress on reorganising TPH as a separate entity with control over its own compliance as advised and agreed with the Deputy Mayor last year.

Many thanks

Steve

Sent from my iPhone

On 29 Mar 2017, at 19:50, Kennedy-Todd Silka <[REDACTED]@TfL.gov.uk> wrote:

All

I am sorry if I have missed emails in relation to this, but I have only had once acceptance response to this meeting. I'd be grateful if you could let me know if you aren't planning on attending tomorrow, or if you will be sending a representative in your place – otherwise I will assume you are coming.

I also wasn't sent any additional agenda item requests, so I am working on the basis that you are content with the items below.

Please do let me know by 10am tomorrow morning if you do have any strategic issues you wish to discuss so we can prepare ahead of the meeting.

Thank you

Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [REDACTED] | Internal extension [REDACTED] | Mobile: [REDACTED] | E-mail:

[REDACTED]@tfl.gov.uk

-----Original Appointment-----

**From:** Kennedy-Todd Silka

**Sent:** 21 March 2017 07:17

**To:** Kennedy-Todd Silka; Blake Peter; Chapman Helen (TPH); Grant David; Kelly,

Jim; 'Steve McNamara'; [REDACTED]@rmtlondontaxi.com  
([REDACTED]@rmtlondontaxi.com); The United Cabbies Group; Trevor Merralls  
[REDACTED]@ucglondon.org.uk)

**Subject:** Senior Taxi Trade Representatives Meeting

**When:** 30 March 2017 15:00-16:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

**Where:** 230 Blackfriars - Room TBC

<< Message: Re: Next senior trade representatives engagement meeting >>

All

Following Helen's email (attached), the senior taxi trade representative meeting will take place on 30 March. We have the following items on the agenda to provide an update / discuss:

- Taxi engagement policy
- Cross border hiring
- Bus lane access

Please could you send me any additional requested agenda items by close of play Thursday? As Helen said, this meeting is designed to discuss strategic / policy related topics rather than individual operational issues (which can be covered in the licensing, compliance and enforcement meetings), so if we could keep the agenda short and have more time to discuss certain issues in detail, that would be very helpful.

Can you please let me know whether you intend to attend personally or will be sending a deputy on your behalf?

Thanks, and see you on 30 March

Best wishes

Silka

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## Hill Lee

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**From:** Steve McNamara <[REDACTED]@ltda.co.uk>  
**Sent:** 29 March 2017 21:36  
**To:** Kennedy-Todd Silka  
**Cc:** Grant David; Kelly, Jim; [REDACTED]@rmtlondontaxi.com  
[REDACTED]@rmtlondontaxi.com); The United Cabbies Group; Trevor Merralls  
[REDACTED]@ucglondon.org.uk); Chapman Helen (TPH)  
**Subject:** Re: Senior Taxi Trade Representatives Meeting

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Thank you

Silka

Silka Kennedy-Todd | Head of Taxi and Private Hire Stakeholder Relations

Phone: [REDACTED] | Internal extension [REDACTED] | Mobile: [REDACTED] | E-mail: [REDACTED]

-----Original Appointment-----

**From:** Kennedy-Todd Silka

**Sent:** 21 March 2017 07:17

**To:** Kennedy-Todd Silka; Blake Peter; Chapman Helen (TPH); Grant David; Kelly, Jim; 'Steve McNamara'; [REDACTED]@rmtlondontaxi.com ([REDACTED]@rmtlondontaxi.com); The United Cabbies Group; Trevor Merralls ([REDACTED]@ucglondon.org.uk)

**Subject:** Senior Taxi Trade Representatives Meeting

**When:** 30 March 2017 15:00-16:30 (UTC+00:00) Dublin, Edinburgh, Lisbon, London.

**Where:** 230 Blackfriars - Room TBC

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Best wishes

Silka

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**Hill Lee**

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**From:** lewisnorton <[REDACTED]@rmtlondontaxi.com>  
**Sent:** 29 March 2017 21:40  
**To:** Kennedy-Todd Silka; Blake Peter; Chapman Helen (TPH); 'Grant David'; Kelly, Jim; 'Steve McNamara'; The United Cabbies Group; Trevor Merralls ([REDACTED]@ucglondon.org.uk)  
**Subject:** Re: Senior Taxi Trade Representatives Meeting

I will attend on behalf of rmt

Kind Regards

Lewis Norton  
Branch Secretary

RMT London Taxi Drivers

----- Original message -----

**From:** Kennedy-Todd Silka  
**Date:** 29/03/2017 8:08 pm (GMT+00:00)  
**To:** Blake Peter , "Chapman Helen (TPH)" , 'Grant David' , "Kelly, Jim" , 'Steve McNamara' , "[REDACTED]@rmtlondontaxi.com" ([REDACTED]@rmtlondontaxi.com) , The United Cabbies Group , "Trevor Merralls ([REDACTED]@ucglondon.org.uk)"  
**Subject:** Senior Taxi Trade Representatives Meeting

All  
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Silka

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