

**RSS Feed:** Transport | The Guardian  
**Posted on:** 22 September 2017 13:22  
**Author:** Sadiq Khan  
**Subject:** Uber deserved to lose its licence – Londoners' safety must come first | Sadiq Khan  
  
**Full article link:** <https://www.theguardian.com/commentisfree/2017/sep/22/uber-ban-london-safety>

Our city is a hotbed of innovation and entrepreneurship. That's because it's renowned as a place where everyone has to play by the same rules

From the steam engine to the web, Britain has a long history of inventing and embracing brilliant new technology, often with London leading the way with the very latest developments.

In recent years, we have seen great leaps forward in areas such as green technology, medical innovations and contactless payments on the underground, but also with mobile phone applications that can make the lives of Londoners easier – whether it's ordering food, renting a flat or doing financial transactions.

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**Hill Lee**

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**From:** Valerie Shawcross <[REDACTED]@tfl.gov.uk>  
**Sent:** 26 September 2017 10:28  
**To:** Herbert Sarah (PA to Deputy Chair of TfL)  
**Subject:** FW: Message from a black cab driver's daughter - please continue to support us - thank

**Sarah Herbert**

**Personal Assistant to Valerie Shawcross CBE**

**Deputy Mayor for Transport & Deputy Chair, Transport for London**

Palestra – 7<sup>th</sup> Floor (7B4) 197 Blackfriars Road, Southwark, London, SE1 8NJ

Auto: [REDACTED] Direct dial: [REDACTED] Mobile: [REDACTED]

Email address: [REDACTED]@tfl.gov.uk



---

**From:** [REDACTED]  
**Sent:** 25 September 2017 20:49  
**To:** Valerie Shawcross  
**Subject:** FW: Message from a black cab driver's daughter - please continue to support us - thank

Dear Mr Khan,

My name is [REDACTED] and I am the daughter of a black cab driver. In recent years, I have watched my father change from a jubilant and proud man to someone who is disillusioned and demoralised.

[REDACTED] years ago, my father completed the Knowledge of London. He spent four long years working hard to achieve his dream to become a black cab driver. As an [REDACTED] year old little girl, it was a hugely proud moment when he finally received his 'green badge'. As a family, we hoped that my father's new career would create more prosperous times.

Through hard work and dedication, my mother and father managed to send my sister and I to university. I am now a [REDACTED] and my sister, a [REDACTED]. [REDACTED] in the last Mayoral Election. Like you, we believe in equality and diversity, and we love our capital city and everything it stands for.

As you know, due to corporations like Uber, the black cab trade has almost been wiped out. My mum is a [REDACTED] and despite my parents being [REDACTED], they still work seven days a week. [REDACTED]

I want to thank you for all your support that you have given black cab drivers. Thank you for looking after the working man and recognising that corporations like Uber are simply dodging the rules.

On the weekend, I took to social media to share my views and personally thank you. Please see below. I do hope that you will continue to stand your ground and fight for equality.

Yours sincerely,

[REDACTED]

Yesterday, I was happy to see that our London Mayor, Sadiq Khan, and TFL have made the decision to not renew Uber's private hire operator license.

This morning, however, I opened my Facebook page to be greeted with petition pages asking me to support Uber's appeal. I, for one, will not be supporting it, and this is why.

When my sister and I were little girls, my father spent four years of his life studying the Knowledge of London. It was a long four years, with both my parents working extremely hard to ensure that my father was successful in completing it. The whole process took dedication, perseverance and resilience, and the whole family was delighted when he finally received his 'green badge'.

Sadly, the iconic black cab is now becoming redundant due to corporations like Uber monopolising the trade. For anyone who has worked hard for their jobs, qualifications etc., you will understand that this is a bitter pill to swallow. My father and many other black cab drivers have expressed to me how they feel demoralised and marginalised by the situation. Despite their many pleas and protests, our government has refused to listen.

I refuse to sign the Uber petition because this is a corporation that refuses to take responsibility and care of its workers and customers. Time and time again, we read national news stories that tell us about Uber's nonchalant attitude to reporting serious criminal offences. Time and time again, we read about Uber and its perfunctory approach to obtaining DBS checks. Time and time again, we hear that, on average, a driver can only work for Uber for a few months due to their appalling working conditions. Yet, customers continue to use the company for a cheap fare. Yes, it may be at a click of a button, but is it really worth it? It leaves a bitter taste in my mouth to know that Londoners and our fabulous tourists are lining the pockets of these fat cats, whilst the middle men are struggling to make ends meet. Uber is simply dodging the rules and it needs to be stopped.

Of course, nothing in this world is Manichean. You may have had a good journey in a black cab; you may have had a bad one. You may have had a good Uber journey; you may have had a bad one. To me, however, it is a matter of fairness. I'm enormously proud of the diversity of our city. In a forever fractious world, I want London to remain harmonious. I believe that black cab drivers, and indeed drivers who work for private hire companies, want equality too. This can only happen if we realise and condemn the malpractices of these greedy corporations. In this materialistic world, we are forever trying to chase that extra pound, but all the time the working men are being penalised and these huge corporations are taking advantage of our vulnerabilities.

I stand by our fantastic mayor, Sadiq Khan, and TFL for putting workers and customers first for a change. I just hoped that they are not backed into a corner by some of those stuffy politicians in parliament.

**From:** [REDACTED]  
**Sent:** 25 September 2017 20:36  
**To:** 'sadiqkhanmp@parliament.uk' <[sadiqkhanmp@parliament.uk](mailto:sadiqkhanmp@parliament.uk)>  
**Subject:** Message from a black cab driver's daughter - please continue to support us - thank you

Dear Mr Khan,

My name is [REDACTED] and I am the daughter of a black cab driver. In recent years, I have watched my father change from a jubilant and proud man to someone who is disillusioned and demoralised.

[REDACTED] years ago, my father completed the Knowledge of London. He spent four long years working hard to achieve his dream to become a black cab driver. As an [REDACTED] year old little girl, it was a hugely proud moment when he finally received his 'green badge'. As a family, we hoped that my father's new career would create more prosperous times.



Through hard work and dedication, my mother and father managed to send my sister and I to university. I am now a [REDACTED] and my sister, a [REDACTED]. [REDACTED] in the last Mayoral Election. Like you, we believe in equality and diversity, and we love our capital city and everything it stands for.

As you know, due to corporations like Uber, the black cab trade has almost been wiped out. My mum is a [REDACTED] and despite my parents being [REDACTED], they still work seven days a week. [REDACTED].

I want to thank you for all your support that you have given black cab drivers. Thank you for looking after the working man and recognising that corporations like Uber are simply dodging the rules.

On the weekend, I took to social media to share my views and personally thank you. Please see below. I do hope that you will continue to stand your ground and fight for equality.

Yours sincerely,

[REDACTED]

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This morning, however, I opened my Facebook page to be greeted with petition pages asking me to support Uber's appeal. I, for one, will not be supporting it, and this is why.

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I refuse to sign the Uber petition because this is a corporation that refuses to take responsibility and care of its workers and customers. Time and time again, we read national news stories that tell us about Uber's nonchalant attitude to reporting serious criminal offences. Time and time again, we read about Uber and its perfunctory approach to obtaining DBS checks. Time and time again, we hear that, on average, a driver can only work for Uber for a few months due to their appalling working conditions. Yet, customers continue to use the company for a cheap fare. Yes, it may be at a click of a button, but is it really worth it? It leaves a bitter taste in my mouth to know that Londoners and our fabulous tourists are lining the pockets of these fat cats, whilst the middle men are struggling to make ends meet. Uber is simply dodging the rules and it needs to be stopped.

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I stand by our fantastic mayor, Sadiq Khan, and TFL for putting workers and customers first for a change. I just hoped that they are not backed into a corner by some of those stuffy politicians in parliament.

## Hill Lee

---

**From:** Grant Davis <thelcdc@gmail.com>  
**Sent:** 12 October 2017 12:52  
**To:** Roy McMaster; Rodgers Edgerton (ST); Underwood Rebecca (TPH); Nandha Anand (ST); Chapman Helen (TPH); Blake Peter; val shawcross; Brown Mike (Commissioner); Dawson Donna (TPH); Snewing Gary (ST); [REDACTED]@london.gov.uk [REDACTED]@westminster.gov.uk  
**Subject:** October Badge  
**Attachments:** October Badge.pdf; ATT00001.txt

**Hill Lee**

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**From:** Tim Steer <[REDACTED]@london.gov.uk>  
**Sent:** 07 September 2017 09:05  
**To:** val shawcross  
**Cc:** Ibitson Ami; [REDACTED]  
**Subject:** Re: Fwd: NEWS: Transport for London under fire over legality of Uber rival Taxify's licence to operate

Hi Val, I'll speak to Helen now and make that request. Tim

On 7 Sep 2017 8:30:04 am, Valerie Shawcross <[REDACTED]@london.gov.uk> wrote:

Hi Can one of you please get on to this for me. [REDACTED]?

Val

Sent from my iPhone

Begin forwarded message:

**From:** Valerie Shawcross <[REDACTED]@london.gov.uk<mailto:[REDACTED]@london.gov.uk>>  
**Date:** 7 September 2017 at 08:26:50 BST  
**To:** [REDACTED] <[REDACTED]@london.gov.uk<mailto:[REDACTED]@london.gov.uk>>, Tim Steer <[REDACTED]@london.gov.uk<mailto:[REDACTED]@london.gov.uk>>  
**Subject:** Fwd: NEWS: Transport for London under fire over legality of Uber rival Taxify's licence to operate

Hi [REDACTED]

Can you please ask the TPHV team to keep me updated on what action is being taken against Taxify ?

Thanks

Val

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED] <[REDACTED]@london.gov.uk<mailto:[REDACTED]@london.gov.uk>>  
**Date:** 7 September 2017 at 07:24:25 BST  
**To:** Media Overview <MediaOverview@london.gov.uk<mailto:MediaOverview@london.gov.uk>>  
**Subject:** NEWS: Transport for London under fire over legality of Uber rival Taxify's licence to operate

Transport for London under fire over legality of Uber rival Taxify's licence to operate Lynsey Barber<<http://www.cityam.com/profile/lynsey-barber>>

Transport for London is facing mounting pressure to take action against a new Uber-style startup which has been accused of flouting the rules for operating in the capital.

"Transport for London<<http://www.cityam.com/company/transport-for-london>> and the police need to get their act together pretty quickly," said Labour MP Wes Streeting who heads up the taxi all-party parliamentary Group (APPG).

"I will be in touch [with TfL]. I expect them to take a robust approach. They are openly advertising but don't appear to have a licence to operate. I don't expect TfL to sit on its hands and wait for complaints to come in."

Estonian ride-hailing startup Taxify launched in London this week taking on Uber with cheaper fares and better pay for drivers. It's backed by China ride-hailing giant Didi Chuxing. The startup said that it operates under the licence of an existing operator in London which it acquired.

"Taxify is a technology platform that provides an app-based booking service to City Drive Services, a fully licenced operator in London. We look forward to resolving any outstanding issues with TfL very soon," the startup said.

The head of the black cab group the Licenced Taxi Drivers Association (LTDA), Steve McNamara said: "They [Taxify] applied for a licence and have yet to receive one. They are circumventing the rules"

"We have contested from day one they [Uber] don't comply with the private hire act and operate completely outside of regulation. As a result they [Taxify] think it's a free for all," he told City A.M., adding that it has written to TfL on the matter and is hoping for a "quick response" in the form of compliance action.

A Transport for London spokesperson said: "Taxify is not licensed as a private hire operator in London." It does not comment on individual licence applications.

A spokesperson for the Mayor of London Sadiq Khan<<http://www.cityam.com/people/sadiq-khan>>, who has promised to seek greater powers when it comes to the taxi industry<<http://www.cityam.com/249279/london-mayor-pledges-new-support-black-cab-industry-uber>>, said:

"The safety of Londoners is the Mayor's number one priority, and TfL are doing everything in their power to make sure Private Hire vehicles are as safe as possible, including increasing the number of compliance officers, and ensuring stricter safety checks, following the latest guidance from the DBS. TfL will take robust enforcement action against any provider or driver found to be breaching licencing rules."

And drivers for Taxify, of which there are around 3,000, are concerned they have been placed in legal jeopardy.

James Farrar of United Private Hire Drivers (UPHD), a group representing minicab drivers in the capital, said it had previously asked TfL for clarification on Taxify's regulation, but it had not been forthcoming.

"TfL need to pull their finger out and tell drivers what they can and can't do for Taxify," he said, adding that drivers are the ones at risk from enforcement action.

The latest row comes as another startup, Daimler-backed Via, said it plans to set up in London.

TfL has been forced to consider increasing the fee for operating private hire vehicles in London to cover the cost of regulation and enforcement as the number of PHVs has rocketed in recent years with the arrival of Uber<<http://www.cityam.com/company/uber>>.

Uber and Addison Lee have both had their licences renewed for months<<http://www.cityam.com/270886/addison-lees-licence-renewed-only-six-months-tfl-considers>> rather than the usual five years as a result. The former is due for renewal again at the end of the month.

And TfL last week told 13,000 Uber drivers they must undergo fresh criminal checks after deciding that it will no longer accept ones done by third-party providers other than its own contractor.

Caroline Pidgeon, the Liberal Democrat London Assembly member and deputy chair of City Hall's transport committee said: "London is facing a perfect storm of the long standing poor regulation of private hire vehicles and an increasing number of aggressive new companies that think they can write their own rules," said

"A thriving taxi and private hire trade are vital for London, but that requires a step change in regulation and enforcement activity, to ensure passenger and road safety standards are put at the forefront."

[REDACTED]  
Mayor of London's Press Office

[REDACTED]  
@LDN\_PressOffice

Out of hours: 020 7983 4000

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## Hill Lee

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**From:** Bronwen Handyside <[REDACTED]>  
**Sent:** 22 September 2017 11:32  
**To:** Carter Howard  
**Cc:** Alice Maynard CBE; Anne McMeel; Ben Story; Ben Story PA; Greg Clark CBE; Greg Clark PA; Kay Carberry CBE; Lynn Sloman; Mee Ling Ng OBE; Michael Liebreich; Michael Liebreich; Michael Liebreich PA; Nelson Ogunshakin OBE; Nelson Ogunshakin PA; Nina Skorupska CBE; Nina Skorupska PA; Ron Kalifa; Ron Kalifa PA; Tanni Grey-Thompson DBE; Tanni Grey-Thompson PA; val shawcross; Ibitson Ami; Herbert Sarah (PA to Deputy Chair of TfL); Brown Mike (Commissioner); Daniels Leon; Everitt Vernon; Dix Michèle; Craig Graeme; Pollins Andrew; Powell Gareth; Kilonback Simon; Wild Mark (MD); Williams Alex; Wright Tricia; Harvey Stuart; Brown Staynton; Blake Peter; Chapman Helen (TPH); Clarke Andrea (Exc); McConochie Mark; Kenny Shamus; Brown Matt; Brown Andy (Corporate Affairs); Branks Kirsten; Tagg Ella (ST); Taylor Lisa; Osborne Emma; Hawley Anthea; Quearney Carol (ST); Quinn Amy; Bradley Clare; Thrush Janine; Johnson Judith; Eleodore-Williams Jennifer; Hawthorne Julia; Thomson Linda; Bellars Lauren; Breden Julie; Roach Sam; Emmett Susan; Naik Trupti; Gourley Jennifer  
**Subject:** Re: TfL Board: Uber London Limited Operator License Decision

Very well done on the due diligence and principled sense of public responsibility that went into this decision.

Bronwen

On 22 September 2017 at 11:03, Carter Howard <[HowardCarter@tfl.gov.uk](mailto:HowardCarter@tfl.gov.uk)> wrote:

All

TfL has just announced the outcome of the decision on whether to grant Uber London Limited a further PHV Operator's license. A copy of our press statement and the Mayor's statement are below.

Please let me know if you need any further information.

Howard

Howard Carter, General Counsel, Transport for London

Windsor House, [42-50 Victoria Street London SW1H 0TL](#)

e-mail: [howardcarter@tfl.gov.uk](mailto:howardcarter@tfl.gov.uk)

Tel: [REDACTED]

Fax: 020 3054 3556 (83556)

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PN-115

22 September 2017

## **Licensing decision on Uber London Limited**

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.

**Ends**

## Notes to Editors:

- Uber London Limited was licenced as a Private Hire (PH) Operator in 2012. On 26 May TfL granted a 4-month PH Operator Licence whilst it concluded its consideration of a five year licence. This licence expires on 30 September.

TfL Press Office

0845 604 4141

# news release

Office hours: 020 7983 4070

Out of hours and weekends: 020 7983 4000

[www.london.gov.uk](http://www.london.gov.uk)

[@LDN\\_PressOffice](#)

Friday 22 September 2017

## Mayor of London response to TfL's licensing decision on Uber

**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 license 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.

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**Hill Lee**

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**From:** Valerie Shawcross <[REDACTED]@london.gov.uk>  
**Sent:** 28 September 2017 17:20  
**To:** [REDACTED] mediasignoff@london.gov.uk; Steer Tim  
**Cc:** transport desk; Ibitson Ami  
**Subject:** RE: Tim Donovan - Theresa May on Uber

Would TfL not want to also explain that there is a legally structured two tier market? With different standards applying to the regulation of Taxis and Private Hire Vehicles?

Val

**Valerie Shawcross CBE**  
**Deputy Mayor for Transport**  
City Hall The Queen's Walk London SE1 2AA  
Tel: [REDACTED]

---

**From:** [REDACTED]  
**Sent:** 28 September 2017 16:58  
**To:** Valerie Shawcross ; [mediasignoff@london.gov.uk](mailto:mediasignoff@london.gov.uk); Tim Steer  
**Cc:** transportdesk ; Ibitson Ami  
**Subject:** Tim Donovan - Theresa May on Uber

All,

Tim Donovan has spoken to Theresa May and got some comments from her on Uber.

She says that the blanket ban is disproportionate, Sadiq should be working to level the playing field with black cabs, it's putting at risk thousands of jobs and 3.5m people are entitled to consumer choice.

I've based a potential response on the previous lines. Does this look ok?

A spokesperson for the Mayor of London said: "Sadiq has been clear that any anger must be directed at Uber itself. Regulation is there for a reason and it would have been wrong for TfL to have renewed Uber's licence if they had concerns about Uber being a fit and proper operator. All companies must play by the rules and adhere to the high standards we expect – particularly when it comes to the safety of customers. London deserves the best taxi and private hire services available and Sadiq is determined to ensure the capital has a vibrant market, with space for all providers to flourish."

Thanks,

[REDACTED]

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**From:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Sent:** 28 September 2017 17:41  
**To:** val shawcross; Patrick Hennessy  
**Cc:** mediasignoff@london.gov.uk; Steer Tim; transport desk; Ibitson Ami  
**Subject:** RE: Tim Donovan - Theresa May on Uber

TfL happy with the statement as that's using previously agreed language. They're seeing if they can get hold of a lawyer to clear the additional point on the two-tier market

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**From:** Valerie Shawcross  
**Sent:** 28 September 2017 17:32  
**To:** [REDACTED]; Patrick Hennessy  
**Cc:** [mediasignoff@london.gov.uk](mailto:mediasignoff@london.gov.uk); Tim Steer ; transportdesk ; 'Ibitson Ami'  
**Subject:** RE: Tim Donovan - Theresa May on Uber

OK with me if TfL happy ?

Val

**Valerie Shawcross CBE**  
**Deputy Mayor for Transport**  
City Hall The Queen's Walk London SE1 2AA  
Tel: [REDACTED]

---

**From:** [REDACTED]  
**Sent:** 28 September 2017 17:31  
**To:** Patrick Hennessy <[REDACTED]@london.gov.uk>; Valerie Shawcross <[REDACTED]@london.gov.uk>  
**Cc:** [mediasignoff@london.gov.uk](mailto:mediasignoff@london.gov.uk); Tim Steer <[REDACTED]@london.gov.uk>; transportdesk <[transportdesk@london.gov.uk](mailto:transportdesk@london.gov.uk)>; Ibitson Ami <[REDACTED]@tfl.gov.uk>  
**Subject:** RE: Tim Donovan - Theresa May on Uber

Thanks Paddy and Val. Tweaked as below if ok?

A spokesperson for the Mayor of London said: "**Sadiq has every sympathy with customers and drivers of Uber**, but is clear that any anger must be directed at Uber itself. Regulation is there for a reason and it would have been wrong for TfL to have renewed Uber's licence if they had concerns about Uber being a fit and proper operator. All companies must play by the rules and adhere to the high standards we expect – particularly when it comes to the safety of customers. London deserves the best taxi and private hire services available and Sadiq is determined to ensure the capital has a vibrant market, with space for all providers to flourish."

**Guidance: Black cabs, taxis and private-hire vehicles all play a crucial role in helping Londoners get around the city. There is a clear legally-structured two tier market between taxis and private hire vehicles.**

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**From:** Patrick Hennessy  
**Sent:** 28 September 2017 17:21  
**To:** [REDACTED] <[REDACTED]@london.gov.uk>  
**Cc:** Valerie Shawcross <[REDACTED]@london.gov.uk>; [mediasignoff@london.gov.uk](mailto:mediasignoff@london.gov.uk); Tim Steer

<[REDACTED]@london.gov.uk>; transportdesk <transportdesk@london.gov.uk>; lbitson Ami  
<[REDACTED]@tfl.gov.uk>

**Subject:** Re: Tim Donovan - Theresa May on Uber

Thanks boss - could you add a line in right at the top about SK being sympathetic to the drivers and customers but that anger should be directed. Many thanks

Sent from my iPhone

On 28 Sep 2017, at 16:57, [REDACTED] <[REDACTED]@london.gov.uk> wrote:

All,

Tim Donovan has spoken to Theresa May and got some comments from her on Uber.

She says that the blanket ban is disproportionate, Sadiq should be working to level the playing field with black cabs, it's putting at risk thousands of jobs and 3.5m people are entitled to consumer choice.

I've based a potential response on the previous lines. Does this look ok?

A spokesperson for the Mayor of London said: "Sadiq has been clear that any anger must be directed at Uber itself. Regulation is there for a reason and it would have been wrong for TfL to have renewed Uber's licence if they had concerns about Uber being a fit and proper operator. All companies must play by the rules and adhere to the high standards we expect – particularly when it comes to the safety of customers. London deserves the best taxi and private hire services available and Sadiq is determined to ensure the capital has a vibrant market, with space for all providers to flourish."

Thanks,

[REDACTED]

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**From:** Grant Davis <thelcdc@gmail.com>  
**Sent:** 08 September 2017 17:14  
**To:** Caroline Pidgeon; [REDACTED]@london.gov.uk; David Kurten; [REDACTED]  
[REDACTED] Blake Peter; Chapman Helen (TPH); Nandha Anand (ST); val  
shawcross; Brown Mike (Commissioner); Kennedy-Todd Silka;  
[REDACTED]@gmbdrivers.org; [REDACTED]; [REDACTED]  
[REDACTED]@dailymail.co.uk; Rodgers Edgerton (ST);  
[REDACTED]@met.pnn.police.uk; [REDACTED]; Moody Thomas;  
[REDACTED]@london.gov.uk; jennings mark; [REDACTED]  
[REDACTED]@parliament.uk; [REDACTED]@jennyjones.org; lphca@btinternet.com  
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