

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA211218-1322

8 February 2019

Dear [REDACTED]

Thank you for your request for information which the GLA received on 21 December 2019. Your request has been dealt with under the Freedom of Information Act (2000)

You requested:

- 1. Please can you provide me with all correspondence between Transport for London and City Hall officials relating to funding for the Taxi Delicensing Scheme since it was first announced in July 2017.*
- 2. Please can you provide me with all correspondence between Transport for London and the Mayor of London relating to funding for the Taxi Delicensing Scheme since it was first announced in July 2017.*
- 3. Please can you provide me with all email correspondence between the Deputy Mayor for Transport, Heidi Alexander, and the Deputy Mayor for the Environment and Energy, Shirley Rodrigues, relating to taxi age limits.*
- 4. Please can you provide me with all of the Mayor of London's correspondence relating to the announcement made on 19 December 2018 that funding for the taxi delicensing scheme would be restructured and reduced to £18 million.*

Our response to your request is as follows:

The GLA holds information in relation to part 1 of your request – please find attached. Please note that redactions relate to personal information or information which is not in scope of your request.

The GLA also holds copies of presentations received from TfL via email. The content of these presentations which is in scope of your request has been included.

TfL's £18m delicensing fund now has significantly enhanced levels of payment for taxi drivers. The budget for the enhanced scheme was reduced from £42m to £18m because only £485,000 of available funding had been drawn upon under the previous scheme. We are now monitoring levels of uptake of the enhanced scheme.

It is important to note that TfL is also continuing to contribute payments (£3,500) to the Government-led Plug-in Taxi Grant, which gives taxi drivers up to £7,500 off the price of a new zero emission capable taxi.

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

Yours sincerely

Paul Robinson
Information Governance Officer

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

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

From: Patrick Feehily
Sent: 23 October 2018 18:05
To: Matson Lilli [REDACTED] <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] <[REDACTED]@london.gov.uk>; [REDACTED] <[REDACTED]@tube.tfl.gov.uk>; Doig Patrick (ST) [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: Business plan discussion

Hi Lilli

I hope you are all well. I'll liaise with Tim over a separate meeting on drinking fountains, will sort that next week with Tim S

Speaking with Shirley today I think she would like a meet with you to discuss the other priorities in the Les that we didn't cover last week. I'll ask [REDACTED] to sort something with you on those. In terms of actions from the meeting we have:

Actions and steers from Shirley/TfL meeting on TfL Business Plan, 18 October 2018

We would be grateful if an update email on the below should be sent to Shirley by COP Friday 26 October.

Carbon

- I [REDACTED]
- I [REDACTED]
- I [REDACTED]
- I [REDACTED]
- I [REDACTED]

Air quality

- I [REDACTED]
- Given that no discussion has yet been had with the Mayor about taxi policy, it is important that maximum flexibility in the TfL Business Plan is retained. It was noted that £24m was 'borrowed' from the taxi delicensing fund to enable investment in additional charging infrastructure. Now this is no longer needed for charging Shirley's view is that this should be reinstated rather than represented as a saving. Should there subsequently be savings these in turn could then be used to fund other priorities such as scrappage.
- I [REDACTED]
- I [REDACTED]

Other

- [REDACTED]

Many thanks

From: [REDACTED]
Sent: 27 November 2018 13:08
To: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

[REDACTED]

[REDACTED]

I believe our latest line is the budget available for delicensing will be confirmed following the conclusion of the ongoing TfL business planning process.

Mike will have to be in listening mode for now regarding delicensing. The Mayor has committed to continue to keep this package of measures under review to increase the uptake of zero-emission capable taxis in London and to contribute to his wider air quality plans.

Thanks,

[REDACTED]

[REDACTED]
GREATER LONDON AUTHORITY
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On 27 Nov 2018, at 12:20, [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)> wrote:

Currently checking

[REDACTED]

[REDACTED]

[REDACTED]
GREATER LONDON AUTHORITY
[REDACTED]

From: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 27 November 2018 11:30
To: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)>

[REDACTED]

This was the draft we sent over.

Has it been amended at your end?

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>

Sent: 27 November 2018 10:51

To: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)>

[REDACTED] [REDACTED]

Hello [REDACTED]

It's the taxi delicensing fund one - I need it ASAP.

Thank you

Kind regards

[REDACTED]

From: [REDACTED]
Sent: 24 December 2018 11:20
To: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Cc: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; Griffiths Mark (ST) [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: RE: OLEV Pot - £25m

That's super thanks for clarifying

Have a great Christmas!

[REDACTED]
GREATER LONDON AUTHORITY
[REDACTED]

From: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Sent: 24 December 2018 11:17
To: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)>
Cc: [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>; [REDACTED] <[\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: RE: OLEV Pot - £25m

Morning [REDACTED]

The OLEV grant from DfT is £25m, however it was always understood that in order to achieve the target TfL would need to fund an additional £2m.

At present the latest forecast below..

Current Forecast	Whole life cost (EFC)
Zero Emission Carbon Taxis	27.3
Delicensing	18.0
Other costs (including staffing)	0.4
Grand Total	45.7

Do let us know if you have any concerns.

Regards,

[REDACTED]

From: [REDACTED] <[\[REDACTED\]@london.gov.uk](mailto:[REDACTED]@london.gov.uk)>
Sent: 24 December 2018 10:13
To: Griffiths Mark (ST); [REDACTED]
Cc: [REDACTED]
Subject: RE: OLEV Pot - £25m

Hi

Still keen to understand remaining fund for taxi OLEV grants

Thanks

■

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GREATER LONDON AUTHORITY
■

From: ■
Sent: 14 December 2018 15:50
To: 'Griffiths Mark (ST)' ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk); ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
■ [@tfl.gov.uk](mailto:■@tfl.gov.uk); ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
Cc: ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
Subject: RE: OLEV Pot - £25m

Hi

What's our ring-fenced pot to support OLEV grants?

■
GREATER LONDON AUTHORITY
■

From: Griffiths Mark (ST) ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
Sent: 14 December 2018 11:10
To: ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk); ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
Cc: ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk); ■ [@london.gov.uk](mailto:■@london.gov.uk)
Subject: OLEV Pot - £25m

Hi All,

Can I confirm for ■ (cc'ed) the OLEV funding we (TfL) have set aside is £25m?

Mark Griffiths

Head of Operations and Contract Management | Taxi and Private Hire

■

 **TRANSPORT FOR LONDON** Floor 3, 230 Blackfriars Road, London SE1 8NW | Email: ■ [@tfl.gov.uk](mailto:■@tfl.gov.uk)
EVERY JOURNEY MATTERS

Effective incentives

The current approach of only offering 'carrots' - through a voluntary LPG conversion scheme which adds five years to the age limit of a vehicle, and delicensing payments of up to £5,000 - has not worked.

We need to reconsider current incentives in combination with an age limit reduction to accelerate delicensing of older and more polluting taxis and uptake of ZEC taxis.

Current scheme	
Vehicle age	Payment
10	£5,000
11	£3,800
12	£2,800
13	£1,900
14	£1,200

Enhanced delicensing scheme: The current delicensing scheme isn't working. An enhanced delicensing scheme could increase payments and focus the scheme on younger vehicles in order to remove the highly polluting Euro 5 taxis. This would provide additional emissions savings beyond that achieved by the age limit but means there is less money available for vehicles affected by the age limit. The proposed restructure would increase payments beyond LEVC / trade proposals.

Part funded voluntary LPG conversion: Provides significant emissions savings, but is not as effective as delicensing vehicles and transitioning to a ZEC taxi. However, it could be attractive to some drivers as it allows them to continue using their existing vehicle so is less disruptive.

Recommended approach: It is proposed that payments would be tiered, with a limited number available at each level to incentivise take up and create early momentum. As an alternative, drivers of Euro 5 taxis wishing to keep and convert their vehicles could receive a payment of £5,000 to convert their vehicle to LPG for use up to 15 year age limit (up to 500 taxis).

Eligible vehicles	No. of payments available	Payment
Euro 4 and 5 – 13 years or younger	250	£ 10,000
	250	£ 9,000
	250	£ 8,000
	250	£ 7,000
	250	£ 6,000
	250	£ 5,000
	250	£ 4,000
	250	£ 3,000
	500	£ 2,000
Euro 4 / 5 - 14/15 Year Old	1,000	£1,000
Euro 5 LPG conversion	500	£5,000
Contingency payments to those already delicensed	-	£285,000
TOTALS	3,500	£17,862,700



TfL restricted

This contains information which is confidential and draft subject to discussion and approval. The disclosure of this document would, or would be likely to, prejudice the commercial interests of TfL, its subsidiary companies and/or other parties

EVERY JOURNEY MATTERS

Funding

The following slides outline a number of options which could be taken forward individually or as part of a package. The amount of funding available for each package, and therefore the impact they could have, depends on the quantum invested into each and the number of vehicles affected.

For each option, the scale of investment and relative impacts are set out.

Following a steer from AQIG on which measures should form part of a package, further work can be done to understand the optimal balance of funding between measures.

The total amount of funding currently allocated to the delicensing fund and ZEC grants is £45m. £27m is OLEV funding and is ring-fenced for ZEC grants.

The remaining £18m is currently allocated to the delicensing fund, but as discussed at the previous meeting, this money is not being spent (only £336k so far). However, subject to support for initiatives in this deck, a revised package would be expected to increase uptake.

Package B: what enhanced licensing could look like

The table below shows a sliding scale rewarding those who delicense their Euro 4 or Euro 5 vehicle earliest. This significantly increases payments on the current scheme for all but the oldest taxis, and therefore gives increased emissions benefits as it removes some of the dirtiest, but newer taxis.

Older taxis are removed by the age limit.

Eligible vehicles	number of delicensing payments available	amount received - early adopters receive more
Euro 4 and 5 – 13 years or younger)	250	£10000
	250	£9500
	250	£9000
	250	£8000
	250	£7000
	250	£6000
	250	£5000
	250	£3500
	500	£2700
Euro 4 and 5 - 14/15 Year Old	1000	£1000
Contingency to increase payments to those who have already delicensed	-	£1,012,700
TOTALS	3500	£17,862,700