

London Assembly Economy Committee – 12 March 2019

Transcript of Item 6 – Small Minicab Firms in London – Panel 2

Susan Hall AM (Chairman): For the second part, we have two guests from Transport for London (TfL): Graham Robinson, General Manager, Taxi and Private Hire; and Christina Calderato, Head of Planning Delivery at TfL. Thank you both.

I believe you were in the audience and so you have heard the various comments. Before I go to the questions, you heard me sum up at the end of it. Can I just ask both of you to comment? There are not enough power points, they cannot buy the vehicles that they need, there are limited electric cars on the market, and lots of businesses are going down.

Andrew Dismore AM (Deputy Chair): The evidence was not that, Chairman. The evidence was not that lots of businesses are going down at all.

Susan Hall AM (Chairman): Comments were made.

Shaun Bailey AM: Yes, I agree with the Chairman.

Susan Hall AM (Chairman): Then they can argue with that. Whichever one of you would like to start, can you just tell us briefly what you are going to do about those things? We have the ladies and gentlemen in the audience and it would be so nice for them to hear from TfL what you are going to do to address the issues that I did repeat.

Christina Calderato (Head of Planning Delivery, Transport for London): I will start and pick up on the rapid charge point issue. TfL has installed already over 170 rapid charge points on the Transport for London Road Network (TLRN), the road network that TfL controls, and we have a target that we will install 300 by the end of 2020. We know we need to have more, but what we need to do is work with the boroughs to get them in on borough roads. TfL is doing absolutely all we can to get as many rapids in as possible and, as I say, there are already over 170 available.

The Mayor convened an Electric Vehicle (EV) Infrastructure Taskforce last May [2018] and that has been working with charge point operators, with the private and public sectors and with boroughs to identify what level of infrastructure we need to 2025 and identify a delivery plan for getting there. That work has been ongoing and there will be a delivery plan published as a result of that that will set out what we need to do over the next five years to really accelerate the uptake of EVs.

Susan Hall AM (Chairman): Can I just point out that this should have been done before these other things were imposed? Before telling them they have to get electric cabs, etc, you should have had the infrastructure properly in first, should you not?

Christina Calderato (Head of Planning Delivery, Transport for London): In terms of the vehicle requirement, there is no requirement for EVs for either the Congestion Charge or the Ultra Low Emission Zone (ULEZ). The vehicle standards for the ULEZ are Euro 6 for diesel and Euro 4 for petrol. Very broadly speaking, that equates to a six-year-old diesel vehicle now or a 14-year-old petrol vehicle now. For the Congestion Charge, there is no requirement to change your vehicle.

Caroline Russell AM: I just wanted to find out when the EV Taskforce will publish because we were told it was coming at the beginning of this year [2019]. We are now into March and we still have not had a report from the EV Taskforce. Do you know when that is likely?

Christina Calderato (Head of Planning Delivery, Transport for London): It will be coming soon. It will be out before the summer. It is in a --

Caroline Russell AM: Before the summer? Does that mean before May [2019]?

Christina Calderato (Head of Planning Delivery, Transport for London): Within a year of the Taskforce having been convened, we will be able to come back out with the plan. We do not have a firm date on that yet but it is forthcoming.

Caroline Russell AM: It has been delayed from early this year [2019]. When they convened, they said they were going to be publishing early this year.

Christina Calderato (Head of Planning Delivery, Transport for London): I do not know the specifics of what was said at the time. I know that the work has been ongoing. There has been a series of workshops. They have been extremely well attended. The PHV (PHV) industry has been involved as well. That has come together into a delivery plan, which will be published shortly. I do not have a precise date, I am afraid.

Shaun Bailey AM: I just want to talk about this EV infrastructure. You say there is no requirement for EV vehicles for the ULEZ, which is correct, but if you are a taxicab driver there is a requirement for a hybrid vehicle, which would need charging. How many taxicabs do we have on the road that are currently switching to this new cap?

Christina Calderato (Head of Planning Delivery, Transport for London): There are more than 1,100 zero-emission-capable (ZEC) taxis on the road at the moment.

Shaun Bailey AM: When do we expect a significant bump in those 1,100?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): It is a requirement now since last year [2018] that all new-to-licensing vehicles have to be ZEC. We have recently changed the delicensing scheme, which may accelerate the number of vehicles that are currently non-ZEC so that they transfer across to the ZEC vehicles. We do expect the numbers to increase.

Shaun Bailey AM: I am trying to ask you about the rate. Do you have any idea of the rate of increase, a wild guess?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): We are still looking to have 9,000 vehicles by the end of next year [2019].

Shaun Bailey AM: This leads me to my point. You talk about 300 charging points for 9,000 vehicles.

Christina Calderato (Head of Planning Delivery, Transport for London): That is what the Taskforce is there to deliver. We recognised that as the vehicles accelerate, we are going to need to accelerate

infrastructure. TfL cannot do that by itself. We are doing all that we can and now we are calling on boroughs and the private sector to work with us and make sure that we get that infrastructure in place. As it stands, the utilisation rate of rapids is such that they are not fully utilised. There is still capacity in the rapid charging infrastructure that we have now.

Shaun Bailey AM: That might be because there is not enough of them and so people do not bother with them, if you see what I am saying. If you talk to cab drivers, they say, "There are not enough of them and so we just tootle around on the engine because we cannot find convenient points and if we do find one we have to queue up". We all know that that is a fact. The point I am trying to make is that the scale of ambition versus your delivery on cabs is unaligned spectacularly. We have 300 versus your 9,000.

Leonie Cooper AM: Do we know that that is a fact?

Christina Calderato (Head of Planning Delivery, Transport for London): There are 300 TfL [charging] points. There are more than that in total. I am just telling you what TfL has put in as its part of this. There are more than that in total.

Shaun Bailey AM: Can a cab driver use those other points at the same cost?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes, there are publicly accessible points and there are TfL points. Some of the TfL points are solely dedicated to taxi use and then there are others in car parks, which are also available to taxis.

Shaun Bailey AM: There are fewer than 300 solely for cab use?

Christina Calderato (Head of Planning Delivery, Transport for London): There are fewer than 300 solely for cab use and there are more than 300 publicly accessible rapid charging points. Sorry, I am using the wrong number. There are more than 300. I do not have the precise number. TfL has put in more than 170. There will be 300 by the end of 2020. Sorry to be unclear.

Shaun Bailey AM: We have only 170 currently?

Christina Calderato (Head of Planning Delivery, Transport for London): We have more than 170 TfL-installed rapid charge points now.

Shaun Bailey AM: I am labouring the point, but the point I am trying to make is that you have accelerated one part of your delivery - to get to 9,000 early - but you have not accelerated the important part, the infrastructure that makes that 9,000 possible. Remember the £65,000 cab that I then cannot use because I cannot charge it up. You can see the problem there.

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): We can recognise the point you are making and it is an area where we recognise there is a lot of work that needs to be done. It is an ongoing piece of work that we have to do. We can take away your point and if there is more we can provide about what work we are going to do, but we do emphasise the point that this is something that we need the boroughs to work with us on because we can only do so much on the road network that we control. It does need more and we are hoping that the industry as well and the wider market will recognise that going

to EVs is something that probably the nation is moving to. We are hoping that they will help us as well and accelerate those numbers as we need to.

However, I have completely taken your point and we will take that away and make it clear. If there is anything we can explain about the acceleration ambitions we have, we can come back to you.

Shaun Bailey AM: Thank you.

Susan Hall AM (Chairman): Is it you I write to? I have been trying to get a response from TfL about various things and do not get a response. I hear all the time from both black cab drivers and minicab drivers that they cannot get responses from TfL. On this particular point, I can write to you about it, can I?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): On that point you can write to me, but I will pass it to my partners who are leading on the rapid charge network being introduced. I am happy to take it and pass it on to the right partners.

Susan Hall AM (Chairman): I do not mind being passed on as long as then I get a response because this is a real issue for minicabs and black cabs. They just have nowhere to recharge. The number of times that I am told that various charging points are not working, clearly, is totally unacceptable for our cab trades.

I will go on to the proper questions now and then perhaps some of the other issues that emerge. The minicab industry says that your changes are driving operators out of business. Do you think they are exaggerating?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): It was very good to hear from the industry to say that they have a lot of work there and they just cannot get hold of the drivers. That helps to explain that we still see it as a thriving industry.

Looking at the numbers that we have, although we did have a peak of private hire drivers licensed a couple of years ago, there are still 106,000 drivers who are currently licensed. We have 87,000 PHVs that are currently licensed. To date there are 2,221 operators who are licensed. That is a number that has reduced. However, it has been reducing over a number of years.

We still feel that there is a thriving industry there and there is still a lot of interest from operators wanting to get licensed. I cannot point to any statistics that talk about the actual amount of work that there is there, but our colleagues who know more are pointing out that it is a thriving industry.

Looking at the things that we are doing, we are always pointing towards safety. Our primary concern about any changes that are introduced will always be to ensure the safety of the travelling public and the drivers themselves. We recognise that they do have an impact and we try to ensure that we have understood that when those decisions are made.

Susan Hall AM (Chairman): When you have looked at the industry, within a short period of time these companies will have to deal with the ULEZ, with the new licensing rules and with the Congestion Charge. In your working out of the industry itself, how many companies do you assume will go out of business with that all hitting them at the same time?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): That is something I would not be able to give a number to. I would be able to say that when we are looking at the consultations that are carried out, we do carry out a full impact assessment and we do talk to our colleagues in the trade and ask for their opinions. That is fully assessed when those decisions are made.

Susan Hall AM (Chairman): You have done no actual profiling on what you think will happen?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): It is not something that I can point to right now, but all the work that is done is available in our impact assessments.

Susan Hall AM (Chairman): Do you not think that that might have been sensible, given that they do so much work for disabled and disadvantaged people? We heard this morning about taking people to and from hospital.

Christina Calderato (Head of Planning Delivery, Transport for London): I can pick up on that. As part of the Integrated Impact Assessment for congestion charging changes, we have looked at the economic and equality impacts. I can say that there are other discounts and exemptions for the Congestion Charge that may apply to some of those trips. There is a NHS reimbursement scheme, which will apply to some of those patients who need to travel by vehicle. They are able to get the Congestion Charge reimbursed. For PHVs carrying Blue Badge holders, the Blue Badge exemption will apply to the vehicle that carries them. There are some people who will be eligible for taxi cards. We have looked at the impact on people, on accessibility and on the role of PHVs in doing that and there are other discounts and exemptions that will apply some of those trips. I could just finish as well by saying that there are eight local authorities that are impacted by the Charge and if any of them have PHV contracts for their school travel they are also exempt.

Susan Hall AM (Chairman): Have you stopped to consider how this will affect the tourism industry?

Christina Calderato (Head of Planning Delivery, Transport for London): In terms of the Congestion Charge?

Susan Hall AM (Chairman): In terms of that and also do not forget they have to be licensed as well.

Christina Calderato (Head of Planning Delivery, Transport for London): I do not want to go further than I should in terms of talking about something where there might be legal action.

Susan Hall AM (Chairman): No, do not do that.

Christina Calderato (Head of Planning Delivery, Transport for London): Specifically, with regard to the ULEZ, this is something we all have to play our part in. London's toxic air is a public health crisis and we cannot stand by and do nothing. We all have to play our part, which is why the ULEZ applies to businesses large and small in the tourism industry and to others more widely because we cannot stand idly by as Londoners' health and the health of children, particularly in terms of the development of their lungs, is impacted.

Susan Hall AM (Chairman): Yes, and you heard every single one of those guests this morning saying they totally understood that, but there are other aspects to all of this. I am going to stop because my colleague wants to come in.

Shaun Bailey AM: I just want to ask about your impact study and the increase in licensing fees. Many of the companies sat here this morning and talked about what sounded like huge rises in their licence fees. What studies have you had to look at the impact for their businesses and the survival of their businesses at any point?

Caroline Russell AM: Shaun, that is coming up in the next questions.

Shaun Bailey AM: I am sorry. Excuse me for being excited about what is going on this morning.

Susan Hall AM (Chairman): We have a whole section on that. We are all anxious to get our questions because we are so miffed on behalf of minicab drivers, etc. If I could just go on, where do you see your minicabs contribution to London?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): It is worth just taking a step back and saying that we fully recognise the diverse services that are offered by the private hire industry from chauffeur services to helping people get to and from hospitals, helping them with the night-time economy and getting them to and from work. It is recognised that that is an essential part of what we do. We still see it as an integral part of the transport network across London.

Susan Hall AM (Chairman): Where do they fit into the Mayor's Transport Strategy?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): Within that, as I say, they are recognised as an essential part of the transport network. That can be seen from the fact that they have their own specific Taxi and Private Hire Action Plan. In that, I believe that he does state that he wants to ensure that there is a fair and vibrant industry for both taxi and private hire.

There are a number of things that we have been tasked to introduce to ensure that that happens and we have been working on that for the last couple of years since it was introduced. We can see that we have had a private hire safety consultation last year that went through a number of things that we want to do. Again - primarily because we are the regulator, we always have to look at the fact that we are introducing things for the safety of the travelling public and for the drivers as well - we have had that safety consultation and are considering where we want to go with that and whether the proposals are going to be implemented. We are looking to see if there is another consultation this year. Again, that is looking at safety but also looking at the responsibility of the operator.

Christina Calderato (Head of Planning Delivery, Transport for London): Can I say something just to add to that about the Mayor's Transport Strategy? At the heart of the Strategy is a commitment to 80% sustainable travel, which is by walking and cycling and public transport. It is really important that in central London we absolutely maximise that high walking, cycling and public transport mode share, ensuring that for those who want to use active modes it is most attractive and safe for them, as well as making sure that we make the best use of that scarce road space.

In terms of congestion, London streets are among the worst congested in the world with worsening air quality, delaying bus services and freight trips, and too many streets becoming unpleasant for walking and cycling. Average speeds are forecast to fall across London with central London particularly badly hit. If we do not take any further action, by 2041 it will take more than an hour to travel 10 kilometres in central London, which is

15 minutes longer than it is today.

The Congestion Charge has a really important part to play in managing congestion in that area, and the discounts and exemptions have a direct impact on how effective that can be. Looking at that particular zone during charging hours, we have seen from the introduction of the Charge in 2003 when there were an expected 4,000 minicabs in the zone a day, we have gone up to now more than 18,000 PHVs in the zone a day, which does have a significant impact on congestion.

Susan Hall AM (Chairman): I could respectfully suggest then that we double-check that people coming into the exemption zones do have fares because that is what I hear loud and clear.

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): I am happy to just respond on that. For a number of years we have had a monitoring activity every week where we take a percentage of the vehicles that have come into the zone using our camera network. If we recognise that they are PHVs, we do contact them for them to prove that they have a fare. That has been ongoing for years. Whenever we find that they do not have a fare, we take action and remove the exemption from them so that they have to continue to pay the Charge. In some cases we will have taken the licence away from them. That is something that we have been doing probably since the start of the Congestion Charge but certainly since my time working in Taxi and Private Hire.

Susan Hall AM (Chairman): Perhaps we should look at upping those numbers that you are looking into. Christina, you said walking, cycling and public transport. That is great if you are perfectly able to do that. There are very many disabled people out there who need a way of getting around. They cannot walk or cycle. Many of the stations do not have lifts or anything else and so they cannot use public transport either. These operators provide an incredibly useful, needed service.

Christina Calderato (Head of Planning Delivery, Transport for London): Can I respond to that?

Susan Hall AM (Chairman): Graham, you said that the Mayor wants to put in a fair and vibrant industry. He has a very funny way of showing that, given the information that we were told earlier. I will move --

Andrew Dismore AM (Deputy Chair): Christina wanted to answer that point and so you should let her answer it.

Christina Calderato (Head of Planning Delivery, Transport for London): The 80% mode share is a London-wide figure and we recognise that in central London, which is extremely accessible in terms of public transport but has a taxi service that has a wide range of accessibility features, the Congestion Charge change and the ULEZ change in 2019 apply very specifically to that small central London area. The Congestion Charge applies Monday to Friday during charging hours. This is looking very much at that scarce road space during that most important part of the day, if you like. As part of the impact assessment, as I say, we have looked at the impact on accessibility for people who require accessible modes and have considered the role of the Blue Badge exemption and the role of the taxi card. Wheelchair-accessible PHVs will retain their exemption as well in recognition that we do not want to do anything that impacts accessibility. Therefore, when we are talking about that mode share, it is important to recognise that what is required in central London is very different to how it will be in inner and outer London.

Susan Hall AM (Chairman): We must remember that all disabled people are not in wheelchairs by a very long margin.

Andrew Dismore AM (Deputy Chair): Could I just follow up on that? We have had this issue of additional costs raised and that came up in the earlier session and you talked about the impact assessment. Presumably, additional costs are likely to be passed on in whole or in part to the end user, ie the passenger, in terms of additional costs. Have you done any work in part of the impact assessment looking at what the impact would be should those charges be passed on to the customer in terms of the prices the customers are paying?

Christina Calderato (Head of Planning Delivery, Transport for London): In the consultation materials, which are all publicly available, we have looked at how operators may choose to manage that additional business cost. Essentially, there are choices about whether it is paid for by the operator, the driver, the registered keeper or the end user. In most cases, we think, it will probably be spread across all three. Our assessment was that it was likely that fares would rise between £1 and £2 for journeys within the Zone.

Susan Hall AM (Chairman): Thank you.

Caroline Russell AM: I want to pick up on the licence fees. First of all, could just say what was the outcome that you were hoping for by increasing the licence fees and have you had the outcome that you were seeking?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): It might be worth taking a step back on the licence fees. Prior to 2017 we had a two-tier system, which meant that there were two types of operator licence, small and standard. A small licence allowed an operator to have up to two vehicles with a charge of £1,488. If an operator had any more vehicles than that, they could buy a standard licence, which was £2,826. With the diversity of the market that we talked about and the services offered, we recognised that there are chauffeur services where it is a one man operator, but there are operators that have tens of thousands of vehicles, and that two-tier system just did not work anymore.

We undertook a consultation to look at how we could alter this to make it fairer and to spread our costs across the industry in a much fairer way. That was when we came up with an eight-tier solution. It was just recognising the fact that the need for this is to recover TfL's costs. There is no profit-making in this. If there are any fees related to the operator, that is how we calculate the fee, which could come from on-street enforcement, compliance inspections and the licensing administration that we carry out. As I say, it is not profit-making in that regard. We carried out a consultation. We considered the points made by the trade. It was fully impact-assessed. The eight-tier solution does have a broad range. We may have somebody now who is paying £1,600, which is more than they were previously paying for zero to 10 vehicles, but if they are in the largest bracket they are paying almost £3 million pounds. It is a much fairer structure than what was there previously. However, we know that the trade has talked to us and still does not think that it goes far enough. We are looking into whether there are more things that we can do.

I would just say that in the time that it has been introduced, we have a lot more information available to us. Private hire operators now have to give us a weekly report of the number of drivers and vehicles that are available to them. This is invaluable to us to understand how the trade works. We now understand the number of drivers they have on a weekly basis and the number of active drivers working for them. More importantly, what we did not really understand before is the number of vehicles and drivers that work for multiple operators and the impact that would have on a different structure.

We are considering what options there are. I know the trade has talked to us about a particular option and us having a per-vehicle charge. We are looking to see if that is something that we could make work and would be a fairer solution, but it is complex. It is legally complex. It still has to be something we would introduce using the existing legislation that we have, which has its difficulties. We will be looking at it throughout this year [2019] and, if we can make a proposal that will work, we will look to propose that with a full consultation and with the engagement of the trade.

Caroline Russell AM: It is certainly important that TfL is protecting the public interest by making sure that the larger operators are paying a fair share to cover the costs of regulation and keeping Londoners safe.

On the point you make about the per-driver charge, are those weekly reports that you say you are getting how you might be able to implement something like that? Could you imagine a situation where it fluctuates if operators have a fluctuating number of drivers, which is something we heard about earlier today? Could those weekly reports provide a basis for that?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): The weekly reports demonstrate that there is an element of seasonality. We certainly understand that there are services that people offer where they may not offer any service for a period of the year but then maybe only at Christmas or at certain times. We recognise the seasonality within the trade and we can see that in the statistics.

We have to recognise that there are certain limitations. We can only apply a charge at the point of licensing. Whereas there might be times when there are more vehicles on the road, it is very difficult for us to flex our compliance team up and down. We cannot suddenly not employ a certain number that we need for the peak periods when we do not quite need them.

We do want to see what we can do with seasonality and flexibility. We could not suddenly charge for the number of vehicles that come in on a weekly basis or a monthly basis, but we recognise that we need to see if there is something that we can do that is a bit fairer in that regard.

Caroline Russell AM: In terms of the smaller operators, what do you know of the impacts on the smaller operators who just get into another tier? Have they been giving you feedback?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): Certainly, we have talked to our colleagues in the trade. Some of them spoke earlier. They have highlighted that there is a number of difficulties with the current structure, particularly the fact that it can limit you if you need to change tier, move up or move down, in that you need to apply again. That is something that will go into our thinking about how we could change the structure to see if we could address that.

All of the points that the trade has made to us we are considering and there has been that dialogue. That is why we will see if there is a fairer solution that we can find. We have to recognise that what we have now, compared to a two-tier system, is a far fairer solution.

Caroline Russell AM: Indeed. Has there been any impact on the drivers of this change in the way that the operators are licensed?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): I would not be able to point to any impact on the drivers. That is probably a question that you could put to the trade and see if there is anything specifically they could tell and we could look into.

I would just point back to the fact that we are still receiving over 1,000 applications a week from drivers wanting to be private hire drivers and so there is still, clearly, an interest in becoming a private hire driver.

Caroline Russell AM: The fees have had a year to bed in. Beyond what you have already said, is there any work that you have done or that you are planning to look at the impact on the smaller operators?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): That would come into it when we have a proposal and another consultation. The impact assessment we would want to do then would look into those aspects.

Caroline Russell AM: In terms of outer London, have you looked at the difference between the operators operating in outer London and in inner London?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): In terms of cost?

Caroline Russell AM: Yes, and in terms of the impact of the changes to the licence arrangements. Is there a difference in terms of the experience of an operator who is operating - I do not know - in Bexley compared to an operator who is working in Southwark?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): That is something that we would probably have to take away. I do know that licensing authorities have similar cost structures that we have and that is something we have investigated as part of understanding other solutions that you can have for the pricing structure. However, in terms of impacts, there is not something I could point at now.

Caroline Russell AM: Thank you. It would be interesting to hear if you do get any feedback on that.

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): Yes.

Caroline Russell AM: Finally on this, the Assembly a couple of years ago passed a motion asking the Mayor to make workers' rights a condition of licensing and I just wonder if you have any observations on that because it is not in the current -- rights to fair pay, holiday pay, sickness pay, and if what makes a fit and proper operator is adhering to the law in terms of workers' rights. I just wonder if you have any observations on that.

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): I can say that we are the regulator, which means that there are certain limitations on what we can do. The work that we do always has to be linked to safety and the safety of the travelling public.

However, having said that, I am sure you have seen the policy statement that was issued last year [2018] and the expectations that the Mayor has with regards to the private hire industry. That does reference the fact that they feel that it should be a fairer service for drivers, recognising working hours and recognising fair pay. It is not something that we can mandate with the powers that we have, but there certainly is something that we could do with regards to guidance and working with the operators themselves to recognise those sorts of areas and what they could do to help their drivers.

We do recognise the court cases that there are and that is something that we will watch. Once that has been completed, we will look to see if that means that there should be some changes when we are looking at operators and whether they are fit and proper.

Caroline Russell AM: Two latest judgments in terms of Uber have said that the drivers for Uber are workers and so --

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): No, that has been challenged again, has it not?

Caroline Russell AM: You are saying you are waiting for that next challenge?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): We will follow that through and, once we have the judgment, if we feel that there is something that would impact the fit and proper nature of an operator, if they were not complying with the legislation, that is something that we would look at.

Shaun Bailey AM: Just to go back, I welcome your comments about looking at the licensing stuff because I asked initially whether you did any impact study on what it would mean for operators having to pay in this new licensing structure. Correct me if I am wrong. It sounds like you did not but you are making an adjustment now?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): There was a consultation carried out when we introduced the current eight-tier structure. I would have to go back and look into what was in that. I was not part of that, but I am happy to look into it and highlight what was considered in that.

Shaun Bailey AM: This morning we had a range of operators here and we heard of what were really quite steep increases. I am shocked that nobody understood that that would have a real effect on people's businesses. Why did this information not come out of the consultation? Why did not it come out of the impact study?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): No, what I am saying is that I cannot point to directly what was in that impact assessment but that impact assessment was done. We did recognise that these are big changes in the money that we are talking about, but it is about recouping the money that is spent on the licensing service and on the enforcement that happens, recognising that we did make changes and we did significantly increase the number of compliance officers that are on the streets. That does have a cost to it and it does mean that the licence fee will have to increase. There is a recognition that that will mean that licence fees had to go up. We are talking about the structure here. When we actually calculate what the licence fee is, that is separate.

Shaun Bailey AM: Yes, but according to the businesses we spoke to this morning, some of them were going to have a rise in their licence fee above their profit, effectively wiping them out. Why did that not come out of the consultation? Why was it not in the impact study? Why were these very big, very important and very obvious things not picked up? You made comments earlier on about the fairness of the charge and looking at

going to a per-car charge, etc. That sounds quite sensible. What was wrong with the consultation that it did not pick these things up?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): We have to recognise that there was an impact assessment and so all relevant points will have been considered. This is something which has been challenged in court. It has considered the approach that we took and what was considered when we made those decisions. It was found that we had taken the right approach and it was fully appropriate.

Shaun Bailey AM: I suppose that is a matter of perspective. I find it quite hard to suggest that you took the right approach considering the huge costs and what the industry referred to as disproportionate effects with the much larger operators being fine and able to absorb it and the smaller ones being completely wiped out. I do not quite see how that consultation was of any merit at all, but I am going to stop there because the Chairman is under pressure of time.

Florence Eshalomi AM: You mentioned that you have over 1,000 applicants for PHV licences every week. Why has there been an increase in drivers but yet a decrease in operators?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): I would not be able to point to exactly why there has been a decrease in operators. That is not something that we carry out specific studies on. However, there has been a decline in the number of operators since 2012. I could only say that that is probably an element of consolidation and an element of natural churn within the industry.

Florence Eshalomi AM: One of the things that I was going to ask earlier but we run out of time might be good to put to you. Has any impact been taken by TfL in terms of the future of the cars on our roads? We are a long way away from it yet, but in terms of looking at driverless cars, what impact would that have?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): I do not have any information about driverless cars. We recognise that that is something in the future and it will require a lot of work to understand the impacts of that, but that is at very early stages.

Susan Hall AM (Chairman): Yes, we will stick to this. We are now going on to the English language test. Before Shaun asks these questions, do we have any pronouncement?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): Yes. I am tempted to across the gallery. We have an amazing announcement today. We will be announcing today and that we are extending the transitional arrangements to September 2020. As the point was made today, that does link to the Government's recommendations that there should be a national English language standard. We want to work with the Department for Transport (DfT) about what the guidance and policy will be on that to make sure that we are fully aligned. We do want to work with them to influence what approach is taken. We do not want to do something that is not in line with that that would have to change again in the future. That gives us time to make sure that happens.

Susan Hall AM (Chairman): What a happy coincidence that it happened to be just as this meeting started.

Shaun Bailey AM: I was thinking the same thing. That obviously renders many of these questions moot at this point, but why the change now? The situation with the Government has been around for some time. Why have you all of a sudden changed now?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): The recommendations from the Task and Finish Group [on Taxi and Private Hire Vehicle Licensing] were published in September [2018]. We had been waiting to understand whether the Government was going to approve all of those recommendations. That only came out in February [2019].

We have been in that time considering if there are any changes that we could take to the approach we have taken for English language. We recognise that the trade has talked to us about some difficulties and it being more onerous and that is something that we have been considering. However, we do not want to do something that is not in line with the Government recommendations. We feel that it is appropriate to extend that.

Shaun Bailey AM: Will you be pursuing the same sort of English language test? Will you be pursuing the Government to set its standard at the same place that TfL was going to?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): Again, this is something that we were challenged on in court. We believe that the B1 standard is the correct level for a private hire driver. It might be the mechanism for how that is proven by private hire drivers is something that could change, but again it is something that we want to talk to the DfT about on what their thoughts are. That conversation is happening over the remainder of the year.

Shaun Bailey AM: Of course, the DfT is going to ask you what your opinions are and why you had set it out in the manner you had set it out because of course many drivers were horrified by the test they would have to go through. It was seen as inappropriate for the job that they do on a day-to-day basis. When you are sitting with the DfT, surely it will be reasonable for a driver to expect you to pursue the DfT to do what you were going to do anyway. The DfT may say no, but what would be your start point? What will you be asking them to do?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): We are confident that the B1 level on reading, writing, speaking and listening is the correct level for a private hire driver for the reasons that we have set out in the original consultation and all of the documentation we had when we introduced it. We will speak to the DfT about that, but that would be our starting point.

Shaun Bailey AM: If the DfT were to listen to you, it would stay the way it is going to be or it would just be implemented later.

Have you taken into account the fact that many people in the industry think it will negatively impact particularly older members of the workforce who do not have the paperwork and who have entered that industry because they do not have to write literary pieces on a piece of paper? Have you taken into account the impact that will have on those people, who would then find it harder to seek employment because of their age?

Graham Robinson (General Manager, Taxi and Private Hire, Transport for London): When we were looking at the level, as I say, for the reasons originally given, we think it is the correct level. There is an

opportunity for us to look at whether we can make it less onerous on people to prove that they have that level, taking in some of the points that were made about difficulties in passing the test and providing the evidence to us. Some of the evidence providing is quite challenging to verify and so, as I said previously, we are looking to see if there are changes we can make to make it less onerous. That might be just that it takes less time to sit a test; it might be less costly. That is something we actively want to look at to see if we can make it easier for a driver, ensuring that they show that they have the level rather than changing the level.

Shaun Bailey AM: But the basic premise is how the test be administered. It will not be significantly different in your mind now. Many of the drivers are upset about now having to sit around and write this test in a particular way. The cost is a separate thing. Of course, that is going to be a problem for people. People are concerned about the actual nature of the test. They say there is no resemblance whatsoever, no relevance, to the job that they perform on a day-to-day basis. It is not helping people's safety. All it is doing is, according to some figures, removing anything from 15,000 to 20,000 people from that workforce. So, you are happy to pursue the test in the way that you have laid out already and leave it like that, even though people are worried it is going to remove 15,000 to 20,000 from that workforce?

Graham Robinson (General Manager, Taxi and Private Hire): We have had conversations with our colleagues in the trade. They have highlighted some of the points that you are making there, about whether there is a need for a more bespoke test or a simpler test. That is something that we have been thinking about. It is something that we are considering. It could be that we could find a less onerous test which is more relevant to the trade. We are actively looking at that.

Shaun Bailey AM: So, there is some chance that you will pursue a different direction than this test?

Graham Robinson (General Manager, Taxi and Private Hire): It is something that we are absolutely looking to make sure that there is a test that is easier for the drivers to pass.

Shaun Bailey AM: The drivers would want to have a more appropriate test, not just easier.

Graham Robinson (General Manager, Taxi and Private Hire): Yes, "appropriate" is the right word to use. We will engage with the trade to discuss that and to get their input into how that could work.

Shaun Bailey AM: Have you any timescale for that, because now you have kicked it into the long grass?

Graham Robinson (General Manager, Taxi and Private Hire): That is something we are not going to stop looking at. It is something we will be looking at over the year.

Susan Hall AM (Chairman): I am going to bring a couple of colleagues in, but can I ask, please, that you do consult with Sue Flohr [MBE], who is head of Policy for the British Dyslexia Association. We heard from her earlier. We all welcome you looking at the test being far more appropriate.

Florence Eshalomi AM: Just on that, one of the things that we would like to see is the B1 English Test being incorporated into the current topographical test, which should make life a lot easier for the drivers. It would not burden them with any additional costs but would still get that level of English. Is that something that you will be looking at now that this has been extended into 2020?

Graham Robinson (General Manager, Taxi and Private Hire): The topographical test, as it currently stands, will be quite difficult to derive an English language standard from.

Florence Eshalomi AM: Why is that?

Graham Robinson (General Manager, Taxi and Private Hire): Because it is more of a map-reading test with multiple choice answers.

Florence Eshalomi AM: But this could be an additional feature in the current test.

Graham Robinson (General Manager, Taxi and Private Hire): What we are looking at and alluding to when we are looking at a more bespoke test could be that there could be additional modules that are added to that that are more specific to the work-for-private hire driver, understanding the legislation that they need to adhere to and their rights and obligations. With an expanded test that might be possible, but with it as it currently is, we do not think we could do that. We want to work with the experts in the English language industry to understand whether that is feasible. We do not have the expertise ourselves within TfL, but we believe that we could work with the experts in the wider industry to see if that is feasible. The answer is: yes, that is something that we will actively look at.

Andrew Dismore AM (Deputy Chair): You talked about the Government recommendations. Did they make any recommendations about the level of English which will be required? You said what you think it should be.

Graham Robinson (General Manager, Taxi and Private Hire): From memory, they said that that would be something that would be set by the licensing authority. Having those conversations with the DfT and looking for consistency across the nation is what we would like to do.

Susan Hall AM (Chairman): As speedily as you can, to give some comfort to these drivers who are really very, very concerned about this. Right, we are going on to Congestion Charge exemption now.

Caroline Russell AM: We heard earlier from Christina about the Mayor's Transport Strategy, the objective to get more people walking, cycling and using public transport. Presumably the purpose of the removal of the Congestion Charge exemption is to drive down demand for road space in the centre. How do you think that is going to be apportioned? Is it going to be the drivers or the operators? Are you looking to a future with maybe a different kind of Congestion Charge, perhaps a per mile charge that it could be apportioned directly to the passenger, who would be the person who was driving the demand, so it would have its demand management impact in a more direct way?

Christina Calderato (Head of Planning Delivery, Transport for London): Briefly, to recap on what I was saying earlier about how we have looked at how the costs might be apportioned, operators who will accept those kinds of fares, who go into zone and may incur a charge, will be able to choose how they manage that additional business cost. That may be spreading the costs between operators, drivers and passengers and likely, we think, will be spread across all three. We are already seeing some operators explaining that is how they will manage that cost. There will be some impact on the end user. The expected reduction in traffic is from a demand reduction. With regard to future road-user charging, there is a policy in the Mayor's Transport Strategy that we will think about what those future, more sophisticated forms of road-user charging will be. I do not have anything more to say on that now.

Caroline Russell AM: In the consultation paper to the Mayor, you called the disproportionate impact on black, Asian and minority ethnic drivers a minor adverse one. Is that something you still agree with?

Christina Calderato (Head of Planning Delivery, Transport for London): Again, I am conscious that I do not want to talk too much about this.

Caroline Russell AM: Of course.

Christina Calderato (Head of Planning Delivery, Transport for London): I could just explain that how the methodology for the Integrated Impact Assessment works is that there is a kind of standard industry methodology. The "minor adverse" refers essentially to the scale and distribution. It is the fact that the majority of PHV drivers do not enter the Congestion Charging Zone during the charging hours. So, it would only be a third of drivers who would be affected by this. That, as a kind of macro, is looking at the scale and distribution of that impact on the policy as a whole. It is not about the impact on how that would feel on an individual basis.

Caroline Russell AM: Yes, we cannot ask any more on that?

Susan Hall AM (Chairman): Obviously, if it strays we have to be very careful.

Christina Calderato (Head of Planning Delivery, Transport for London): I do not think I can say more than that.

Leonie Cooper AM: Could I just ask a small one? We were asking earlier on about the impact of the Night Tube. One of the points that came out was the fact that the last mile concept that we have applied to freight at TfL sort of also applies when the Night Tube finishes and so has creates some new work for taxi drivers perhaps at stations. They were saying taxicabs not so much, more for PHV drivers where the Night Tube terminates. The opposite of that obviously, given the introduction of the Night Tube, is now running in the centre of town where a lot of the lines are. Are you aware that there has been a decline in the use of PHVs and potentially taxis in the centre of town?

Christina Calderato (Head of Planning Delivery, Transport for London): Is this specifically at night?

Leonie Cooper AM: Yes, as a result of the Night Tube, which runs at night, I believe!

Christina Calderato (Head of Planning Delivery, Transport for London): Yes, sorry. I just wanted to make sure we are answering the right question.

Leonie Cooper AM: Yes, I am narrowing it down to when the Night Tube is running.

Graham Robinson (General Manager, Taxi and Private Hire): I am not aware of any particular studies about where the work is occurring. If there is anything I will find out and come back to you.

Leonie Cooper AM: It will be very helpful for us, because we are the Economy Committee so we are looking at the economic impact of all the different changes that are coming through. There might be more opportunities because of where the end of the Night Tube lines is, or where people are coming out of the centre of town. I would like to know if there has been an economic impact on the minicab firms, which is what

we are looking at today, because the Night Tube is running perhaps in the other direction in the centre of town. If you have some information on that, I would be very interested to see that. Thank you.

Susan Hall AM (Chairman): With regard to the removal of the Congestion Charge exemption, TfL's own report indicates that the larger operators would only have to increase their fares by about 2% to compensate but the smaller ones would have to increase their fares by 16%. Does that sound reasonable to you?

Christina Calderato (Head of Planning Delivery, Transport for London): I would rather not go into the details of discussing individual impacts, given the status of the legal challenge.

Susan Hall AM (Chairman): It is a shame really.

Christina Calderato (Head of Planning Delivery, Transport for London): I can talk a bit about the proportion of small operators that are in the zone --

Susan Hall AM (Chairman): If it strays, then we understand.

Christina Calderato (Head of Planning Delivery, Transport for London): What we can explain maybe is that the smaller operators make up about a fifth of the PHV trips into the zone. They are the operators with 100 vehicles or fewer. For the very small operators, those with one to 10 vehicles, they account for about 3% of PHV trips in the Congestion Charging Zone and 11 to 20 about 4%.

Susan Hall AM (Chairman): As we cannot press on that, which is a shame, but I do understand, Leonie's going to ask questions about the ULEZ.

Leonie Cooper AM: Yes, which is obviously starting on 8 April [2019]. How many PHV drivers are you anticipating that the ULEZ, from 8 April, will actually impact?

Christina Calderato (Head of Planning Delivery, Transport for London): Currently about 70% of the PHV fleet is ULEZ compliant. We would expect that number to increase between now and April.

Leonie Cooper AM: Sorry, so already 70% of the fleet --

Christina Calderato (Head of Planning Delivery, Transport for London): Already 70%. The majority of PHV trips do not enter the ULEZ either.

Leonie Cooper AM: Most trips do not come into the central Congestion Charging Zone area where the ULEZ is launching?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes.

Leonie Cooper AM: When you say most, are we talking 51%, because that is most, or higher?

Christina Calderato (Head of Planning Delivery, Transport for London): I do not have the exact number. I can come back with that.

Leonie Cooper AM: Are you able to provide that figure?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes. I will take that back and find out.

Leonie Cooper AM: That would be really helpful, because “most” could even be 50.1%.

Christina Calderato (Head of Planning Delivery, Transport for London): Yes.

Leonie Cooper AM: Small results in these things --

Christina Calderato (Head of Planning Delivery, Transport for London): No, no, I agree.

Leonie Cooper AM: If it is just very marginally most or if it is 85% that makes quite a substantial difference.

Christina Calderato (Head of Planning Delivery, Transport for London): Yes. During congestion charging hours it is a third of drivers. For ULEZ it will be a different number. I will come back on that.

Leonie Cooper AM: Yes, because ULEZ is obviously 24/7, 365, so that will be helpful to know. Bearing in mind you have not been able to answer that, what I am looking to find out from you is what do you think the impact of the introduction of the 24-hour, seven-days-a-week, 365-days-a-year ULEZ is going to be on the PHV industry?

Christina Calderato (Head of Planning Delivery, Transport for London): Just to recap what the vehicle standards are, we are talking about a Euro 6 standard for diesels, which is a diesel vehicle which is now about six years old --

Leonie Cooper AM: I know what the standards are. I am asking about the impact. You have told us that you think that 70% of vehicles are compliant, but there is obviously still 30%, which is quite a sizable number. There is going to be an impact. I know what the standards are for the ULEZ, thank you.

Christina Calderato (Head of Planning Delivery, Transport for London): Sorry. For the 70% that are compliant, operators, particularly the larger operators, will be able to specialise their vehicles to an extent. So use the 70% compliant vehicles to serve the trips that in that particular geographical area. We also expect that figure to go up prior to April as operators and businesses continue to prepare for the introduction of the ULEZ. So we expect that number will go up. We do acknowledge that there will be a small minor impact for some operators.

Leonie Cooper AM: Are you expecting it to go up more by the time of the launch?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes.

Leonie Cooper AM: Are the PHV drivers who own their own vehicles, but who then use them on a self-employed basis, eligible to apply for scrappage?

Christina Calderato (Head of Planning Delivery, Transport for London): The scrappage scheme that has been launched recently is a van scrappage scheme, so that does not apply to PHVs.

Leonie Cooper AM: So no scrappage? They have no access to any kind of scrappage at all?

Christina Calderato (Head of Planning Delivery, Transport for London): No.

Leonie Cooper AM: Do you think that is a sensible choice for this industry, given that it is there and it is part of the make-up? You can argue very strongly that moving people into PHVs, like persuading them to join car clubs, moves them away from single, personal vehicle ownership, which is I think, has to be part of the Mayor's Transport Strategy, even though we talk in terms of 80% of journeys not being made other than on foot, by bicycle or public transport. In one sense, do you not think that the PHV industry is part of public transport in London?

Christina Calderato (Head of Planning Delivery, Transport for London): The role it has to play, exactly as you have just described, in terms of helping move away from private car ownership, is definitely an important part of how you get to a more sustainable city-wide kind of mode share in a way of moving around. Again, when we are talking about that very small central London area, that is one of the most highly accessible parts of the world. There is a question about: do we want that to be heavily dominated by motor vehicles? I do not think that we do. The ULEZ standards are there and they apply to everybody. As I have said before, we all have to play our part. This is a really significant air quality crisis which affects the health of Londoners.

Leonie Cooper AM: I agree with all of that. Until recently I was the Chair of the Environment Committee and I am now the Deputy Chair and Caroline [Russell AM] is the Chair. We have had a lot to say to the Deputy Mayor for Environment about the fact that the Environment Committee is pleased that the commencement date of the ULEZ has been brought forward. Four years from the announcement by the previous Mayor in 2015 is long enough for people to comply. But you are still saying that there is 30% -- you are saying that the larger operators will then target trips into the central zone with the 70% of vehicles that do comply, which sounds good to me. You are also saying that you think that is going to come up more. Have you got any evidence for this? Can you just tell me since the launch of the Toxicity Charge (T-Charge) in October 2017 is there any evidence from that launch that driver or owner or company behaviour has changed?

Christina Calderato (Head of Planning Delivery, Transport for London): I do not have that kind of specific breakdown with me. The T-Charge, because it applied to the very oldest vehicles, I would have to check, but there were probably fewer PHVs that that would have applied to. I will go back and check that.

Leonie Cooper AM: Yes, that would be really helpful. We do have a concern about this sector, which is why we are talking about it in this Committee, just as in parallel we have this fairly serious concern about 9,000 Londoners who are dying. That, of course, leaves to one side the children whose lungs are affected and also people who suffer from bouts of Chronic Obstructive Pulmonary Disease that is very difficult for them. Is there any help from the Mayor at all to help operators make their vehicle fleets, where they do own them, any more environmentally friendly?

Christina Calderato (Head of Planning Delivery, Transport for London): We have set the standards at where we think is the right level, which is a tough standard. There are a multitude of vehicles which are available at Euro 6 and Euro 4, which is why it is not a standard than that, to ensure that people are able to meet the standard and it does apply to everybody. There is no specific help.

Leonie Cooper AM: There is no help. There is literally no help at all. Just at the time, of course, when we were exploring earlier about the introduction of a much higher licence fee and of course exemption from the Congestion Charge has gone. It is in a difficult context, you might agree.

Christina Calderato (Head of Planning Delivery, Transport for London): Yes, it is. That is why the public health crisis is what is absolutely driving this. It is too important to ignore. We cannot just stand by and watch it happen. We do all have to play a part. We have had to do a lot with our own buses in order to make that happen.

Leonie Cooper AM: Let us look at that reverse side. London is estimated to be the sixth most congested city in the whole of the world. We have heard that other cities are completely banning diesel by 2025, for example Madrid, Mexico City and other places. Actually, in Mexico City it would probably be fairly irrelevant because the jams in Mexico City are mostly caused by non-diesel vehicles. In that sense, the fact that the centre of town is so congested at the moment must have a negative impact on PHV companies and individual drivers. It is estimated that it costs drivers almost £2,000 a year in terms of lost time. Do you think the ULEZ is going to assist PHV companies and also the drivers?

Christina Calderato (Head of Planning Delivery, Transport for London): The objective of ULEZ is not to reduce congestion. The Congestion Charge changes are obviously intended to do that.

Leonie Cooper AM: Well, it is intended to reduce congestion in the sense that the combination of ULEZ and Congestion Charge is to both reduce congestion and also reduce the noxious fumes in our air.

Christina Calderato (Head of Planning Delivery, Transport for London): The objective of the ULEZ is to make sure that vehicles meet that emission standard. That is an air quality objective. The congestion objective is met by the Congestion Charge. That is why those two schemes apply in that central London area. Of course, PHV drivers and operators will benefit from any reductions in congestion as a result of the Congestion Charge.

Leonie Cooper AM: As a side impact it may help with congestion and it therefore may benefit the drivers, would you not say?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes.

Leonie Cooper AM: So, yes, it might help in that sort of sense. A question that has now started being raised with us Assembly Members, and I am sure this is common to all of us here and the other 19 Assembly Members who are not, is the issue of TfL's current state of finance and the fact that the ULEZ is projected to be raising a net operating surplus within its first year of potentially up to £127 million, perhaps another side benefit, because obviously it is not being implemented to raise money. Can you confirm whether or not you think that figure is a fair figure? Could you give us some idea of what you are planning to spend this money on? My understanding is that it would then be targeted, just as where people pay their money to park in a Controlled Parking Zone or if they get a parking ticket and the money goes to the council, it has to go into the Highways budget. My understanding is that it will go into further air quality improvements. What sort of thing did you have in mind? Is that figure correct? What would you be doing with that money, if any does come in as a net surplus?

Christina Calderato (Head of Planning Delivery, Transport for London): First of all, it is really important to reiterate, as you said, that the objective of the ULEZ is not to raise money. The ULEZ is successful when vehicles meet those standards, they comply and they do not incur a charge. That is absolutely what the objective of ULEZ is. Any surplus that is made will be going back into ensuring that we can plough money back into meeting the objectives of the Mayor's Transport Strategy, in particular those air quality objectives. I do not have a list of things that it will fund.

Leonie Cooper AM: We have heard about lots of things: liveable neighbourhoods, Zero Emission Zones, zero emission neighbourhoods, public realm improvements, maybe even putting in some more rapid charging points for people to plug onto. That sort of thing?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes, indeed.

Leonie Cooper AM: Would you be able to send us a list of the kind of things the money might be spent on?

Christina Calderato (Head of Planning Delivery, Transport for London): You are absolutely right. What it will go back into is the TfL programme, which will help us to meet those objectives. That will be into the policies that help support sustainable travel, be that walking, cycling and public realm infrastructure, liveable neighbourhoods, the Zero Emission Zones, we are looking at local Zero Emission Zones and something in central London in 2025. We are thinking about what will need to be done to make sure all of that money will be put back into those kind of public realm, public transport improvements.

Leonie Cooper AM: It is really important that you are able to provide a full list of the kind of things that the money would be spent on. I have to say I heard a slight ripple of laughter there when I said something previously. A lot of people do feel quite sceptical that this is just a money-making scheme to plug a hole in TfL's finances. If you are asking people to pay this money and you are saying it is going to go into this kind of scheme to improve air quality in London - I just re-emphasise that I am completely committed to this happening - we need to have a full list. What is at the top of the list? What is at the bottom of the list? Also, we need some kind of estimate of how much money you think is going to come in from this. Are electric vehicle charging points going to be at the top and providing more cycle routes at the bottom or is it the other way around? It is really important that you are able to tell this Committee and the rest of the Assembly what that kind of situation is.

Just two more points. Sorry, Chairman. Can I just ask you about Department for Environment, Food and Rural Affairs (Defra)? Defra have estimated that poor air quality costs the economy as a whole £2.7 billion through its impact on individual productivity, the people who are not dying, but are taking days off work because their breathless and because they are struggling? Have you included any kind of assessment of the benefits of ULEZ in terms of the wider London economy because we have reduced the number of sickness days that people are taking off work?

Christina Calderato (Head of Planning Delivery, Transport for London): I will refer back to the Economic Impact Assessment to see what exactly is included in there. I would not want to give you the wrong answer. There will have been a full Environment and Economic Impact Assessment.

Leonie Cooper AM: You are able to provide that?

Christina Calderato (Head of Planning Delivery, Transport for London): Yes, we can get back to you on that.

Leonie Cooper AM: Will you be able to send that? Finally, what have you learned from the implementation all of these changes about how to run a consultation? We heard some comments earlier on about people saying, "I bought a Euro 5 compliant diesel only two years ago". Apparently, you have not noticed that the previous Mayor had said, in 2015, "ULEZ". People complaining that the date of launch has come forward. Do you really feel that you have gone out of your way to really get the information out there sufficiently to all the PHV operators and also the drivers?

Christina Calderato (Head of Planning Delivery, Transport for London): I will use the congestion charging consultation, which has obviously been a recent one, as a kind of example. The 2016 Taxi and Private Hire Action Plan raised concerns about the number of PHVs and their impact on congestion. There have been a number of studies. In 2017, the Centre for London and Integrated Transport Planning both did congestion reports in London, which suggested removal of the PHV exemption and a review of the Congestion Charge. That was then included in the Mayor's Transport Strategy, in terms of highlighting issues with the rising numbers of PHVs in the zone and a policy to keep the Congestion Charge under review. The Mayor signalled his intention to review that through a number of Mayor's Questions.

We asked Cambridge Economic Policy Associates (CEPA) to undertake an assessment of the impact on the trade. They did engagement with the trade in 2016 on this question and in 2018. Following that, once we decided to take the proposals forward to consultation, we also did an Integrated Impact Assessment, which again worked with the trade to inform the economic equality and business impact of the change. The trade have been engaged throughout all those rounds of consultation.

Then for consultation itself, we ran a 12-week public consultation. We emailed 195,000 private hire drivers, 1,200 stakeholders and 155,000 members of the public. There was a lot of press and media publication of it. We had a hugely high response, more than 10,000 responses. In our report to the Mayor we went through each issue raised individually and gave it an individual response, so that we could be absolutely clear how we had responded to each of the issues raised. In terms of consultation, we made every effort to engage with the trade along the way to make sure that we had a good response from a wide range of people. We had a 55% support on that consultation. I would also just say we are members of the Consultation Institute, which is a well-established, best practice organisation. We work with them and undertake annual training with them to ensure that we are continually keeping up with best practice in that area.

Shaun Bailey AM: I wonder if I could see TfL's figures about the impact that trade is having on increased traffic in London. I would like to see those figures because Londoners buy fewer cars, certainly young people. I want to see if there is a relationship between the prevalence of PHV and the reduction in cars that young Londoners buy.

Graham Robinson (General Manager, Taxi and Private Hire): We can see what we can provide.

Shaun Bailey AM: I appreciate that.

Christina Calderato (Head of Planning Delivery, Transport for London): On a London-wide basis?

Shaun Bailey AM: Yes. It would be great if you could zone it because the centre is obviously where most of the traffic is. That would make it much more useful. If you are zones 4, 5 and 6, driving is more of a necessity than if you are 3, 2 or 1. I would like to understand if PHV is replacing car ownership or if it just adding to the traffic in London.

Christina Calderato (Head of Planning Delivery, Transport for London): In the Congestion Charging Zone during charging hours we saw, in 2003, when the charge went in, a 15% drop in traffic. That has remained fairly stable. So that drop in traffic has not been commensurate with the much more recent rise in PHVs. They have not gone hand-in-hand in the Congestion Charging Zone.

Florence Eshalomi AM: In the CEPA report on the TfL consultation on the Congestion Charge removal, it states that there will only be a 1% reduction in congestion in the zone. We, as a group, queried some of the data that was being used - that is for another discussion - but just to state that that is what was said in the consultation document that was sent out by TfL.

Christina Calderato (Head of Planning Delivery, Transport for London): Yes. That is also true.

Shaun Bailey AM: Clarification would be great. Let us just see those figures.

Susan Hall AM (Chairman): One query, Euro 6 is allowed. Is that for black cabs as well as minicabs?

Christina Calderato (Head of Planning Delivery, Transport for London): For the ULEZ?

Susan Hall AM (Chairman): Yes.

Christina Calderato (Head of Planning Delivery, Transport for London): Black cabs are not included in the ULEZ but all new licenced taxis, as of the beginning of this year [2019], had to be zero emission capable.

Susan Hall AM (Chairman): OK, fine. You said that there are vehicles available for everything. I have heard from several people that there are no green vehicles available at the high end. For example, people carriers and seven-seaters, there is not anything available there.

Christina Calderato (Head of Planning Delivery, Transport for London): ULEZ compliant vehicles?

Susan Hall AM (Chairman): Yes.

Christina Calderato (Head of Planning Delivery, Transport for London): OK, we will take that away.

Susan Hall AM (Chairman): Can you look at that, please? Just to summarise, I am very pleased that you are looking at this language test and I would urge you to bring that forward as far as you can and talk to those involved. The licensing schemes, you said, Graham, that you were looking for a fairer solution. I wish that a fairer solution had been found before we set it out. I hope that that is dealt with and looked at.

Graham Robinson (General Manager, Taxi and Private Hire): Just to clarify, what we are looking at is what more could be done on the licence fee structure and if there are ways that we can improve it.

Susan Hall AM (Chairman): I hope that is brought forward quickly, because you did mention seasonal things. At Christmas lots of the companies take on lots more people. They are not going to be able to now, because it will put them into a different licensing group. You are going to look at electric points. Abu [Ashrafuzzaman], do not even look at the scrappage scheme, because there is not one. You are completely correct about that. Thank you all very much. Thank you to our two guests for your contribution.