



# Taxi age limits consultation

Consultation Report  
July 2019

MAYOR OF LONDON

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# Executive summary

## Context

The Mayor's Transport Strategy states that the Mayor will, through Transport for London (TfL), 'work with stakeholders to produce and implement a comprehensive plan to encourage and accelerate the transition from diesel-powered taxis to Zero Emission Capable (ZEC) vehicles by providing financial incentives, the necessary infrastructure and regulation (including maintaining a taxi age limit, currently set at 15 years) with the objective of achieving a minimum of 9,000 such vehicles in the fleet by 2020<sup>1</sup>'.

Air pollution from taxis is a big public health issue. Taxis contribute 25 per cent of nitrogen oxides (NOx) road transport emissions in central London and from 2019 will be the largest single source of road transport NOx in central London (due to recent improvements across the rest of the fleet, TfL estimates that this figure is now nearer 30 per cent<sup>2</sup>). NOx causes a major toll of death and serious illness in London.

It is also a legal issue. To safeguard public health, legal limits have been set at the EU level for concentrations of pollutants in outdoor air. The UK has been in breach of these legal limits ever since they were brought into force. In order to conform with the EU legislation, National Air Quality Objectives have been established and legal commitments set. If we are to meet the UK's legal commitments then we must reduce NOx emissions from taxis in central London by 65 per cent by 2025 (compared to 2013 levels), amongst other requirements. Taxis need to meet their share of reducing emissions in London.

By 2019, it was clear that we were not on track to meet the 2020 target of 9,000 ZEC taxis – equivalent to a 45 per cent reduction in taxi emissions and applications to the delicensing scheme available at the time was also very low.

At the time of setting this target in 2015, it was made clear (in the Ultra Low Emission Zone Further Licensing Proposals for Taxi and Private Hire Vehicles Consultation Report) that if targets were not on track to be met, further action would need to be taken.

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<sup>1</sup> Proposal 30 of the Mayor's Transport Strategy, 2018

<sup>2</sup> The London Atmospheric Emissions Inventory (LAEI) in 2013 indicated that taxis contributed 16 per cent of central London road transport emissions. The 2016 LAEI estimates that taxi emissions in 2016 were 20 per cent of central London road transport emissions. The estimate for 2019 taxi emissions assumed in consultation materials was based on the most recent LAEI data available (2013), January 2019 TfL Taxi License data and baseline 2019 emissions projections. This estimated that taxi emissions in 2019 (i.e. currently) account for 25 per cent of central London road transport emissions. In 2020, we estimate that taxi emissions will be at least 30 per cent of central London road transport emissions. This is the case under any of the scenarios (30 per cent with under the consultation age limit proposals, and higher under scenarios which do not include reducing taxi age limits).

In the intervening period, the Ultra Low Emission Zone (ULEZ) has been launched in the same area as the Congestion Charge Zone. Taxis are exempt from ULEZ on the basis that drivers are legally obliged to use a certain kind of vehicle that has been purpose built to navigate London's roads and is wheelchair accessible. In addition, taxi emissions were being tackled separately through the requirement that only ZEC taxis could be newly licensed from 1 January 2018 as well as the taxi delicensing scheme and the 9,000 ZEC target for 2020. We now know that the 2020 target will not be met and that less than 25 per cent of taxis in the ULEZ are compliant with ULEZ standards (Euro 6 for diesel vehicles). This compares to around 75 per cent compliance for other vehicle types.

After considering (and modelling the air quality impacts) of a range of options to address taxi emissions earlier this year, TfL considered that a reduced taxi age limit to 12 years would be needed to deliver the reduction in taxi emissions required to achieve compliance in 2025. It was however considered that in order to mitigate the impact on the taxi trade, the age limit reduction could be phased, reducing by one year each year until the taxi age limit was 12 years in 2022. This phased approach was proposed to give the trade more time to adjust and plan ahead. The options considered are set out in the Integrated Impact Assessment (IIA) that supported the consultation.

The IIA considered the impacts of the proposals under three main categories; London's environment, health and equality, and economy. An IIA enables decision makers to consider both positive and negative potential impacts that proposed changes may have. The primary aim of the IIA is to identify the likely significant impacts and secondly, where possible, to suggest amendments to the proposals or mitigations to minimise any negative impacts of the proposals or enhance positive impacts, should they be implemented.

TfL consulted on these proposals between 15 February and 26 April 2019 in order to understand people's views and gather more information, options or analysis to help reach an informed decision. The consultation indicates levels of public and stakeholder support, which will also be considered, but are not in themselves conclusive.

## This Consultation Report

This document explains the processes, responses and outcomes of the consultation to reduce taxi emissions. The proposals can be summarised as: mandating the maximum taxi age limit, phased reduction of the taxi age limit to 12 years by 2022 for Euro 3, 4 and 5 taxis and removing age limit exemptions for hardship, historic and classic/niche vehicles, and alternative fuel vehicles.

This report also presents our responses to issues raised during the consultation and our response to them.

The consultation received 5,125 responses to the online consultation questionnaire. 49 stakeholders also responded to the consultation.

In total, 56 per cent of respondents agreed that taxis should play their part in reducing harmful NOx emissions in London. Approximately half (52 per cent) of members of the taxi trade (including taxi drivers and owners) agreed. Agreement was higher among those not involved in the taxi trade at 68 per cent.

Just over a third of total respondents (36 per cent) agreed that the maximum taxi operating age should be mandated. Agreement was lower among members of the taxi trade (23 per cent) and higher among those not involved in the taxi trade (57 per cent).

Agreement with the proposals to reduce taxi NOx emissions by reducing the taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022 was very low among members of the taxi trade (5 per cent). Agreement was higher among those not involved in the taxi trade, at 51 per cent. The total level of agreement among all respondents was 24 per cent.

## **Summary of issues raised during consultation**

Some of the most frequent comments and suggestions regarding the proposals were to offer assistance, grants or subsidies for taxis and to reduce the number of, or ban, private hire vehicles (PHVs).

When asked for suggestions of other ways to reduce NOx emissions from taxis by 65 per cent by 2025, those in the taxi trade most frequently mentioned offering assistance for taxi purchase and reducing the number of PHVs. Taxi trade respondents also mentioned that it is unfair to change the goalposts on taxi age limits and the potential for hardships for taxi drivers.

Non-taxi trade respondents raised similar issues, while acknowledging that taxis contribute to pollution and believing that the proposals will lead to reduced emissions. Some who agreed with the proposals suggested that taxis should pay the ULEZ charge, that taxis should be stopped from idling and that the age limit should be reduced sooner.

The most frequent response among both taxi trade and non-trade respondents regarding the proposal of a 15 year limit for Euro 6, LPG and ZEC taxis was that these vehicles should not have a maximum age limit, with some mentioning that taxis are too expensive to have a maximum age limit. Some agreed that the limit should remain at 15 years. Among those who disagreed with the proposal, some stated that these types of taxis are less polluting than other vehicles.

The treatment of Euro 6 taxis was considered in developing the proposals for consultation. Although not as clean as alternatively fuelled vehicles such as ZEC or

LPG taxis, it was considered that Euro 6 should qualify for a 15 year, rather than a 12 year age limit for the following reasons:

- Emissions are lower than those of Euro 3, 4 and 5 taxis
- They would have been purchased relatively recently as the best performing vehicles in terms of emissions
- They meet the emissions standards (equivalent of diesel Euro 6) that apply to other light vehicles

When asked whether there are any additional impacts that should be borne in mind with regard to the proposals, many mentioned the potential for taxi trade hardship, particularly for those approaching retirement. Financial hardship was mentioned, along with the fact that taxis are expensive to buy or rent. Some also mentioned hardships for part time drivers or those with lower mileage.

Respondents were also asked for their views on the IIA including any additional impacts or other groups that may be affected by the proposals. Respondents were asked to suggest any ideas they had about how to mitigate these impacts. The potential to convert Euro 5 vehicles to Euro 6 standard was the most frequently mentioned suggestion, with others mentioning the potential for hardship and the unfairness of changing the rules on the maximum age limit. This was put forward in some detail in the Licensed Taxi Drivers' Association's (LTDA) consultation response. This is covered in more detail in the following section.

In meetings following the end of the consultation, taxi trade members have raised concerns about the rental costs and availability of vehicles. The cost of vehicle rental potentially posing a barrier for some, especially older, drivers was identified in the IIA. The proposals include provision for drivers to convert Euro 5 taxis to LPG to qualify for a 15 year age limit and keep them in the fleet for longer, and delicensing payments may help some drivers with the cost of vehicle rental or purchase. It is estimated that the two current suppliers of the LPG systems could convert in excess of 500 taxis per annum.

There is no restriction on the availability of new ZEC vehicles at the time of writing, with new vehicles available within two weeks of placing an order. A second ZEC taxi model is being developed which, provided TfL's Conditions of Fitness are met, is expected to be available to purchase in the coming months. . The IIA set out options available to drivers affected by age limit proposals in Table 16 in section 7.3.

## **LTDA alternative proposal**

In the LTDA consultation response, an alternative proposal to reduce NOx emissions from taxis was put forward. In summary the LTDA proposal includes:

- Mandating 15 year expiry on 1 November 2019 (as set out in our consultation proposals)

- Retaining a 15 year age limit for all taxis
- Mandating retrofit of all Euro 5 taxis to Euro 6 standards (TfL funded from the £42m taxi delicensing fund)

The LTDA calculated what a TfL funded, mandated Euro 5 to Euro 6 conversion with a rolling programme of conversions over three years would deliver, and suggested that it would deliver greater NOx reductions, and more quickly, than the age limit proposals.

We have modelled the proposals on a like for like basis with proposals to reduce taxi age limits for Euro 3, 4 and 5 taxis to 12 years by 2022. The results of the modelling show that a Euro 6 retrofit programme does not achieve greater NOx savings than age limit proposals, and misses the 2025 target reductions by 10 per cent. This is explained in more detail in Chapter 5.

## **Next steps**

This report and its findings will form part of the decision making process on whether to implement the proposals contained in the consultation. The decision is an important one, with a very strong environmental and public health mandate, yet with some significant disadvantages (primarily economic) to some. The consultation has helped to inform where this difficult balance should lie. It will provide decision makers with the issues raised during consultation, to be considered alongside the IIA. The consultation also provides an indication of levels of support for the proposal amongst respondents. This will also be considered but is not necessarily decisive.

If approved by TfL, the proposal to mandate the maximum operating age would begin in November 2019, with the phased reduction in age limits being introduced every year after that until reaching 12 years in 2022.

The LPG grant scheme would launch in November 2019.

The proposals to remove the age limit exemptions for alternative fuels, classic/niche vehicles and hardship would be introduced on 1st November 2019.

# **1. About the proposals**

## **1.1 Introduction**

The Mayor's Transport Strategy, published in March 2018, highlights the urgent need to take action on London's poor air quality. It is clear that air pollution caused by diesel vehicles, particulate matter (PM) and high levels of nitrogen dioxide ( $\text{NO}_2$ ) shorten the lives of Londoners. London's transport network must contribute to meeting legal emission limits as soon as possible.

The seriousness of the issue and complexity of its causes require a range of solutions to address London's emissions crisis. TfL is committed to a range of initiatives to improve London's air quality. This includes the ULEZ introduced in April 2019, which requires vehicles to meet strict emissions standards or pay a charge. In April, the Ultra Low Emission Discount for the Congestion Charge was also replaced with the new, phased Cleaner Vehicle Discount requiring vehicles to meet higher environmental standards. TfL is also taking steps to reduce emissions from the bus fleet including new Low Emission Bus Zones and continuing to roll out Ultra Low Emission Double Deck buses in central London. London's transport network including the bus, private hire and taxi fleets must all do their part to clean up London's air.

London's taxis are recognised as an icon across the globe and are integral part of our transport network. Historically taxi drivers have had a limited choice of heavy diesel vehicles and this has led to the taxi fleet becoming a significant contributor to poor air quality, particularly in central London.

Taxis contribute 25 per cent of  $\text{NO}_x$  road transport emissions in central London and from 2019 will be the largest source of road transport  $\text{NO}_x$  in central London (due to recent improvements across the rest of the fleet, TfL estimates that this figure is now nearer 30 per cent).

## **1.2 Purpose**

The taxi age limit proposals were designed to reduce emissions from taxis in London. By law, the UK must reduce  $\text{NO}_x$  and other harmful emissions as quickly as possible. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent, based on 2013 levels. Unless further action is taken now, taxi related  $\text{NO}_x$  emissions will reduce by less than 10 per cent by 2020.

TfL has previously consulted on reducing taxi age limits as part of a consultation in 2015. Following the consultation it was decided to retain the 15 year age limit. Instead, a target of 9,000 ZEC taxis to be in service by the end of 2020 was set. This approximated to a 45 per cent reduction in taxi  $\text{NO}_x$  emissions from 2013 levels. However it was stated at the time that the policy would be revisited if the targets set were not on track to be achieved by 2020.

In 2015, TfL introduced complementary measures for taxis including a delicensing scheme for eligible owners. The original taxi delicensing scheme was designed to increase the uptake of ZEC vehicles and remove the oldest taxis from the fleet. Payments were offered to taxi owners to delicense their vehicle before it reached the 15-year age limit. The scheme operated on a sliding scale reflecting the number of 'plates' (years) available. However the scheme had a limited impact with only around 200 payments requested by taxi owners over the 18 months the scheme was open.

To encourage more owners to delicense the most polluting taxis early, we significantly enhanced the scheme. As enhanced, 1,250 top payments of £10,000 have been made available to owners of taxis younger than 13 years. There are also 1,000 payments of £1,000 available for 13 and 14 year old taxis. Initially launched on 14 January 2019, the scheme was expanded and restructured based on high levels of uptake and stakeholder engagement. However, more needs to be done to remove the oldest taxis from the fleet.

We undertook an option selection process assessing a range of options to achieve the necessary reduction in emissions from taxis. The process concluded in a package of measures that provides the greatest level of certainty of emissions savings in balance with the impact on the taxi trade. The proposals are discussed in detail in the next section.

### **1.3 Detailed description**

We proposed changes to the current taxi age limit and 'category' age limit exemptions. Taxi vehicle age limits are calculated from the date of the vehicle's first registration with the DVLA under the Vehicle and Excise Registration Act 1994. The maximum taxi age limit is currently 15 years. The full list of proposals are explained in full below.

#### **1.3.1 Mandate the maximum operating age**

The maximum age limit for taxis for vehicle licensing purposes is set out in section 5A of the Conditions of Fitness. The current maximum age for a taxi in London is 15 years. Taxis have been permitted to be licensed for 12 months at any point in their 15<sup>th</sup> year. This means they can receive a new 12 month license up until the day before the taxi reaches 15 years old. This means that taxis have effectively been able to operate into their 16<sup>th</sup> year and therefore beyond the maximum age limit.

By mandating the maximum operating age, this proposal will ensure that no taxi is licensed to operate beyond its relevant maximum age limit (i.e. into its 16<sup>th</sup> year with a 15 year age limit as is currently the case). This will be mandated by keeping the 12 month licence for taxis but communicating that in order to operate into its 15<sup>th</sup> year, a new licence will be required by the taxi's 14<sup>th</sup> birthday. The maximum age limit will apply to the relevant age limit for all taxis, including those that have qualified for an

age limit exemption, e.g. taxis which were granted a five year extension to their age limit under the previous LPG conversion age limit exemption and therefore have a 20 year age limit. This is proposed to be introduced in November 2019.

### **1.3.2 Phased age limit reduction**

We propose to reduce the maximum allowable age limit for Euro 3,4 and 5 taxis to 12 years by 2022. The maximum age limit will reduce by one year, in the November of each year until 2022, as shown in the table below.

Year	Proposed maximum taxi age limit
2019	15
2020	14
2021	13
2022	12

The 15 year maximum age limit will be retained for taxis which meet the Euro 6 standard for emissions, have been newly converted to run on Liquid Petroleum Gas (LPG) or meet ZEC taxi requirements. Taxis which were granted a five year extension to their age limit under the previous LPG conversion age limit exemption will not be affected (i.e. they keep the 20 year age limit). However any newly converted vehicles will be subject to a 15 year maximum age limit.

### **1.3.3 Remove the alternative fuel exemption**

Although the maximum taxi age limit is 15 years, a limited number of exemptions have been available. The alternative fuel conversion exemption is available to taxis that have been converted to LPG, compressed natural gas (CNG) or biomethane. We proposed to end the alternative fuel exemption to the taxi age limit. To date only 69 taxis have been converted to LPG and no taxis have been converted to CNG or biomethane. In 2017, 17 vehicle owners applied for an extension to their licence based on an alternative fuel conversion. As mentioned, taxis which have already been granted a five year extension to their age limit under the previous LPG conversion age limit exemption will not be affected (i.e. they keep the 20 year age limit).

### **1.3.4 Remove the historic and classic/niche vehicle exemption**

This exemption was introduced to allow Asquith taxis to operate for an additional five years. There are no longer any licensed taxis which are eligible for this exemption.

### **1.3.5 Remove the hardship exemption**

The hardship exemption was introduced in 2012 to permit an exemption to the age limit to allow an additional 12 months licence on a case by case basis. This was introduced for taxi owners in cases of exceptional hardship such as medical issues. In 2017, approximately 70 drivers applied for an extension to their licence based on extenuating/hardship circumstances.

Under the consultation proposals, TfL will continue to be able to grant hardship exemptions in exceptional circumstances, including for example, serious illness, but this will be considered on a case by case basis.

## **1.4 Who is affected and what options do they have?**

The following table from the IIA sets out the number of vehicles affected by the proposals to mandate the maximum operating age and the phased age limit reductions by Euro standard. It is based on the fleet breakdown in January 2019.

Euro standard	Numbers of vehicles affected and delicensing payments available	Impacts of proposals	
		Mandating maximum age	Phased age limit reductions
2 (aged 17+)	<ul style="list-style-type: none"><li>There are six Euro 2 vehicles in the fleet (as of Jan 2019), all are over the age of 15 and would not be affected by the 'mandating the maximum age limit' proposal if introduced in Nov 2019. These vehicles are not eligible for a delicensing payment.</li></ul>	Vehicles unaffected as have already been licensed for the last time.	Not affected
3 (aged 12-16)	<ul style="list-style-type: none"><li>Euro 3 vehicles are amongst the oldest in the fleet and all 4,810 (in the fleet as of Jan 2019) are potentially impacted by the proposals to mandate the maximum operating age and the phased age limit reduction</li><li>Euro 3 vehicles will lose a maximum of one year's operation as a result of the phased age limit reductions.</li><li>1,000 delicensing payments are available (from 14th Jan 2019) for vehicles between 13 and 15 years of age with 2,416 vehicles eligible to apply.</li><li>4,100 higher delicensing payment available for vehicles younger than 13 (1445 euro 3s are younger than 13).</li></ul>	1000+ vehicles affected in 2019, no delicensing payment available  Vehicles aged 14 or older on 1 <sup>st</sup> November 2019 would not be able to relicense.	3,800 vehicles lose 1 year operation, 5,100 delicensing payments available for vehicles younger than 13 years and 1,000 delicensing payments available for vehicles between 13 and 15 years of age
4 (age 7-11)	<ul style="list-style-type: none"><li>7,023 taxis (in the fleet as of Jan 2019) are potentially impacted by the phased age</li></ul>	None in 2019	7,023 vehicles lose 2 or 3

	<p>limit reduction.</p> <ul style="list-style-type: none"> <li>Depending on their age Euro 3 vehicles will lose either 2 or 3 years operation as a result of the phased age limit reductions.</li> <li>4,100 higher delicensing payments are available for vehicles younger than 13 (all 7,023 euro 4s are younger than 13).</li> </ul>		years operation, 5,100 delicensing payments available
5 (age 3-6)	<ul style="list-style-type: none"> <li>4,602 taxis (in the fleet as of Jan 2019) are potentially impacted by the phased age limit reduction.</li> <li>Vehicles will lose 3 years operation as a result of the phased age limit reductions, unless converted to LPG</li> <li>4,100 higher delicensing payments are available for vehicles younger than 13 (all 4,602 euro 5s are younger than 13).</li> <li>1000 LPG conversion grants of £5,000 available to Euro 5s (except Mercedes Vitos)</li> </ul>	None in 2019	4,602 vehicles lose 3 years operation, 5,100 delicensing payments available, no vehicles leave fleet until 2025 1000 LPG conversion grants of £5,000 available to Euro 5s (except Mercedes Vitos)

Figure 1: Impacts by Euro standard (as of Jan 2019) – (Originally published as Figure 17 in Information and Integrated Impact Assessment document)

Owners of Euro 2, 3, 4 and 5 taxis will all be affected, to differing extents, by the proposals to mandate the maximum operating age or the phased age limit proposals. This accounts for approximately 16,000 vehicles in the fleet as of January 2019.

The options for owner-drivers who are affected by proposals to mandate the maximum operating age and the phased age limit reductions are set out in the table below.

Option	Description	Impact
Sell / delicense and lease a replacement vehicle	<p>For drivers who were intending to work the final years of their career in a vehicle that would be delicensed earlier, it would be possible to lease a replacement vehicle rather than purchasing a new one.</p> <p>5,100 delicensing payments of £1k to £10k (first come first served)</p> <p>Rental costs for a diesel taxi</p>	This is an option for those who do not wish to purchase a new vehicle but wish to stay in the trade. Unlikely to be worthwhile for drivers who do low annual mileage.

	currently start at around £125 pw, with prices varying depending on age and whether insurance and maintenance is included. There are additional operating costs, in particular, fuel.	
Sell / delicence and leave trade	5,100 delicensing payments of £1k to £10k (first come first served)	TfL does not have access to information on driver income but the financial impact will depend on the amount of delicensing payment, or value of the vehicle.
Sell / delicence and buy a second hand vehicle (diesel)	5,100 delicensing payments of £1k to £10k (first come first served) Second hand vehicles readily available and low cost (a 9 year old vehicle is currently available for around £5k)	Dependent on delicensing payment received but higher payments could cover the cost of a replacement second hand vehicle for some drivers.
Convert Euro 5 taxis to LPG	1,000 LPG conversion grants of £5,000 are available to all Euro 5 taxis apart from Mercedes Vitos (32 per cent or 1,474 of Euro 5s are Vitos).	Vehicle owners will have to pay the additional cost, circa £7k to convert. Fuel savings of 20 per cent compared to diesel. Unlikely to be worthwhile for owners of older vehicles who do medium to low annual mileage. Drivers with high mileage or younger vehicles could benefit from significantly reduced running costs as well as a 15 year age limit.
Share a vehicle with someone else	Depends on specific arrangement but likely to be lower cost than leasing or purchasing a vehicle outright.	Reduced purchase / rental costs but also reduced availability so will only work for some drivers.
Sell/ delicence and purchase a new ZEC taxi	Purchase a new ZEC taxi 5,100 delicensing payments of £1k to £10k (first come first served) LEVC offer a PCP <sup>3</sup> for £183 pw, payable for 60 months, with a deposit of £3750 and an optional balloon payment of £19,258 (LEVC) if the driver wishes to purchase the vehicle outright after 60 months. A new ZEC taxi also offers reduced fuel and maintenance costs, but higher insurance costs, reflecting the higher value of the vehicle.	Government grants to support drivers with purchasing ZEC taxis are available, along with private sector financing arrangements. However, the cost may be prohibitive for some drivers

<sup>3</sup> A personal contract purchase (PCP) is a form of leasing with an option to purchase. A PCP is structured with payments over the contract period, and an optional balloon payment at the end of the agreement if the customer wishes to purchase of the vehicle.

Figure 2: Options for taxi owner drivers and related impacts

### 1.4.1 What could this mean for London taxi drivers?

To help illustrate how the proposals could affect London taxi drivers, a few illustrative scenarios are set out below. These are not intended to be exhaustive or precise. Each taxi driver will be in a different position. There are also other costs, such as insurance, maintenance, tax and fuel. For example, new ZEC vehicles have low fuel and maintenance costs, but higher costs of purchase and insurance. But the examples help to convey the anticipated impacts and demonstrate the options available for different situations.

#### Taxi driver A

A is 60 years old, holds a suburban licence, and has a low annual mileage. He owns outright a 14 year old black cab. His weekly diesel costs are around £100<sup>4</sup>. He plans to retire when he reaches state pension age, 66 years.

With a 14 year old vehicle, if the proposals go forward, taxi driver A will need to relicense before November 2019 in order to keep the taxi running a further year. After that it will not be possible to relicense.

Taxi Driver A will then have three options:

Option 1: A five year old, Euro 5 taxi would cost around £23,000 to purchase outright at current prices. As driver A's vehicle is 14 years old, he would be eligible to apply for a delicensing payment of £1,000. The residual value of his existing vehicle is likely to be low, perhaps £500. A's new Euro 5 taxi could be relicensed until at least A's planned retirement date.

Option 2: Given his low mileage and expected retirement date, A may not want to purchase a replacement vehicle. Leasing a vehicle could be a good option. An older vehicle at a lower weekly price may be most suitable (rental costs currently start at around £125 pw for an older diesel taxi). A leasing arrangement gives increased flexibility. Given the driver's low mileage and limited area of operation, the higher weekly rental for a ZEC taxi may not be appropriate.

Option 3: Converting to LPG before the November 2019 deadline would cost A around £8-10,000 but would extend the life of his vehicle to 20 years. He could keep his existing vehicle until his planned retirement date. Driving an LPG taxi could also save 20 percent on fuel costs.

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<sup>4</sup> LEVC running costs calculator ([www.levc.com/tx-cost-comparison](http://www.levc.com/tx-cost-comparison)). High mileage drivers have costs of around £140 per week for fuel.

### **Taxi driver B**

B has an all London licence. She is 40 years old and has a high annual mileage. She owns a 12 year old vehicle outright. Her taxi will be able to continue to be licensed until it turns 14 in 2021. After this she will not be able to relicense her taxi as the age limit will reduce to 13 years in November 2021.

B is in an excellent position to take advantage of ZEC vehicles, with financing available to take advantage of the cheaper running costs.

Option 1: A new ZEC taxi costs around £55,000 (including the subsidy payment of £7,500) if bought outright. Financing is available and with a deposit of £10,000, she might pay around £228 per week towards purchasing a LEVC TX model.

Alternatively, PCP financing would enable B to pay a lower deposit and lower monthly payments, and decide in 5 years time whether to buy her ZEC taxi outright.

Given the age of her current vehicle, B could get a delicensing payment of up to £10,000 to put towards a deposit for a new vehicle. In addition, she could also realise the residual value of her current taxi, potentially around £3,000. As she is a high mileage user, driving a ZEC taxi should also save £100 a week on fuel (ZEC average fuel costs are around £41 per week).

Option 2: B could decide to wait for more choice on the market, as the new all electric Nissan taxi is due to be released later this year, and is expected to have a significantly lower full price than the LEVC taxi.

Taxi driver B is in a strong position to take advantage of ZEC vehicles, with finance available to realise cheaper running costs.

### **Taxi driver C**

Taxi driver C is 25 years old, holds an all London licence and does a high annual mileage. He leases a 13 year old taxi. He currently pays around £150 per week to lease his cab. Vehicles which are 13 years old in November 2019 will reach the reduced age limit of 14 years in November 2020.

C does not benefit from delicensing payments and he cannot raise funds from selling the vehicle as he does not own his taxi. His best option is likely to be to lease or enter into a PCP finance arrangement for a ZEC taxi.

A PCP finance arrangement advertised by LEVC<sup>5</sup> for a ZEC taxi costs £183 pw, payable for 60 months, with a deposit of £3,750 and an optional balloon payment after 60 months of £19,258. Alternatively, C could lease a new ZEC cab.

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<sup>5</sup> <https://www.levc.com/finance/latest-offers/>

## **1.5 How much notice will taxi owners have?**

The notice periods that would be applicable if the decision to implement proposals were to be taken in July 2019 are:

- Vehicles which are due to be 14 years old at the time when the proposals come into force in November 2019 will be able to relicense before that in order to be able to operate for another year.
- Vehicles which are 13 years of age in November 2019 will reach the reduced age limit of 14 in November 2020
- Vehicles which are 12 years of age in November 2019 will turn 14 in 2021 after which they will not be able to be relicensed, the age limit will reduce to 13 years in November 2021
- Vehicles which are 11 years of age in November 2019 will turn 13 in 2021 after which they will not be able to be relicensed because the age limit will reduce to 13 years in November 2021
- Vehicles which are 10 years of age in November 2019 will turn 13 in 2022 after which they will not be able to be relicensed, the age limit will reduce to 12 years in November 2022

Euro 5 taxis would not be affected by the age limit proposals until 2024.

## **2. About the consultation**

### **2.1 Purpose**

The objectives of the consultation were:

- To give stakeholders and the public easily-understandable information about the proposals and allow them to respond
- To understand the level of support or opposition for our proposals
- To understand any impacts of the proposals of which we were not previously aware
- To understand concerns and objections
- To allow respondents to make suggestions or put forward alternative proposals

### **2.2 Potential outcomes**

The potential outcomes of the consultation are:

- Following careful consideration of the consultation responses, we decide to proceed with the proposals as set out in the consultation
- Following careful consideration of the consultation responses, we modify the proposals in response to issues raised and proceed with a revised approach
- Following careful consideration of the consultation responses, we decide not to proceed with the proposals

Conclusions and next steps are set out in Chapter 6.

### **2.3 Consultation history**

In 2015, TfL consulted on reducing the taxi age limit to 10 years, 12 years or remaining at 15 years with a range of incentives to drive uptake of Zero Emission Capable (ZEC) taxis. Following the consultation, it was decided to retain the 15-year age limit. Instead, the target of 9,000 ZEC taxis to be in service by the end of 2020 was set, supported by a taxi delicensing fund, which was approximated to amount to a 45 per cent reduction in taxi NOx emissions from 2013 levels. However, it was stated in the Ultra Low Emission Zone Further Licensing Proposals for Taxi and Private Hire Vehicles Consultation Report (2015) that the policy would be revisited if the targets set to enable the necessary changes to the fleet were not on track to be achieved by 2020.

A number of changes were made in order to drive the uptake of ZECs including amending licensing regulations so that from January 2018 all newly licenced vehicles had to be ZEC, introducing a delicensing scheme and providing grants towards the purchase of ZECs. For further information on this consultation please see our website (<https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/>).

## **2.4 Who we engaged / consulted**

In December 2018, we telephoned taxi trade representatives to inform them of our intention to consult on a reduced taxi age limit (also publicised via a press release). Subsequently, in January 2019, taxi driver representative groups, manufacturers and LPG conversion companies and taxi proprietors were invited to attend stakeholder workshops to gain their input into the Integrated Impact Assessment.

The consultation opened on 15 February 2019, was open to anyone to respond and was advertised via the press, social media, taxi trade material and emails to the taxi trade.

We emailed members of the taxi trade including known taxi drivers, taxi operators and owners to alert them to the consultation and invite them to respond. A copy of the email we sent can be found in Appendix C.

The table below provides a breakdown of the stakeholder groups and how many emails were sent to each group.

Emails sent to stakeholder groups	Number of emails sent
Private Hire Vehicle operators	2100
Taxi & PHV drivers	129,000
Taxi & PH vehicle owners	60,000
Taxi driver applicants	3,700
People who want to receive taxi and PHV information	1,550
Stakeholders (comprising London Local Authorities, Business Improvement Districts, MPs/AMs, Health Trusts, transport operators/groups, disabled persons representative groups, charities, UK vehicle manufacturers, etc.)	880
Total	197,230

Members of the public were also targeted via the press. A copy of the article can be found in Appendix C.

A full list of stakeholders can be found in Appendix D.

## **2.5 Dates and duration**

The consultation was open for 10 weeks between 15 February and 26 April 2019.

## **2.6 What we asked**

We wanted to understand views on the question of whether and how the taxi trade should play their part in reducing emissions in London.

We proposed that the maximum taxi operating age should be mandated. We wanted to know people's views on this proposal.

We proposed that the maximum taxi age limit be reduced to 12 years by 2022 for Euro 3, 4 and 5 taxis. The proposals set out our plans to reduce the age limit in phases, to give taxi owners time to plan ahead and we proposed reducing the maximum age limit by one year, each year, until 2022. The maximum age limit for Euro 6 and ZEC taxis, as well as those newly converted to LPG would remain at 15 years. We wanted to know people's views on this proposal.

We also proposed to remove the age limit exemptions for alternative fuel conversions, historic and classic/niche vehicles and for hardship/personal circumstances. We asked for peoples' views on these specific proposals.

The Integrated Impact Assessment highlighted that our age limit proposals would affect most owners of Euro 3, 4 and 5 taxis. The assessment described in detail the impacts our proposals could cause. We asked for peoples' views on those impacts and to let us know if they thought there were impacts that we had not identified.

We then asked for some personal and equality information from the respondents. A full list of questions asked can be found in Appendix B.

## **2.7 Methods of responding**

Respondents could use the online consultation questionnaire on our website, [www.tfl.gov.uk/taxi-age-limit](http://www.tfl.gov.uk/taxi-age-limit). Alternatively, they could write to our email ([consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)) or our freepost address (FREEPOST TfL Consultations).

## **2.8 Consultation publicity**

As set out above, all taxi and private hire licensees we hold an email address for and relevant stakeholder groups were emailed to promote the consultation and provided the website address. A copy of this email can be found in Appendix C.

The consultation was included in the weekly email bulletin sent to taxi and private hire licensees. A copy of this bulletin can be found in Appendix C

In addition, an article was published on the TfL page of the London Metro newspaper on 14 March 2019 advertising the proposals and website and inviting people to give their views.

A copy of this can be found in Appendix C. A press release on 19 December announced that we would be consulting on these proposals during the early part of 2019. A copy of this can be found in Appendix C.

A press release on 15 February promoted the consultation and the benefits of the proposals. A copy of the press release can be found in Appendix C.

### **2.8.1 Consultation engagement**

Prior to the start of the consultation, we met with taxi trade representatives, manufacturers and proprietors to gain their input into the Integrated Impact Assessment (see Section 2.9). Details of these meetings including attendees can be found below.

#### **Monday 14 January – meeting with trade representatives**

National Union of Rail, Maritime and Transport Workers  
Unite the Union  
Licensed Taxi Drivers' Association (LTDA)  
London Cab Drivers' Club

#### **Thursday 17 January - meeting with manufacturers**

Autogas  
LEVC  
Mercedes  
Richmond Road Cab Centre  
GasTech  
Vehicle Repowering Solutions

#### **Thursday 17 January – meeting with taxi proprietors**

Cricklewood Carriers Cab Co  
Colts Cabs  
Black Cab Services  
Fulham Cab  
E and F Taxis  
Mister Taxi  
Black Taxi Rentals  
Sherbet London  
A1 Taxis  
Forest Taxis  
Gastech

In addition to these meetings there were other meetings with relevant stakeholders at later stages. These included:

#### **Thursday 8 April – meeting to discuss the proposals**

LTDA

#### **Thursday 22 May – meeting to discuss alternative proposal**

## 2.9 Integrated Impact Assessment

We published as part of the consultation materials a ‘Consultation Proposals: Information and Integrated Impact Assessment’ document. This explained all the proposals in more detail and provided an Integrated Impact Assessment (IIA). The full document can be found on the consultation website at the following address: [https://consultations.tfl.gov.uk/tph/taxi-age-limits/user\\_uploads/reducing-emissions-taxis-integrated-impact-assessment.pdf](https://consultations.tfl.gov.uk/tph/taxi-age-limits/user_uploads/reducing-emissions-taxis-integrated-impact-assessment.pdf). A summary of the impacts by theme is below.

### 2.9.1 Environment

The phased age limit reductions, alongside benefits resulting from the natural churn in the fleet in line with current trends and delicensing are expected to result in total reduction in taxi emissions of 38 per cent by 2020 and 70 per cent by 2025, as shown in Figure 3 below.

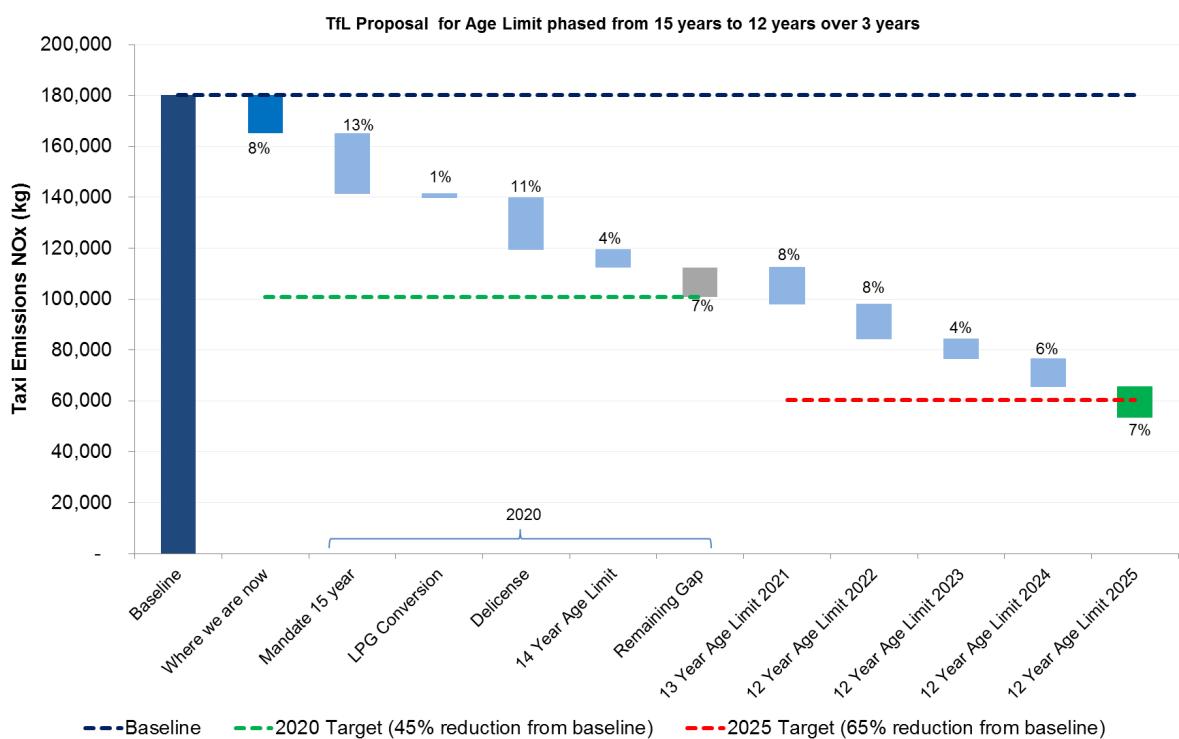


Figure 3: Reductions in NOx emissions as a result of the age limit reduction

### 2.9.2 Health and equality

- The proposals will result in older taxis leaving the fleet earlier than previously planned. If these older vehicles are not replaced by younger

vehicles then the overall size of the fleet will reduce, as has already been seen to some extent through the requirement for all newly licensed taxis to be ZEC, and the uptake of the taxi delicensing scheme. This would result in improved air quality but may also reduce the availability of taxis in London. As a result the IIA identified the following potential negative impacts which are relevant to the public sector equality duty:

- Accessibility – a reduced fleet size will reduce availability of taxis which will impact taxi users, particularly wheelchair users who have a higher level of reliance on taxis (which are wheelchair accessible), however the number of licensed taxis does not necessarily equate to the number of available taxis at a given time because the mileage for each taxi varies, and older taxis have lower mileage. We will, however, monitor this.
- Safety and crime - if the proposals result in a reduction in the size of the taxi fleet then there may be a small negative impact on safety and crime, particularly on female passengers and trans passengers travelling at night if the supply of available taxis decreases, or wait times increase.
- Access to healthcare and social infrastructure - If the proposals result in a reduction in the size of the taxi fleet then there might be a minor negative impact on access to healthcare and social infrastructure. TfL does not hold any data on the proportion of people who access healthcare and social infrastructure by taxi.
- The IIA included a review of impacts on groups with protected characteristics. It found that 25 per cent of taxi drivers are 60 or above and therefore older drivers could be disproportionately impacted by the proposals.
- Stress and anxiety - If drivers have to work longer hours to maintain a sufficient income then their stress or mental health may suffer, there is evidence that increased working hours can lead to mental ill health or stress<sup>6</sup>.

In terms of vehicle availability, the proposals include provision for drivers to convert Euro 5 taxis to LPG to qualify for a 15 year age limit and keep them in the fleet for longer. It is estimated that the two current suppliers of the LPG systems could convert in excess of 500 taxis per annum.

Delicensing payments may help some drivers with the cost of purchasing a new vehicle. There is no restriction on the availability of new ZEC vehicles at the timing of writing, with new vehicles available within two weeks of placing an order. A second (all-electric) ZEC taxi model is expected to be available to purchase in the coming months. The IIA set out options available to drivers affected by age limit proposals in

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<sup>6</sup> Health and Safety Laboratory (2003) 'Working long Hours'. ([http://www.hse.gov.uk/research/hsl\\_pdf/2003/hsl03-02.pdf](http://www.hse.gov.uk/research/hsl_pdf/2003/hsl03-02.pdf))

Table 16 in section 7.3. It is expected that these factors will mitigate lack of vehicle availability.

### 2.9.3 Economy

Owners of Euro 3, 4 and 5 taxis will all be affected, to differing extents, by the proposals to mandate the maximum operating age or the phased age limit proposals. This accounts for approximately 16,000 vehicles in the fleet as of January 2019.

Owners who are impacted have the options to apply for a delicensing payment, sell their vehicle, rent another vehicle, buy a younger vehicle, convert a Euro 5 vehicle to Liquid Petroleum Gas (LPG) or retire from the trade. The drivers who are likely to be most severely affected are those who do low annual mileage or work fewer hours and may therefore not be able to rent or buy a newer vehicle; although drivers of Euro 5 vehicles will also be able to apply for part funding for an LPG conversion to extend the life of their existing vehicle, allowing it to operate for 15 years.

The cost of vehicle rental potentially posing a barrier for some, especially older, drivers was identified in the IIA. In meetings following the end of the consultation and in communications with TPH, taxi trade representatives have reinforced their concerns about the rental costs and availability of vehicles, which they say is becoming more acute with the result that there are drivers unable to find vehicles and so unable to work. The availability of vehicles was also raised by the RMT Union during consultation. It is not possible to verify this claim with certainty, although we will monitor the situation and keep it under review. However, at this stage, a reduction in the number of vehicles does not appear to be a direct result of any proposed changes to age limit, but rather from a combination of the introduction of the ZEC licensing requirement for new vehicles from 1 January 2018 and the enhanced delicensing scheme, which was expanded to provide for additional vehicles to be delicensed (and thereby removed from the fleet) in response to calls from the trade.

There are a number of mitigating measures in the current proposals. There is provision for 1,000 drivers to part fund a conversion Euro 5 taxis to LPG. Payments of £5,000 are available to put towards the total conversion cost (approximately £10,000). A LPG vehicle will continue to qualify for a 15 year age limit. Furthermore, delicensing payments may help some drivers with the cost of vehicle rental or purchase. It is estimated that the two current suppliers of the LPG systems could convert in excess of 500 taxis per annum. It should be noted that Euro 5 taxis will not be affected by the age limit proposals until 2024/5 due to their age profile – the oldest Euro 5 taxis are seven years old and therefore will not be impacted by a 12 year age limit for another five years at minimum.

There is no restriction on the availability of new ZEC vehicles at the timing of writing, with new vehicles available within two weeks of placing an order. A second ZEC taxi

model is being developed which, provided TfL's Conditions of Fitness are met, will be available to purchase in the coming months.

The IIA set out options available to drivers affected by age limit proposals in Table 16 in section 7.3, which can be found at the following address:

[https://consultations.tfl.gov.uk/tph/taxi-age-limits/user\\_uploads/reducing-emissions-taxis-integrated-impact-assessment.pdf](https://consultations.tfl.gov.uk/tph/taxi-age-limits/user_uploads/reducing-emissions-taxis-integrated-impact-assessment.pdf)

## **2.10 Analysis of consultation responses**

The consultation analysis for this consultation was undertaken by 2CV due to the number of responses received. After a tender process, 2CV were the successful bidder and their analysis can be found from Chapter 3.

Chapter 3 contains their analysis of the respondents and Chapter 4 contains their analysis of question responses. For closed questions, responses were analysed in terms of totals and percentages for each question.

For open questions, the comments received were coded and grouped with the same or similar themed comments which produced the code frames. The code frames were initially developed from the first set of consultation response data sent to 2CV. These subsequently went through two stages of validation.

The final codeframes can be found in Appendix A.

### **3. About the respondents**

This section provides information about the consultation respondents, including how they heard about the consultation and in what capacity they responded e.g. as a taxi user, taxi driver, etc.

Respondents have been classified into two categories: Members of the public and Stakeholders.

<b>Table 1: Members of the public and stakeholders</b>	<b>Total</b>	<b>%</b>
Member of the public	5,125	98%
Stakeholder	49	2%
<b>Total</b>		<b>100%</b>

Tables 2 to 12 as well as results in Chapter 4 shows non-stakeholder responses. Stakeholder responses are summarised in Chapter 4.

#### **3.1 Respondent type**

Respondents were asked to state which of the following respondent types best described them.

<b>Table 2: Respondent type</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
An All London taxi (black cab) driver	2,476	48%
A Suburban taxi (black cab) driver	193	4%
A taxi (black cab) owner	807	16%
A taxi (black cab) user	598	12%
A Taxicard member	50	1%
A private hire operator	64	1%
A private hire driver	340	7%
A private hire vehicle owner	167	3%
A private hire/minicab user	197	4%
A representative of an organisation	41	1%
A member of the public/not affiliated with the above	1,561	30%
Not stated	316	6%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

Throughout Chapter 4 of this report responses are shown for three groups: Total (all respondents), members of the taxi trade (including All London taxi drivers, Suburban taxi drivers and taxi owners) and respondents who are not members of the taxi trade. In total 2,739 respondents were members of the taxi trade and 2,070 were non-members. Due to 316 respondents not answering the question about respondent type, there are respondents in the ‘Total’ group who are categorised as neither a member nor non-member of the taxi trade.

For taxi drivers (All London or Suburban), the table below shows type of vehicle driven. The most common taxi driven by respondents was the TX4.

<b>Table 3: Type of vehicle</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
TX1	20	1%
TX2	404	15%
TX4	1,496	57%
TXe	147	6%
Mercedes Vito	483	18%
Metrocab	8	0%
Not stated	82	3%
<b>Total</b>	<b>2,640</b>	<b>100%</b>

For taxi drivers (All London or Suburban), the table below shows whether they have had their vehicle converted to LPG.

<b>Table 4: Conversion to LPG</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Yes	34	1%
No	2,417	92%
Rather not say	87	3%
Not stated	102	4%
<b>Total</b>	<b>2,640</b>	<b>100%</b>

For taxi owners, the table below shows number of taxis owned.

<b>Table 5: Number of taxis owned</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Only 1 taxi	725	90%

2 to 50	34	4%
51 to 100	8	1%
101 to 150	0	0%
151 to 200	1	0%
201 to 250	1	0%
251 to 300	0	0%
301 to 350	0	0%
Over 350	2	0%
Not answered	36	4%
<b>Total</b>	<b>807</b>	<b>100%</b>

### 3.2 How respondents heard about the consultation

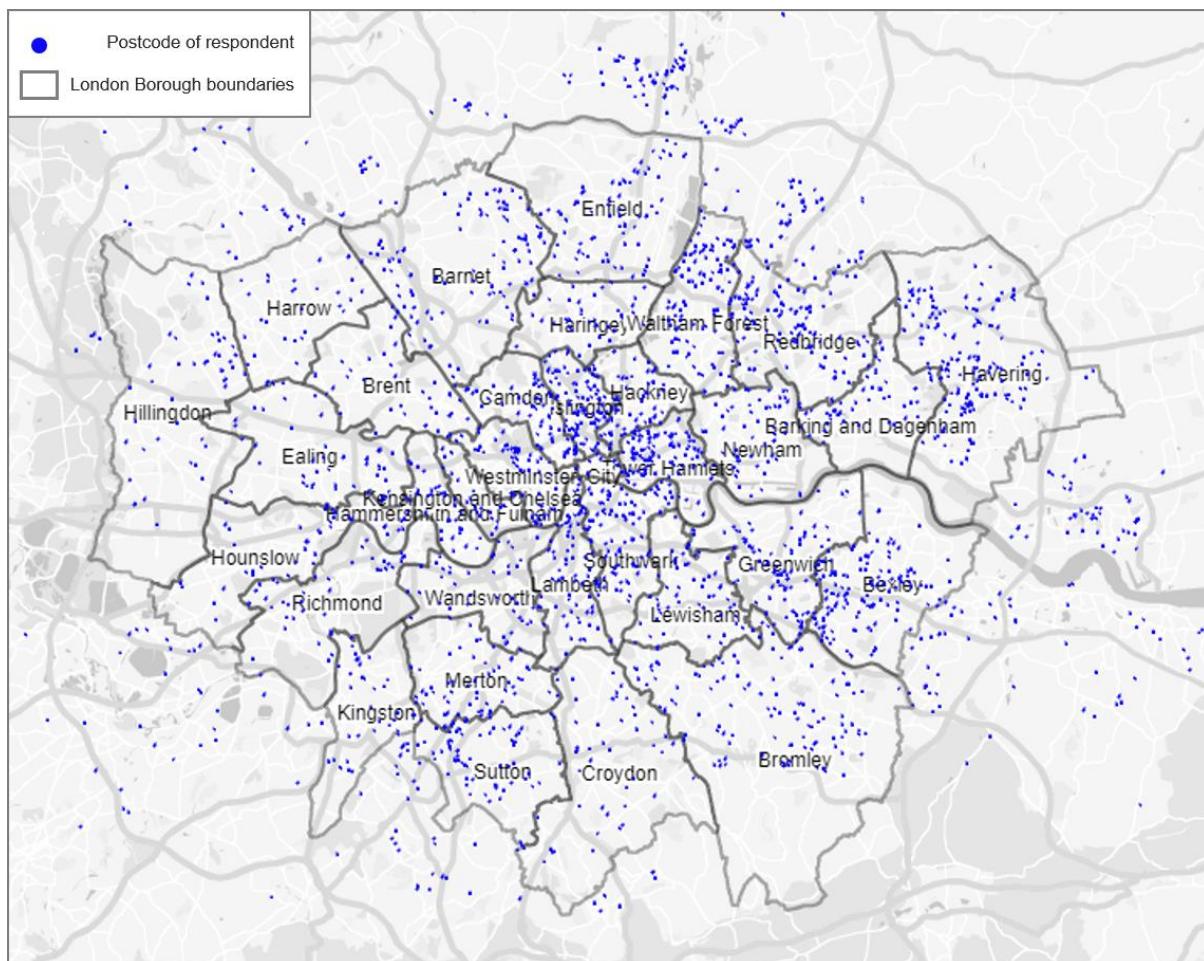
The majority heard about the consultation via social media, with an email from TfL the second most common source.

Table 6: How respondents heard	Total	
	Count	%
Received an email from TfL	2,290	45%
Received a letter from TfL	21	0%
Read about in the press	308	6%
Saw it on the TfL website	408	8%
Social media	1,394	27%
Other	217	4%
Not answered	487	10%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

### 3.3 Distribution of respondents across Greater London

3,236 respondents provided their postcode. Those within Greater London, and the immediate surrounding area, are shown on the map below.

**Figure 4: Distribution of respondents in Greater London**



### 3.4 Demographics

The table below shows respondents' gender. 3,992 out of 5,125 answered this question, with a substantial proportion either not answering (11 per cent) or answering that they would prefer not to say (11 per cent). The majority of respondents were male.

	Total	
	Count	%
Male	3,398	66%
Female	514	10%
Gender Neutral	42	1%

Trans Male	20	0%
Trans Female	18	0%
Prefer not to say	578	11%
Not answered	555	11%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

The table below shows the age profile among all respondents.

<b>Table 8: Age</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Under 15	6	0%
16-20	18	0%
21-25	67	1%
26-30	195	4%
31-35	283	6%
36-40	383	7%
41-45	433	8%
46-50	580	11%
51-55	674	13%
56-60	569	11%
61-70	334	7%
71+	163	3%
Prefer not to say	110	2%
Not answered	732	14%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

The age profile for those in the taxi trade was similar, although respondents who were a member of the taxi trade were slightly more likely to be aged 46 or over than those responding who were not part of the taxi trade.

Ethnicity, sexual orientation and religious faith are shown below.

<b>Table 9: Ethnicity</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Asian or Asian British – Bangladeshi	109	2%
Asian or Asian British – Chinese	11	0%

Asian or Asian British – Indian	47	1%
Asian or Asian British – Other	44	1%
Asian or Asian British – Pakistani	81	2%
Black or Black British – African	72	1%
Black or Black British – Caribbean	46	1%
Black or Black British – Other	20	0%
Mixed – Other	65	1%
Mixed – White and Asian	36	1%
Mixed – White and Black African	8	0%
Mixed – White and Caribbean	27	1%
Other Ethnic Group	31	1%
Other Ethnic Group – Arab	19	0%
Other Ethnic Group – Kurdish	6	0%
Other Ethnic Group – Latin American	4	0%
Other Ethnic Group – Turkish	15	0%
White – British	2,342	46%
White – Irish	139	3%
White – Other	364	7%
Prefer not to say	1,025	20%
Not answered	614	12%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

Table 10: Sexual orientation	Total	
	Count	%
Heterosexual	2,810	55%
Gay man	73	1%
Lesbian	83	2%
Bisexual	37	1%
Other	69	1%
Prefer not to say	1,350	26%
Not answered	703	14%
<b>Total</b>	<b>5,125</b>	<b>100%</b>

<b>Table 11: Religious Faith</b>		<b>Total</b>	
		<b>Count</b>	<b>%</b>
Christian		51	1%
Muslim		1,410	28%
Jewish		17	0%
Hindu		319	6%
Buddhist		17	0%
Sikh		99	2%
Other		95	2%
No religion		1,103	22%
Prefer not to say		1,357	26%
Not answered		657	13%
<b>Total</b>		<b>5,125</b>	<b>100%</b>

<b>Table 12: Health problem or disability/ day-to-day limitations</b>		<b>Total</b>	
		<b>Count</b>	<b>%</b>
Yes, limited a lot		123	2%
Yes, limited a little		241	5%
No		3,299	64%
Prefer not to say		852	17%
Not answered		610	12%
<b>Total</b>		<b>5,125</b>	<b>100%</b>

Those who have a health problem or disability were more likely to be answering as a member of the public (i.e. not a member of the taxi trade).

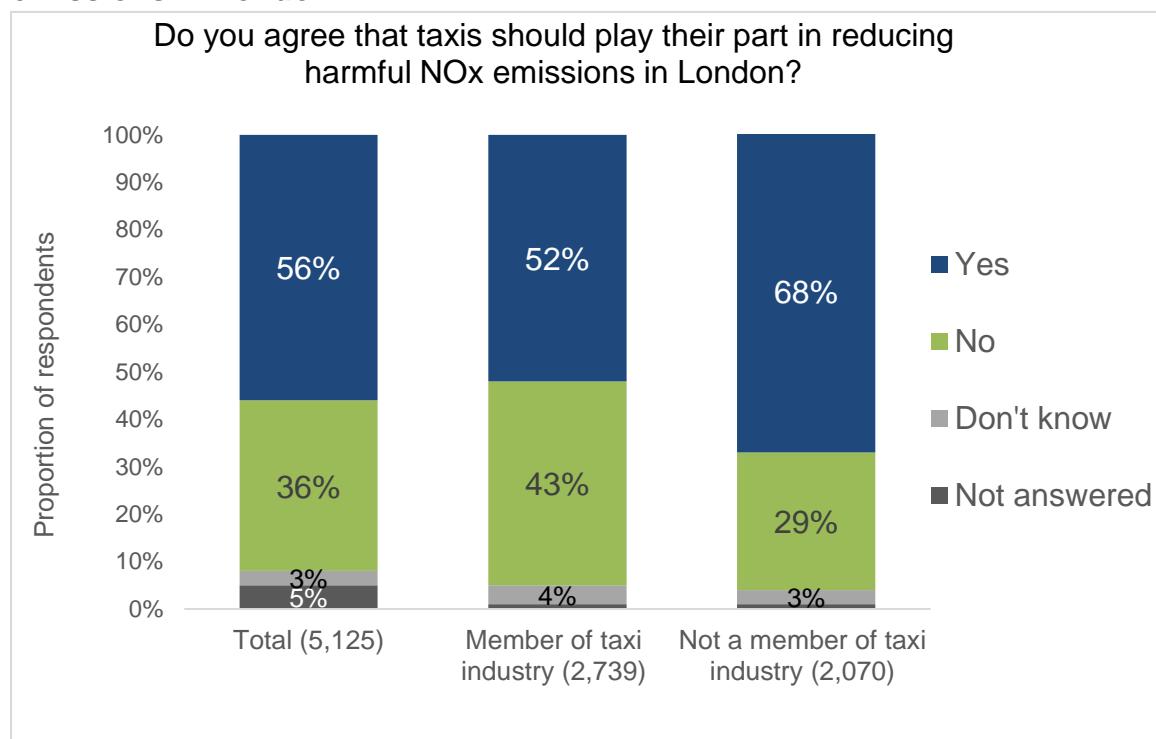
## 4. Summary of all consultation responses

### 4.1 Agreement or disagreement with proposals

#### 4.1.1 Question 1: Agreement that taxis should play their part in reducing harmful NOx emissions in London

We asked respondents to tell us their view on whether taxis should play their part in reducing harmful NOx emissions in London. Figure 5 shows responses for all respondents, for those in the taxi trade (All London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

**Figure 5: Agreement that taxis should play their part in reducing harmful NOx emissions in London**

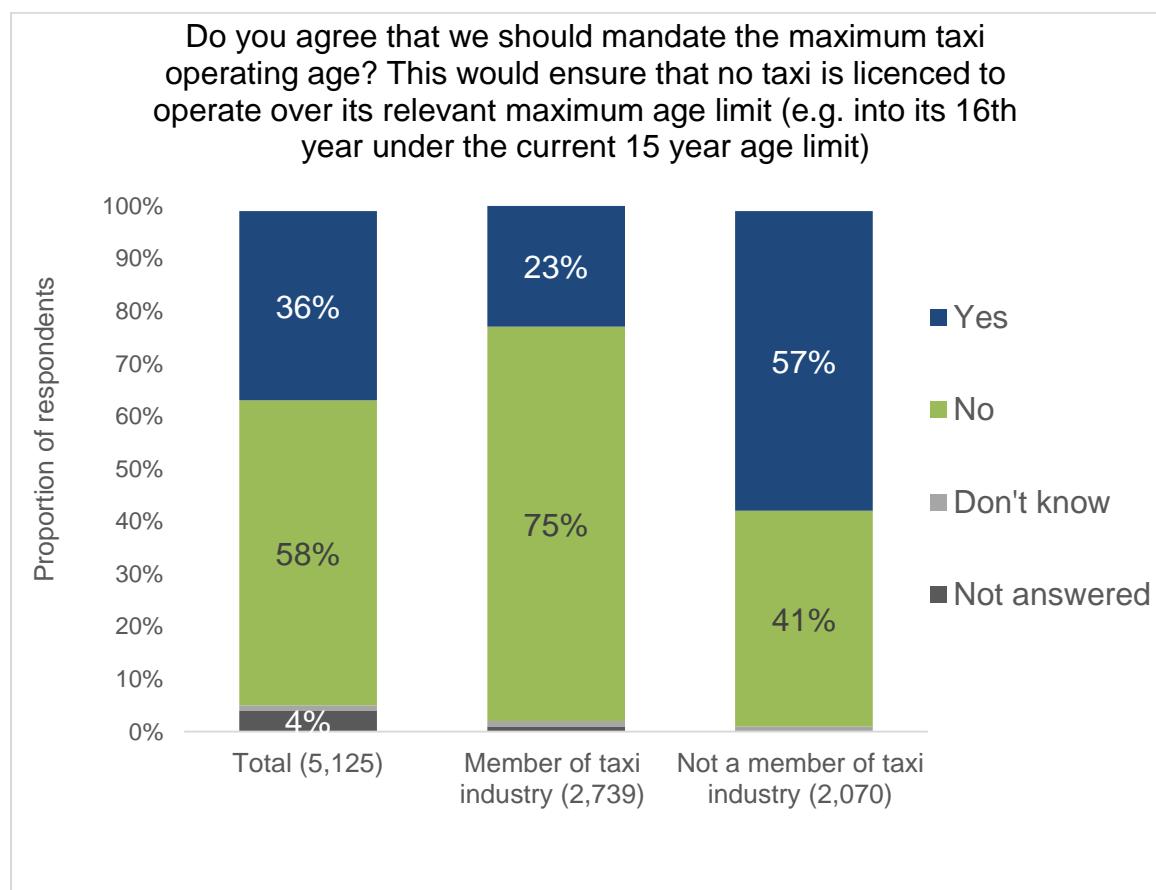


At the total level, 56 per cent agreed that taxis should play their part in reducing harmful NOx emissions in London. Half (52 per cent) of members of the taxi trade (including taxi drivers and owners) agreed. Agreement was higher among those not involved in the taxi trade at 68 per cent.

#### 4.1.2 Question 2: Agreement with mandating the maximum taxi operating age

We asked respondents to tell us their view on whether the maximum taxi operating age should be mandated to ensure that no taxi is licenced to operate over its relevant maximum age limit (e.g. into its 16th year under the current 15 year age limit). Figure 6 shows responses for all respondents, for those in the taxi trade (All London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

**Figure 6: Agreement with mandating the maximum taxi operating age**



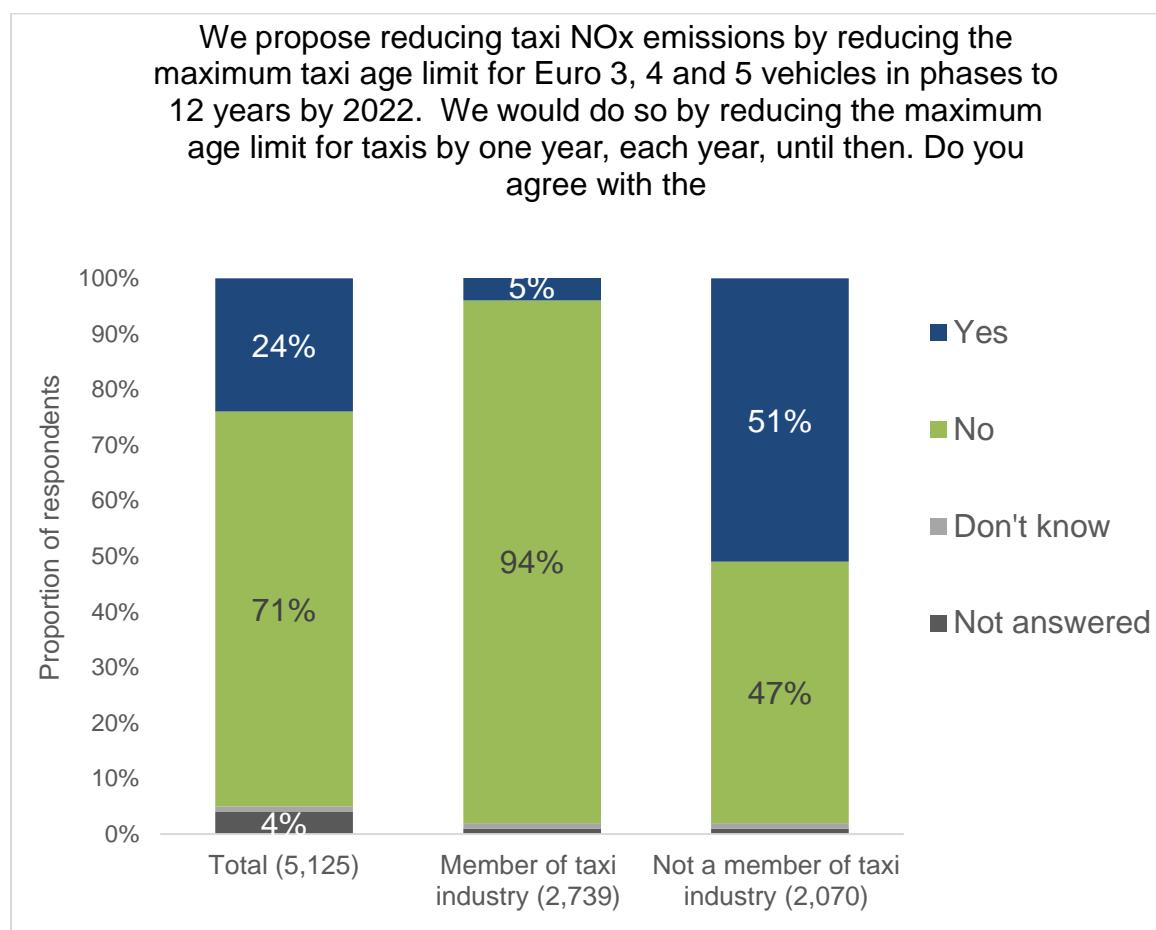
At a total level, just over a third (36 per cent) agreed that the maximum taxi operating age should be mandated. Agreement was lower among members of the taxi trade (23 per cent) and higher among those not associated with the taxi trade (57 per cent).

#### **4.1.2 Question 3: Agreement with proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022**

We asked respondents to tell us their view on the proposals for reducing taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022.

Figure 7 shows responses for all respondents, for those in the taxi trade (All London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

**Figure 7: Agreement with proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022**



Agreement with the proposals to reduce taxi NOx emissions by reducing the taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022 was very low among members of the taxi trade (five per cent). Agreement was higher among those not associated with the taxi trade, with 51 per cent saying 'Yes'. The total level of agreement among all respondents was 24 per cent.

#### **4.1.3 Question 3: Suggestions of other ways to reduce NOx emissions from taxis by 65 per cent by 2025**

We asked respondents if they had any suggestions for other ways to reduce NOx emissions from taxis by 65 per cent by 2025. Results for this question are separated into suggestions and comments among those who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles (those who agreed with the proposals at Question 3), and those who disagreed. Responses are shown for those in the taxi trade (all London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade. Response themes have been grouped into suggestions for the taxi trade, suggestions for other transport types and other miscellaneous comments.

The full list of points raised is shown in Appendix A.

#### **Suggestions and comments among those who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	
	Count	%
Base	81	
Offer assistance/grants/subsidy for taxi (ZEC/LPG/electric/diesel)	14	17%
Believe emission will be reduced	10	12%
Reduce/ ban PHVs	7	9%
Taxis contribute to pollution/air quality problems	7	9%
Stop closing roads/ Open up closed roads	6	7%

Only a small proportion of those in the taxi trade agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit. Therefore, the following results are based on the 81 taxi trade respondents who agreed and answered this open question.

Among members of the taxi trade who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit, the most frequent suggestions relating to the taxi trade were regarding economic factors. Members of the trade

suggested that assistance, grants or subsidies should be provided for taxis (17 per cent). There were also suggestions to reduce the cost of taxis (five per cent).

Suggestions around the maximum age limit for those in the taxi trade included reducing the age limit of taxis to 10 years, equal to the current limit for PHVs (five per cent), reducing the age limit to an unspecified number of years (five per cent), and reducing the age limit sooner than proposed (four per cent).

Five per cent of those in the taxi trade suggested that there needs to be more choice of taxis.

Members of the taxi trade also had suggestions for reducing emissions from other modes of transport. The most common suggestion was to reduce the number of, or ban, PHVs (nine per cent).

Another theme mentioned by those in the taxi trade was regarding electric vehicle usage. Five per cent mentioned the need to increase the number of electric charging stations, and four per cent commented that there should be more electric vehicles.

Road infrastructure was also mentioned, with seven per cent suggesting that roads should not be closed and four per cent that TfL's road schemes contribute to traffic and congestion. Four per cent recommended that cycle lanes be removed.

The issue of taxis contributing to pollution and air quality issues was acknowledged by nine per cent of taxi trade members who agreed with the proposals. Four per cent also commented that buses contribute to pollution and air quality. Twelve per cent believed that emissions would be reduced as a result of the proposals, with a small proportion stating that they did not believe they would be reduced (four per cent).

	Total	
	Count	%
Base	668	
Taxis should pay ULEZ charge (ZEC/LPG/electric/diesel)	79	12%
Taxis contribute to pollution/air quality problems	76	11%
Believe emission will be reduced	74	11%
Stop/Eliminate taxis from idling	71	11%
Reduce age limit of taxis sooner	71	11%
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	71	11%

Among those who were not members of the taxi trade, there were suggestions for taxis to pay the ULEZ charge (12 per cent) and Congestion Charge (nine per cent).

Other suggestions for the taxi trade from non-taxi trade respondents were to offer assistance, grants or subsidies should be provided for taxis (11 per cent).

Non-taxi trade respondents had similar suggestions around the maximum age limit to those in the taxi trade, including: reducing the age limit of taxis to 10 years, equal to the current limit for PHVs (seven per cent) and reducing the age limit to an unspecified number of years (five per cent). Non-taxi trade respondents were more likely to call for the age limit to be brought in sooner than proposed (11 per cent compared with four per cent of those in the taxi trade). Four per cent suggested banning all taxis from London.

Additional suggestions from non-taxi trade respondents regarding the taxi trade were to stop taxis from idling (11 per cent), reduce the amount of taxis (eight per cent) and that all taxis should be electric (eight per cent).

The issue of taxis contributing to pollution and air quality issues was acknowledged by 11 per cent of non-taxi trade members.

**Suggestions and comments among those who *disagreed* with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	
	Count	%
Base	1,499	
Reduce/ban PHVs	223	15%
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	209	14%
Unfair to change goalposts/maximum age limit	173	12%
This would create hardships for taxi drivers	144	10%
Stop closing roads/Open up closed roads	142	9%

Among members of the taxi trade who disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit, there was a higher amount of suggestion that assistance, grants or subsidies should be provided for taxis (14 per cent). Nine per cent suggested that the cost of purchasing a taxi should be

reduced with seven per cent suggesting that there should be more choice of taxis to purchase.

There were concerns from the taxi trade that the proposals would create hardships for taxi drivers (10 per cent). Some stated that it is unfair to change the goalposts regarding the maximum age limit (12 per cent), with nine per cent stating that the proposals were biased or unfair against the taxi trade.

Suggestions about the maximum age limit among taxi trade respondents who disagreed with the proposals included allowing natural wastage of the taxi fleet (eight per cent) and keeping the maximum age limit at 15 years (seven per cent).

Among members of the taxi trade who disagreed with the proposals, there were also suggestions regarding other modes of transport. Reducing the number of, or banning, PHVs was mentioned by 15 per cent and seven per cent mentioned reducing the number of empty buses.

Road infrastructure was also mentioned, with nine per cent suggesting that roads should not be closed or closed roads should be opened, and a further nine per cent that cycle lanes should be removed. Six per cent mentioned the need for additional electric charging stations.

Although these members of the taxi trade did not agree with the proposals, they were no more likely to think that emissions would not be successfully reduced (five per cent compared to four per cent of those who did agree with the proposals). However, six per cent did call for more figures to back up the rationale for the proposals.

**Table 16: Top 5 codes mentioned – Those not in the taxi trade who disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	
	Count	%
Base	463	
Reduce/ban PHVs	57	12%
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	54	12%
Biased/unfair/targets taxis/puts pressure on taxi trade	47	10%
Buses contribute to pollution/air quality problems/more than taxis	35	8%
Reduce/ban buses/empty buses	34	7%

Among non-taxi trade respondents who disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit, there were again suggestions of assistance, grants or subsidies for taxis (12 per cent), with five per cent suggesting that the cost of purchasing a taxi should be reduced and a further five per cent suggesting that there needs to be more choice of taxis to purchase.

Ten per cent who were not part of the taxi trade but disagreed with the proposals thought that the proposals were biased against the taxi trade, with five per cent stating that these proposals would create hardships for drivers. As for those in the taxi trade, there were suggestions to reduce other forms of transport in order to reduce NOx emissions, including reducing or banning PHVs (12 per cent) and reducing the number of empty buses (seven per cent). Eight per cent said that buses contribute to pollution and air quality problems more than taxis.

The need for more electric charging stations was also noted by non-taxi trade respondents (seven per cent), with six per cent mentioning removing cycle lanes and five per cent requesting the end of road closures.

#### **4.1.4 Question 4: Views about whether it is right for Euro 6, LPG and ZEC taxis to have a 15 year age limit**

We asked respondents if they agreed that it is right to allow Euro 6, LPG and ZEC taxis to have a 15 year age limit and whether they had any suggestions for other ways to recognise the differing levels of emissions from taxis. Results for this question are separated into suggestions and comments among those who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles (those who agreed with the proposals at Question 3), and those who disagreed. Responses are shown for those in the taxi trade (all London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

The full list of codes for all respondents is shown in Appendix A.

#### **Suggestions and comments among those who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

Table 17: Top 5 codes mentioned – Those in the taxi trade who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)	Total	
	Count	%
Base	75	

Should remain 15 years	11	15%
Should be no age limit (ZEC/LPG/electric)	9	12%
Taxis are too expensive to have a maximum age limit (ZEC/LPG/electric)	9	12%
Taxis are less polluting than other vehicles (ZEC/LPG/electric)	9	12%
Should be 10 years	8	11%

Only a small proportion of those in the taxi trade agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit. Therefore, the following results are based on the 81 taxi trade respondents who agreed and answered this open question.

Among members of the taxi trade who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit, there were not many suggestions for alternative ways to recognise the differing levels of emissions from taxis. Some thought that the maximum age limit should remain at 15 years (15 per cent). However, 11 per cent stated that the age limit should be reduced to 10 years. Seven per cent agreed that it should remain at 15 years.

12 per cent of those in the taxi trade who agreed with the proposals mentioned that there should be no maximum age limit, with 12 per cent commenting that taxis are too expensive to have a maximum age limit.

A further 12 per cent of those in the taxi trade mentioned that taxis are less polluting than other vehicles.

<b>Table 18: Top 5 codes mentioned – Those not in the taxi trade who agreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)</b>	Total	
	Count	%
Base	524	
All taxis should have a lower age limit (10/12 years)	73	14%
Should be 10 years	59	11%
Need more alternative fuel source vehicle usage (electric/hybrid/LPG)	57	11%
Taxis pollute/are more polluting than other vehicles (ZEC/LPG/electric)	49	9%
Agree with proposal	46	9%

Of those non-members of the taxi trade who agreed with the proposals, 14 per cent stated that all taxis should have a lower age limit, including Euro 6, LPG and ZEC taxis. 11 per cent thought that the limit should be 10 years for Euro 6, LPG and ZEC taxis, and seven per cent thought the limit should be the same as for PHVs.

A suggestion for other ways to recognise differing levels of emissions from taxis was to enforce testing to assess emission levels (five per cent of non-taxi trade respondents).

There were other suggestions of alternative ways to recognise differing emission levels, mentioned by small proportions of respondents from outside the taxi trade: charging taxis according to emission levels (two per cent), allowing retrofitting/modifications to taxis (one per cent) and having no age limit for taxis that pass required tests (less than one per cent).

**Suggestions and comments among those who *disagreed* with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	
	Count	%
Base	1,681	
Should be no age limit (ZEC/LPG/electric)	693	41%
Should remain 15 years	290	17%
Taxis are too expensive to have a maximum age limit (ZEC/LPG/electric)	238	14%
Taxis are less polluting than other vehicles (ZEC/LPG/electric)	157	9%
Unfair to change goalposts/maximum age limit	136	8%

Among members of the taxi trade who disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit, the most frequent response regarding the proposal of a 15 year limit for Euro 6, LPG and ZEC taxis, was that these vehicles should not have a maximum age limit (41 per cent of those in the taxi trade who disagreed with the proposals). Five per cent stated that there should be an age limit for these vehicles, but this should be higher at 20 years. Some (four per cent) thought that all taxis should have an extended limit. Some agreed that the limit was correct at 15 years (17 per cent).

Eight per cent of those in the taxi trade stated that it would be unfair to change the goalposts on taxi maximum age limits. Other reasons for disagreement included: taxis being too expensive to impose a maximum age limit (14 per cent) and taxis being less polluting than other types of vehicles (nine per cent).

A small proportion gave suggestions of alternative ways to recognise differing emission levels, mentioned by small proportions of respondents from outside the taxi trade: having no age limit for taxis that pass required tests (five per cent) and allowing retrofitting/ modifications to taxis (one per cent).

<b>Table 20: Top 5 codes mentioned – Those not in the taxi trade who disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Base	662	
Should be no age limit (ZEC/LPG/electric)	265	40%
Should remain 15 years	141	21%
Taxis are too expensive to have a maximum age limit (ZEC/LPG/electric)	68	10%
Taxis are less polluting than other vehicles (ZEC/LPG/electric)	57	9%
Unfair to change goalposts/maximum age limit	44	7%

For non-taxi trade members who disagreed with the proposals, a large number also stated that there should be no age limit for Euro 6, LPG and ZEC taxis (40 per cent). Some agreed that this limit should stay at 15 years (21 per cent). The expense of taxis was also acknowledged, with 10 per cent of non-taxi trade respondents answering that taxis are too expensive to have a maximum age limit. Nine per cent also mentioned taxis being less polluting than other vehicles.

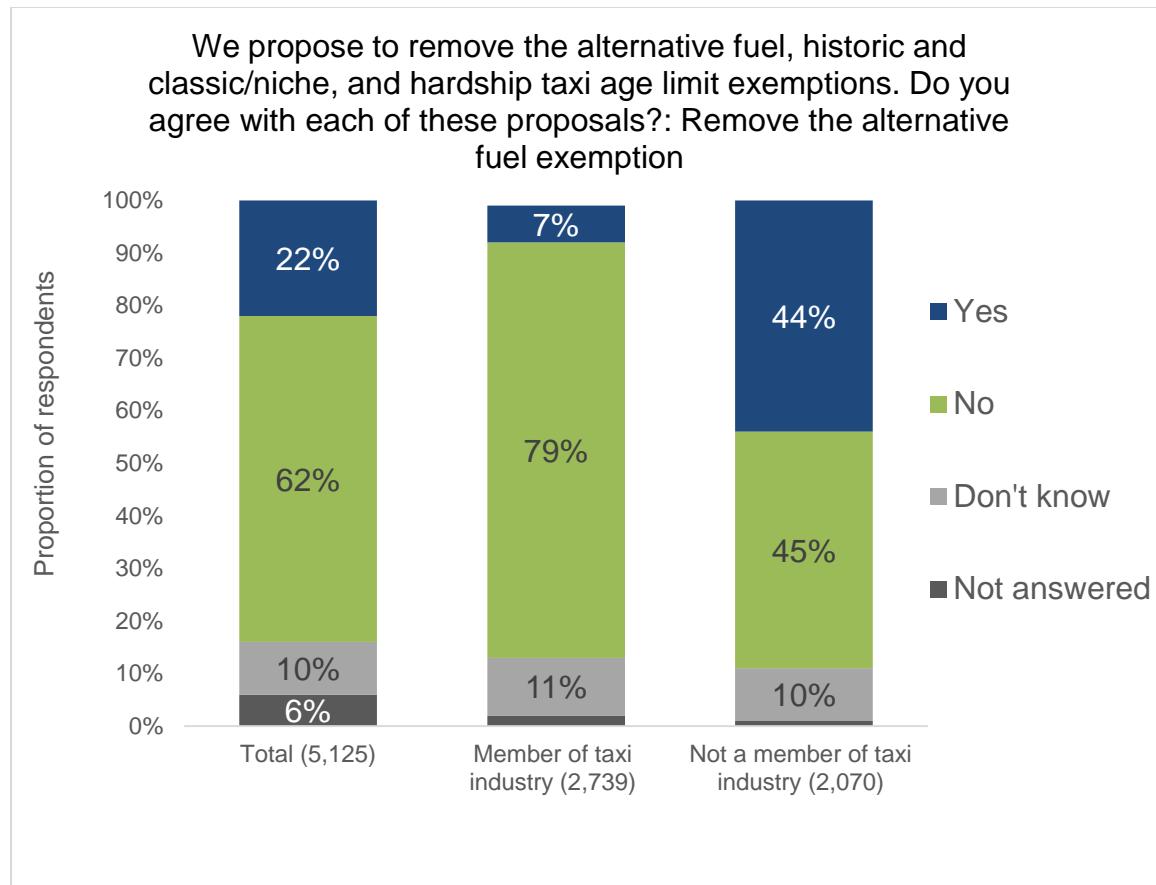
Again, non-taxi trade members suggested having no age limit for taxis that pass required tests (five per cent) and allowing retrofitting/ modifications to taxis (one per cent).

#### **4.1.5 Question 5: Agreement with proposals to remove taxi age limit exemptions**

We asked respondents to tell us whether they agreed with proposals to remove the alternative fuel exemption, historic and classic/niche exemption and hardship exemption. Figure 8 shows responses for all respondents, for those in the taxi trade

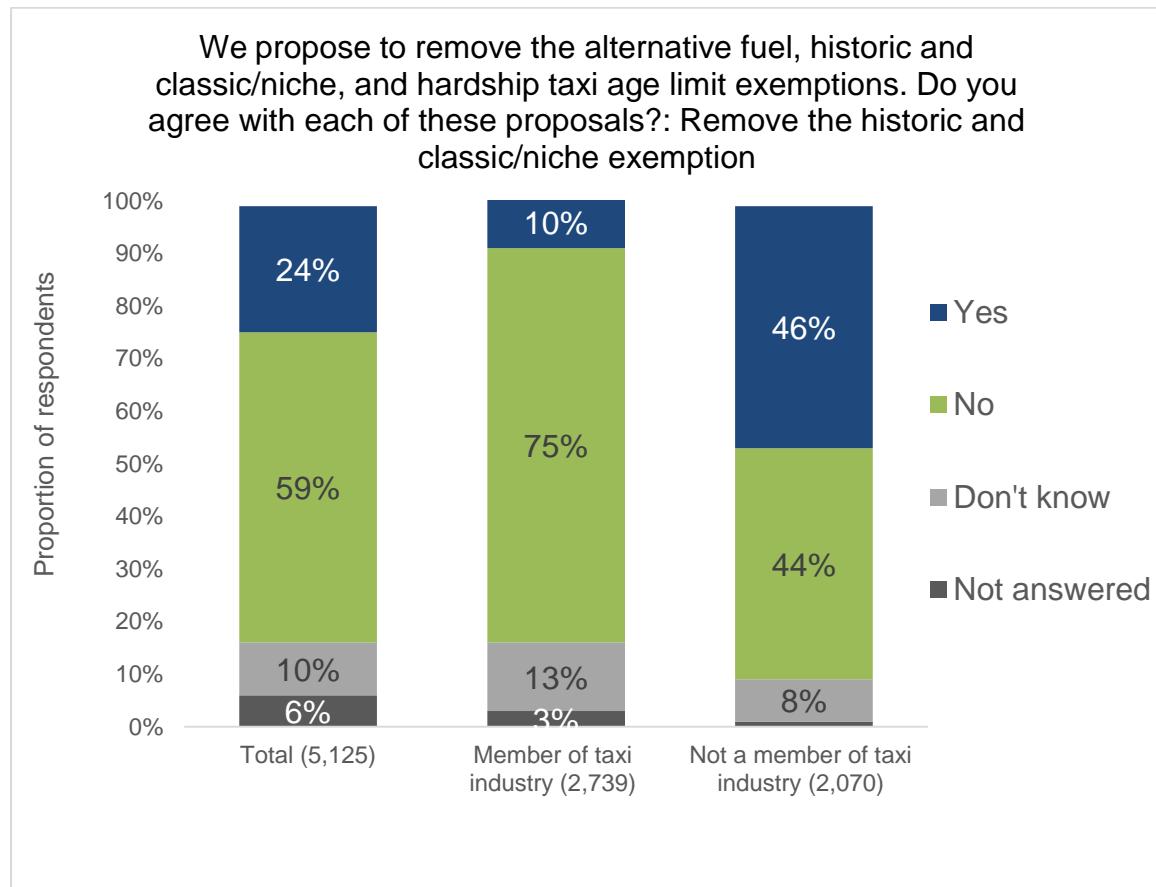
(all London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

**Figure 8: Agreement with proposal to removal taxi age limit exemption: Alternative fuel exemption**



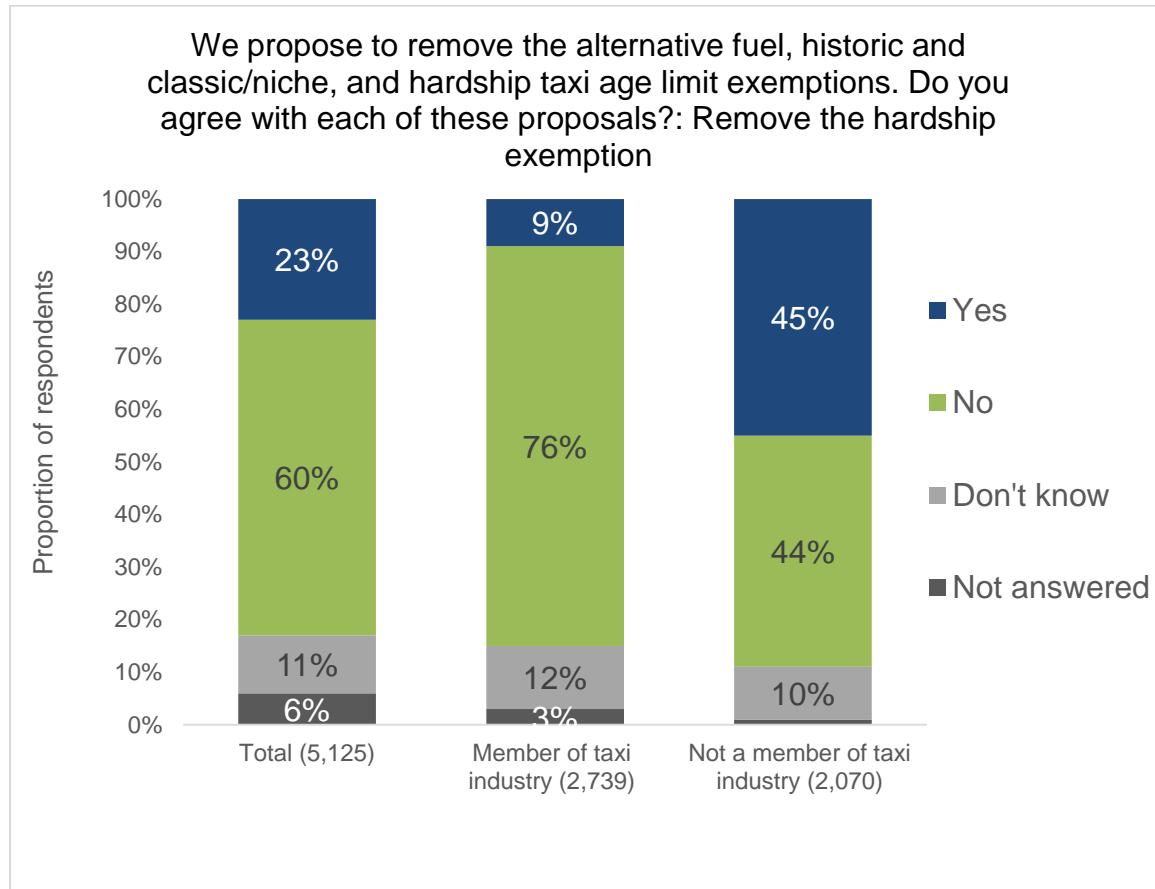
Overall, 22 per cent of respondents agreed that the alternative fuel exemption should be removed. Agreement was lower among those in the taxi trade (seven per cent) and higher among non-members of the taxi trade (44 per cent).

**Figure 9: Agreement with proposal to removal taxi age limit exemption: Historic and classic/niche exemption**



Overall, a quarter of respondents (24 per cent) agreed that the historic and classic/niche car exemption should be removed. Agreement was lower among members of the taxi trade (10 per cent) and higher among non-members of the taxi trade (46 per cent).

**Figure 10: Agreement with proposal to removal taxi age limit exemption: Hardship exemption**



Almost a quarter of respondents (23 per cent) also agreed that the hardship exemption should be removed. Agreement was lower among members of the taxi trade (nine per cent) and higher among non-members of the taxi trade (45 per cent).

#### 4.1.6 Question 5: Additional impacts that should be borne in mind with regard to exemption removals

We asked respondents to tell us if they anticipated any additional impacts that should be borne in mind in these proposals. Respondents were also asked to suggest any ideas they had about how to mitigate these impacts.

Responses are shown for those in the taxi trade (all London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

Due to low numbers of respondents who agreed with the proposals answering this question, it is not possible to separate results for this question by those who agreed/disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles (Question 3).

The full list of points raised is shown, by all respondents, in Appendix A.

Table 21: Top 5 codes mentioned – Those in the taxi trade		Total	
		Count	%
Base		1,216	
Will impact people nearing retirement/force early retirement		425	35%
Will create financial hardships		143	12%
Taxis are too expensive to buy/rent (ZEC/LPG/electric)		126	10%
Will create hardship for part time/less mileage drivers		109	9%
Unfair to change goalposts/age limit		97	8%

Among those working in the taxi trade, the key additional impacts highlighted related to hardships for those in the taxi trade. These hardships included the impact on drivers who are near retirement, or the proposals forcing early retirement (35 per cent), hardships for part time drivers or drivers with lower mileage (nine per cent). A smaller proportion suggested that this could hurt or kill off the taxi trade (five per cent) and that it would result in job loss and higher unemployment (four per cent).

Economic impacts were highlighted, with 12 per cent of those in the taxi trade per cent highlighting that it could cause financial hardships for those in the taxi trade. Ten per cent mentioned that taxis are too expensive to buy or rent and five per cent were concerned about the impact these proposals could have on taxi value or resale value. Five per cent suggested that financial impacts could be mitigated through assistance, grants or subsidies for taxis.

Six per cent of taxi trade respondents stated that the proposals target and put pressure on the taxi trade with eight per cent stating that it is unfair to change the goalposts with regards to age limits.

Of those respondents who were not part of the taxi trade, 17 per cent who responded to this question thought that there would not be any additional impacts.

A quarter of non-taxi trade respondents thought that the proposals would cause a hardship on those nearing retirement (26 per cent) and for part time drivers (12 per cent), with five per cent mentioning more general financial hardships.

As for those in the taxi trade, some non-taxi trade respondents stated that the proposals target and put pressure on the taxi trade (six per cent).

#### **4.1.7 Question 6: Comments on Integrated Impact Assessment**

We asked respondents to tell us if they had comments on the Integrated Impact Assessment including any additional impacts or other groups that may be affected by the proposals. Respondents were also asked to suggest any ideas they had about how to mitigate these impacts.

Responses are shown for those in the taxi trade (all London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

Due to low numbers of respondents who agreed with the proposals answering this question, it is not possible to separate results for this question by those who agreed/disagreed with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles (Question 3).

The full list of points raised is shown, by all respondents, in Appendix A.

Most comments were general rather than specifically referring to elements of the Integrated Impact Assessment.

<b>Table 23: Top 5 codes mentioned – Those in the taxi trade</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Base	1,543	
Upgrade to Euro 6/conversions available/retrofit/exhaust (Euro 3,4,5 taxis)	512	33%
Unfair to change goalposts/maximum age limit	204	13%
Will create financial hardship (drivers/owners/trade)	178	12%
Will create hardship (drivers/owners/trade)	138	9%
Taxis are too expensive (ZEC/LPG/electric)	118	8%

Comments from the taxi trade were most commonly around conversion to Euro 6. A third (33 per cent) mentioned the possibility of converting older taxis (particularly Euro 5) vehicles to Euro 6.

Some mentioned that it is unfair to change the goalposts regarding the maximum age limit (13 per cent). It was reiterated that there would be potential hardships financially (12 per cent), for those in the taxi trade generally (nine per cent) and for those nearing retirement (five per cent).

Eight per cent mentioned that taxis are too expensive to buy or rent and seven per cent were concerned about the impact these proposals could have on taxi value or resale value.

Some taxi trade respondents stated that the proposals target and put pressure on the taxi trade (six per cent).

<b>Table 24: Top 5 codes mentioned – Those not in the taxi trade</b>	<b>Total</b>	
	<b>Count</b>	<b>%</b>
Base	775	
Upgrade to Euro 6/conversions available/retrofit/exhaust (Euro 3,4,5 taxis)	260	34%
Should remain at 15 years/not be changed at all	76	10%
Agree with proposal/Good to implement	64	8%
Taxis/black cabs contribute to pollution/air quality problems	48	6%
Disagree with proposal/Bad to implement	6%	6%

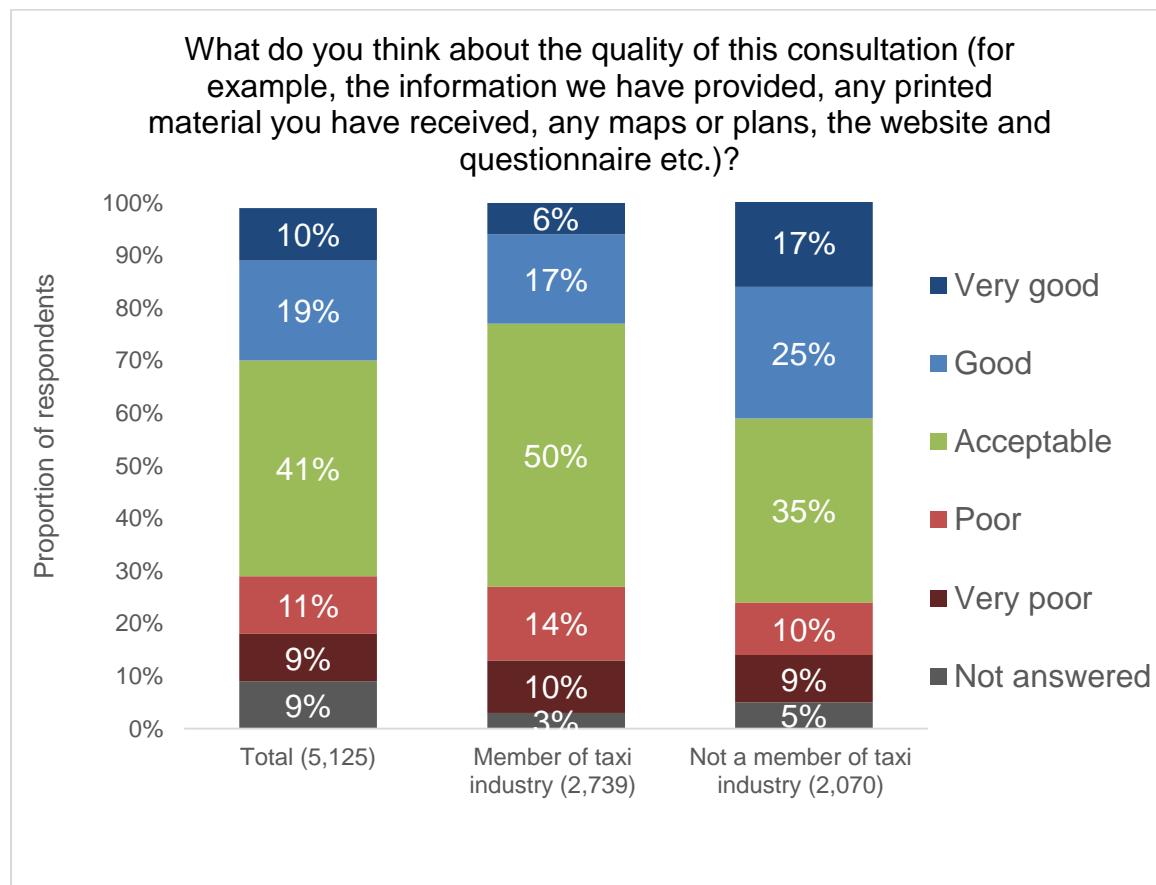
Non-taxi trade respondents were more likely than those in the taxi trade to respond to this open question that they agree with the proposals (10 per cent). However, other responses were similar to those for the taxi trade with 34 per cent mentioning the potential for upgrade of vehicles to Euro 6 standard.

## 4.2 Quality of Consultation

### 4.2.1 Question 16: Quality of Consultation

We asked respondents to rate the quality of this consultation.

**Figure 11: Assessment of the quality of this consultation**



In total, 70 per cent rated the quality of the consultation as being acceptable or better. Ten per cent rated it as being very good, 19 per cent as good and a further 41 per cent as acceptable. Members of the taxi trade rated the quality of the consultation lower than non-members, with six per cent saying it was very good compared with 17 per cent of non-members. However, taxi trade members were no more likely to rate the consultation as very poor.

## 4.3 Stakeholder summaries

We received 49 stakeholder replies to the consultation, these replies have been summarised for this report.

**Table 1 below provides a brief summary of the view expressed in the stakeholder summary.**

Stakeholder	Taxis should play a part in reducing emissions	Mandate maximum taxi operating age	Phased reduction of age limits
Local authorities and Assembly Members			
Brentford council	Yes	Yes	Yes
LB Ealing	Yes	Yes	Yes
Three Rivers District council	Yes	Yes	Yes
LB Lewisham	Yes	Not referenced	Yes
LB Hammersmith and Fulham	Yes	Yes	Yes
Southwark Council	Yes	Yes	Yes
LB Lambeth	Yes	Yes	Yes
LB Camden	Yes	Yes	Yes
Westminster City Council	Yes	Yes	Yes
City of London Corporation	Yes	Not referenced	Tackle highest emitters
Kingston and Sutton Shared Environment Service	Yes	Yes	Yes
Caroline Pidgeon MBE	Yes	Not referenced	Yes
UK100	Yes	Yes	Yes
Regulatory services partnership	Yes	Yes	Yes
Transport industry			
LEVC	Yes	Yes	Yes
The International Council on Clean Transportation	Yes	Yes	Yes
Autogas	Yes	Yes	Yes
Gastech LPG London Taxi Technology	Not referenced	Not referenced	Should be retained for LPG
Campaign Groups			

Southwark cyclists	Yes	Yes	Yes
London Living Streets	Yes	Yes	Yes
Make Air Safe Clean	Yes	Yes	Yes
Haringey Living Streets	Yes	Yes	Yes
20s plenty for us	Yes	Yes	Yes
Enfield Cycle Campaign	Yes	Yes	Yes
Clean Air in London	Yes	<i>Re-consult based on their alternative proposals</i>	
London Cycling Campaign	Yes	Not referenced	Yes
Bloomsbury Air	Yes	Yes	Yes
Sustrans	Yes	Yes	Yes
Camden Civic Society's Air Quality, Green Open Spaces and Trees group	Yes	Yes	Yes
Clean Air Brent	Yes	Yes	Yes
West Hampstead Amenity transport	Yes	Yes	Yes
Other			
NW3 Green School Runs	Yes	Yes	Yes
Knightsbridge Residents Management Company	Yes	Yes	Yes
Netley Primary School Air Quality Leader	Yes	Yes	Yes

Love Wimbledon BID	Yes	Yes	Yes
New West End Company	Welcome regulation	<i>Not referenced</i>	Modest, realistic and timely
Public Health England	Yes	Yes	Yes
Association of Directors of Public Health for London	Yes	Yes	Yes
Trade Unions/ Associations			
LTDA	Yes	No	No
United Cabbies Group	Yes	No	No
Unite the Union	Yes	Yes (at 16 <sup>th</sup> year)	No
London suburban taxi coalition	Yes	Yes	No
RMT	Yes	No	No
GMB Union	Yes	No	No
London Motor Cab Proprietors Association	<i>Not referenced</i>	No	No
Wider taxi and private hire stakeholders			
Cabvision Ltd	Yes	Yes	No
City of Salford PHV association	Yes	Yes	Yes
My Taxi	Yes	Yes	Yes
United Private Hire Drivers	Yes	Yes	Yes

## **Stakeholder summaries to taxi age limit consultation**

### **20's Plenty for Us**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with our proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

They consider it is entirely appropriate that taxis should play a full part in reducing harmful NOx and particulate emissions in London as they currently have a high level of harmful emissions in proportion to the numbers of journeys that they facilitate. As a result they contribute significantly to the poor air quality in the capital. They consider it important to underline TfL's legal obligation to act and note that every sector has to take its cut.

They consider this is a more than proportionate response by TfL and further action should be considered in conjunction with this work on age limits in terms of a) removing Congestion Charge exemptions that taxis enjoy currently and b) ensuring that taxis are not exempt from any other/future charges such as ULEZ. They state that it is also vital that they are subject to other policies that are outlined in the MTS such as Vision Zero and that as soon as possible they are fitted with safety devices such as mandatory intelligent speed assistance when they are in use on London's roads.

### **Autogas Ltd**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They support the Mayor of London and Transport for London's efforts to transition away from high-polluting diesel vehicles in the black cab sector which, as the consultation recognises, is fast-becoming the largest road transport source of NOx in central London.

They also consider that the licensing changes proposed by TfL and with the supporting grant schemes in place provides the most effective framework for drastically reducing NOx (and other pollutants) emitted by the taxi sector in the next five years.

They understand that the only options available to taxi drivers which are proven to effectively reduce harmful emissions are those supported under the proposed regime including LPG repowering technology. If further emission reduction technologies are developed for the London black cab market, it is vital that they are as effective as presently approved technologies in reducing NOx, PM and carbon and that there are

no unintended consequences of promoting such technologies, such as an increase in other harmful pollutants or the ability to easily commit emissions fraud.

They urge TfL to retain the current technology approval regime and ensure stringent ongoing monitoring processes are established.

They note that LPG and ZEC options are ready to be deployed in London in order to deliver the necessary reductions within the necessary timescales. They are keen to see a clear signal from TfL in support of these technologies for the immediate reduction in harmful emissions from the taxi sector.

They support the Mayor of London and Transport for London's proposals to encourage the uptake of low emission taxis, including LPG, through the taxi licensing system and supporting grant schemes. Indeed, LPG repowering technology is a proven, TfL and CVRAS approved method for drastically reducing the NOx and PM emissions of diesel black cabs, whilst also ensuring carbon emissions remain low.

They conclude by stating that there is a financial cost to drivers of black cabs in switching to cleaner alternatives. However, LPG repowering technology provides an affordable, practical and proven low emission alternative – particularly for Euro 5 drivers.

### **Association of Directors of Public Health for London**

They state that the impact of London's transport system on these public health challenges cannot be underestimated. They consider the proposal to reduce the maximum age of taxi fleets will support key policy drivers to improve health and wellbeing of Londoners, including the Mayors Transport Strategy, Environment Strategy and Health Inequalities Strategies in improving air quality and of course ambition to adopt a Healthy Streets approach.

They agree that taxis should play their part in reducing harmful NOx Emissions in London.

They agree that we should mandate the maximum taxi operating age. They note that this will be in line with the recent implementation of the Ultra Low Emission Zone (ULEZ) and bus vehicle changes to help reduce NOx emissions.

They agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis, stating that this phase approach enables taxi owners to plan for alternative, cleaner models whilst reducing any negative impact to their livelihood. Financial support outlined in this proposal is welcomed to help with this transition for owners and organisation. However, this should also extend to support and guidance to reduce any negative emotional health and wellbeing impact associated with this transition and related to lack of affordability and subsequent unemployment or reduced earnings.

They would be open to TfL being even more stringent for older vehicles if possible, so a shorter license period for older vehicles. They suggest possibly a 10 year limit on Euro 3, 4 and 5 and then, 12 years for Euro 6 and over.

They consider reducing emissions directly related to taxis could be achieved by other, more affordable actions such as supporting individuals and organisations to retrofit options for converting existing vehicles, limiting the number of licensed taxi drivers and supporting taxi drivers to requalify into different professions by linking with a range of apprenticeship schemes in London.

They suggest further strategies can accompany these proposals;

- Increased active travel promotion more aggressively around tubes and bus stations, and TfL website more broadly to reduce the need for car transport being required in the first instance.
- Supporting borough at a locally level implementing intervention such as school audits, street closure, car idling efforts etc.
- Continuing to implement Healthy Streets approach

They further note that TfL's data indicate that Euro 5 diesel taxis are the worst emitters, so it would be worth additional focus on the worst vehicles, rather than to only focus on age.

They agree with our proposals to remove the alternative fuel exemption and the historic and classic/niche exemption. They agree that with sufficient notice, support and other safeguards in place the hardship exemption could be lifted.

They would like TfL to continue to lobby central government and other city-leaders to adopt the Healthy Streets Approach as well as, share learning across the nation so that everyone in the UK can benefit from breathing clean air.

### **Bloomsbury Air**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They make the points for additional funding for taxi drivers to move to the new cleaner zero emission (capable) vehicles. That there needs to be significant progress in the numbers of rapid charging points available to taxis and other vehicles. They say that at the moment a zero emission capable taxi typically spends half its working day running from its ICE, due to the lack of rapid charging points available.

They request that good reliable information should be provided (and promoted) to Taxi drivers of the long term health and cost benefits of switching to zero emission electric vehicles. They state that they are significantly cheaper to run with a relatively short payback period for the increased capital cost.

They also make the following points; It is close to (if not actually) criminally negligent that London Taxis have been powered by diesel for so long. Taxis in other major global cities have been using LPG or Hybrid vehicles for decades (Sydney for example) London is significantly behind for a major global city. This may be because of slow moving regulation and little or no competition in the marketplace for the purchase of London Taxis. Both reasons are the result of failures in the system and

a generally negligent attitude to air pollution. PM and NOx are carcinogenic and respirable.

They further note that taxis do not have stop/start technology. There are therefore some 20,000 plus vehicles regularly entering central London which spend 30% of their time stationary but emitting polluting fumes.

They recommend that all Euro 4, 5 and 6 taxis should be retro fitted with more fuel efficient technology. Earlier more polluting engine models could be retro fitted with more efficient lower emission Euro 6 engines in the meantime. However this should not extend their lifespan nor slow the uptake of zero emission taxis, and should be on top of more stringent taxi lifespans.

They recommend that all Taxis should be subject to real world (London driving) emissions tests and have regular maintenance checks to ensure they are optimised in terms of performance and serviced accordingly.

They agree with proposals to remove the alternative fuel exemption and the historic and classic/niche exemption.

They suggest that financial support to be given to taxi drivers to switch vehicles will be required, and should be forthcoming. But also, a strong and a powerful campaign to educate drivers of the significant benefits of moving over to zero emission vehicles a) from their own health perspective and b) from the public health perspective.

They also suggested that further action should be considered in conjunction with the work on age limits to remove the Congestion Charge and ULEZ exemptions for taxis and that taxis should be subject to other policies in the MTS (e.g. Vision Zero).

### **Brentford Community Council**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They suggest an increase subsidy to convert to electric vehicles.

They agree with our proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

### **Cabvision Capital Limited**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. However they do not agree with the phased approach to reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles.

They understand the logic of removing the older vehicles Euro 3 and Euro 4 but consider that removing Euro 5 could have devastating effects on the taxi trade as some of these vehicles are just three years old.

They suggest that Euro 5 Vito is probably cleaner than hybrid TXe and it would be totally illogical for a clean air plan to reduce the age limit on these 'clean' fuel vehicles.

They agree with our proposals to remove the alternative fuel exemption and the historic and classic/niche exemption. They suggest that TfL should have the ability to assess exemptions on a case by case basis but that automatic exemptions should not remain in place as these are open to manipulation.

They suggest that the staged scale back at 2020, 2021and 2022 is a more sensible proposal and reducing in one tranche would have devastating consequences and shrink the taxi fleet to an unsustainable level.

### **Caroline Pidgeon MBE AM**

Welcomes this consultation and broadly support its aims. Also, welcomes the recent policy U-turn from the Mayor to provide financial assistance for owners of Euro 5 taxis to convert their vehicles to Liquid Petroleum Gas (LPG).

There is a request regarding the 50 LPG stations and if the number is sufficient. The number should be kept under close review alongside take-up of the conversion grants and the overall numbers of LPG taxis.

It is stated that it is essential that the number of rapid charging points in London, particularly those dedicated for use by taxis, matches the demand. Further welcomes the work of the Electric Vehicle Infrastructure Taskforce and looks forward to the publication of the shared delivery plan in the near future.

The idea of a phased reduction is supported but there is concern that the rate at which this affects taxi drivers could be faster than it seems to be. Each year two 'classes' or age groups of taxis will become un-licensable. This is because each year the age limit would reduce by one year and all taxis get a year older.

The recent revision to the taxi delicensing scheme is welcomed. The increased funding should help more drivers to make the switch to ZEC models or other cleaner vehicles. Careful consideration needs to be made of whether the payments have been set at the right level. The impact of the revised scheme should be monitored closely along with the impact on taxi drivers. The lack of alternative ZEC taxis is mentioned and that it is important that TfL encourages a range of options.

In regards to the Hardship exemption the consultation's accompanying 'Information and Integrated Impact Assessment' creates confusion by stating 'exemptions and/or extensions to the current applicable age limit will only be granted in exceptional circumstances, where it is considered reasonable to do so'. This means the consultation is unclear how the proposed changes would be different to the current set up in this regard. If TfL goes ahead with removing this exemption, it must clarify

this point, giving particular attention to what kinds of ‘exceptional circumstances’ might qualify.

It is requested TfL clarify the rationale to holding the private hire industry to what appears to be a lower environmental standard.

### **City of London Corporation**

They state that unfortunately considering the data that was produced as part of the consultation, this data shows that tackling the oldest vehicles first will have less impact than tackling those vehicles with the greatest emissions. Euro 5 vehicles have higher emissions than both Euro 3 and Euro 4 vehicles (Euro 2 vehicles are over 15 years old and will no longer be licensed). Therefore, the LPG fund to support the conversion of Euro 5 taxis to reduce emissions from these vehicles is a useful additional measure as these vehicles appear to be the worst emitters of NOx and currently no Euro 5 taxis are due to leave the fleet until 2025.

They request that more evidence on the anticipated NOx reductions of the LPG scheme must be provided with an ongoing system to monitor emissions from converted vehicles. In addition, information on the impact on particle and hydrocarbon emissions should also be provided and taken into account. This is crucial as the age limit for taxis newly converted to LPG would remain at 15 years and not be subject to a phased reduction.

They ask that should the scheme be demonstrated to be effective, that is, by ensuring that the emissions from converted vehicles achieve the expected reductions, then other taxi classes should also be converted. Currently the new LPG conversion grant will only be available for a limited number of younger Euro 5 taxis. However, Euro 6 taxis which have higher emissions than Euro 4, for example, do not appear to be targeted with any specific action and as they are newer will be in circulation the longest. They further state that the success of LPG conversions will also be dependent on the availability of refuelling facilities. There are 50 across London however few are located centrally.

They conclude by stating that they welcome measures to deal with emissions from taxis but approaching it using an age-based system, rather than the highest emitters, means the most polluting vehicles are not being targeted first. Consequently, progress in achieving maximum reductions will take longer.

### **City of Salford Private Hire Association**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They mention the Miscellaneous Provisions Act 1976 and ask why not enforce three compliance tests or at least three emission tests per taxi and PHV over a certain age and state that even Euro 6 diesel cars emissions can be wrong.

They state that more should be done by Parliament to ensure all vehicle fuels have additive.

The provide information about age limits for taxis and PHVs in Salford, Greater Manchester.

They do not agree with removing the alternative fuel exemption and removing the hardship exemption.

They state that any outstanding debt on vehicles needs to be considered and mention the use wheelchair users and their use of taxis and PHVs.

### **Camden Civic Society's Air Quality, Green Open Spaces and Trees group (AQGOST)**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They consider it outrageous that black cabs are exempt from the ULEZ charge. They state that the new taxi is excellent and much bigger grants to scrap Euro 3, 4 and 5 should immediately be introduced.

The further state that age is not the appropriate criteria but that the emissions of different generations of Euro is what's needed to replace age. They request that all diesel-engine taxis with Euro 3, 4 and 5 engines are taken off the road fastest.

They do not agree with the proposal to remove the alternative fuel exemption. However they do agree to removing the historic and classic/niche exemption and removing the hardship exemption.

### **Clean Air Brent**

They support The Mayor's proposals to reduce the maximum age limits for London taxis, but consider them inadequate to deal with the scandalous situation under which a fleet of some 20,000 taxis are responsible for 25 per cent of the NOx pollution on central London's roads. Instead they urge that taxis should be included in the Ultra Low Emission Zone (ULEZ) scheme, just as minicabs and other private hire vehicles (PHVs) are.

They suggest considering prioritising the phasing out of the most polluting taxis (by engine type) instead of relying on the crude proxy that "age of vehicle means most polluting".

Having welcomed the proposals as far as they go, they doubt that they will achieve the improvements forecast in the consultation document.

On the assumption that the regime of taxi regulation by age is to continue into the indefinite future – and with it the traditional design producing a large and heavy vehicle needing a gas guzzling engine to propel it - then they consider that TfL's new proposals to reduce the maximum length of life for a licensed taxi in a very gradual way to be a rather small step in the right direction. There is one minor exception to this and they are unable to see why a taxi converted to LPG which achieves the

reduction in emissions set out in TfL's document should have its life limited if it passes other relevant tests.

They suggest that if there were more taxi parking areas reserved on the streets there would be less need for taxis to be driven around looking for passengers. They also suggest that arrangements for taxis collecting passengers at airports and train stations could be designed to discourage long slowly moving queues of "black cabs" by allowing all vehicles collecting passengers reasonable time-limited access for the purpose.

### **Clean Air in London (CAL)**

They consider that TfL's approach to reducing taxi emissions is far too timid, they make several suggestions including:

- Scrap the proposed reduction in the 15 year age limit i.e. maintain the age limit as it is
- Require all diesel and LPG taxis to be at least Euro 6 or certified equivalent for particles and NOx by 2020. They suggest that TfL should allow funds from the taxi de-licensing scheme to pay for a certified retrofit to Euro 6 or better for Euro 5 taxis
- TfL should also work with other cities to ensure that these retrofitted taxis can be sold second hand to other cities.
- All taxis to be ZEC by 2025 or better i.e. electric
- Make it easier for passengers to choose the cleanest taxis, if they wish, when hailing or booking them. They suggest this might be done by public education, apps, messaging to corporate account holders or introducing a German-type scheme whereby passengers can opt to choose the first ZEC taxi in a taxi queue (i.e. rather than a diesel or LPG taxi).

They would like to see the standards consistent for both the taxi trade and PH trade.

They also state that there needs to be an adequate supply of rapid charging points.

### **Enfield Cycle Campaign**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis. They agree with the proposal to remove the alternative fuel exemption and removing the hardship exemption.

### **Gastech LPG London Taxi Technology**

Gastech understands that both the Mayor of London and the TfL's concerns in trying to reduce automotive exhaust emission pollutants by the introduction of electric taxis and their desire to take dirty diesel taxis off the London streets. They suggest that the introduction of a £5M grant scheme for the conversion of 1000 TX4 Euro 5 taxis to LPG is a step forward in the right direction. They would like the original 15 age limit retained for LPG taxis.

They are very concerned that the LPG conversion extension has been reduced from five to three years. They consider the LPG extension to the age limit should be retained at five years so that both taxi fleets and individual taxi owners are able to have a decent return on their LPG investment should they wish to convert.

Gastech is also concerned that they may only be able to sell their current Euro 6 LPG technology for their TX2 model until end of October 2019, and need assurances that they can continue to sell this technology beyond this date due to the investments they already have in their production pipeline.

Gastech state that TfL is aware that they [Gastech] is currently converting a TX4 Euro 5 taxi to their Euro 6 LPG technology and will be emission testing at Millbrook in early June 2019. They state that the TfL certification process is an expensive path for Gastech to undertake and even if they achieve the TfL accreditation for this model taxi they may not see many conversions taking place for some time until they come closer to their age limit requirement. By this time the new age limits will have kicked in there may not be enough incentive for taxi owners to convert, even with the £5000 grant per taxi.

They propose the following for LPG converted Taxis:-

- 1) Retain the five year extension for Taxis converted to Euro 6 LPG technologies after October 2019
- 2) Allow TX2, TX4 Euro 4 and TX4 Euro 5 taxis to be converted to Euro 6 LPG after October 2019
- 3) Expand the £5000 grant per taxi to all taxi models

### **GMB Union**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They do not agree that we should mandate the maximum taxi operating age. They also disagree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They state that ZEC taxis should have a 20 year limit due to the high capital outlay and the claimed high quality of the vehicle. They mention that airliners have a similar age and are in service still. They also see no reason why LPG vehicles could not have a similar limit.

They do not agree with the proposals to remove the alternative fuel exemption and the hardship exemption. However they do agree with removing the historic and classic/niche exemption.

They state that there are many drivers who cannot afford to get on the ownership ladder. Grants and finance plans would be a welcome route towards helping drivers achieve ownership. They mention that the existing LEVC taxis are not fully ZEC and that this is creating inertia.

They accept that those with Euro 3 and 4 taxis are in lower numbers than other groups but mention the cost of replacement for many who may be in the latter years

of work and also that some may not be keen to invest in a replacement vehicle. They suggest an alternative may be to offer a driver retirement scheme or use of a pool of cleaner taxis that is held in cooperative partnership with the Mayor. They also suggest that as Vito taxis cannot be converted perhaps enhanced payments should be made to enable change. They state that the other major issue is still plug in points and their availability, and price gouging in instances such as Heathrow Airport and BP for electricity use itself. They say that alternatives must be found.

They suggest that TfL could run a competition to find a company to design a retrofit device capable of being fitted to taxi and van.

They are mindful that drivers are also finding the accessibility of certain streets in London problematic due to road closures and these can extend journeys.

They would like to make sure that drivers are included in discussions.

### **Haringey Living Streets**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They also agree with the proposal to remove the alternative fuel exemption, removing the hardship exemption and the historic and classic/niche exemption.

They consider that this is a more than proportionate response by TfL and further action should be considered in conjunction with this work on age limits in terms of a) removing and congestion charge exemptions that taxis enjoy currently and b) ensuring that taxis are not exempt from any other/future charges such as ULEZ.

It is also vital that taxis are subject to other policies that are outlined in the MTS such as Vision Zero and that as soon as possible they are fitted with safety devices such as mandatory intelligent speed assistance when they are in use on London's roads.

### **Kingston and Sutton Shared Environment Service**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis. They also agree with removing the historic and classic/niche exemption.

### **LB Camden**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They do however consider that the proposed phased reduction should go further; 12 years maximum age limit by 2022 is not firm enough. PHV's licensed by TfL currently

have a 10 year age limit. They suggest that the maximum operating age for taxis should be no greater than 10 years.

They question if an aged phased approach is best. They suggest that vehicles should be targeted based on their emissions rather than age in order to have the greatest possible impact. They state that based on this, Euro 5 taxis should be targeted first as the consultation document highlights that their emissions are higher than Euro 3 and 4 taxis under real world testing conditions. They also say that Euro 6 non-ZEC vehicles should also be included in the phased approach as they have higher tailpipe emissions than the Euro 4 taxis which are being considered in the phased approach. They also mention that a 15 year license on a Euro 6 taxi will conflict with the Mayor's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy).

They do not agree with Euro 6 vehicles having a 15 year licence and ask that they have a licence age no greater than 10 years.

They request that we should also take into consideration brake and tyre wear which contribute to particulate levels which there is no safe exposure limit for.

They note that whilst LPG and ZEC vehicles are cleaner, technology will progress to reduce emissions from brake and tyre wear but a 15 year limit would slow the uptake of any new technology around this area as currently seen in the slow uptake of ZEC taxis. They request that Euro LPG and ZEC taxis should have the same age limit as non ZEC and LPG taxis.

They also agree with removing the historic and classic/niche exemption and removing the alternative fuel exemption.

They suggest we should re-consult on the hardship exemption and provide additional details of what would classify as an exemption and what can be done to tighten it to ensure it isn't taken advantage of.

They refer to the Integrated Impact Assessment, and that a lack of charging points is identified as an issue however, TfL state that this will be mitigated as there will be 300 charge points by the end of 2020. They do not believe that this will be enough to firstly install confidence in drivers to switch to a ZEC vehicle and secondly to charge a fleet of 9,000 zero emission capable vehicles.

They recommend that TfL install rapid charging hubs which hold three chargers per location. They also recommend that TfL consider replacing some taxi rest rank spaces in order to accommodate dedicated taxi only rapid charge points.

They consider there is a conflict with the Mayor's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy) and the whole of London zero emission by 2050. This commitment should be taken into consideration when consulting on taxi licensing age limits as the proposed age limits will conflict with the Mayoral commitments for a zero emission central London.

## **LB Ealing**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis. They request that these limits should apply to PHVs too.

They would prefer only zero NOx emission vehicles (i.e. electric) to get the 15 year extension.

They agree with the proposals to remove the alternative fuel, historic and classic/niche, and hardship exemptions.

They acknowledge that there may be a financial impact on a small number of taxi drivers, but the policy of improving air quality is high on the agenda for the Council.

### **LB Hammersmith & Fulham**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They suggest that there should be maximum age limit of 10 years from the 1 January 2020 for all taxis including Euro 6 diesel taxis. They suggest this as there is currently already a 10 year age limit for PHVs so for consistency the age limit should be the same for all taxis including current diesel Euro 6 vehicles.

They further suggest that TfL should target the most polluting vehicles first especially as Euro 5 diesel vehicles have higher tailpipe emission compared to diesel Euro 3 and 4 vehicles, and diesel Euro 6 vehicles have higher tailpipe emissions compared to diesel Euro 4 vehicles. They suggest that targeting the most polluting taxis first will ensure the most pollution reduction in the shortest time possible. A 10 year age limit would also incentivise the earlier modal shift to ZEC vehicles and support the Mayor of London's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy).

They state that the 15 years age limit for ZEC and LPG taxis is not ambitious enough especially as some cities in the UK such as Manchester will be been limiting taxi age limits to 10 years from 2020. In addition Euro 6 diesel taxis should not have a 15 year age limit as they have higher emissions compared to Euro 4 taxis. It is recommended that to achieve a greater reduction in NOx emissions from the taxi fleet that the age limit should be no greater than 10 years for all vehicles, and particularly for all diesel fuelled and pre Euro 4 petrol fuelled vehicles.

They agree with the proposal to remove the alternative fuel exemption and removing the historic and classic/niche exemption.

They note that the consultation doesn't take into account PM10 and PM2.5 emissions from brake and tyre wear. They note that consultation also doesn't take into consideration the Mayor's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy), the proposed age limits would not support this commitment.

## **LB Islington**

They point out the initiatives the borough is doing to improve air quality in the borough and welcome the opportunity to work with TfL on this.

They support the proposals but have reservations. They support a phased approach to age limit reductions but ask to see the reasoning for 12 years being proposed rather than 10 years.

They have some concerns with the proposal that Euro 6, LPG and ZEC taxis should have a 15 year age limit as Euro 6 taxis are worse than Euro 4 for NOx and some way behind LPG and ZEC taxis. They mention that by 2025 there will be no discount for electric vehicles operating in the ULEZ but we are proposing that Euro 6 should be able to operate for a further nine years. They also mention that while new taxis need to be ZEC there is no requirement for them to use only electricity.

They agree with the proposal to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

Islington welcome funding support for taxi owners to delicense their taxis as well as additional funds for ZEC taxis and say that these should be reviewed periodically. Islington would ultimately like to see a move away from diesel vehicles altogether rather than just a move to a new euro grade diesel vehicle.

## **LB Lambeth**

They state that cutting emissions is critical for the wellbeing of their citizens, both today's and especially tomorrow's. In Lambeth they have already declared a Climate Emergency, committed to being carbon neutral by 2030 and will continue to deliver their ambitious 2017-2022 Air Quality Action Plan. In the borough, road transport is the biggest source of air pollution and they strongly support the proposal to reduce the maximum age limits for taxis and the majority of other recommended measures in this consultation.

In their answer to question one, they state that they understand at present, taxis contribute around 20 per cent of all NOx traffic-related emissions in central London and that, without interventions, taxis will be the single biggest source of NOx by 2020. Emissions affect the health and wellbeing of the borough citizens; and unfairly discriminate against the poorest in our society who often live near busy roads, and are therefore more likely to suffer from the effects of poor air quality, but less likely to be able to afford to use a taxi. They state that London is facing both a public health and an environmental crisis, and everyone must play their part in reducing harmful levels of emissions.

In answering question two, they agree that TfL should mandate the maximum taxi operating age. However, they consider the current 15 year age limit is too lenient. They make the point of Leeds City Council operating an age criteria of seven to eight years, depending on the type of vehicle. Drivers can apply for their vehicle to be licensed beyond seven to eight years of age, up to a maximum of 10 years of age (or 12 years of age for a five, six or seven seater wheelchair accessible vehicle, or an ultra-low emission vehicle), following an age inspection. They also understand that in

Manchester, an age limit of 10 years is in place since 2008, on taxis that are identical to those operating in London. They suggest that the maximum operating age limit should be 10 years.

They further note another issue is to tackle idling taxis, like at Waterloo Station, which is a significant source of air pollution. The borough would like to work with TfL and the taxi trade to reduce idling, which affects citizen's including taxi drivers' health.

For question 4 the borough considers that the 15 year age limit for Euro 6, LPG and ZEC taxis only takes in to account tailpipe emissions and not Particulate Matter air pollution from brake and tyre wear. They therefore do not support a 15 year age limit, and instead believe these vehicles should also be subject to a 10 year limit. The borough further expects that over the next few years there will be significant development in technology to reduce brake and tyre wear emissions. Allowing Euro 6, LPG and ZEC taxis to operate for up to 15 years will therefore slow the uptake of this new technology and lead to air pollution levels being higher than necessary.

For question five, they strongly agreed with removing the alternative fuel exemption and the historic and classic/niche exemption

They didn't agree with our decision to remove the hardship exemption, as they do not want to penalize the livelihood of these workers, particularly when they are facing challenging circumstances. Instead they recommended keeping this exemption, but consider tailoring the condition to taxi driver's individual needs, such as only offering a 6 month extension instead of a blanket 12 months.

They continue to note that sometimes disabled drivers have special adapted vehicles which are expensive to replace and suggest TfL considers how our proposed measures may affect these drivers specifically, and also consider potential exemptions or aids to ensure these drivers are not penalised.

In response to question six, they recommend that to meet the target of 9,000 ZEC taxis operating in London by 2020, more charging points or installing charging points that are capable of charging multiple vehicles at the same time are needed. Furthermore, they suggest these charging points are located in close proximity to rest ranks spaces for drivers to encourage use.

## **LB Lewisham**

They consider that overall, the premise of reducing the age to which black cabs can be licensed is a positive one however, bearing in mind that according to TfL a quarter of NOx emissions in the centre of London come from London taxis, the age limit of 12 years by 2022 is not nearly sufficient and it is not clear as to how this will reduce the emissions by as much as 65 per cent of 2013 values by 2025. They also query how this relatively subtle approach is helping reduce the exposure of passengers (and drivers) to the known high pollution levels within the taxis themselves.

They note that the government is offering up to a £10,000 incentive to the first 1,250 drivers wishing to buy a new vehicle - there are 21,000 black cabs licensed and currently only around 1,100 ZECs in operation. They suggest a greater incentive scheme with the capacity to reach all drivers rather than a small percentage may have more impact.

### **LEVC**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They mention that to meet TfL's requirements ZEC taxis are only required to achieve 30 miles in pure EV mode but that because of the duty cycles of taxis and Light Commercial Vehicles this minimum requirement should be increased to 50 miles. They state that there are several vehicles in the market which can achieve this including LEVC's TX.

LEVC consider a 15 year age limit for Euro 6, LPG and ZEC taxis is appropriate, and state that their products are designed to meet the demanding requirements of commercial vehicles. They also mention that with the benefit of ZEC taxi and taxi duty cycles they consider a 15 year age limit on ZEC taxis is appropriate.

They agree with the proposal to remove the alternative fuel exemption and removing the historic and classic/niche exemption.

They accept that there are always exceptional circumstances where a driver may be impacted and the hardship exemption maybe appropriate. They want to avoid drivers being removed from the trade and suggest that there could be a review of the hardship exemption which provides support (this could include financial) and ensures drivers are not penalised, denied the opportunity to make a living and leave the trade prematurely.

LEVC recognises the positive impact the proposed initiatives will have on air quality but stress the need to also recognise the potential short term impact on drivers' financial status. These financial impacts include depreciation of the outgoing taxi resulting in a lower sales value, the additional investment to upgrade to a ZEC taxi as well as the potential loss of earnings while waiting for the delicensing scheme to be administered. LEVC supports the proposal however stresses TfL must recognise the importance of supporting the trade, maintaining trust and actually delivering on promises that have been made.

### **London Cycling Campaign (LCC)**

They welcome the opportunity to comment on reducing the maximum age limits for taxis.

They strongly support plans to improve air quality in London by changing, from 15 to 12 years, the age limit on black cabs, and encourage the uptake of Zero Emission Capable (ZEC) vehicles, in order to forestall the TfL forecast that black cabs could

become the ‘the biggest source of road transport NOx (nitrous oxide) emissions’ in London.

### **London Living Streets**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They further agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

The state that the principle of the polluters pays is established in London. They consider it vital that unnecessary movements by taxis (and other motor vehicles) in London are reduced substantially in order to a) support the long-term mode share targets in the MTS, b) support air quality targets and c) to support Vision Zero targets. They consider it entirely appropriate that (as in New York) a levy/charge potentially as part of a wider Road User Charging programme includes taxis as a matter of urgency to reduce the impact of the high levels of NOx that they emit. They note that while it is of course right that there could be exemptions for people with disabilities, it is not right that there is a subsidy for highly polluting travel by private motorised travel as occurs with taxis and PHVs at present.

They agree with the proposal to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

They state that it is entirely appropriate that taxis should play a full part in reducing harmful NOX and particulate emissions in London as they deliver currently high levels of harmful emissions in proportion to the numbers of journeys that they facilitate. As a result, they contribute significantly to poor air quality in the capital. They further state that it is important to underline TfL's legal obligation to act and note that every sector has to take its cut.

They consider this is a more than proportionate response by TfL and further action should be considered in conjunction with this work on age limits in terms of a) removing any congestion charge exemptions that taxis enjoy currently and b) ensuring that taxis are not exempt from any other/future charges such as ULEZ.

The further state that It is also vital that taxis are subject to other policies that are outlined in the MTS such as Vision Zero and that as soon as possible they are fitted with safety devices such as mandatory intelligent speed assistance when they are in use on London's roads.

### **London Suburban Taxi Coalition (LSTC)**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. They do not agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They do not agree with the proposal to remove the alternative fuel exemption and removing the historic and classic/niche exemption as well as the hardship exemption.

They note that suburban drivers work in their sector 99 per cent of the time. The LSTC request subsidies for Suburban drivers so as they can afford LPG conversions and ZEC taxis. They make a further request to remove Uber.

## **Love Wimbledon BID**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age as well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with the proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

## **Licensed Taxi Drivers' Association (LTDA)**

They note that London's taxi trade is committed to reducing its contribution to NOx emissions and doing its bit to help clean up London's dirty air. They recognise the significant contribution of older, more polluting diesel taxis to emissions in London. Cabbies know all too well how important it is to tackle rising air pollution, with one of worst places to breathe in this dirty air being stuck in traffic, behind the wheel of cab.

The further state that the trade is proud to be leading the charge to a cleaner, greener London since LEVC's ZEC taxi hit the streets in early 2018. They consider the new electric taxi is a game-changer for the trade. Over 1,400 TXEs are out on London's streets, and many more taxi drivers are keen to make the switch as soon as they can.

They welcome that the Mayor and TfL reinstated £24 million to the taxi delicensing scheme earlier this year. However, the LTDA is concerned that TfL's proposals to reduce the maximum age limit for taxis will have a detrimental impact on the trade.

The LTDA considers there is a workable alternative to TfL's current proposals which would deliver greater NOx emissions savings from black cabs and protect the future of London's historic taxi trade.

The LTDA does not agree with TfL's proposals to reduce taxi NOx emissions through a phased reduction in the maximum taxi age limit for Euro 3, 4 and 5 vehicles to 12 years by 2022, and to mandate the maximum taxi operating age. They consider that it is not the most effective way to reduce the trade's contribution to NOx emissions in London, and that it will have a disproportionately negative impact on the trade and the livelihood of its drivers.

They raise concerns about the resale and rental markets and the impact the proposals have had on it. They are concerned about the cost of the new ZEC and Euro 6 taxi.

The LTDA also does not agree with the proposals to remove the alternative fuel, historic and classic/niche, and hardship taxi age limit exemptions.

The LTDA suggests that by retrofitting all licensed Euro 5 diesel taxis in London to a certified Euro 6 standard, more NOx emissions will be saved than if TfL reduces the taxi licence age limit from 15 to 12 years over a phased period between 2020 and 2022 (alongside mandating the maximum taxi operating age to the same as the relevant age limit from November 2019). They set out information on the proposal and state that it would provide a better NOx saving compared with TfL's current proposals.

They further state that while the oldest Euro 3 and Euro 4 taxis will remain in the fleet for a short time under the LTDA's proposals, these vehicles are mostly driven by members of the trade who are using them less than newer drivers. In addition, almost all remaining Euro 3 taxis (bar 80) would be scrapped by 2022 even if the age limit remains at 15 years. They assert that retrofitting 4,500 Euro 5 taxis – being the most heavily utilised vehicles in London – would deliver much more significant NOx savings, even if the older Euro 3 and 4 taxis remain within the fleet until they reach the 15-year age limit.

The LTDA have sourced a retro fit system and is convinced its proposals for this system would be the best use of the taxi clean air budget and utilising the money in this way would significantly help the taxi trade reduce its contribution to pollution levels much earlier than under TfL's age limit reduction proposal. The additional benefit of retaining residual values in existing vehicles would enable more owners to upgrade to ZEC vehicles in the short to medium term and result in a fully ZEC fleet much earlier than would otherwise be the case.

### **MASC (Make Air Safe & Clean)**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. As well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with the proposals to remove the alternative fuel exemption and removing the historic and classic/niche exemption. They ask for consideration of grants to help with hardship issues.

### **Mytaxi**

They agree that taxis should play their part in reducing harmful NOx emissions in London and that we should mandate the maximum taxi operating age.

They understand that making the switch to electric vehicles will take some time. They are working with investment companies and electric vehicle manufacturers to see how they can help drivers to make the switch.

They consider that it is vital all elements of the transport system play their part. For example, while there are approximately 21,000 taxis there are over 85,000 PHVs. It is important to ensure that this is being looked holistically with all mobility providers playing their part. They request that TfL should also explore what contribution PHV can make to meeting sustainability targets and ensure that there is a consistent approach being applied across the board.

Any decision to reduce the age of vehicles by one year should be accompanied by a plan to fully support this transition. This plan should ensure there are sufficient incentives in place to support drivers' transition to lower-emission vehicles give the important role taxis play in the mobility landscape.

They state that over the past number of years a significant number of drivers have transitioned to Euro 6, LPG and ZEC taxis. As rightly noted in the impact assessment these vehicles emit lower levels of NOx than their predecessors, and therefore they consider it right that they are subject to the 15-year age limit. They

note that it is important to give drivers and users regulatory certainty therefore, it is vital that these limits remain in place.

They agree with the proposals to remove the alternative fuel exemption and the historic and classic/niche exemption but do not agree with removing the hardship exemption.

### **Netley Primary School**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age as well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

### **NW3 Green School Runs**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. As well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

### **Public Health England (PHE)**

PHE supports measures to reduce sources of air pollution and people's exposure, such as those outlined in the consultation document.

They note that the consultation document acknowledges that the proposals will be financially burdensome to taxi drivers, especially as many are self-employed, and could lead to increased unemployment. The health and equality assessment reported negative impacts on drivers as a result of the economic impacts. This may disproportionately affect the 18 per cent of taxi drivers that live in the 20 per cent most deprived Lower Layer Super Output Area. They encourage sensitivity analysis procedures be used to explore and quantify these impacts, and that evaluation strategies be put in place to monitor the effectiveness and share wider learning.

They also encourage consideration of emissions from brakes, tyres and road wear, which will not be affected by reducing the age of vehicles, as well as the need for charging infrastructure, ideally from renewable sources, in case of a switch to electric taxis.

They note that the Integrated Impact Assessment (IIA) report documents the assessment of the predicted environmental, health, economic and equalities effects of the proposals. The proposals are predicted to bring about health and environmental benefits by reducing tail-pipe nitrogen oxide (NOx) emissions. The proposals, along with the newly enhanced delicensing scheme, providing up to £10,000 to taxi owners who delicense Euro 3, 4 or 5 vehicles early (launched on 14 January 2019), are expected to deliver the 65 per cent reduction in harmful taxi NOx emissions. Reductions are also expected in central London taxi-tail pipe carbon dioxide (CO<sub>2</sub>) and coarse particulate matter (PM10) emissions by 60 and 95 per

cent respectively. However, it is not currently clear how the package of measures in the documents will achieve this. The 2013 London Atmospheric Emissions Inventory (LAEI), released in August 2016, estimated that approximately 37 per cent of PM10 generated by road vehicles in the City of London is caused by the general wear of tyres and brakes. As electric vehicles are traditionally heavier than fossil-fuelled vehicles, electric vehicles may potentially produce more emissions in vehicle braking.

They encourage that sensitivity analysis procedures are used to explore and quantify impacts as a result of a reduction in the taxi fleet leading to longer wait times and negative impacts in relation to safety and crime. They suggest that evaluation strategies are put in place to monitor the effectiveness. They also encourage the consideration of emissions from brakes, tyres and road wear.

### **Regulatory Services Partnership**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. As well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

### **RMT Union**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They do not agree that we should mandate the maximum taxi operating age nor with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They would like it noted that in April 2014 there were 22,810 taxis licensed in London and all were diesel but the latest figures show (as of 21 April 2019) there are 19,955 taxis licensed in London of which 1370 (approximately) are ZEC, which means there approximately 18,585 are diesel powered. They state that there are approximately 1000 fewer diesel powered taxis as of 21 April 2019 than there were at the beginning of 2019, meaning that an average of around 62 diesel powered taxis are leaving the fleet every week since the start of the year. Therefore the necessity to go further by reducing the age limit is negated by the fact that numbers are already reducing at a high rate.

They state that reducing the age limit could cause an unnecessary shortage of vehicles which could create a situation where licensed drivers are unable to work due to a lack of vehicles.

They mention that it could also create a situation where there is a shortage of taxis available for the public to be able to hire, and this would have an adverse affect on taxi drivers business and would continue the complicit extinction of the licensed London taxi trade by TfL.

They consider that Euro 6, LPG and ZEC should have the fullest lifespan possible but do not agree that the vehicles' lifespan should end at exactly 15 years as proposed. They state that the cost of a new ZEC vehicle is excessive and this can be offset by allowing a vehicle to be continued to be licensed beyond its 15<sup>th</sup> anniversary and up to 16 years. This helps drivers to plan the purchase of a new or

newer vehicle and the vehicle would still be ZEC even though it is between 15 and 16 years old. They state that making a strict 15 year limit is unnecessary and the purpose of this consultation is to reduce the level of NOx emissions from taxis, not to penalize owners of ZEC vehicles by introducing a stricter age limit criteria.

They do not agree on the proposal to remove the alternative fuel exemption.

RMT do not consider it is necessary to reduce the age limit on Euro 3, 4 and 5 vehicles, especially when you consider that the NOx emission rate on Euro 3 and 4 is lower than the NOx emission rate on a Euro 6 vehicle.

### **Southwark Council**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis. They suggest that the age limit should continue to be reduced to 10 years by 2024 to match that of other UK city regions.

They note that Euro 6 taxis have higher NOx emissions than Euro 4 so all should have the same age limit.

They suggest that LPG and ZEC taxis could have greater age limits assuming they meet technical/emissions test specifications and maintain their emissions performance throughout their lives. Differing taxi emissions could be recognised by variations in the annual taxi licence fee to promote low/no emission taxis.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

They suggest that differing taxi emissions should be recognised by introducing rank permits with differing charges for low/no emission taxis at popular/busy taxi ranks e.g. main line stations. This will reduce the taxi emissions that cause the poor air quality hotspots caused by over-ranking by diesel powered taxis. Variable rank permit charges could reflect both the taxi emissions standard (free or cheap for zero emissions capable, high for old diesels) and times of day (low charge at time of day when there is un-met demand and high charge at times of day when there is un-met supply).

A further suggestion was that road traffic orders should be introduced at all ranks to prohibit idling by taxis that are stationary, either on the rank or when queuing to join the rank.

### **Southwark Cyclists**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They suggest reducing the number of taxis in total and stop idling in ranks as its still goes on despite the rules.

They agree with the proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

## **Sustrans**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They suggest that the harmful emissions from Euro 6 taxis are likely to be considerably higher than LPG and ZEC models, and as their real world emissions are likely to be even higher than forecast during laboratory testing, they do not consider that Euro 6 taxis should be allowed to retain a 15 year age limit.

They request that all diesel taxis should be phased out as quickly as possible, and Euro 6 taxis should also be subject to the phased maximum age limits.

They agree with the proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

## **The International Council on Clean Transportation**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They make some additional suggestions:

1) NOx retrofitting for Euro 5 taxis could be part of the solutions considered. Retrofit solutions could bring much quicker air pollution improvements without the need to anticipate vehicles delicensing or scrapping. The cost per vehicle would be lower than a conversion to LPG (below 5000 pounds per vehicle), could be entirely covered for taxis' owners (such as your LPG fund), and mandatory for Euro 5 vehicles that will remain for years on London streets.

ADAC and JRC recently tested state-of-the-art retrofit solutions and have shown significant NOx reductions with a relatively low increase in CO2 emissions. These solutions can now provide constant fleet-monitoring of the retrofit efficiency to prevent malfunctions, lack of top-up of the NOx reductant agent and tampering.

2) Software retrofit should be considered as a least-cost option. Euro 5 TX4 LTI taxis are using the R 425 engine from VM Motori (a sister company of FCA, Fiat Chrysler Automobiles). The extremely poor real-world NOx emissions of the Euro 5 TX4 could be substantially improved performing mandatory calibration updates similarly to what the VW group, FCA itself, and other manufacturers have announced in the wake of Dieselgate. The type-approval authority that certified this vehicle model type should be approached. The impact of the software retrofit on CO2 emissions and engine durability would have to be assessed and guaranteed by the manufacturer.

3) Vehicles delicensed as taxis can still be used as passenger cars and therefore still driven in London. Even though these vehicles would have to pay to drive in the ULEZ and probably drive less than taxis, TfL should evaluate the mitigation of the delicensing benefits on air quality.

They further suggest that NOx retrofitted vehicles could also be subject to a 15 years age limit.

They agree with the proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

### **The Knightsbridge Residents Management Company Limited**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They request that we should be encouraging more hybrid and electric vehicles.

They agree with the proposals to remove the alternative fuel exemption, historic and classic/niche exemption and the hardship exemption.

### **London Motor Cab Proprietors Association (LMCPA)**

They note that the trade is changing from diesel to electric cabs but despite reassurances from TfL that there would be five approved taxis and a copious amount of charging points, they now have only one vehicle available and the performance of this vehicle is not very good. There is also a woeful shortage of charging points.

They question, if TfL are concerned about air pollution in London why do they insist on issuing licences to non-electric mini cabs or buses, as they understand that bus companies are now allowed to use Euro 6 vehicles.

They claim that TfL have succeeded in bringing London to a standstill by issuing licences to drivers at a pace which is unprecedented. TfL have also closed so many roads now that the traffic is almost at a standstill. They also state that TfL have put in place a new ultra-low exclusion zone, which once again affects businesses trying to operate in London.

They state that the licenced taxi trade will fight decisions which are detrimental to their businesses.

They further state that they will be looking at the legal position of TfL taking away three years from each taxi in their fleet and they will expect to receive in compensation £28,800 loss of earnings per cab for every cab taken off the road three years earlier than promised if this plan goes ahead. Added to the cost of this would be the loss of earnings of every owner driver. They would advise any taxi driver affected by this to take TfL to court for loss of earnings and discrimination, as other London transport operators have not had the same restrictions placed upon them. They state that people bought taxis in good faith and if this proposal goes ahead it will effectively devalue every purpose-built taxi in London.

They conclude with a request that TfL and the LMCPA could work together to supply London with the standard of taxis that the older generation remember with pride and the public deserve.

### **Three Rivers District Council**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They consider 15 years is too old for a licenced vehicle. They are currently reviewing their policy and looking to have a maximum age for new vehicles of seven years and Euro 5 standard for emissions. Vehicles renewing will be required to provide six monthly compliance certificates up to 10 years then every three months once they are 12 years and older.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption.

### **United Cabbies Group (UCG)**

They state that the London taxi trade is committed to reducing its contribution to NOx emissions and meeting its obligation to reduce these harmful levels of emissions and help clean up the air all Londoners breathe.

They note that the taxi trade is contributing to cleaning up London's air with the introduction of LEVC's ZEC taxi.

They have concerns that from January 2018 the only vehicle available to the trade is the LEVC ZEC taxi and this is a vehicle that the majority of the trade cannot afford.

The UCG welcome the news that the Mayor and TfL have reinstated £24 million to the taxi delicensing scheme earlier this year as these additional grants will go some way in helping taxi drivers who want to purchase a ZEC taxi.

The UCG are greatly concerned that TfL's proposals to reduce the maximum age limit for taxis will have a massive detrimental impact on the trade. They state that if these proposals are implemented it would wipe £45-70 million off the value of the taxi fleet and this would be devastating to the taxi trade.

The UCG claim that there is an alternative to TfL's proposals which would deliver greater NOx emissions savings from taxis. They strongly disagree with the proposals to reduce NOx emission through a phased reduction in the maximum taxi age limit for Euro 3, 4 and 5 vehicles and the mandating of the maximum operating age.

They state that since the proposals were announced in December 2018 there has been a significant fall in second-hand value of London taxis.

The UCG does not agree with the proposals to remove the alternative fuel, historic and classic/niche, and hardship taxi age limit exemptions.

The UCG suggests that exploring options such as retrofitting all licensed Euro 5 diesel taxis in London to a certified Euro 6 standard, encouraging LPG and having a choice of more than one taxi would mean that more NOx emissions will be saved than if the taxi age limit is reduced from 15 to 12 years.

The UCG recognise that TfL have a duty of care to the wellbeing of Londoners and the toxic levels of pollution in London is a worry for all and some action needs to be taken.

They also acknowledge that TfL have no duty of care to individual taxi drivers, but TfL does have a duty of care to the London taxi trade in its role as the regulator. The UCG considers that if TfL implement these proposals it will bring into question just what duty of care TfL are affording the London Taxi Trade.

In closing the UCG are totally opposed to TfL's proposals to reduce the age limits.

## **UK100**

They agree that taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age and with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They consider that TfL needs to be even more progressive and follow other UK cities' lead, and that nine or seven years would be better.

They suggest that technology will improve and performance will reduce so there should be lower age limits to reflect those of other fleets.

They agree with the proposals to remove the alternative fuel exemption and the historic and classic/niche exemption.

## **Unite the Union**

Unite state that it has obtained the views of thousands of taxi driver members through lay member committees at national and regional level. Therefore Unite is in a unique position to submit a response to this TfL.

While they support the goals to reduce harmful NOx emissions from taxis by 65 per cent by 2025, they are concerned about the approach and the lack of effective mitigation plans which is putting jobs at risk.

They suggest more funds directed towards grants for buying new compliant taxis.

They agree taxis should play their part in reducing harmful NOx emissions in London and that there should be a mandate for the maximum operating age for taxis, this needs to be set at the 16<sup>th</sup> year under the current 15 year age limit; until TfL explores and identifies other options.

They request further consideration to the proposals for 12 year phased age limit reduction for Euro 3, 4 and 5 as raised in question 3 of the consultation, and recommend that the 15 year age limit should stay until other options such as abatement equipment are identified. They are also concerned that this proposal will give PHVs an unfair advantage over taxis.

They make several suggestions for TfL's consideration including:

- Increasing capital allowances and access to affordable credit for taxi drivers to switch to cleaner vehicles plus a national diesel scrappage scheme
- There being more affordable vehicle options
- Government investment in research and development of new sustainable technology
- Drivers requiring a comprehensive charging infrastructure and the Government being the lead for the provision of a charging infrastructure network

They support the proposal for Euro 6 taxis to be subject to the 15 year age limit, but see no reason to reduce the age limit for LPGs, which currently have a 20 year age limit, or ZEC vehicles which are accepted in the new scheme, to the 15 year limit.

They call on TfL not to remove the alternative fuel, historic and classic/niche or the hardship exemptions.

The state that the process of age limit changes on Euro 3, 4 and 5 should not commence while there is only one type of electric taxi vehicle on the market.

#### **UPHD**

They agree with taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. As well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They request that the limits should be reduced to 10 years, as it is for PHVs, and that taxis should be subject to the Congestion Charge in the same way as PHVs are.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption. They state that if drivers are not earning enough on the street then the answer is not hardship allowances. Instead they suggest that the answer is an increase of the tariff, enforcement of PHV cap and enforcement of worker rights as condition of license for PHV operators. They consider hardship allowances simply mask the problem with public subsidy.

#### **New West End Company**

They welcome improvements in engine technology and the availability of cleaner fuel taxis. They consider it timely that the maximum age limit of polluting taxis is reduced from fifteen to the proposed twelve years and exemptions are ended.

They encourage consideration of more granular licensing of taxis by geographic areas or zones, restricting access to highly polluted areas only to cleaner taxis.

#### **West Hampstead Amenity & Transport**

They agree with taxis should play their part in reducing harmful NOx emissions in London. They also agree that we should mandate the maximum taxi operating age. As well as the proposal to reduce the age limit for Euro 3, 4 and 5 taxis.

They would like to see the changes made sooner if possible.

They agree with the proposals to remove the alternative fuel exemption, the historic and classic/niche exemption and the hardship exemption. They suggest there should be a level playing field between minicabs and taxis.

#### **Westminster City Council**

They state that 8.5 per cent of Westminster's NOx emissions come from taxis, and know from real world testing such as that produced by The Real Urban Emissions Initiative in 2018 that the most common type of taxi on their streets emits up to 30 times as much NOx as a petrol vehicle of the same age.

They broadly welcome these proposals from TfL to reduce the age limit of taxis which they consider long overdue and sadly less ambitious than proposals shelved by TfL four years ago. They state that TfL could and should be doing more to tackle emissions from taxis and are very disappointed that a diesel taxi purchased in 2017 could still be polluting streets in Westminster and throughout the rest of London up to 2032 without any penalty.

They advise TfL to undertake to publish modelling impacts related to, and strongly consider implementing;

- A 10 year age limit rather than 12 years
- Including Euro 6 diesel taxis in the reduced age limits

They welcome the recent doubling of the scrappage scheme payments for older taxis, and the slow but tangible progress that is being made to install rapid charging for taxis in partnership with boroughs. However, they would encourage TfL to be more ambitious in curbing emissions from the taxi fleet.

Westminster welcome the tightening of the maximum operating age for taxis.

In general they welcome the proposals to lower the maximum age limit from 15 years to 12 years but their support has a number of caveats.

They welcome the removal of the three age limit exemptions.

# **5. Responses to issues raised**

## **5.1 Introduction**

We have identified and considered the key issues raised by respondents to the consultation. This chapter describes those issues (including those raised by stakeholders) and provides our response to them.

In addition to this chapter, please note the full code frames at Appendix A.

The tables below will not align directly with the full code frames as these have been rationalised and this section only contains issues directly related to the proposals.

There were four ‘open’ questions in our online questionnaire which gave respondents the opportunity to provide written comments, although respondents were also free to submit their thoughts in writing by email or Freepost. The following tables are split into the four ‘open’ questions and issues raised predominately by stakeholders and others, which did not fit into a specific question.



## 5.2 Responses to issues raised in Question 3: Suggestions of other ways to reduce NOx emissions from taxis by 65 per cent by 2025

Reference number	Issue raised	Our response
1	This would create hardships for passengers from fewer taxis on the road and fares will rise	<p>TfL is responsible for regulating taxi fares and tariffs and these are normally reviewed annually. When we review taxi fares and tariffs we try to strike an appropriate balance between drivers being fairly remunerated and taxi users getting fair, reasonable and affordable fares.</p> <p>When reviewing taxi fares and tariffs we also consider the impact on users from potential changes and we try to ensure that increases are not too high. As part of every review we also give due and careful regard to the impact on users who share protected characteristics under the Equality Act 2010.</p>
2	This would create hardships for taxi drivers	<p>Our Integrated Impact Assessment identified some potential negative impacts on taxi drivers. These have been partly mitigated by proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit. There are a number of options available for other taxi drivers who are affected by the proposals including selling or delicensing their current taxi, leasing a ZEC taxi, buying a new ZEC taxi, sharing a taxi or buying a second-hand taxi.</p> <p>We are continuing to provide funding to support taxi drivers who wish to purchase a ZEC taxi plus our taxi delicensing scheme has been significantly enhanced. The new scheme now has top payments of £10,000 – double what the highest payment was under the previous scheme – available to the first 1,250 taxi owners. Once the first 1,250 taxis have been delicensed under the enhanced scheme there will still be payments available of between £9,000 and £6,000. In addition, delicensing payments of £1,000 will be made available to 1,000 taxi vehicle owners who have taxis which are 13 or 14 years old. A new LPG conversion grant will also be available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.</p>

3	Will impact people nearing retirement/force early retirement	<p>We are proposing that Euro 6 and ZEC taxis retain a 15 year age limit and this plus the phased reduction of the age limits means that not all drivers nearing retirement will be affected by the proposals.</p> <p>Owners who are impacted have the options to apply for a delicensencing payment, sell their vehicle, rent another vehicle, buy a younger vehicle, convert a Euro 5 vehicle to Liquid Petroleum Gas (LPG) or retire from the trade. The drivers who are likely to be most severely affected are those who do low annual mileage or work fewer hours and may therefore not be able to rent or buy a newer vehicle; although drivers of Euro 5 vehicles will also be able to apply for part funding for an LPG conversion to extend the life of their existing vehicle, allowing it to operate for 15 years.</p>
4	Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric)	<p>The Government already offers grants for purpose-built taxis that have CO<sub>2</sub> emissions of less than 50 g/km and can travel at least 70 miles with zero emissions, and we are providing additional funding to top up the Government's grant to support London taxi drivers who want to purchase a ZEC taxi.</p> <p>We are proposing to introduce a new LPG conversion grant for a limited number of Euro 5 taxis. We are also proposing that ZEC taxis and newly converted LPG taxis retain a 15 year age limit.</p>
5	All taxis should pay congestion charge including (ZEC/LPG/electric)	<p>Taxis are exempt from the Congestion Charge and this is due to the way they are regulated and the role they play in providing an accessible door to door service in the Capital.</p> <p>Requiring taxis to pay the Congestion Charge was not proposed in this consultation. The primary aims of the Congestion Charge are to reduce traffic and congestion in central London. It is considered that taxis and wheelchair accessible PHVs should be exempt from the Congestion Charge to reflect their importance in providing accessible journeys in the CCZ.</p>

6	All taxis should pay ULEZ charge (ZEC/LPG/electric)	Requiring taxis to pay the ULEZ charge was one of the options initially considered but after careful consideration this was not taken forward. The reason for this is that this option would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge, limiting the impact on emissions.
7	There will be a negative Impacts on value/re-sale value of taxis	The newly structured delicensing scheme provides payment for owners of vehicles to remove them from the fleet and reinvest in younger vehicles. Whilst it is correct that the value of older second hand vehicles is likely to go down it is also possible that younger second hand vehicles will increase in value. The uptake of the new zero emission capable taxi continues to grow steadily, currently standing at nearly 1,500 vehicles.
8	Reduce the cost of the new taxis (ZEC/LPG/electric)	We are not able to reduce or set the cost of ZEC taxis or LPG conversions. However, the Government already offers grants for purpose-built taxis that have CO <sub>2</sub> emissions of less than 50 g/km and can travel at least 70 miles with zero emissions and we are providing additional funding to top up the Government's grant to support London taxi drivers who want to purchase a ZEC taxi.  We are also proposing to introduce a new LPG conversion grant for a limited number of Euro 5 taxis.
9	Allow more time for age limit transition	We have proposed that a new age limit for taxis should be introduced over a phased period of time from 1 November 2020 with the maximum taxi age limit reduced to 12 years by 2022 for Euro 3, 4 and 5 taxis.  We've not proposed a longer period for the transition to a lower age limit as by law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. That expectation will not be met, hence the need for further action.
10	Allow natural wastage of taxis/taxi fleet	We are proposing to retain a 15 year age limit for Euro 6, ZEC and newly converted LPG taxis. However, action needs to be taken to reduce NOx emissions from taxis and this is the reason for proposing a reduced age limit for those taxis which have the highest NOx emissions.

		<p>Taxis contribute 25 per cent of NOx road transport emissions in central London and will be the largest source of road transport NOx in central London (we estimate this figure is now more like 30% due to improvements across the rest of the fleet).</p> <p>This will increase even further if we do not improve the rate at which the taxi fleet is cleaned up. If we are to meet the UK's legal commitments then we must reduce NOx emissions from taxis in central London by 65 per cent by 2025 (based on 2013 levels), amongst other requirements.</p> <p>This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p>
11	Keep maximum age of taxis at 15 years old	see response #10
12	Reduce age limit of taxis sooner	<p>Reducing taxi age limits at a quicker rate (e.g. a blanket 12 year age limit operable from 2020) was one of the options initially considered. However, this pace of change was considered to be unreasonably onerous for the taxi trade given the time period and potential economic impact.</p> <p>The proposed phased approach, with the age limit reduced to 12 rather than 10 years for Euro 3, 4 and 5 taxis, was considered to be proportionate whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>
13	Reduce age limit of taxis to 10 years/Same as PHVs	see response #12

14	The proposals are unfair and change the goalposts on maximum age limit	<p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p> <p>We stated in 2015 that a formal policy review of the taxi fleet would be undertaken by TfL in early 2020 to gauge progress on both the voluntary delicensing scheme to remove 10 years-old-plus vehicles and the uptake of the new ZEC taxis. However, it became clear that the uptake of the decommissioning grants was lower than anticipated and that the target of 9,000 ZEC taxis by 2020 would not be met. Therefore we brought forward the plans to review the taxi vehicle licensing requirements and at the same time we have significantly enhanced the taxi delicensing scheme.</p> <p>The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions will be achieved.</p>
15	No age limit for electric taxis	<p>We're proposing that a 15 year age limit is retained for ZEC taxis however; we are not proposing to remove the age limit completely for any taxis. Maintaining taxi age limits increases the prevalence of vehicles with modern safety features as standard. The latest ZEC taxis, for example, come with Autonomous Emergency Braking for people walking and cycling, lane-departure and forward collision warning systems.</p>
16	All taxis should be electric	<p>Since 1 January 2018 all newly licensed taxis must be ZEC however, we're not proposing that all licensed taxis must be fully electric.</p> <p>We're supporting taxi drivers to make the transition from diesel to ZEC taxis by offering grants, which are in addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet and speed up the transition to a fully ZEC taxi fleet.</p>
17	All taxis should be Euro 6 vehicles	<p>Since 1 January 2018 all newly licensed taxis must be ZEC and there are already around 1,600 licensed ZEC taxis. Our aim is to move away from diesel taxis and eventually for the entire taxi fleet to be ZEC.</p>

18	All taxis should be hybrids	<p>Since 1 January 2018 all newly licensed taxis must be ZEC however, we're not proposing that all licensed taxis must be hybrids.</p> <p>We're supporting taxi drivers to make the transition from diesel to ZEC taxis by offering grants, which are in addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet and speed up the transition to a fully ZEC taxi fleet.</p>
19	All taxis should be ZEC (zero emission capable)	<p>Since 1 January 2018 all newly licensed taxis must be ZEC but we are not proposing that all licensed taxis should be ZEC immediately.</p> <p>We're supporting taxi drivers to make the transition from diesel to ZEC taxis by offering grants, which are addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet.</p>
20	Need more choice of new taxis	<p>We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London.</p> <p>We're expecting that the Dynamo taxi will be available from summer 2019 and this will mean that taxi drivers have the choice of a full electric vehicle or a range extended electric vehicle.</p>
21	Retrofit technology to capture emission	<p>There is no approved retrofit currently available and it is expected that it would be approximately 12 months before a retrofit solution is approved, nationally accredited with conversion centres up and running and ready to convert vehicles at scale. However we welcome suggestions from all stakeholders including the taxi trade to find other ways to reduce taxi emissions, and if a Euro 6 retrofit is developed, tested and approved in future, will consider ways to incorporate retrofitted Euro 5 taxis in the new Conditions of Fitness and age limits.</p> <p>We are offering a grant to Euro 5 taxi drivers who wish to convert their vehicle to LPG. This provides drivers with £5,000 towards the cost of converting their vehicle.</p>

22	Reduce amount of taxis (empty/plying for hire)	<p>Taxi ranks provide a designated space exclusively for taxis to park and wait to be hired and can help reduce emissions from taxis as they avoid the need for drivers to drive around and wait to be hailed on the street.</p> <p>In our Taxi Rank Action Plan<sup>[1]</sup> we committed to increasing the number of taxi ranks by 20 per cent by 2020. We've already met this target but continue to consider requests for new taxi ranks so as the Capital's taxi rank network can be expanded.</p> <p>Any suggestions for new taxi ranks can be emailed to <a href="mailto:tphranksinterchange@tfl.gov.uk">tphranksinterchange@tfl.gov.uk</a> for consideration.</p>
23	Reduce/Cancel license of/all high emission/taxis/vehicles	We are not proposing to revoke the licence of all taxis which are not Euro 6, ZEC or LPG as we feel this would have an unacceptable adverse impact on taxi drivers and taxi users. Instead we've proposed a phased reduction of the age limit for the most polluting taxis as we think this is a more proportionate approach which still tackles emissions and helps us reach our 2025 target. The phased approach also gives drivers more time to adapt to the change in age limit.
24	Stop taxis from idling	<p>We have already run anti-idling campaigns which have included activities specifically targeting taxis and also publish guidance to taxi and private hire drivers advising them to avoid unnecessary engine idling.</p> <p>London boroughs have powers to take action against drivers who refuse to switch their engine off when idling and some boroughs have had campaigns encouraging drivers to avoid unnecessary engine idling.</p> <p>Westminster City Council are currently running a campaign to reduce engine idling (#Don'tBeldie). Mytaxi has recently signed up to this campaign and is encouraging taxi drivers to turn off their engines when on taxi ranks or waiting to pick up a passenger.</p>
25	Allow taxis to use bus lanes	Taxis can already access the majority of bus lanes in the Capital.
26	Taxis shouldn't use bus lanes	Use of bus lanes is vital in helping taxis move around the Capital however, access will only be granted where it is safe to do so and bus operations will not be negatively affected.

<sup>[1]</sup> TfL Taxi Ranks Action Plan 2015, <http://content.tfl.gov.uk/tfl-ranks-action-plan.pdf>

27	TfL should enforce proper tests/spot checks/MOT's for taxis	All taxis are required to pass an annual licensing inspection and have two MOTs a year plus we have a dedicated team of Taxi and Private Hire Compliance Officers who carry out on-street checks of taxis. Between 1 May 2018 and 30 April 2019 our Compliance Officers carried out 9,203 taxi driver checks (85 per cent of drivers were compliant) and 9,382 taxi vehicle checks (75 per cent of taxis were compliant).
28	Reduce the number of PHVs	<p>We currently do not have the power to restrict or reduce the number of licensed PHVs and a change in the law would be required in order for us to obtain such powers. The Mayor's Transport Strategy states that the Mayor, through TfL, will seek "powers to limit the overall number of private hire vehicles licensed for use in London so as to manage their contribution to overall congestion, particularly in central London." In August 2018, the Mayor wrote to the Department for Transport (DfT) urging the Government to grant us powers to cap the number of PHVs, alongside appropriate restrictions on cross-border hiring.</p> <p>The DfT's Task and Finish Group report includes a recommendation for Government to provide licensing authorities with appropriate powers to set a cap on the number of taxis and PHVs licensed. In its response to the report the Government said it did not propose to take this recommendation forward and instead they would wish to see local authorities make the most use of existing powers to address air quality and congestion issues. However, we will continue to request that we are given powers to limit the number of taxi and PHV licences.</p>
29	The proposals are unfair as puts pressure on PHV industry	These proposals are concerned with reducing the age limits for taxis and not PHVs. We are tackling emissions from PHVs through other mechanisms.
30	Cycle lanes/super highways cause traffic/congestion	This is not directly related to the proposals.

31	Encourage active forms of transport (walking, cycling)	<p>The Mayor's Transport Strategy already contains a policy that "The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041".</p> <p>We already use the Healthy Streets Approach to plan our streets and transport networks and this encourages the use of active, efficient and sustainable modes of travel.</p>
32	PHVs cause traffic/congestion	<p>The Mayor's Transport Strategy (MTS) recognises that PHVs contribute towards increasing congestion, particularly in central London. On 8 April, following a full public consultation, the PHV exemption from the Congestion Charge was removed.</p>
33	Reduce traffic/congestion by keeping roads open	This is not directly related to the proposals.
34	TfL/road schemes/projects contribute to traffic/congestion	This is not directly related to the proposals.
35	Fix emissions standard/test for all vehicles regardless of age	<p>The emissions standards of taxis will vary with age as the general vehicle emissions standards have become tighter over time. Within London's taxi fleet we have Euro 3, 4, 5 and 6 diesel taxis plus LPG and ZEC taxis. We're proposing to retain a 15 year age limit for Euro 6, ZEC and LPG taxis but reduce the age limit for Euro 3, 4 and 5 taxis as these contribute the most towards pollution and NOx emissions.</p>
36	Government told us to buy diesel	<p>As TfL's understanding of the health impacts of poor air quality has improved there has been a shift in emphasis by the EU, national government and regional government towards policies which reduce emissions of the most harmful urban pollutants - NOx and PM.</p>
37	Proposals coming in too quickly	<p>We estimate that taxis currently contribute a quarter of all harmful road transport NOx emissions in central London. This is expected to increase further, and by 2020 taxis are likely to be the biggest source of road transport NOx emissions if we do not take additional urgent action to clean the fleet. We propose a phased reduction of the age limit rather than an immediate reduction to 12 years to mitigate the impact on owners and drivers.</p>

38	Suburban drivers can't afford what is being proposed	We do not have any evidence that the proposals will have any greater effect on 'suburban' licensed drivers compared to 'all london' license holders. If suburban drivers do tend to have older vehicles (as suggested in some of the consultation responses) then they will be affected earlier than drivers of younger vehicles.
39	Proposals mean drivers will keep vehicle for age limit and not trade in for a new ZEC (due to reduced second hand values)	The newly structured delicensing scheme provides payment for owners of vehicles to remove them from the fleet and reinvest in younger vehicles. The uptake of the new zero emission capable taxi continues to grow steadily, currently standing at around 1,600 vehicles.
40	Rental costs will increase	TfL is optimistic that rental costs will not be substantially affected by these proposals. Options for affected drivers are set out in section 1.4 of this report.
41	Small tax for drivers to keep delicensing scheme going	TfL does not believe that imposing any additional charges on drivers would be beneficial for the trade.
42	Make new Euro 6 vehicles available for sale again	<p>TfL believes that permitting new Euro 6 vehicles to be licensed would be a retrograde step, and would threaten the improvements already made in the taxi fleet's emissions. We estimate that taxis currently contribute a quarter of all harmful road transport NOx emissions in central London. By 2020 taxis are likely to be the biggest source of road transport NOx emissions if we do not take additional action to clean up the fleet.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. Making new Euro 6 vehicles available again would not support this legal requirement.</p> <p>In order to support this we are continuing to provide funding to support taxi drivers who wish to purchase a ZEC taxi plus our taxi delicensing scheme has been significantly enhanced. A new LPG conversion grant will also be available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.</p>
43	Embodied carbon of maintaining new vehicle	Whilst we acknowledge that the energy required to manufacture new taxis will result in carbon emissions. These proposals have been developed in order to meet legal requirements for NOx emissions by 2025 and as a result focus on removing the most polluting vehicles from the fleet.

44	Control number of taxis in LEZ	The ULEZ and LEZ are set up to restrict the access of vehicles by type not number of vehicles. There is no system in place to limit the number of taxis entering the zone, it would also be likely to be difficult to administer e.g. if a taxi picks up a passenger outside the zone who wants to go inside it.
45	Subsidy for pedal taxi schemes	The Mayor's Transport Strategy notes that regulations regarding the use of pedicabs in London are required to ensure the safety and security of passengers and other users, and to reduce the impact they have on congestion.
46	It's too simplistic to base on euro standards – how often and quality of servicing has more of a bearing on emissions	All taxis are required to pass an annual licensing inspection and have two MOTs a year and no change to these requirements is proposed.
47	Limit taxis by time of day	see response #44

### **5.3 Responses to issues raised in Question 4: Views about whether it is right for Euro 6, LPG and ZEC taxis to have a 15 year age limit**

48	There should be no age limit for taxis that pass required tests/safety checks	All taxis must pass an annual licensing inspection and have two MOTs each year however, we are not proposing to remove the age limit completely for any licensed taxis. Maintaining taxi age limits increases the prevalence of vehicles with modern safety features as standard – the latest ZEC taxis, for example, come with Autonomous Emergency Braking for people walking and cycling, lane-departure and forward collision warning systems.
49	There should be no age limit (ZEC/LPG/electric)	see response #15
50	All taxi/engine types should have same age limit	The emissions standards of diesel taxis will vary with age as the general vehicle emissions standards have become tighter over time. Within London's taxi fleet we have Euro 3, 4, 5 and 6 diesel taxis plus LPG and ZEC taxis. We're proposing to retain a 15 year age limit for Euro 6, ZEC and LPG taxis but reduce the age limit for Euro 3, 4 and 5 taxis as these contribute the most towards pollution and NOx emissions. We're linking the age limits to the emissions standard as this helps achieve the required reduction in emissions and targets action at the most polluting vehicles. It also recognises the financial investment that owners of the newest taxis have made in their vehicle.

51	taxis should have same age limit as PHVs (ZEC/LPG/electric)	<p>Reducing taxi age limits at a quicker rate (e.g. a blanket 12 year age limit operable from 2020) was one of the options initially considered. However, this pace of change was considered to be unreasonably onerous for the taxi trade given the time period and potential economic impact on them.</p> <p>The proposed phased approach, with the age limit reduced to 12 rather than 10 years for Euro 3, 4 and 5 taxis, was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>
52	All taxis should have a lower age limit (10/12 years)	see response #12
53	All taxis should have an extended age limit (12/20 years)	<p>We estimate that taxis currently contribute around a quarter of all harmful road transport NOx emissions in central London. This is expected to increase further, and by 2020 taxis are likely to be the biggest source of road transport NOx emissions if we do not take additional action to clean the fleet. Taxis also currently produce 33 kilotonnes of Carbon Dioxide and 2.8 tonnes of harmful PM10 emissions</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with a target of 9,000 zero emission capable taxis by 2020.</p> <p>Extending the taxi age limit would mean that we would not achieve the necessary reduction in emissions from taxis required for us to achieve air quality compliance by 2025. Furthermore we are not proposing to extend the age limit for any licensed taxis as maintaining appropriate taxi age limits increases the prevalence of vehicles with modern safety features as standard – the latest ZEC taxis, for example, come with Autonomous Emergency Braking for people walking and cycling, lane-departure and forward collision warning systems.</p>
54	Allow natural wastage of taxis/taxi fleet	see response #10

55	The age limit should be 10 years (ZEC/LPG/electric)	<p>On balance, we consider that reducing the age limit for certain taxis is the right approach as this helps us achieve the air quality improvements that London needs by removing the oldest vehicles from the fleet as well as providing the taxi trade with time to prepare for the changes and make vehicle purchasing and delicensing choices in the knowledge of future changes.</p> <p>The proposed phased approach, with the age limit reduced to 12 rather than 10 years for Euro 3, 4 and 5 taxis, was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>
56	The age limit should be 12 years (ZEC/LPG/electric)	We've proposed a phased age limit reduction to 12 years for Euro 3, 4 and 5 taxis only in recognition of these being the most polluting vehicles and the ones that need to have a lower age limit in order for us to achieve the necessary reduction in emissions.
57	The age limit should be 20 years (ZEC/LPG/electric)	We've not proposed a higher age limit for ZEC or newly converted taxis as we think that 15 years is a reasonable age limit for these vehicles. Furthermore it is important to maintain a reasonable age limit as this helps ensure that vehicles used as taxis develop and improve and it increases the prevalence of vehicles with modern safety features as standard.
58	The age limit should be 5 years (ZEC/LPG/electric)	<p>On balance, we consider that reducing the age limit for certain taxis is the right approach as this helps us achieve the air quality improvements that London needs by removing the oldest vehicles from the fleet as well as providing the taxi trade with time to prepare for the changes and make vehicle purchasing and delicensing choices in the knowledge of future changes.</p> <p>We've proposed a phased reduction in the age limit for certain taxis to 12 years, rather than 5 years, as this still helps us achieve the necessary reduction in emissions from taxis but is not considered too onerous on taxi drivers and vehicle owners.</p>
59	The age limit should remain 15 years (ZEC/LPG/electric)	We are proposing to retain a 15 year age limit for ZEC and newly converted LPG taxis.

60	It is unfair to change goalposts/maximum age limit	<p>We are proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit and the only proposal that would affect the owners of these taxis is the proposal to mandate the maximum taxi operating age.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels).</p> <p>We stated in 2015 that a formal policy review of the taxi fleet would be undertaken by TfL in early 2020 to gauge progress on both the voluntary delicensing scheme to remove 10 years-old-plus vehicles and the uptake of the new ZEC taxis. However, it became clear that the uptake of the decommissioning grants was lower than anticipated and that the target of there being 9,000 ZEC taxis by 2020 would not be met. Therefore we brought forward the plans to review the taxi vehicle licensing requirements and at the same time we have significantly enhanced the taxi delicensing scheme.</p> <p>The proposed phased approach was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing a greater degree of certainty that the required reduction in emissions will be achieved.</p>
61	The proposals will cause higher unemployment rate/job loss (drivers/owners/trade)	see response #2
62	The proposals will create financial hardship (drivers/owners/trade)	see response #2

63	The proposals will create hardship (drivers/owners/trade)	see response #2
64	The proposals will create hardships for passengers	see response #1
65	The proposals will impact people nearing retirement/force early retirement	see response #3
66	taxis should pay congestion charge (ZEC/LPG/electric)	see response #5
67	taxis should pay ULEZ charge (ZEC/LPG/electric)	see response #6
68	Charge taxis according to amount of emissions they pollute	<p>Our core proposal is to reduce the maximum age limit for Euro 3, 4 and 5 taxis to 12 years by 2022 rather than introduce charging for taxis based on emissions standards.</p> <p>We did examine requiring taxis to pay the ULEZ charge but after careful consideration this was not taken forward. The reason for this is that it would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge.</p>
69	Fuel conversion to taxis are expensive to make	No change is proposed to the age limit for LPG taxis where the vehicle owner has already funded the conversion. We are proposing to remove the age limit extension for future LPG conversions but at the same time we are proposing to introduce a new LPG conversion grant to support taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.
70	The proposals Impact on value/re-sale value of taxis	We are proposing to retain a 15 year age limit for Euro 6, ZEC and newly converted LPG taxis. The re-sale value of some older taxis may be negatively impacted but we have significantly enhanced our delicensing scheme to support taxi vehicle owners. The new scheme now with top payments of £10,000 – double what the highest payment was under the previous scheme – available to the first 1,250 taxi owners. Once the first 1,250 taxis have been delicensed under the enhanced scheme there will still be payments available of between £9,000 and £6,000. In addition to this delicensing payments of £1,000 will be made available to 1,000 taxi vehicle owners who have taxis which are 13 or 14 years old.
71	taxis are too expensive to have a maximum age limit (ZEC/LPG/electric)	We're proposing that a 15 year age limit is retained for ZEC taxis and newly converted LPG taxis however; we are not proposing to remove the age limit completely for any taxis. Maintaining taxi and vehicle age limits increases the prevalence of vehicles with modern safety features as standard – the latest ZEC taxis, for example, come with Autonomous Emergency Braking for people walking and cycling, lane-departure and forward collision warning systems.

72	taxis are expensive to upkeep/maintain (repairs/new batteries/insurance)	TfL is responsible for the regulation of taxi fares and tariffs. These are normally reviewed annually with any proposed changes subject to a public consultation. When reviewing taxi fares and tariffs we take into consideration the cost of taxi vehicles plus other costs associated with being a taxi driver in London including vehicle servicing, parts and insurance.
73	There needs to be more alternative fuel source vehicle usage (electric/hybrid/LPG)	Our primary focus is on the taxi fleet moving towards using ZEC vehicles however, LPG conversions systems for taxis have already been approved by TfL and we are proposing to introduce a new grant to support converting a limited number of Euro 5 taxis to LPG.
74	Need more choice of taxi so there is no monopoly	We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London. We're expecting that the Dynamo taxi will be available from summer 2019. This will mean that taxi drivers have the choice of a full electric vehicle or a range extended electric vehicle.
75	Buses contribute more to pollution/air quality problems more than taxis	Buses provide a vital alternative mode to the private car in central London and are an efficient and sustainable mode of transport. All TfL buses operating in the ULEZ in central London meet or exceed Euro VI emission standards and our growing fleet of greener buses now includes over 150 electric buses. From 2020, all new single deck buses entering the fleet will be zero emission at tailpipe, contributing to improving air quality. We are also introducing Low Emission Bus Zones across London where all scheduled TfL buses travelling within the zone will need to meet or exceed the latest Euro VI emissions standards.  The below diagram shows the relative emissions of Euro V and VI buses and Euro 5 and 6 taxis.

76	Stop/Eliminate all vehicles from idling	<p>We have already run anti-idling campaigns which have included activities specifically targeting taxis and also publish guidance to taxi and private hire drivers advising them to avoid unnecessary engine idling.</p> <p>London boroughs have powers to take action against drivers who refuse to switch their engine off when idling and some boroughs have had campaigns encouraging drivers to avoid unnecessary engine idling. Westminster City Council are currently running a campaign to reduce engine idling (#Don'tBidle). Mytaxi has recently signed up to the campaign and is encouraging taxi drivers to turn off their engines when on taxi ranks or waiting to pick up a passenger.</p>
77	Allow retrofitting/modifications to taxis	see response #21
78	Use advance technology in manufacturing of taxis	LEVC has built a new factory which is the first in the UK to be for the production of electric vehicles only and they have created a short film which provides a behind the scenes tour of this facility. We continue to work with vehicle manufacturers and support them so as new vehicles can be used as taxis in London.

79	Scrap age limit for zec / lpg	see response #15
80	Not enough euro 6's – allow them to be licensed outside of London	Around one fifth of the taxis licensed in London are Euro 6 and we're proposing that these can continue to be licensed and retain a 15 year age limit. Since 1 January 2018 all newly licensed taxis must be ZEC and we're not proposing to allow new Euro 6 taxis to be licensed for use in London. By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. We're expecting that the Dynamo taxi will be available from summer 2019 and this will cost less than the LEVC taxi.

## 5.4 Responses to issues raised in Question 5: Additional impacts that should be borne in mind with regard to exemption removals

81	The proposals will cause higher unemployment and job losses	There are no taxis which are eligible for the historic and classic/niche exemption so we do not consider that the removal of this exemption would cause higher unemployment or job losses. We're proposing that LPG taxis which have already been granted an age limit extension will retain this and that a new LPG conversion grant is introduced which would fund around half the cost of a LPG conversion, with newly converted LPG taxis retaining a 15 year age limit. We are proposing to remove the hardship exemption but the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.
82	Passengers will have a harder time finding taxis/less on roads	The impact on passengers caused by a reduction in available taxis as a result of the removal of these exemptions is considered to be low. The reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption. We're proposing that LPG taxis which have already been granted an age limit extension will retain this and that a new LPG conversion grant is introduced which would fund around half the cost of a LPG conversion, with newly converted LPG taxis retaining a 15 year age limit. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.
83	Will create financial hardships for drivers and taxi owners	The financial/hardship impact on taxi drivers and vehicle owners as a result of the removal of these exemptions is considered to be low. The reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption and we're proposing that LPG taxis which have already been granted an age limit extension will retain this. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.
84	The proposals will create hardship for garages/Put garages out of business	The impact on garages as a result of the removal of these exemptions is considered to be low. There reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption and we're proposing that LPG taxis which have already been granted an age limit extension will retain this. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.

85	The proposals will impact people nearing retirement/force early retirement	<p>The impact on taxi drivers nearing retirement as a result of the removal of these exemptions is considered to be low. The reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption and we're proposing that LPG taxis which have already been granted an age limit extension will retain this. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.</p> <p>Taxi drivers nearing retirement will have options available to them if they wish to continue working as a taxi driver. Some drivers nearing retirement may have a taxi which is not affected by the proposals or have a taxi that can continue to be licensed for the time they wish to continue working as a taxi driver.</p> <p>Owners who are impacted have the options to apply for a delicensencing payment, sell their vehicle, rent another vehicle, buy a younger vehicle, convert a Euro 5 vehicle to Liquid Petroleum Gas (LPG) or retire from the trade. The drivers who are likely to be most severely affected are those who do low annual mileage or work fewer hours and may therefore not be able to rent or buy a newer vehicle; although drivers of Euro 5 vehicles will also be able to apply for part funding for an LPG conversion to extend the life of their existing vehicle, allowing it to operate for 15 years.</p> <p>Other taxi drivers nearing retirement may not wish to purchase a new or second hand taxi but they can consider renting a taxi or sharing a taxi with another driver.</p>
86	The proposals will create hardship for part time/less mileage drivers	<p>The impact on taxi drivers who work part time or fewer hours/drive less as a result of the removal of these exemptions is considered to be low. The reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption and we're proposing that LPG taxis which have already been granted an age limit extension will retain this. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low and these are only valid for one year.</p> <p>Some taxi drivers who work part time or fewer hours/drive less may have a taxi which is not affected by the proposals or have a taxi that can continue to be licensed for the time being. Taxi drivers who work part time or fewer hours/drive less may not wish to purchase a new or second hand taxi but they can consider renting a taxi or sharing a taxi with another driver.</p>

87	There should be an offer of assistance for grants/subsidy to taxis to help with (ZEC/LPG/electric) vehicles	<p>Grants are already available to support taxi drivers who wish to purchase a ZEC taxi and it is proposed that ZEC taxis will retain a 15 year age limit.</p> <p>A new LPG conversion grant will also be available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.</p>
88	taxis are too expensive to buy/rent (ZEC/LPG/electric)	<p>Grants are available to support taxi drivers who wish to purchase a ZEC taxi and it is proposed that ZEC taxis will retain a 15 year age limit.</p> <p>We are also proposing to introduce a new LPG conversion grant for Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.</p> <p>TfL is responsible for the regulation of taxi fares and tariffs. These are normally reviewed annually with any proposed changes subject to a public consultation. When reviewing taxi fares and tariffs we take into consideration the cost of taxi vehicles plus other costs associated with being a taxi driver in London including vehicle servicing, parts and insurance.</p>
89	Impacts on value/re-sale value (ZEC/LPG/electric)	<p>We consider that the removal of these exemptions will have a low impact on the value or re-sale value of ZEC or LPG taxis. There reasons for this are that there are no licensed taxis which are eligible for the historic and classic/niche exemption and we're proposing that LPG taxis which have already been granted an age limit extension will retain this. Furthermore the number of taxi age limit exemptions granted for hardship reasons is low, these are only valid for one year and the hardship exemption is only granted to individual taxi drivers cannot be transferred to other drivers. We are also proposing that ZEC taxis retain a 15 year age limit.</p>
90	PHVs contribute to traffic/congestion problems/more than taxis	<p>These proposals are concerned with helping to reduce emissions from the taxi fleet. Other initiatives are focused on reducing vehicles contribution to traffic and congestion. PHVs are now subject to the Congestion Charge recognising their contribution to traffic and congestion in central London.</p>

91	All vehicles should be converted to electric/ZEC	Since 1 January 2018 all newly licensed taxis must be ZEC however, we're not proposing that all licensed taxis must be ZEC.  We're supporting taxi drivers make the transition from diesel to ZEC taxis by offering grants, which are in addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet and speed up the transition to a fully ZEC taxi fleet.
92	There should be more electric chargers/rapid chargers/free chargers/taxi only chargers	There are currently more than 150 rapid charge points across London, with some of these designated for use by taxis only, and we're committed to installing at least 300 by 2020. Most London boroughs are also continuing to expand their charging networks.
93	The batteries need a better range on the electric taxi	We expect the new Dynamo taxi to be available from summer 2019 and this will have a range of around 150 miles per full charge.
94	Cleaner fuel source such as LPG/Bio-fuels for taxis should be investigated	LPG retrofit technology exists and is proven to work and deliver significant emissions savings. As a result of this we are offering part funding of LPG conversions which enable owners to keep their vehicles on the road until 15 years old. We acknowledge the carbon savings that using recycled oil (e.g. used cooking oil) can achieve when used as part of a diesel blend. Bio-fuels can help to reduce CO2 emissions, although NOx emission benefits are less clear. As such, the use of bio-fuels is not a solution for the current NOx issues. In addition, there can be difficulties with the supply and storage of high-blend bio-fuels and we cannot control the choice of fuel made by taxi operators. We have previously had issues with the use of Bio-fuels in taxis and in PHVs. It is difficult to determine what fuels are being used and concerns have been raised by operators regarding negative impacts of different blends of bio-fuels. As above, we cannot control the choice of fuel made by taxi and PH operators.
95	Upgrade to euro 6/conversions available/retrofit/exhaust (euro 3,4,5 taxis)	see response #21
96	Allow more time for age limit transition	see response #9

97	It is unfair to change goalposts/age limit	<p>We are proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit and the only proposal that would affect the owners of these taxis is the proposal to mandate the maximum taxi operating age.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p> <p>We stated in 2015 that a formal policy review of the taxi fleet would be undertaken by TfL in early 2020 to gauge progress on both the voluntary delicensing scheme to remove 10 years-old-plus vehicles and the uptake of the new ZEC taxis . However, it became clear that the uptake of the decommissioning grants was lower than anticipated and that the target of there being 9,000 ZEC taxis by 2020 would not be met. Therefore we brought forward the plans to review the taxi vehicle licensing requirements and at the same time we have significantly enhanced the taxi delicensing scheme.</p> <p>The proposed phased approach was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>
98	The taxi age limit should remain at 15 years/not be changed at all	see response #10
99	Allow natural wastage of taxis/taxi fleet	see response #10

100	Historic and niche taxis not used regularly and are small in number	There are no taxis which are eligible for the historic and classic/niche exemption so we do not consider that the removal of this exemption would cause higher unemployment or job losses.
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## 5.5 Responses to issues raised in Question 6: Comments on Integrated Impact Assessment

101	The taxi age limit should remain at 15 years/not be changed at all	see response #10
102	Maximum age for taxis should be at 5 years for taxis	see response #58
103	taxis should have same age limit as PHVs (ZEC/LPG/electric)	see response #12
104	It is unfair to change goalposts/age limit	<p>We are proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit and the only proposal that would affect the owners of these taxis is the proposal to mandate the maximum taxi operating age.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p> <p>We stated in 2015 that a formal policy review of the taxi fleet would be undertaken by TfL in early 2020 to gauge progress on both the voluntary delicensing scheme to remove 10 years-old-plus vehicles and the uptake of the new ZEC taxis. However, it became clear that the uptake of the decommissioning grants was lower than anticipated and that the target of there being 9,000 ZEC taxis by 2020 would not be met. Therefore we brought forward the plans to review the taxi vehicle licensing requirements and at the same time we have significantly enhanced the taxi delicensing scheme.</p> <p>The proposed phased approach was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>

105	The proposals will cause higher unemployment rate/job loss (drivers/owners/trade)	<p>Our Integrated Impact Assessment identified some potential negative impacts on taxi drivers. These have been partly mitigated by proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit. There are a number of options available for other taxi drivers who are affected by the proposals, including selling or delicensing their current taxi and leasing a ZEC taxi, buying a replacement taxi, sharing a taxi or buying a second-hand taxi.</p> <p>TfL plus the Government are continuing to provide funding to support drivers who wish to purchase a ZEC taxi.</p> <p>To support taxi drivers our taxi delicensing scheme has been significantly enhanced with top payments of £10,000 – double what the highest payment was under the previous scheme – available to the first 1,250 taxi owners. Once the first 1,250 taxis have been delicensing under the enhanced scheme there are still payments available of between £9,000 and £6,000. In addition to this delicensing payments of £1,000 will be made available to 1,000 taxi vehicle owners who have taxis which are 13 or 14 years old. A new LPG conversion grant will also be available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.</p>
106	Passengers will have a harder time finding taxis/less on roads	see response #82
107	The proposals will create financial hardship (drivers/owners/trade)	see response #105
108	The proposals will create hardship (drivers/owners/trade)	see response #105
109	The proposals will create hardship for mechanics/put garages out of business	<p>Our Integrated Impact Assessment identified that the policies may result in a marginal negative impact on small businesses such as mechanics and garages, if the size of the taxi fleet reduces. It also identifies that there may also be a small benefit to second hand dealers and scrappage companies. It is possible that as the overall taxi fleet becomes younger, the level of servicing and repairs required will fall. We do not consider that we should retain a fleet of older taxis on the streets of London in order to provide work for garages and mechanics.</p>

110	The proposals will create stress/mental strain (drivers/owners)	<p>For the proposals we undertook an Integrated Impact Assessment (IIA). The IIA assessed the impact of the proposals on taxi drivers and owners. The IIA concluded that if drivers have to work longer hours to maintain a sufficient income then their stress or mental health may suffer. This is based on evidence that increased working hours can lead to stress or mental ill health. Concerns around maintaining their current level of income may also affect taxi fleet owners by potentially increasing stress.</p> <p>We are committed to supporting the trade to ensure that drivers can access appropriate mental health assistance and support. We are currently developing on line resources for drivers and engaging with a range of organisations who have specialist knowledge in mental health and wellbeing. Awareness of mental health issues is being raised through a continuing series of wellbeing articles in our 'On Route' magazine and the weekly email sent to licensees. We are planning to hold a seminar alongside senior industry representatives to explore and promote existing support for drivers.</p>
111	The proposals will impact people nearing retirement/force early retirement	see response #85
112	There should be an offer of assistance for grants/subsidy to taxis to help with (ZEC/LPG/electric) vehicles	We have also doubled the initially proposed £2.5 million fund to help owners of Euro 5 taxis to convert their taxis to LPG, which is a much cleaner fuel system. 1,000 owners of Euro 5 vehicles can now apply for a LPG conversion grant.
113	Assess/offer assistance/grants for conversion to euro 6 (euro 3,4,5 taxis)	see response #21
114	taxis should pay congestion charge (ZEC/LPG/electric)	see response #5
115	taxis are too expensive to buy (ZEC/LPG/electric)	see response #88
116	Impacts on value/re-sale value of taxis	see response #70
117	Unaffordable rent price for taxis (ZEC/electric)	We have set out the options / economic scenarios for affected taxi drivers at section 1.4.1 of this report. These highlight different options available to drivers taking into account a range of circumstances.
118	Buses contribute to pollution/air quality problems/more than taxis	see response #75
119	Reduce pollution by keeping roads open	This is not directly related to the proposals.

121	Reduce/ban buses/empty buses	Buses provide a vital mode of transport across London. They are an efficient and sustainable mode of transport. There is no intention to ban buses or reduce their numbers where they provide a vital service to Londoners.
122	Reduce/ban PHVs	We currently do not have the power to cap or restrict the number of licensed PHVs and a change in law is required in order for us to obtain such powers. In August 2018, the Mayor wrote to the Department for Transport (DfT) urging Government to grant us powers to cap the number of private hire vehicles, alongside appropriate restrictions on cross-border hiring. The DfT's Task and Finish Group report also includes a recommendation for Government to provide licensing authorities with appropriate powers. The Mayor's Transport Strategy states that the Mayor, through TfL, will seek "powers to limit the overall number of private hire vehicles licensed for use in London so as to manage their contribution to overall congestion, particularly in central London".
123	Reduce/ban taxis	London's taxis provide a trusted and reliable service to Londoners, tourists and business people from home and abroad. They offer customers a safe and convenient method of transport. Taxi services provide an accessible door to door service which may be essential for some users and the MTS recognises that taxis "can expand travel horizons for those requiring safe, accessible travel options. Taxis are particularly important for anyone who experiences physical or other barriers when accessing other forms of transport.
124	Reduce all euro 3,4,5 vehicles	We are planning to introduce a new age limit for taxis over a phased period of time from 1 November 2020. We propose that the maximum taxi age limit be reduced to 12 years by 2022 for Euro 3, 4 and 5 taxis.
125	All taxis should be electric/converted to electric	We're not proposing that all licensed taxis should be ZEC immediately but since 1 January 2018 all newly licensed taxis must be ZEC.  We're supporting taxi drivers to make the transition from diesel to ZEC taxis by offering grants, which are in addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet.
126	More electric chargers/rapid chargers/free chargers/taxi only chargers	TfL will also continue its programme to install rapid charging infrastructure, which aims to accelerate the transition of London's taxi, private hire, and other commercial and private vehicles to Ultra-Low Emission Vehicles (ULEVs). TfL has delivered over

		160 rapid charge points with 65 dedicated to taxis. There are plans to have delivered a total of 300 by the end of 2020. Future rapid charge points that are dedicated to ZEC taxis only will be focussed on central London and strategic routes. There are also other rapid chargers being installed in London outside of TfL's funding, as the total number of rapid chargers reported by Zapmap in December 2018 was 200. There are a further 2,200 charging units classed as fast, standard or slow, which are more suited to times when the electric vehicle can be stationary for a longer period of time.
127	Cleaner fuel sources such as LPG/Bio-fuels should be investigated	see response #94
128	Upgrade to euro 6/conversions available/retrofit/exhaust (euro 3,4,5 taxis)	see response #21
129	There should be a strict vehicle testing regime/mots for taxis when licensed	see response #27
130	Stop/prevent all vehicles from idling	<p>We have already run anti-idling campaigns which have included activities specifically targeting taxis and also publish guidance to taxi and private hire drivers advising them to avoid unnecessary engine idling.</p> <p>London boroughs have powers to take action against drivers who refuse to switch their engine off when idling and some boroughs have had campaigns encouraging drivers to avoid unnecessary engine idling.</p> <p>Westminster City Council is currently running a campaign to reduce engine idling (#Don'tBeldle). Mytaxi has recently signed up to this campaign and is encouraging taxi drivers to turn off their engines when on taxi ranks or waiting to pick up a passenger.</p>

131	The proposals are biased/unfair/targets taxis/puts pressure on taxi trade	As part of the development of the proposals, we undertook an Integrated Impact Assessment (IIA), which assessed the impacts of the proposals. The IIA concluded that owners of Euro 2,3,4 and 5 taxis will all be affected, to differing extents, by the proposals to mandate the maximum operating age or phased age limit proposals. The IIA also suggested that fleet owners who own Euro 2, 3, 4 or 5 vehicles will also be impacted, to various degrees by these proposals. However they will be able to apply for delicensing payments unless or until limited by the state aid 'de minimis' limit of €200,000 euros.
132	The proposals are biased/unfair/targets phvs/puts pressure on phv industry	see response #29
133	This will create monopoly for taxis/black cabs/reduce competition	Taxis are subject to different regulatory rules than those which apply to PHVs. Black cabs are legally required to be wheelchair accessible. In addition to wheelchair accessibility, taxis are required by the Conditions of Fitness to provide a range of other accessibility features. Taxi drivers are compelled to accept any hiring within a six mile radius of Charing Cross of up to one hour in duration or 12 miles long (20 miles if the journey begins at Heathrow Airport). This means that taxi drivers plying for hire on street or on a designated taxi rank must accept a hire. Taxi drivers are also expected to take the shortest, most direct route to fulfil a hire. Taking a longer than necessary route, which leads to an increased fare, is an offence.
134	Unfair to reduce euro 5 engine vehicle	As shown in table 1 in the IIA Euro 5 taxis produce more NOx emissions per km than euro 3, 4 and 6 vehicles so it is essential that they are included in the proposals.
135	Proposal is a money making/revenue raising scheme	By law, the UK must reduce NOx and other harmful emissions as quickly as possible. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). TfL will not make any money out of the proposals.
136	Scrapping causes more harm	If delicensing does result in scrappage of vehicles, then as part of the IIA we have completed an assessment of scrappage capacity and found that there is sufficient capacity within London + see response #43.
137	Provide more choice of vehicles	We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London.  We're expecting that the Dynamo taxi will be available from summer 2019 and this will mean that taxi drivers have the choice of a full electric vehicle or a range extended electric vehicle.

## **5.6 Responses to issues raised from stakeholders and other miscellaneous comments**

138	No retrofit option available to Vito drivers – should get 15 years	There is currently no retrofit system capable of converting Mercedes Vito taxis to run on LPG. We welcome suggestions from all stakeholders including the taxi trade to find other ways to reduce taxi emissions, and if a Euro 6 retrofit is developed, tested and approved in future, will consider ways to incorporate retrofitted Euro 5 taxis in the new Conditions of Fitness and age limits.
139	More MOT tests and stricter checks would be very effective	see response #27
140	Proposals will reduce the wheelchair accessible fleet	Our Integrated Impact Assessment looked at this issue, and reported that should the proposals result in a reduction in the size of the taxi fleet then there may be a minor reduction in accessibility for London's transport, particularly for those who require wheelchair accessible vehicles, or vehicles with accessibility features.
141	Will be forced to rent a taxi	see response #40

142	Not enough range on TXe/ poor battery life/ always have to drive in petrol mode	We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London. We're expecting that the Dynamo taxi will be available from summer 2019 and this will mean that taxi drivers have the choice of a full electric vehicle or a range extended electric vehicle. Any specific issues with the TXe should be raised with LEVC.
143	The grant money isn't enough	The enhanced delicensing scheme now has top payments of £10,000 – double what the highest payment was under the previous scheme – available to the first 1,250 taxi owners. Once the first 1,250 taxis have been delicensed under the enhanced scheme there will still be payments available of between £9,000 and £6,000.
144	Should charge taxi passengers (ULEZ / CC)	It is not proposed to remove the exemption from taxis to the Congestion Charge or the ULEZ at this time. In the case of the Congestion Charge, we do not consider it would be appropriate to pass on increased charges to passengers requiring short accessible (including wheelchair accessible) journeys in the Congestion Charging Zone.
145	No LPG conversion for Vitos	see response #138
146	Suggest that the maximum operating age limit should be only 10 years.	see response #12
147	Reduce idling, which affects our citizen's including taxi drivers' health .	see response #130

148	<p>The 15 year age limit for Euro 6, LPG and ZEC taxis only considers tailpipe emissions and not Particulate Matter air pollution from brake and tyre wear. Therefore these vehicles should also be subject to a 10 year limit.</p>	<p>We are proposing that there will be a 12 year age limit for taxis which are not ZEC, Euro 6 or new LPG conversions.</p> <p>Reducing taxi age limits at a quicker rate (e.g. a blanket 12 year age limit operable from 2020) was one of the options initially considered. However, this pace of change was considered to be unreasonably onerous for the taxi trade given the time period and potential economic impact on them.</p> <p>The proposed phased approach, with the age limit reduced to 12 rather than 10 years for Euro 3, 4 and 5 taxis, was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p> <p>See also response #203</p>
149	<p>Reduce the hardship exemption from 12 months to 6 months.</p>	<p>Although as part of this proposal we intend to remove the hardship/personal circumstances exemption currently in place, we will retain the general discretion to grant exemptions in circumstances where we consider it reasonable to do so. All applications for an exemption will be assessed on a case by case basis with consideration given to air quality and the legal commitment to reduce NOx and other harmful emissions as quickly as we can.</p>
150	<p>Disabled drivers have special adapted vehicles which are expensive to replace. They suggest considering how our proposed measures may affect these drivers specifically, and consider potential exemptions or aids to ensure these drivers are not penalised.</p>	<p>We already have an exemption in place for disabled taxi drivers who may require additional equipment to be fitted to their taxi or for significant adaptations to be made. We're not proposing any changes to this exemption and will continue to consider requests for this exemption from disabled taxi drivers on a case by case basis.</p>
151	<p>More charging points or installing charging points that are capable of charging multiple vehicles at the same time are needed.</p>	<p>see response #126</p>
152	<p>Charging points are located in close proximity to rest ranks spaces for drivers to encourage use</p>	<p>TfL has already been delivering dedicated taxi rapid charging points at taxi rest ranks in Westminster and is working with other central London boroughs to deliver them elsewhere as well.</p>

153	Ensuring that taxis are not exempt from any other/future charges such as ULEZ	Requiring taxis to pay the ULEZ charge was one of the options initially considered but after careful consideration this was not taken forward. The reason for this is that this option would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge, limiting the impact on emissions.
154	Taxis should be fitted with safety devices such as mandatory intelligent speed assistance	We are engaging with taxi manufacturers with a view to developing and installing this technology on new taxis models. These discussions are currently ongoing.
155	More charging points are needed for Electric taxis.	TfL will also continue its programme to install rapid charging infrastructure, which aims to accelerate the transition of London's taxi, private hire, and other commercial and private vehicles to Ultra-Low Emission Vehicles (ULEVs). TfL has delivered over 160 rapid charge points with 65 dedicated to taxis. There are plans to have delivered a total of 300 by the end of 2020. Future rapid charge points that are dedicated to ZEC taxis only will be focussed on central London and strategic routes. There are also other rapid chargers being installed in London outside of TfL's funding, as the total number of rapid chargers reported by Zapmap in December 2018 was 200. There are a further 2,200 charging units classed as fast, standard or slow, which are more suited to times when the electric vehicle can be stationary for a longer period of time.
156	Good reliable information should be provided (and promoted) to Taxi drivers of the long term health and Cost benefits of switching to Zero Emission electric vehicles.	There is a government campaign 'Go Ultra Low' ( <a href="http://www.goultralow.com">www.goultralow.com</a> ) which provides this at a national level. TfL is also promoting air quality awareness, in particular with the ULEZ but also to promote rapid charge points for taxis. There will be further promotion of the ZEC taxi and its benefits.
157	Euro 4.5 and 6 Taxis should have stop start technology to prevent idling.	We will consider any potential technology presented to us to help reduce emissions from taxis. Our focus is to improve air quality and transition the fleet away from diesel towards low emission vehicles.
158	All Taxis should be subject to real world (London driving) emissions tests, such as the Equa index.	By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. TfL's emissions calculations are based on COPERT factors, which are designed to reflect real-world emissions.  We consider that the proposed phased age limit reductions for older diesel taxis are the best way of helping ensure compliance with the necessary emissions target, as opposed to introducing additional testing for individual taxis.

159	Financial support to be given to taxi drivers to switch vehicles will be required, and should be forthcoming. This could be funded by the ULEZ and CC revenue.	see response #4
160	An increase subsidy to convert to electric vehicles.	see response #4 + we have also recently significantly enhanced our taxi delicensing scheme for owners who wish to delicense their current vehicle.
161	Staged scale back 2020, 2021, 2022 is a more sensible proposal.	This comment has been noted.
162	TfL should look carefully at the LTDA concerns and review any plans accordingly.	Air quality modelling indicates that we would not meet the 2025 target under the LTDA proposals and that Euro 6 conversion for Euro 5 taxis would not deliver the same level of air quality benefits as the age limit proposals.  There is no approved retrofit currently available and it is expected that it would be approximately 12 months before a retrofit solution is approved, nationally accredited with conversion centres up and running and ready to convert vehicles at scale. However we welcome suggestions from all stakeholders including the taxi trade to find other ways to reduce taxi emissions, and if a Euro 6 retrofit is developed, tested and approved in future, will consider ways to incorporate retrofitted Euro 5 taxis in the new Conditions of Fitness and age limits.
163	Clarify the rationale to holding the private hire industry to what appears to be a lower environmental standard.	see response #29
164	More evidence on the anticipated NOx reductions of the LPG scheme must be provided with an ongoing system to monitor emissions from converted vehicles.	Before being approved for use on London taxis, an LPG conversion must demonstrate compliance with the latest type-approval emissions standards both on conversion and after an extensive period of durability mileage accumulation. This is the same testing as a new vehicle undergoes. All taxis are subject to MOT standard emissions checks annually to ensure in-service compliance.  The approval process entails formal application with full technical details provided about the technology, emissions output and other installation details. The installation of the technology is approved by TfL; the technology is then emissions tested at a legislative emissions laboratory. The taxi then undergoes a durability trial of 10,000 miles (vehicle inspected periodically by TfL) operating in a real world taxi environment. At the end of the durability trial the taxi is then tested again at a legislative emission laboratory and if it passes the specific technology will be approved by TfL for that specific model of taxi.

165	Information on the impact on particle and hydrocarbon emissions should also be provided and monitored.	We have provided information on the impact of particulate matter in the Integrated Impact Assessment.
166	Success of LPG conversions will also be dependent on the availability of refuelling facilities.	It should also be noted that in June 2019 Autogas, a supplier of LPG, informed us that 14 refuelling stations at Shell forecourt sites will not be renewed and will expect to be closed over the next two years. However we are in discussions with another provider who has committed to review any significant gaps these closures will create and develop plans to provide a service to enable continued supply in these areas if needed. At the current time, there are a total of 45 LPG refuelling stations in London.
167	Why not enforce 3 compliance tests or at least 3 emission tests per taxi & PHV over a certain age?	All taxis are required to pass an annual licensing inspection and have two MOTs a year and no change to these requirements is proposed. By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.
168	Any HP debt still remaining on vehicles needs to be considered.	We're proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit so taxi drivers and vehicle owners will still have the same length of time to repay any loans or financing arrangements. To support taxi drivers and vehicle owners make the transition from diesel to ZEC taxis we are offering grants, which are in addition to funding from the Government, for the purchase of ZEC taxis. We've also significantly enhanced our taxi delicensing scheme to help with removing the oldest taxis from the fleet and speed up the transition to a fully ZEC taxi fleet.
169	Was the owners made aware of the £500,000 grants to convert taxis to LPG?	The consultation materials on taxi age limits contained information about the new LPG grant scheme. It outlined that we have doubled the initially proposed £2.5 million fund to help owners of Euro 5 taxis to convert their taxis to LPG, which is a much cleaner fuel system. 1,000 owners of Euro 5 vehicles can now apply for a LPG conversion grant. Information on the new scheme is also available on our website and was communicated through press releases.

170	Did London actually apply for the LPG conversion grant?	We have doubled the initially proposed £2.5 million fund to help owners of Euro 5 taxis to convert their taxis to LPG, which is a much cleaner fuel system. 1,000 owners of Euro 5 vehicles can now apply for a LPG conversion grant. Independent testing shows that an average TX4 taxi emits over 70 per cent less NOx after being converted to run on LPG. Trials also show that drivers of LPG-converted taxis can save around £200 a month in fuel costs. We propose that a 15 year maximum age limit would apply to newly converted LPG taxis, so the fuel savings would enable taxi drivers to recoup the conversion costs while also reducing their contribution to damaging NOx emissions in London.
171	Grants to scrap Euro 3, 4 and 5 should immediately be introduced.	Our taxi delicensing scheme has been significantly enhanced. The new scheme now has top payments of £10,000 – double what the highest payment was under the previous scheme – available to the first 1,250 taxi owners. Once the first 1,250 taxis have been delicensed under the enhanced scheme there will still be payments available of between £9,000 and £6,000. In addition, delicensing payments of £1,000 will be made available to 1,000 taxi vehicle owners who have taxis which are 13 or 14 years old.
172	Outrageous that black cabs are exempt from the ULEZ charge.	see response #153
173	Age is not the appropriate criteria. The emissions of different generations of Euro is what's needed to replace age.	Vehicle age is considered to be a suitable proxy for the emissions of different Euro standard vehicles.
174	Outrageous that black cabs are exempt from the ULEZ charge.	see response #143

175	Why should LPG taxis have its life limited if it passes other relevant tests?	<p>We estimate that taxis currently contribute a quarter of all harmful road transport NOx emissions in central London. This is expected to increase further, and by 2020 taxis are likely to be the biggest source of road transport NOx emissions if we do not take additional action to clean the fleet. Taxis also currently produce 33 kilo tonnes of Carbon Dioxide and 2.8 tonnes of harmful PM10 emissions.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p> <p>This means that doing nothing to reduce emissions from taxis or allowing taxis to naturally reach the end of their operating life and leave the fleet is not an option. We are proposing that taxis which have already been converted to LPG and granted an age limit exemption will retain this. There are no licensed taxis which are eligible for the historic and classic/niche exemption so no taxi drivers or vehicle owners will be affected by this proposal. The number of taxi age limit exemptions granted for hardship reasons is low, these are only valid for one year but we are not proposing to remove or reduce any exemptions granted for hardship reasons.</p>
176	If there were more taxi parking areas reserved on the streets there would be less need for taxis to be driven around looking for passengers.	see response #22
177	Arrangements for taxis collecting passengers at airports and train stations could be designed to discourage long slowly moving queues of "black cabs" by allowing all vehicles collecting passengers reasonable time-limited access for the purpose.	We welcome ideas and suggestions for how we could improve taxi ranks and arrangements for taxis collecting passengers. Please email <a href="mailto:tphranksinterchange@tfl.gov.uk">tphranksinterchange@tfl.gov.uk</a> with any suggestions.
178	Scrap the proposed reduction in the 15 year age limit.	see response #10

179	Require all diesel and LPG taxis to be at least Euro VI or certified equivalent.	see response #17
180	TfL should allow funds from the taxi de-licensing scheme to pay for a certified retrofit to Euro VI or better for Euro V taxis.	see response #21
181	TfL should also work with other cities to ensure that these retrofitted taxis can be sold second hand to other cities.	Other cities are also developing emission standards however second-hand vehicles from London can be sold outside of London if they meet their required standards.
182	all taxis to be ZEC capable by 2025 or better i.e. electric.	see response #91
183	Make it easier for passengers to choose the cleanest taxis, if they wish, when hailing or booking them. This might be done by public education, apps, messaging to corporate account holders or introducing a German-type scheme whereby passengers can opt to choose the first ZEC taxi in a taxi queue (i.e. rather than a diesel or LPG taxi).	<p>There are already around 1,600 licensed ZEC taxis in London. We're providing additional funding to support drivers who wish to purchase a ZEC taxi to help increase the number on the Capital's streets and make it easier for the public to hail or book a ZEC taxi.</p> <p>We're also exploring whether certain taxi ranks could be designated as ZEC only taxi ranks and there has already been some stakeholder feedback that taxi users are choosing ZEC taxis instead of diesel taxis at ranks or when hailing on the street</p> <p>Gett's taxi booking app now includes a feature that allows users to request an electric taxi plus a separate feature where users can add 20 pence to their fare and this will be used to fund clean air projects.</p>
184	They would like to see the standards consistent for both the taxi trade and PH trade.	Taxis and PHVs have different licensing and regulatory requirements. We looked into the impact of including taxis in the ULEZ however requiring taxis to pay the ULEZ charge would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge, limiting the impact on emissions. Taxis are required by law to accept all journeys and to take the shortest route, which may involve multiple trips across the ULEZ daily.
185	They would like the original 15 age limit retained for LPG taxis.	We are proposing to retain a 15 year age limit for ZEC and newly converted LPG taxis.

186	Concerned that the LPG conversion extension has been reduced from 5 to 3 years. They consider the LPG extension to the age limit should be retained at 5 years so that both Taxi fleets and individual taxi owners are able to have a decent return on their LPG investment should they wish to convert.	We propose retaining a 15 year maximum age limit for taxis which have been newly converted to run on Liquid Petroleum Gas (LPG). In addition, taxis which were granted a five year extension to their age limit under the previous LPG conversion age limit exemption would not be affected. This five year extension will not apply to any newly converted taxis to LPG, however it is proposed that they be subject to a 15 year maximum age limit and not affected by the phased reduction in age limits.
187	Gastech is also concerned that they may only be able to sell their current Euro 6 LPG technology for their TX2 model until end of October 2019.	TX2 taxi models are now significantly older and suffering from the usual age degradation and performance issues associated with older vehicles. We are open to suggestions for retrofit solutions.
188	Need assurances that we can continue to sell this technology beyond this date due to the investments we already have in our production pipeline.	We are making 1000 payments of £5,000 available to owners of Euro 5 taxis who wish to convert their taxis to LPG. Currently, this proposal is not time limited.
189	Expand the £5000 grant per taxi to all taxi models.	A fund has also been created for an LPG conversion grant scheme. It opened to expressions of interest in January 2019 and is expected to launch in mid-2019. This will offer 1000 payments of £5,000 for Euro 5 taxis to convert to LPG, a far cleaner fuel source. Euro 5 taxis emit greater levels of NOx than Euro 3,4 or 6. There is currently no approved system for Euro 5 Vitos to be converted to LPG, however we will consider retrofit options for this model if they become available in the future.
190	Total ZEC vehicles should have a 20 year Limit due to the high capital outlay and the claimed high quality of this product.	see response #15
191	Offer a Driver retirement scheme or use of a Taxi pool of cleaner vehicles that is held in cooperative partnership with the Mayor.	We are proposing that Euro 6 and ZEC taxis retain a 15 year age limit and this plus the phased reduction of the age limits means that not all drivers nearing retirement will be affected by the proposals.  Owners who are impacted have the options to apply for a delicensing payment, sell their vehicle, rent another vehicle, buy a younger vehicle, convert a Euro 5 vehicle to Liquid Petroleum Gas (LPG) or retire from the trade. The drivers who are likely to be most severely affected are those who do low annual mileage or work fewer hours and may therefore not be able to rent or buy a newer vehicle; although drivers of Euro 5 vehicles will also be able to apply for part funding for an LPG conversion to extend the life of their existing vehicle, allowing it to operate for 15 years.

192	As Vito taxis cannot be converted perhaps enhanced payments should be made to enable change.	We recognise that there is currently no retrofit solution available for Mercedes Vitos. We are open to suggestions for any new operating system.
193	TfL could run a competition to find a company to design a retrofit device capable of being fitted to taxi and van would of course create a chance for scientific and creative minds to perhaps come up with a possible option.	see response #21
194	Removing and congestion charge exemptions that taxis enjoy.	see response #5
195	Ensuring that taxis are not exempt from any other/future charges such as ULEZ.	Requiring taxis to pay the ULEZ charge was one of the options initially considered but after careful consideration this was not taken forward. The reason for this is that this option would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge, limiting the impact on emissions.
196	It is also vital that taxis are subject to other policies that are outlined in the MTS such as Vision Zero and that as soon as possible they are fitted with safety equipment.	The MTS states at proposal 78 that, "The Mayor, through TfL, will raise the safety standards for all customers travelling by taxi and private hire vehicles through effective and transparent regulation and enforcement." This aligns with the Vision Zero safe vehicles focus area to reduce the danger posed by motor vehicle journeys. Other focus areas are safe speeds, safe street design, safe behaviour and post collision.
197	Devices such as mandatory intelligent speed assistance.	see response #154
198	Taxi limit should be 10 years like PHV.	see response #12

199	Vehicles should be targeted based on their emissions rather than age.	<p>Our core proposal is to reduce the maximum age limit for Euro 3, 4 and 5 taxis to 12 years by 2022 rather than introduce charging for taxis based on emissions standards.</p> <p>We did examine requiring taxis to pay the ULEZ charge but after careful consideration this was not taken forward. The reason for this is that it would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge.</p>
200	Euro 5 taxis should be targeted first as your consultation document highlights that their emissions are higher than euro 3 and 4 taxis under real world testing conditions.	<p>We are proposing a phased age limit reduction for Euro 3, 4 and 5 taxis as these are the most polluting taxis. In addition we are providing funding for LPG conversions for Euro 5 taxis.</p>

201	<p>Euro 6 non-ZEC vehicles should also be included in the phased approach as they have higher tailpipe emissions than the Euro 4 taxis which are being considered in the phased approach.</p>	<p>We are proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit and the only proposal that would affect the owners of these taxis is the proposal to mandate the maximum taxi operating age. We are not including Euro 6 non-ZEC vehicles in the phased approach because these taxis are all relatively new and therefore any change to 15 year licensing would not take effect for many years in any event and would not make a significant contribution to meeting the 2025 target.</p> <p>By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.</p> <p>We stated in 2015 that a formal policy review of the taxi fleet would be undertaken by TfL in early 2020 to gauge progress on both the voluntary delicensing scheme to remove 10 years-old-plus vehicles and the uptake of the new ZEC taxis. However, it became clear that the uptake of the decommissioning grants was lower than anticipated and that the target of there being 9,000 ZEC taxis by 2020 would not be met. Therefore we brought forward the plans to review the taxi vehicle licensing requirements and at the same time we have significantly enhanced the taxi delicensing scheme.</p> <p>The proposed phased approach was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.</p>
202	<p>Additionally, a 15 year license on a Euro 6 taxi will conflict with the Mayor's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy).</p>	<p>The Mayor set out in his Mayor's Transport Strategy, published in 2018, that he will be implementing a Zero Emission Zone in central London by 2025. This is not defined in any further detail, so it is currently unknown what standards will be set or what vehicles will be affected. It will be kept under review.</p>

203	Should also take into consideration brake and tyre wear which contribute to particulate levels which there is no safe exposure limit for.	The focus of the consultation was on NOx emissions, however we do also assess brake and tyre wear as part of our on-going air quality programme. We expect there to be benefits in reducing brake related emissions through ZEC taxis using regenerative braking, but other non-exhaust sources of PM are generally only thought to reduce when the mileage of vehicles is reduced. Where our policies result in some reduction in the fleet size and overall mileage of taxis then we would expect reduced emissions from these sources. Over time we will understand the uptake and replacement rate of taxis, including the new ZEC so we can understand the impact on fleet size. However, the consultation has focused on exhaust emissions. The Mayor does aim to meet World Health Organisation PM2.5 targets by 2030.
204	Euro LPG and ZEC taxis should have the same age limit as non ZEC and LPG taxis.	see response #50
205	Should re consult on the hardship exemption providing additional details of what would classify as an exemption and what can be done to tighten it to ensure it isn't taken advantage of.	see response #149
206	300 charge points by the end of 2020 is not enough to encourage drivers to switch.	TfL is putting in 300 by the end of 2020, but there are many independent rapids also being installed in London, as well as slow to fast public chargers (3 - 22kwh). As of December 2018 there were 2,400 public charge point devices spread across London. Please check Zap-Map for the latest figures. TfL has just launched an Electric Vehicle Infrastructure Delivery Plan (June 2019) which details London's anticipated needs and how we will deliver these. The plan can be found at <a href="https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging">https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging</a>
207	TfL install rapid charging hubs which hold three charges per location.	TfL is already planning two rapid charging hubs and many more are anticipated in London. The first is likely to be in the City of London where a hub of 10 rapid charge points is being planned.
208	Consider replacing some taxi rest rank spaces in order to accommodate dedicated taxi only rapid charge points.	see response #152
209	Targets should be consistent with taxis and PHVs.	see response #184
210	Targets should be consistent with taxis and PHVs.	see response #184

211	Should target the most polluting vehicles first especially as diesel euro 5 has higher tailpipe emission as compared to diesel euro 3 and 4 and diesel euro 6 has higher tailpipe emissions as compared to diesel euro 4.	We are proposing a phased age limit reduction for Euro 3, 4 and 5 taxis as these are the most polluting taxis. In addition we are providing funding for LPG conversions for Euro 5 taxis.  Our proposals have been developed in order to improve air quality balanced against being unduly onerous on the taxi trade. For this reason we have not included euro 6 vehicles in the phased reduction of age limit.
212	They consider that the 15 years age limit for ZEC and LPG is not ambitious enough.	see response #50
213	Euro 6 diesel should not be given 15 years age limit as they have higher emissions as compared to euro 4 taxis.	see response #50
214	The consultation doesn't take into account PM10 and PM2.5 emissions from break and tyre wear.	see response #203
215	The consultation also doesn't take into consideration the Mayor's commitment to making Central London zero emission by 2025 (as outlined in the Mayor's Transport Strategy), the proposed age limits would not support this commitment.	The UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.
216	The age limit of twelve years by 2022 is not nearly sufficient and it is not clear as to how this will reduce the emissions by as much as 65% of 2013 values by 2025.	We have proposed that a new age limit for taxis should be introduced over a phased period of time from 1 November 2020 with the maximum taxi age limit reduced to 12 years by 2022 for Euro 3, 4 and 5 taxis.  We've not proposed a longer period for the transition to a lower age limit as by law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.

217	How this relatively subtle approach is helping reduce the exposure of passengers (and drivers) to the known high pollution levels within the taxis themselves?	We undertook an Integrated Impact Assessment (IIA) to assess the impacts of the proposals on different groups including passengers. The IIA identified a positive impact on taxi passengers from potentially improved air quality, it stated that, "Taxi drivers, taxi passengers and pedestrians will experience a significant benefit as a result of the improvement in air quality".
218	They note that the government is offering up to a £10,000 incentive to the first 1250 drivers wishing to buy a new vehicle - there are 21,000 black cabs licensed and currently only around 1,100 ZECs in operation. They suggest a greater incentive scheme with the capacity to reach all drivers rather than a small percentage may have more impact.	Grants are already available to support taxi drivers who wish to purchase a ZEC taxi and it is proposed that ZEC taxis will retain a 15 year age limit.  A new LPG conversion grant will also be available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.  The Government also offers a Plug-in grant which reduces the cost of purchasing a ZEC taxi by £7,500.
219	Ensure that the principle of the polluters pays is established in London	The polluter pays principle has been established in London via the Ultra Low Emission Zone (ULEZ). Taxis are exempt from ULEZ as it was felt that their emissions would be addressed by specific policies which were put in place including amending licensing regulations so that from January 2018 all newly licenced vehicles had to be ZEC, introducing a delicensing scheme and providing grants towards the purchase of ZECs. We did examine requiring taxis to pay the ULEZ charge as part of this work, but after careful consideration this was not taken forward. The reason for this is that it would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge.
220	It is entirely appropriate that (as in New York) a levy/charge potentially as part of a wider Road User Charging programme, includes taxis as a matter of urgency to reduce the impact of the high levels of NOX that they emit.	see response #5 + #6

221	Removing any congestion charge exemptions that taxis enjoy currently.	Taxis are exempt from the Congestion Charge and this is due to the way they are regulated and the role they play in providing an accessible door to door service in the Capital.  Requiring taxis to pay the Congestion Charge was not proposed in this consultation as this would not guarantee the required reduction in emissions as taxi drivers could pay the charge and continue to use the same taxis, limiting the impact on reducing emissions.
222	Ensuring that taxis are not exempt from any other/future charges such as ULEZ.	see response #153
223	Taxis are subject to other policies that are outlined in the MTS such as Vision Zero and that as soon as possible.	see response #196
224	They are fitted with safety devices such as mandatory intelligent speed assistance.	see response #154
225	They request better subsidies to be able to afford LPG taxis.	A new LPG conversion grant is available for taxi owners with Euro 5 taxis. The grant will fund around half of the cost of the conversion and converted taxis will retain a 15 year age limit.
226	They make a request to remove Uber.	see response #28
227	While the oldest Euro III and Euro IV taxis will remain in the fleet for a short time under the LTDA's proposals, these vehicles are mostly driven by members of the trade who are using them less than newer drivers. In addition, almost all remaining Euro III taxis (bar 80) would be scrapped by 2022 even if the age limit remains at 15 years. Our full impact assessment shows that retrofitting 4,500 Euro V taxis – being the most heavily utilised vehicles in London – would deliver much more significant NOx savings, even if the older Euro III and IV taxis remain within the fleet until they reach the 15-year age limit.	see response #162

228	Retrofitting all licensed Euro V diesel taxis in London to a certified Euro VI standard, more NOx emissions will be saved than if TfL reduces the taxi licence age limit from 15 to 12 years over a phased period between 2020 and 2022 (alongside mandating the maximum taxi operating age to the same as the relevant age limit from November 2019). They set out information on the proposal and state that it would provide a better NOx saving by November 2022 compared with TfL's current proposals.	see response #162
229	They raise concerns about the resale and rental markets and the impact the proposals have had on it.	see response #40
230	They are concerned about the cost of the new ZEC and Euro VI taxi.	see response #88 + #89
231	They consider that it is not the most effective way to reduce the trade's contribution to NOx emissions in London, and that it will have a disproportionately negative impact on the trade and the livelihood of its drivers.	By law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). We undertook an option selection process looking at a range of options to achieve the necessary reduction in emissions from taxis. This process concluded in a package of measures that provided the greatest level of certainty of emissions savings, while also balancing the impact on the taxi trade with the speed with which any such changes could be introduced.
232	They ask for consideration of grants to help with hardship issues.	see response #149
233	It is vital all elements of the transport system play their part. For example, while there are approx 21,000 black cabs there are over 85,000 PHV. It is important to ensure that this is being looked holistically with all mobility providers playing their part.	The Mayor's Transport Strategy recognises that all of London's transport network and mobility providers must contribute to the meeting of legal air quality levels. Policy six of the Strategy commits that, "The Mayor, through TfL and the boroughs, and working with stakeholders, will take action to reduce emissions - in particular diesel emissions - from vehicles on London's streets, to improve air quality and support London reaching compliance with UK and EU limits as soon as possible."

234	TfL should also explore what contribution PHV can make to meeting sustainability targets and ensure that there is a consistent approach being applied across the board.	PHVs are subject to different emissions requirements to taxis and have a ten year age limit. All PHVs also need to meet exhaust emissions standards for the Ultra Low Emission Zone or pay an additional daily charge when travelling within central London.
235	Any decision to reduce the age of vehicles by one year should be accompanied by a plan to fully support this transition.	see response #218
236	Ensure there are sufficient incentives are in place to support drivers transition to lower-emission vehicles give the important role taxi's play in the mobility landscape.	see response #218
237	Over the past number of years a significant number of drivers have transitioned to Euro 6. LPG and ZEC taxis. As rightly noted in the impact assessment these vehicles emit lower levels of NOx than their predecessors, and therefore they consider it right that they are subject to the 15-year age limit.	This comment has been noted.
238	Request that there is support the small number of drivers who find themselves in a difficult position and in need of the hardship exemption.	see response #149
239	The 2013 London Atmospheric Emissions Inventory (LAEI), released in August 2016 <sup>1</sup> , estimated that approximately 37% of PM10 generated by road vehicles in the City of London is caused by the general wear of tyres and brakes. As electric vehicles are traditionally heavier than fossil-fuelled vehicles, electric vehicles may potentially produce more emissions in vehicle braking.	Whilst the potentially greater kerb weight of an equivalent electric vehicle would theoretically lead to increased tyre wear and associated emissions, the increased weight is not a large proportion of total vehicle mass, so any increases are likely to be small, and may well be offset by other features such as regenerative braking. This is a growing field of research where further study would be beneficial.
240	Sensitivity analysis procedures be used to explore and quantify these impacts, and that evaluation strategies be put in place to monitor the effectiveness and share wider learning of reducing the hardships on drivers as an outcome of these proposals.	We will ensure that the impacts of the proposals are adequately monitored, should they be confirmed.

241	Reducing the age limit could cause an unnecessary shortage of vehicles which could create a situation where licensed drivers are unable to work due to a lack of vehicles.	We undertook an Integrated Impact Assessment (IIA) to assess the impacts of the proposals on different groups including taxi drivers. The IIA identified a number of options for owner-drivers who are affected by proposals to mandate the maximum operating age and the phased age limit reductions. It also set out the options for fleet owners.
242	The proposals may create a situation where there is a shortage of taxis available for the public to be able to hire. This would have an adverse affect on taxi drivers.	We don't believe that the proposals will have a fundamental affect on the supply of taxis. There a number of ways for taxis to meet our requirements, some of these are outlined in section 1.4.1 of this report.  We value the reliable and trusted service that London's taxis provide and recognise their contribution to providing quick, accessible, safe and knowledgeable travel across London.
243	There are approximately 1000 fewer diesel powered taxis as of 21st April 2019 than there were at the beginning of 2019, meaning that an average of around 62 diesel powered taxis are leaving the fleet every week since the start of the year. Therefore the necessity to go further by reducing the age limit is negated by the fact that numbers are already reducing at a high rate.	see response #10
244	The cost of a new ZEC vehicle is excessive and this can be offset by allowing a vehicle to be continued to be licensed beyond it's 15th anniversary and up to 16 years.	see response #8
245	The age limit should continue to be reduced to 10 years by 2024 to match that of other UK city regions.	Reducing taxi age limits at a quicker rate (e.g. a blanket 12 year age limit operable from 2020) was one of the options initially considered. However, this pace of change was considered to be unreasonably onerous for the taxi trade given the time period and potential economic impact on them.  The proposed phased approach, with the age limit reduced to 12 rather then 10 years for Euro 3, 4 and 5 taxis, was considered to be a more proportionate approach whilst still tackling emissions and reaching the 2025 target. The phased approach gives drivers more time to adapt to the change in age limit, whilst still providing certainty that the required reduction in emissions would be achieved.

246	Euro 6 taxis have higher NOx emissions than Euro 4 so all should have the same age limit.	see response #50
247	LPG & ZEC could have greater age limits assuming they meet technical/emissions test specifications and maintain their emissions performance throughout their lives.	We're not proposing to increase the age limit for ZEC taxis or newly converted LPG taxis and consider that a 15 year age limit for these taxis remains appropriate. It is important that there continues to be an age limit for ZEC and newly converted LPG taxis and that this is set at an appropriate level as this helps increase the prevalence of vehicles with modern safety features as standard – the latest ZEC taxis, for example, come with Autonomous Emergency Braking for people walking and cycling, lane-departure and forward collision warning systems.
248	Differing taxi emissions could be recognised by variations in the annual taxi license fee to promote low/no emission taxis.	The taxi vehicle fee covers the cost of the application, inspection and issuing of the licence and these costs are the same regardless of the emissions standard of taxis.
249	Differing taxi emissions should be recognised by introducing rank permits with differing charges for low/no emission taxis at popular/busy taxi ranks e.g. main line Stations. This will reduce the taxi emissions that cause the poor air quality hotspots caused by over-ranking by diesel powered taxis. Variable rank permit charges could reflect both the taxi emissions standard (free or cheap for zero emissions capable, high for old diesels) and times of day (low charge at time of day when there is un-met demand and high charge at times of day when there is un-met supply).	We have been exploring options for designating taxi ranks for use by ZEC taxis only and will continue to assess the feasibility of this. However, if diesel taxis are not allowed to use certain ranks or drivers must pay a charge to do so then this could encourage the drivers of those taxis to continue driving around, waiting to be hailed on the street and this could have a negative impact on air quality and emissions.
250	Road traffic orders should be introduced at all ranks to prohibit idling by taxi vehicles that are stationary, either on the rank or when queuing to join the rank.	see response #130
251	Reduce number of black taxis.	The number of licensed taxis and taxi drivers has remained fairly constant over the past decade. Information about the current number of licensed taxis and taxi drivers plus historic information is available on our website <a href="#">here</a> . We have no powers to cap the number of licensed taxis or taxi drivers and so this suggestion is not an option.
252	Enforce no idling as it still goes on despite rules.	see response #130

253	EURO 6 taxis are likely to be considerably higher than LPG and ZEC models, and their real world emissions are likely to be even higher than forecast during laboratory testing, they do not consider that EURO 6 taxis should be allowed to retain a 15 year age limit.	see response #50
254	NOx retrofitting for Euro 5 taxis could be part of the solutions considered. Retrofit solutions could bring much quicker air pollution improvements without the need to anticipate vehicles delicensing or scrapping. The cost per vehicle would be lower than a conversion to LPG (below 5000 pounds per vehicle), could be entirely covered for taxis' owners (such as your LPG fund), and mandatory for Euro 5 vehicles.	see response #162
255	Software retrofit should be considered as a least-cost option. Euro 5 TX4 LTI taxis are using the R 425 engine from VM Motori (a sister company of FCA, Fiat Chrysler Automobiles). The extremely poor real-world NOx emissions of the Euro 5 TX4 could be substantially improved performing mandatory calibration updated similarly to what the VW group, FCA itself, and other manufacturers have announced in the wake of Dieselgate. For that matter, the type-approval authority that certified this vehicle model type should be approached. The impact of the software retrofit on CO2 emissions and engine durability would have to be assessed and guaranteed by the manufacturer.	We are not aware of a software update for these vehicles. The previous manufacturer of the TX4 Euro 5 taxi model no longer exists so no development of mandatory calibrations of ECU's could be carried out or endorsed. The type approval authority (VCA) is unlikely to engage in respect of technology produced by a company which no longer exists.
256	Vehicles delicensed as taxis can still be used as passenger cars and therefore still driven in London. Even though these vehicles would have to pay to drive in the ULEZ and probably drive less than taxis, TfL should evaluate the mitigation of the delicensing benefits on air quality.	We think this will impact on a minimal number of vehicles. Any vehicle that does not meet the required emissions standard will be subject to pay the ULEZ charge.
257	Only one ZEC Taxi available.	see response #137

258	Need more charging points.	TfL is delivering 300 rapid charge points in London by the end of 2020, and many more independent rapid charge points are coming forward alongside this. Other types of charge points are also of use to taxis, and across London there were 2,400 publically accessible charge point devices according to Zap-Map (Dec 2018), and the number is growing fast. The Mayor recently convened a Taskforce to look at the issues around charge point installation in London, and to put forward recommendations as to how to deliver what London needs. This report launched in June 2019 and can be found at <a href="https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging">https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging</a>
259	If TfL are concerned about air pollution in London why do they insist on issuing licences to non-electric mini cabs or buses, as I now understand that bus companies are now be allowed to use Euro 6 vehicles.	PHVs are subject to different licensing requirements to taxis and already have a ten year age limit. Buses provide a vital alternative mode to the private car in central London and are an efficient and sustainable mode of transport. All TfL buses operating in the Ultra Low Emission Zone (ULEZ) in central London meet or exceed Euro VI emission standards and our growing fleet of greener buses now includes over 150 electric buses. From 2020, all new single deck buses entering the fleet will be zero emission at tailpipe, contributing to improving air quality. We are also introducing Low Emission Bus Zones across London where all scheduled TfL buses travelling within the zone will need to meet or exceed the latest Euro VI emissions standards.
260	They will be looking at the legal position of you taking away three years plates off of each taxi in their fleet and will expect to receive in compensation £28,800 loss of earnings per cab for every cab taken off the road three years earlier than promised if this plan goes ahead.	<p>Following the previous consultation on age limits, we advised that progress on the delicensing and ZEC uptake would be monitored annually and reviewed in early 2020, or sooner if necessary. If it was apparent there has been insufficient progress, and that further urgent measures from the taxi fleet would be required to address air quality in London, then a reduction in the mandatory age limit (for example to 10 years) could be necessary, subject to further consultation.</p> <p>It is clear now that the target of 9,000 ZEC taxis or a 45 per cent reduction in harmful taxi NOx emissions will not be reached. In fact, we are on track to reduce taxi NOx emissions by less than 10 per cent by 2025. In the meantime, London continues to be in breach of the air quality limits set out in law. Accelerating the rate at which polluting diesel taxis are taken off the road is necessary to meet the reductions in the London Air Quality Plan.</p> <p>There are a number of options available to taxi owners if the proposals to reduce age limits are approved. This includes the government grant towards the purchase of a ZEC taxi, our new enhanced delicensing scheme, LPG conversion scheme and relicensing current vehicles prior to 1 November 2019.</p>

261	15 years is too old for a licenced vehicle. They are currently reviewing their policy and looking to have a maximum age of new vehicles will be 7yrs and Euro 5 standard for emissions.	Reducing taxi age limits further beyond the proposed phased reduction to 12 years is not appropriate at this time. A quicker pace of change was considered however we concluded that it would be unreasonably onerous for the taxi trade and the potential economic impact that substantially lower age limits would bring.
262	From January 2018 the only vehicle available to the trade is the LEVC. This is a Vehicle that the majority of the trade cannot afford.	We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London.  We're expecting that the Dynamo taxi will be available from summer 2019 and this will mean that taxi drivers have the choice of a full electric vehicle or a range extended electric vehicle.
263	We believe the impact will be immeasurable with figures ranging from 45- 70 million being wiped off the value of the fleet.	see response #70
264	If these proposals are implemented it would put many drivers' future financial security at risk and threaten their future livelihoods and their retirement plans.	see response #85
265	By exploring things like retrofitting all licensed Euro V diesel taxis in London to a certified Euro VI standard, or encouraging more to look into LPG and also having the choice of more than one vehicle it would mean that more NOx emissions will be saved than if TfL reduces the taxi licence age limit from 15 to 12 years.	see response #162
266	9 or 7 years would be better.	see response #261
267	They are concerned about the approach and the lack of effective mitigation plans which is putting jobs at risk.	see responses #83-86
268	There should be a mandate for the maximum operating age for taxis, this needs to be set at the 16th year under the current 15 year age limit; until TfL explores and identifies other options.	We are proposing to make the maximum operating age the same as the relevant age limit for all licensed taxis from 1 November 2019. This would ensure that no taxi is licensed to operate over its relevant maximum age limit, preventing taxis operating potentially for nearly a full 12 months beyond their age limit.

269	The 15 year age limit should stay until other options such as abatement equipment are identified.	We are proposing to retain a 15 year age limit for Euro 6, ZEC and newly converted LPG taxis. However, we've not proposed delaying changes to Euro 3, 4 and 5 taxis as by law, the UK must reduce NOx and other harmful emissions as quickly as we can. In order to achieve air quality compliance by 2025, London must reduce taxi emissions by 65 per cent (on 2013 levels). This target is included in the Government's air quality plan for tackling roadside NOx emissions (see paragraph 139(e)), which states that no new diesel taxis will be licensed from 1 January 2018, with an expectation of 9,000 zero emission capable taxis by 2020.
270	Unite is concerned this proposal will give PHVs an unfair advantage over taxis and in doing so would work against the Mayor's 2016 Taxi and Private Hire Action Plan.	There is already a maximum age limit of ten years for PHVs. We are proposing a phased approach to reducing taxi age limits to 12 years for Euro 3, 4 and 5 taxis to help achieve air quality compliance by 2025.
271	That the process of age limit on Euro 3, 4 and 5 should not commence while there is only one type of electric taxi vehicle on the market.	We continue to work with vehicle manufacturers and support them so as new vehicles can be introduced which can be used as taxis in London. We're expecting that the Dynamo taxi will be available from summer 2019 and this will mean that taxi drivers have the choice of more than one vehicle.
272	The limits should reduce to 10 year age limit as with PHVs.	see response #245
273	Be subject to the congestion charge in the same way as PHVs. The entire industry must share the burden.	see response #5
274	They encourage consideration of more granular licensing of taxis by geographic areas or zones, restricting access to highly polluted areas only to cleaner taxis.	We did examine requiring taxis to pay the ULEZ charge but after careful consideration this was not taken forward. The reason for this is that it would not guarantee delivery of the required reduction in emissions because drivers could choose to stay in the zone and pay the charge. Restricting access to some areas for certain types of taxi could create problems for taxi passengers as it would mean passengers in taxis which are restricted from certain areas may not be able to complete their journey or be dropped off at their required destination. This could have a significant impact on taxi passengers who require a door to door service. However, the Mayor's Transport Strategy does propose to "seek to implement zero emission zones in town centres from 2020 and aim to deliver a zero emission zone in central London from 2025, as well as broader congestion reduction measures to facilitate the implementation of larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest." (Proposal 35) Access for taxis will be considered as part of this.

275	Reduce the age limit sooner and get rid of as many as possible of the old polluting and noisy taxis.	see response #12
276	They would like to see a consistent approach to taxis and minicabs	see response #148
277	TfL could and should be doing more to tackle emissions.	<p>We are taking action to help clean up our dangerously polluted air and improve public health. To help improve the air we breathe, we're introducing measures to encourage more walking, cycling, use of public transport and to encourage more efficient freight deliveries.</p> <p>Every bus you catch in central London now meets the highest emission standards. All buses operating in the ULEZ area will meet Euro VI emissions standards or be electric. Our improvements to the entire bus network across London include the introduction of Low Emission Bus Zones.</p> <p>ULEZ is another way to help reduce the most harmful emissions generated by road transport in central London and across the Capital.</p>
278	They are very disappointed that a diesel taxi purchased in 2017 could still be polluting streets in Westminster and throughout the rest of London up to 2032 without any penalty.	We are proposing that Euro 6, ZEC and newly converted LPG taxis retain a 15 year age limit and the only proposal that would affect the owners of these taxis is the proposal to mandate the maximum taxi operating age. We have noted your concerns that a Euro 6 vehicle licensed in 2017 may still be driving in Westminster in 2032.
279	Include Euro 6 diesel taxis in the reduced age limits.	see response #201
280	Speed up charge points for Electric taxis.	TfL is on track to meet its target of installing 300 in London by the end of 2020, and during this time many independent rapid charge points are also coming online across the capital. Also see response to #258

## **5.7 Analysis of the LTDA alternative proposal**

In the LTDA consultation response, an alternative proposal to reduce NOx emissions from taxis was put forward. In summary the LTDA proposal includes:

- Mandating 15 year expiry on 1 November 2019 (as set out in our consultation proposals)
- Retaining a 15 year age limit for all taxis
- Mandating retrofit of all Euro 5 taxis to Euro 6 standards (TfL funded from the £42m taxi delicensing fund)

The LTDA calculated what a TfL funded, mandated Euro 5 to Euro 6 conversion with a rolling programme of conversions over three years would deliver, and suggested that it would deliver greater NOx reductions, and more quickly than the age limit proposals.

We have modelled the proposals on a like for like basis with proposals to reduce taxi age limits for Euro 3, 4 and 5 taxis to 12 years by 2022. The results of the modelling show that a Euro 6 retrofit programme does not achieve greater NOx savings than age limit proposals, and in fact misses the 2025 target reductions by 10 per cent.

### **Differences in methodology**

LTDA methodology for calculating overall emissions savings was to create a NOx g/km and apply it to every Euro 5 vehicle.

TfL methodology accounts for mileage and location of different types of taxis. The LTDA methodology does not.

LTDA's modelling had not accounted for any emissions from converted taxis. That is to say it assumed that 100 per cent of the NOx emissions from converted taxis were removed. In reality, standard Euro 6 taxis emit around 20 per cent less NOx than a Euro 5 taxi (COPERT 5<sup>7</sup>). The LTDA modelling therefore significantly overestimated the scale of NOx reduction by effectively assuming that the converted taxis did not emit any NOx.

For both sets of proposals, TfL has included the savings expected from mandating 15 year expiry in 2019 (14 per cent reduction) and the impact of the delicensing fund to date (11 per cent reduction).

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<sup>7</sup> COPERT is the EU standard vehicle emissions calculator. It uses vehicle population, mileage, speed and other data such as ambient temperature and calculates emissions and energy consumption for a specific country or region.

## Differences in Euro 6 emissions assumptions

TfL has modelled the Euro 5 to 6 retrofit proposal based on established Euro 6 emissions factors. In the absence of any other reliable evidence, it would not be appropriate to do otherwise.

The LTDA thinks this approach may underestimate the performance of the retrofit solution as the conversion company has indicated that the emissions performance of retrofitted vehicles could be better than the established Euro 6 emissions factors which are based on COPERT and used by Defra. It is important to note that the COPERT data is based on the actual performance of vehicles on the road, and not on a type approval duty cycle, which is often a poor guide to actual emissions.

Work is underway to retrofit a test taxi to Euro 6 standard. However, at this stage the retrofit is unproven and the level of reduction in emissions it may achieve in real-world London driving conditions is unknown. Without evidence to the contrary, we have adopted the assumption that Euro 6 compliance will be achieved to the levels indicated by the COPERT emissions factors, but not more than that. This is the only prudent approach until test results from type approval duty cycles and real-world taxi operations are available and approved by TfL.

The LTDA has made comparisons with the TfL approved Euro VI bus retrofit, which performs significantly better than a converted Euro 6 taxi as modelled. EU law uses Arabic numerals (e.g. Euro 6) to describe type approval conducted to light duty vehicle standards. Roman numerals (e.g. Euro VI) are used to describe a heavy vehicle type approval. The approval process for vehicle emissions is quite different in each case.

For a light duty vehicle, which includes passenger vehicles with fewer than 9 seats including the driver, or goods vehicles with a gross vehicle weight not exceeding 3500kg, the vehicle is tested on a chassis dynamometer in an emissions laboratory, using the World Light-duty Test Cycle (WLTC). This is the type 1 test under type-approval procedures. The appropriate emissions limits for the class of vehicle are applied. That constitutes a Euro 6c approval. More recent approval tests, if successful in the laboratory, are subjected to on-road verification testing, known as Real Driving Emissions (RDE). (This is mandatory on new approvals from Sept 2019). For RDE tests there are conformity factors applied which allow for variation in road/climatic conditions and also variance between laboratory and portable emissions analysers. These conformity factors are multiplication factors applied to the on-road measured emissions. The factor is 2.1 for Euro 6d-temp and 1.5 for Euro 6d.

Heavy duty vehicle emissions type approval is carried out on an engine only basis, using an engine dynamometer (a bench test). The engine is tested according to the World harmonised Stationary Cycle (a range of fixed rpm and load settings) and the World Harmonised Transient Cycle (a pattern of varying rpm and load settings). The appropriate emissions limits are applied. The engine is also tested for ‘off-cycle emissions’ using a number of randomly selected speed/load settings. If successful, this is followed by ‘on-road verification’ where the engine is installed into a vehicle chassis and road tested using portable measurement equipment and a payload of 50-60%.

The heavy duty approval requirement to perform on-road verification has led to tightly controlled emissions at Euro VI since the standard became mandatory in January 2014. This has demanded very careful calibration of engines and after treatment systems to control emissions. Whereas light duty approvals to Euro 6d-temp or 6d standard with RDE included, have only been phased in since 2017 and are not yet fully implemented for all light vehicle types (notably N1 light commercial vehicles), creating a lag in achieving such accurate emissions control. Because the approval test methodology is so different, it is not safe to assume that a percentage emissions reduction seen on one vehicle type (heavy duty) will also apply to another type (light duty). For Euro VI/6 diesel engines, the most common after treatment system is selective catalytic reduction (SCR), which is very dependent on the temperature of the exhaust catalyst to operate efficiently. The temperature is influenced by vehicle specification, operating conditions and ‘payload’. This means that appropriate emissions and durability testing over representative drive cycles is vital to ascertain the overall emissions reductions.

Extensive work was done over a number of years on optimising TfL bus retrofits to ensure that they work for a large proportion of the cycle and therefore achieve 90 per cent or greater NOx reduction over the duty cycle. A critical factor is whether a high exhaust temperature can be maintained throughout the duty cycle, to ensure that the selective catalytic reduction (SCR) system is most effective. Whether a taxi retrofit will be equally capable of maintaining a high NOx conversion rate is as yet unproven.

In common with the bus retrofit systems, it will be necessary for the retrofit manufacturer to demonstrate to the satisfaction of TfL that the system is protected against neglect or abuse, possibly through requirements for on-board in operation telemetry (as with the buses) or other monitoring of in service performance. One particular issue is that SCR retrofits require the use of a consumable fluid, AdBlue. Use of emulators to avoid AdBlue usage is a small, but recognised (by DVSA and traffic commissioners) issue amongst a minority of heavy vehicle operators and TfL will need to ensure that retrofit systems for taxis remain fully efficient in-service.

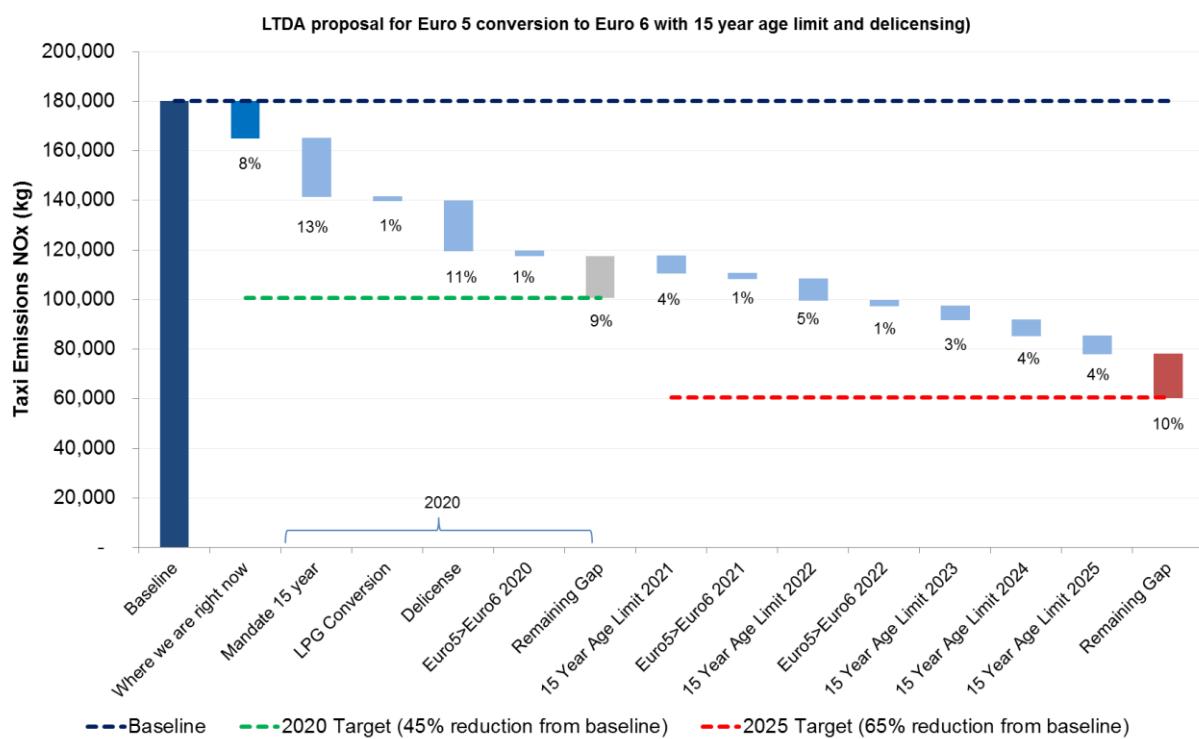
The approach to modelling bus and taxi emissions is entirely consistent – both sets of emissions calculations are based on COPERT emissions factors, in line with best practice. COPERT emissions factors for buses reflect the fact that there is a very established programme of monitoring bus emissions and performance across different Euro standards, in addition to performance of approved retrofit solutions. The lack of any appropriate testing and approval of a Euro 5 taxi retrofit means it is not appropriate for TfL to assume the same level of reduction is practically achievable, particularly given the importance of achieving our adopted targets for emissions reductions and air quality improvements in London, as set out in Defra's Air Quality Action Plan.

### How the proposals perform

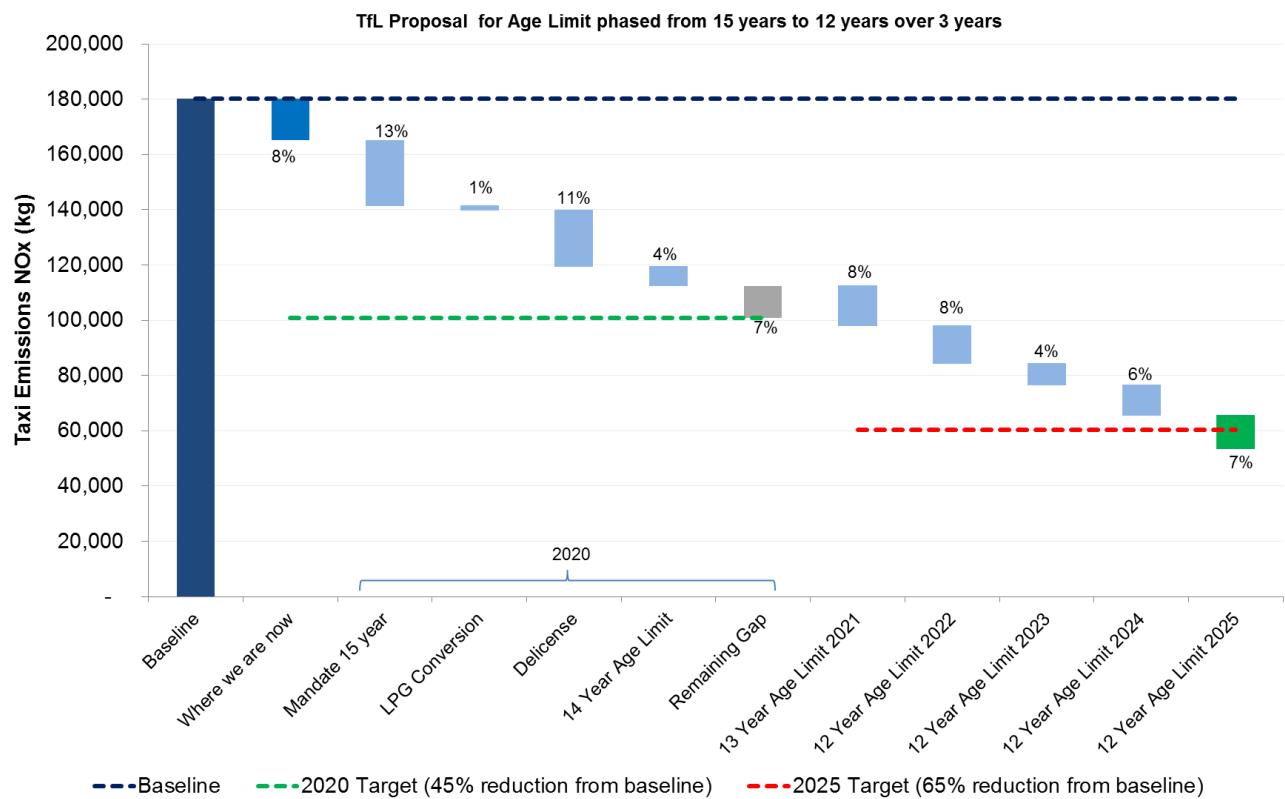
The results of the air quality modelling for the LTDA proposal are summarised in Figure 1 below, followed by the results of the air quality modelling for the phased age limit proposals (Figure 2) and finally a comparison of the options over time, against our targets (Figure 3).

It should be noted that the emissions savings shown in Figure 1 assumes continued uptake of delicensing. In reality, however, this would not be possible if the money is diverted towards a retrofit scheme. The graph therefore presents an optimistic scenario for emissions savings based on the proposals.

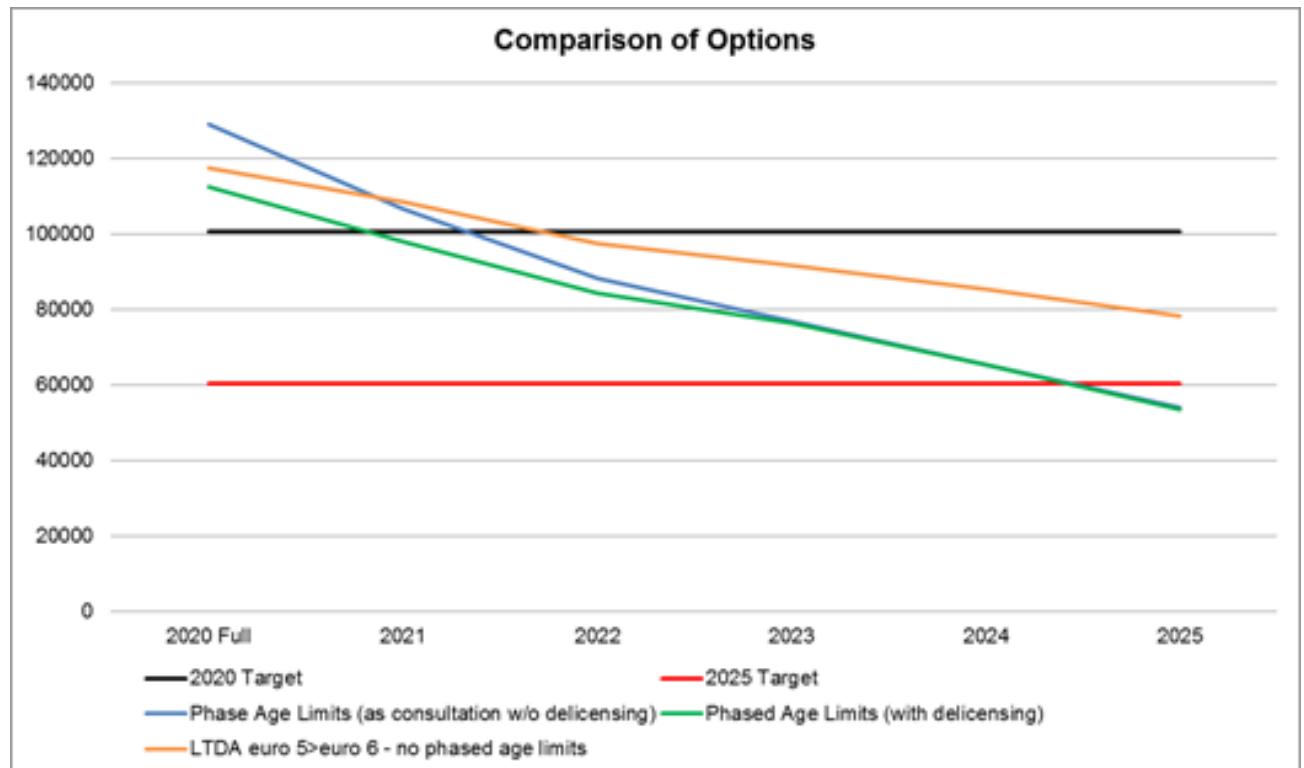
**Figure 1. LTDA Mandatory Euro 5 to Euro 6 conversion**



**Figure 2. TfL phased age limit proposals**



**Figure 3. How the options compare against each other**



## **Feasibility / delivery and timescale**

We are required by law to achieve legal air quality limit values and whilst seeking to achieve these we must reduce exposure to pollutants as quickly as possible, and with the greatest degree of certainty.

There is no approved diesel retrofit currently available, therefore no certainty that the scheme could be delivered as set out.

It is expected that it would take approximately 12 months for a retrofit solution to be approved, nationally accredited (EST CVRAS is specified by TPH) and conversion centres set up and running and ready to convert vehicles at scale. The process is summarised below (this should not be considered exhaustive, but provides an overview of a number of key steps):

- Application made to TfL's Taxi and Private Hire Vehicle Policy Manager
- Proposed alternative system installed, photographed and supplied to TfL
- Inspection by TfL prior to legislative emissions testing to ensure the product is fitted according to application
- Legislative emissions testing cycle to determine emissions reduced to Euro 6d standard, utilising the WLTC test cycle. The class of cycle is the N1 class 3b test.
- Durability trial of equipment and system, including a minimum distance of 10,000 miles. During this trial the taxi is not permitted to operate as a taxi or to carry fare paying passengers. Weekly reports submitted to TfL based on real time data provided by remote tracking technology. TfL inspection at mid and end point of 10,000 mile trial
- Report submitted to TfL following durability trial
- Final series of legislative emissions testing
- Manufacturer also to achieve CVRAS (Cleaner Vehicle Accreditation Scheme) accreditation

In addition to testing timescales, if approved, a change as significant as mandating the conversion of all Euro 5 taxis would require another public consultation, extending timescales for delivery.

## **Funding**

The LTDA proposed that the Euro 5 retrofit programme could be funded from the taxi delicensing scheme. There are not sufficient funds available for this. The number of applications received means that the majority of this fund is already accounted for. The proposal, which would cost in the region of £18m is therefore unfunded. If the taxi delicensing scheme were to be abandoned and the funds diverted to the LTDA retrofit proposal, this would potentially be unfair to those that had already applied for delicensing and would (at least) require a further consultation. Further, the benefits from the delicensing scheme in terms of emissions are expected to be very significant. These benefits from the delicensing scheme would be lost if the same funds were repurposed towards Euro 5 retrofits.

## **Summary of findings**

Following the very useful discussion on 22 May, we have had further opportunity to consider the potential of the LTDA alternative proposal.

Unfortunately, after careful consideration, it is not considered that the LTDA proposal presents a viable alternative to reaching the target for reducing taxi NOx emissions by 2025 for the following reasons:

- **Air quality:** As can be seen in Figure 3 above, modelling indicates that we would not meet the 2025 target under these proposals and Euro 6 conversion for Euro 5 taxis would not deliver the same level of air quality benefits as the age limit proposals. On a like for like comparison, the LTDA proposal delivers less benefit, with less certainty and misses the 2025 NOx reduction target.
- **Feasibility, delivery and timescale:** In the absence of an approved retrofit, and the amount of time it would take to establish what level of benefit an approved conversion could achieve, it is not feasible to consider this to be an implementable alternative given the urgent need for action.

In addition, taxis which have been converted to run on Liquid Petroleum Gas (LPG) emit lower levels of NOx than a Euro 6 taxi. Any funding available for taxi conversions would therefore be better channelled towards LPG than diesel conversions. To this end, provision has been made to support LPG conversions in the enhanced delicensing scheme. Under the LTDA proposals, diesel taxis would remain in the fleet for longer, emitting NOx at higher levels than LPG or ZEC taxis. Our ambition remains to transition to a fully electric taxi fleet as quickly as possible to maximise emissions savings.

## **6. Next steps**

Following the completion of this report, a decision paper has been drafted to collate the relevant material from this report together with the IIA and supporting materials for the consultation. The decision to be made, which relates to a change to the ‘conditions of fitness’ for taxis, which determine how they are permitted to operate in London, will be authorised by the Commissioner of TfL.

If approved, the proposal to mandate the maximum operating age would begin on 1 November 2019, with the phased reduction in age limits coming into effect on subsequent years on 1 November until reaching 12 years in 2022. The LPG conversion scheme would launch on 1 November 2019, and the category exemptions for alternative fuels, classic/niche vehicles and hardship would also cease on this date.

If the proposals are implemented, owners of 14 year old taxis in particular would need to take action before 1 November in order to keep operating beyond their 15<sup>th</sup> birthday. Letters would be sent to owners of 14 year old taxis explaining to them that if they want to maximise the time their vehicle is able to operate that they should present their vehicle for relicensing before the proposal to mandate the maximum operating age is introduced in November 2019.

## Appendix A: Codeframes of comments

The tables below show responses to each open question at the total level (all respondents), for those in the taxi trade (All London taxi drivers, Suburban taxi drivers and taxi owners) and for other respondents who are not members of the taxi trade.

**Figure 9: Question 3 Do you believe that we might be able to reduce NOx emissions from taxis by 65 per cent by 2025 in any other way? If so, how might we do so? (all respondents)**

	Total	Member of taxi trade		Not member of taxi trade	
Base	2,808	1,599		1,154	
<b>Overall Agreement/Disagreement (Grand Net)</b>	<b>283</b>	<b>10%</b>	<b>151</b>	<b>9%</b>	<b>127</b>
Believe emission will be reduced	140	5%	55	3%	85
Don't believe emission will be reduced	121	4%	79	5%	37
Reducing maximum age of taxis will not help reduce pollution/emissions levels	28	1%	21	1%	7
<b>Suggestions for taxi trade (Grand Net)</b>	<b>1,899</b>	<b>68%</b>	<b>1,027</b>	<b>64%</b>	<b>836</b>
<b>Hardships of Proposal (net)</b>	<b>194</b>	<b>7%</b>	<b>158</b>	<b>10%</b>	<b>33</b>
This would create hardships for taxi drivers	181	6%	149	9%	29
Other hardships of proposal mentions	18	1%	14	1%	4
<b>Economy (net)</b>	<b>696</b>	<b>25%</b>	<b>393</b>	<b>25%</b>	<b>291</b>
<b>Assistance/Grants (subnet)</b>	<b>375</b>	<b>13%</b>	<b>236</b>	<b>15%</b>	<b>134</b>
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	358	13%	226	14%	127
Other suggestions for taxi trade assistance/grants mentions	20	1%	12	1%	8
<b>Congestion/ULEZ Charge (subnet)</b>	<b>138</b>	<b>5%</b>	<b>7</b>	<b>0%</b>	<b>127</b>
Taxis should pay ULEZ charge (ZEC/LPG/electric/diesel)	90	3%	3	0%	83
Taxis should pay Congestion Charge (ZEC/LPG/electric/diesel)	72	3%	3	0%	66
Other suggestions for taxi trade Congestion Charge/ULEZ mentions	23	1%	1	0%	21

	Total		Member of taxi trade		Not member of taxi trade	
<b>Other Economy Mentions (subnet)</b>	<b>252</b>	<b>9%</b>	<b>197</b>	<b>12%</b>	<b>51</b>	<b>4%</b>
Reduce cost of taxis (ZEC/LPG/electric/diesel)	165	6%	136	9%	26	2%
Impacts on value/re-sale value of taxis	58	2%	51	3%	5	0%
Other suggestions for taxi trade other economy mentions	38	1%	16	1%	20	2%
<b>Maximum Age Limit/Requirement (net)</b>	<b>706</b>	<b>25%</b>	<b>414</b>	<b>26%</b>	<b>279</b>	<b>24%</b>
Unfair to change goalposts/maximum age limit	203	7%	175	11%	22	2%
Allow natural wastage of taxis/taxi fleet	145	5%	118	7%	24	2%
Keep maximum age of taxis at 15 years old	132	5%	113	7%	18	2%
Reduce age limit of taxis sooner	89	3%	5	0%	83	7%
Reduce age limit of taxis to 10 years/Same as PHVs	59	2%	7	0%	52	5%
Reduce age limit of taxis (unspecified number of years old)	49	2%	11	1%	38	3%
Allow more time for age limit transition	41	1%	29	2%	12	1%
No age limit for electric taxis	31	1%	26	2%	5	0%
Other suggestions for taxi trade maximum age limit/requirement mentions	88	3%	21	1%	62	5%
<b>Taxi Fuel Source (net)</b>	<b>328</b>	<b>12%</b>	<b>177</b>	<b>11%</b>	<b>146</b>	<b>13%</b>
Need more choice of taxi/no monopoly	136	5%	111	7%	23	2%
All taxis should be electric	95	3%	20	1%	73	6%
All taxis should be Euro 6 vehicles	31	1%	14	1%	17	1%
All taxis should be hybrids	25	1%	2	0%	22	2%
All taxis should be ZEC	25	1%	11	1%	14	1%
Retrofit technology to capture emission	24	1%	12	1%	12	1%
Other taxi fuel source mentions	27	1%	16	1%	10	1%
<b>Number of taxis (net)</b>	<b>100</b>	<b>4%</b>	<b>20</b>	<b>1%</b>	<b>79</b>	<b>7%</b>
Reduce amount of taxis (empty/plying for hire)	70	2%	9	1%	60	5%
Reduce/Cancel licence of/all high emission/taxis/vehicles	25	1%	7	0%	18	2%
Other number of taxis mentions	7	0%	4	0%	3	0%

	Total		Member of taxi trade		Not member of taxi trade	
	204	7%	135	8%	62	5%
<b>Taxi Discrimination/Bias (net)</b>						
Biased/unfair/targets taxis/puts pressure on taxi trade	202	7%	134	8%	61	5%
Other taxi discrimination/bias mentions	4	0%	3	0%	1	0%
<b>Taxi Pollution/Air Quality (net)</b>	111	4%	27	2%	84	7%
Stop/Eliminate taxis from idling	98	3%	19	1%	79	7%
Other taxi pollution/air quality mentions	13	0%	8	1%	5	0%
<b>Bus Lanes (net)</b>	53	2%	32	2%	21	2%
Allow taxis to use bus lanes	37	1%	32	2%	5	0%
Taxis shouldn't be using bus lanes	16	1%	-	0%	16	1%
<b>Miscellaneous Suggestions for taxi trade (net)</b>	103	4%	42	3%	58	5%
Ban taxis from London (ZEC/LPG/electric/diesel)	33	1%	4	0%	28	2%
Enforce proper tests/spot checks/MOTs for taxis	28	1%	17	1%	10	1%
Other miscellaneous suggestions for taxi trade mentions	43	2%	21	1%	21	2%
<b>Suggestions for Other Transport (Grand Net)</b>	1,313	47%	860	54%	426	37%
<b>Economy (net)</b>	54	2%	26	2%	27	2%
<b>Congestion Charge (subnet)</b>	28	1%	15	1%	13	1%
Increase Congestion Charge	16	1%	10	1%	6	1%
Other suggestions for other transport Congestion Charge mentions	13	0%	6	0%	7	1%
<b>General Economy (subnet)</b>	27	1%	11	1%	15	1%
Other suggestions for other transport general economy mentions	27	1%	11	1%	15	1%
<b>Vehicle Fuel Source (net)</b>	178	6%	112	7%	63	5%
Conversion to LPG fuel	77	3%	54	3%	21	2%
Need more electric vehicle usage	54	2%	26	2%	27	2%
Need cleaner/bio diesel fuel vehicle usage	19	1%	14	1%	4	0%
Need more hybrid vehicle usage	15	1%	9	1%	6	1%
Other vehicle fuel source mentions	34	1%	21	1%	13	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Vehicle Modifications (net)</b>	<b>120</b>	<b>4%</b>	<b>80</b>	<b>5%</b>	<b>38</b>	<b>3%</b>
Conversion to Euro 6 standards	66	2%	46	3%	20	2%
Other vehicle modification mentions	55	2%	35	2%	18	2%
<b>Reduce/Ban Vehicles (net)</b>	<b>498</b>	<b>18%</b>	<b>351</b>	<b>22%</b>	<b>139</b>	<b>12%</b>
Reduce/ban PHVs	313	11%	234	15%	74	6%
Reduce/ban buses/empty buses	145	5%	107	7%	38	3%
Reduce/ban online app services	63	2%	44	3%	17	1%
Reduce/ban commercial vehicles (parcel/construction/diesel)	46	2%	24	2%	21	2%
Other reduce/ban vehicles mentions	34	1%	17	1%	16	1%
<b>Discrimination/Bias (net)</b>	<b>49</b>	<b>2%</b>	<b>5</b>	<b>0%</b>	<b>42</b>	<b>4%</b>
Biased/unfair/targets PHVs/puts pressure on PHV industry	37	1%	1	0%	34	3%
Other discrimination/bias mentions	13	0%	4	0%	9	1%
<b>Traffic/Congestion (net)</b>	<b>244</b>	<b>9%</b>	<b>179</b>	<b>11%</b>	<b>57</b>	<b>5%</b>
Reduce traffic/congestion by keeping roads open	71	3%	61	4%	7	1%
I support reducing congestion/London has too much traffic/congestion	70	2%	53	3%	15	1%
TfL/road schemes/projects contribute to traffic/congestion	57	2%	48	3%	8	1%
Cycle lanes/super highways cause traffic/congestion	28	1%	21	1%	6	1%
PHVs cause traffic/congestion	25	1%	22	1%	2	0%
Encourage active forms of transport (walking, cycling)	19	1%	1	0%	17	1%
Other traffic/congestion mentions	17	1%	8	1%	9	1%
<b>Other Transport Pollution/Air Quality (net)</b>	<b>69</b>	<b>2%</b>	<b>50</b>	<b>3%</b>	<b>16</b>	<b>1%</b>
Fix emissions standard/test for all vehicles regardless of age	25	1%	17	1%	7	1%
Reduce pollution by keeping roads open	20	1%	14	1%	4	0%
Other transport pollution/air quality mentions	24	1%	19	1%	5	0%
<b>Road Infrastructure (net)</b>	<b>364</b>	<b>13%</b>	<b>291</b>	<b>18%</b>	<b>68</b>	<b>6%</b>
<b>Cycle Lanes (subnet)</b>	<b>190</b>	<b>7%</b>	<b>146</b>	<b>9%</b>	<b>42</b>	<b>4%</b>
Eliminate/Get rid of cycle lanes	170	6%	137	9%	31	3%

	Total		Member of taxi trade		Not member of taxi trade	
Other cycle lanes mentions	24	1%	13	1%	11	1%
<b>Road Signs/Traffic Lights (subnet)</b>	<b>38</b>	<b>1%</b>	<b>30</b>	<b>2%</b>	<b>7</b>	<b>1%</b>
Change traffic light synchronisation	33	1%	27	2%	6	1%
Other road signs/traffic lights mentions	9	0%	6	0%	2	0%
<b>General Road Infrastructure (subnet)</b>	<b>241</b>	<b>9%</b>	<b>205</b>	<b>13%</b>	<b>32</b>	<b>3%</b>
Stop closing roads/Open up closed roads	179	6%	151	9%	25	2%
Stop eliminating/reducing road space	64	2%	57	4%	6	1%
Other suggestions for other transport general road infrastructure mentions	15	1%	12	1%	3	0%
<b>Electric Vehicle Infrastructure (net)</b>	<b>179</b>	<b>6%</b>	<b>116</b>	<b>7%</b>	<b>60</b>	<b>5%</b>
Add electric charging stations	156	6%	99	6%	55	5%
Need rapid charging technology	35	1%	23	1%	11	1%
Increase battery life	25	1%	18	1%	6	1%
Other electric vehicle infrastructure mentions	5	0%	2	0%	3	0%
<b>Miscellaneous Suggestions for Other Transport (net)</b>	<b>72</b>	<b>3%</b>	<b>40</b>	<b>3%</b>	<b>32</b>	<b>3%</b>
Encourage use of public transportation	25	1%	9	1%	16	1%
Limit travel times for commercial/delivery vehicles	21	1%	17	1%	4	0%
Other miscellaneous suggestions for other transport mentions	29	1%	14	1%	15	1%
<b>Miscellaneous Comments (Grand Net)</b>	<b>742</b>	<b>26%</b>	<b>436</b>	<b>27%</b>	<b>281</b>	<b>24%</b>
<b>General Pollution/Air Quality (net)</b>	<b>371</b>	<b>13%</b>	<b>187</b>	<b>12%</b>	<b>178</b>	<b>15%</b>
Buses contribute to pollution/air quality problems/more than taxis	112	4%	68	4%	44	4%
Taxis contribute to pollution/air quality problems	94	3%	9	1%	84	7%
Taxi emissions are small part of pollution/air quality problems	78	3%	58	4%	19	2%
PHVs contribute to pollution/air quality problems more than taxis	29	1%	20	1%	9	1%
All vehicles/traffic/congestion contributes to pollution/air quality problems	28	1%	14	1%	14	1%
TfL's road schemes contribute to pollution/air quality problems	22	1%	17	1%	4	0%
Commercial vehicles contribute to pollution/air quality problems/more polluting taxis (parcel/construction)	20	1%	16	1%	4	0%

	Total		Member of taxi trade		Not member of taxi trade	
Improve scrapping scheme/scrapping scheme contributes to pollution	19	1%	9	1%	9	1%
Cycle lanes/super highways contribute to pollution/air quality problems more than taxis	15	1%	11	1%	3	0%
Other general pollution/air quality mentions	29	1%	13	1%	15	1%
<b>Road Infrastructure (net)</b>	<b>79</b>	<b>3%</b>	<b>59</b>	<b>4%</b>	<b>16</b>	<b>1%</b>
Concern about roadwork/roads in London	78	3%	58	4%	16	1%
Other road infrastructure mentions	2	0%	2	0%	-	0%
<b>Political Affiliation (net)</b>	<b>54</b>	<b>2%</b>	<b>29</b>	<b>2%</b>	<b>17</b>	<b>1%</b>
Do not like/agree with the Mayor	26	1%	11	1%	9	1%
Learn lessons from past/don't repeat same mistakes	15	1%	10	1%	4	0%
Other political affiliation mentions	14	0%	8	1%	5	0%
<b>TfL Image (net)</b>	<b>132</b>	<b>5%</b>	<b>94</b>	<b>6%</b>	<b>31</b>	<b>3%</b>
Do not like/agree with TfL	123	4%	88	6%	29	3%
Other TfL images mentions	10	0%	7	0%	2	0%
<b>Additional Information Needed (net)</b>	<b>118</b>	<b>4%</b>	<b>93</b>	<b>6%</b>	<b>23</b>	<b>2%</b>
No accuracy/relevant scientific figures to back this up	114	4%	93	6%	19	2%
Other additional information needed mentions	5	0%	1	0%	4	0%
Miscellaneous	122	4%	61	4%	56	5%
Concern proposals are money making/revenue raising schemes	45	2%	27	2%	16	1%
Abusive comments	8	0%	5	0%	1	0%
Other miscellaneous mentions	70	2%	30	2%	39	3%
Don't Know	13	0%	8	1%	5	0%
Nothing	45	2%	25	2%	20	2%
No Answer	15	1%	6	0%	9	1%

**Figure 10: Question 3 Do you believe that we might be able to reduce NOx emissions from taxis by 65 per cent by 2025 in any other way? If so, how might we do so? (Those who agree with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	Member of taxi trade		Not member of taxi trade		
Base	759	81		668		
<b>Overall Agreement/Disagreement (Grand Net)</b>	<b>100</b>	<b>13%</b>	<b>13</b>	<b>16%</b>	<b>87</b>	<b>13%</b>
Believe emission will be reduced	84	11%	10	12%	74	11%
Don't believe emission will be reduced	15	2%	3	4%	12	2%
Reducing maximum age of taxis will not help reduce pollution/emissions levels	2	0%	0	0%	2	0%
<b>Suggestions for taxi trade (Grand Net)</b>	<b>563</b>	<b>74%</b>	<b>45</b>	<b>56%</b>	<b>509</b>	<b>76%</b>
<b>Hardships of Proposal (net)</b>	<b>5</b>	<b>1%</b>	<b>1</b>	<b>1%</b>	<b>4</b>	<b>1%</b>
This would create hardships for taxi drivers	4	1%	1	1%	3	0%
Other hardships of proposal mentions	1	0%	0	0%	1	0%
<b>Economy (net)</b>	<b>216</b>	<b>28%</b>	<b>20</b>	<b>25%</b>	<b>192</b>	<b>29%</b>
<b>Assistance/Grants (subnet)</b>	<b>88</b>	<b>12%</b>	<b>14</b>	<b>17%</b>	<b>74</b>	<b>11%</b>
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	85	11%	14	17%	71	11%
Other suggestions for taxi trade assistance/grants mentions	3	0%	0	0%	3	0%
<b>Congestion/ULEZ Charge (subnet)</b>	<b>123</b>	<b>16%</b>	<b>4</b>	<b>5%</b>	<b>116</b>	<b>17%</b>
Taxis should pay ULEZ charge (ZEC/LPG/electric/diesel)	84	11%	2	2%	79	12%
Taxis should pay Congestion Charge (ZEC/LPG/electric/diesel)	67	9%	2	2%	62	9%
Other suggestions for taxi trade Congestion Charge/ULEZ mentions	18	2%	0	0%	17	3%
<b>Other Economy Mentions (subnet)</b>	<b>21</b>	<b>3%</b>	<b>5</b>	<b>6%</b>	<b>15</b>	<b>2%</b>
Reduce cost of taxis (ZEC/LPG/electric/diesel)	7	1%	4	5%	2	0%
Other suggestions for taxi trade other economy mentions	14	2%	1	1%	13	2%
<b>Maximum Age Limit/Requirement (net)</b>	<b>203</b>	<b>27%</b>	<b>13</b>	<b>16%</b>	<b>188</b>	<b>28%</b>
Reduce age limit of taxis sooner	75	10%	3	4%	71	11%
Reduce age limit of taxis to 10 years/Same as PHVs	50	7%	4	5%	46	7%
Reduce age limit of taxis (unspecified number of years old)	38	5%	4	5%	34	5%

	Total	Member of taxi trade	Not member of taxi trade	
Allow more time for age limit transition	4	1%	4	1%
Keep maximum age of taxis at 15 years old	2	0%	2	0%
Unfair to change goalposts/maximum age limit	1	0%	1	0%
Other suggestions for taxi trade maximum age limit/requirement mentions	57	8%	53	8%
<b>Taxi Fuel Source (net)</b>	<b>102</b>	<b>13%</b>	<b>93</b>	<b>14%</b>
All taxis should be electric	60	8%	56	8%
All taxis should be hybrids	17	2%	16	2%
All taxis should be Euro 6 vehicles	13	2%	13	2%
All taxis should be ZEC	11	1%	10	1%
Retrofit technology to capture emission	11	1%	11	2%
Need more choice of taxi/no monopoly	6	1%	2	0%
Other taxi fuel source mentions	6	1%	6	1%
<b>Number of taxis (net)</b>	<b>73</b>	<b>10%</b>	<b>70</b>	<b>10%</b>
Reduce amount of taxis (empty/plying for hire)	58	8%	56	8%
Reduce/Cancel licence of/all high emission/taxis/vehicles	15	2%	14	2%
Other number of taxis mentions	2	0%	2	0%
<b>Taxi Discrimination/Bias (net)</b>	<b>16</b>	<b>2%</b>	<b>15</b>	<b>2%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	15	2%	14	2%
Other taxi discrimination/bias mentions	1	0%	1	0%
<b>Taxi Pollution/Air Quality (net)</b>	<b>77</b>	<b>10%</b>	<b>75</b>	<b>11%</b>
Stop/Eliminate taxis from idling	73	10%	71	11%
Other taxi pollution/air quality mentions	4	1%	4	1%
<b>Bus Lanes (net)</b>	<b>21</b>	<b>3%</b>	<b>20</b>	<b>3%</b>
Taxis shouldn't be using bus lanes	16	2%	16	2%
Allow taxis to use bus lanes	5	1%	4	1%
<b>Miscellaneous Suggestions for taxi trade (net)</b>	<b>49</b>	<b>6%</b>	<b>45</b>	<b>7%</b>
Ban taxis from London (ZEC/LPG/electric/diesel)	27	4%	24	4%
Enforce proper tests/spot checks/MOTs for taxis	7	1%	6	1%

	Total		Member of taxi trade		Not member of taxi trade	
Other miscellaneous suggestions for taxi trade mentions	16	2%	0	0%	16	2%
<b>Suggestions for Other Transport (Grand Net)</b>	<b>206</b>	<b>27%</b>	<b>31</b>	<b>38%</b>	<b>174</b>	<b>26%</b>
<b>Economy (net)</b>	<b>22</b>	<b>3%</b>	<b>4</b>	<b>5%</b>	<b>18</b>	<b>3%</b>
<b>Congestion Charge (subnet)</b>	<b>10</b>	<b>1%</b>	<b>1</b>	<b>1%</b>	<b>9</b>	<b>1%</b>
Increase Congestion Charge	4	1%	1	1%	3	0%
Other suggestions for other transport Congestion Charge mentions	6	1%	0	0%	6	1%
<b>General Economy (subnet)</b>	<b>12</b>	<b>2%</b>	<b>3</b>	<b>4%</b>	<b>9</b>	<b>1%</b>
Other suggestions for other transport general economy mentions	12	2%	3	4%	9	1%
<b>Vehicle Fuel Source (net)</b>	<b>38</b>	<b>5%</b>	<b>6</b>	<b>7%</b>	<b>32</b>	<b>5%</b>
Need more electric vehicle usage	22	3%	3	4%	19	3%
Conversion to LPG fuel	12	2%	2	2%	10	1%
Need more hybrid vehicle usage	7	1%	2	2%	5	1%
Need cleaner/bio diesel fuel vehicle usage	2	0%	1	1%	1	0%
Other vehicle fuel source mentions	4	1%	1	1%	3	0%
<b>Vehicle Modifications (net)</b>	<b>10</b>	<b>1%</b>	<b>1</b>	<b>1%</b>	<b>9</b>	<b>1%</b>
Conversion to Euro 6 standards	8	1%	0	0%	8	1%
Other vehicle modification mentions	2	0%	1	1%	1	0%
<b>Reduce/Ban Vehicles (net)</b>	<b>47</b>	<b>6%</b>	<b>10</b>	<b>12%</b>	<b>37</b>	<b>6%</b>
Reduce/ban PHVs	22	3%	7	9%	15	2%
Reduce/ban commercial vehicles (parcel/construction/diesel)	13	2%	1	1%	12	2%
Reduce/ban online app services	5	1%	2	2%	3	0%
Reduce/ban buses/empty buses	4	1%	1	1%	3	0%
Other reduce/ban vehicles mentions	7	1%	0	0%	7	1%
<b>Discrimination/Bias (net)</b>	<b>26</b>	<b>3%</b>	<b>0</b>	<b>0%</b>	<b>26</b>	<b>4%</b>
Biased/unfair/targets PHVs/puts pressure on PHV industry	21	3%	0	0%	21	3%
Other discrimination/bias mentions	6	1%	0	0%	6	1%
<b>Traffic/Congestion (net)</b>	<b>33</b>	<b>4%</b>	<b>7</b>	<b>9%</b>	<b>25</b>	<b>4%</b>
Encourage active forms of transport (walking, cycling)	19	3%	1	1%	17	3%

	Total	Member of taxi trade		Not member of taxi trade		
I support reducing congestion/London has too much traffic/congestion	4	1%	1	1%	3	0%
Cycle lanes/super highways cause traffic/congestion	3	0%	2	2%	1	0%
TfL/road schemes/projects contribute to traffic/congestion	3	0%	3	4%	0	0%
Reduce traffic/congestion by keeping roads open	2	0%	1	1%	1	0%
PHVs cause traffic/congestion	1	0%	1	1%	0	0%
Other traffic/congestion mentions	6	1%	0	0%	6	1%
<b>Other Transport Pollution/Air Quality (net)</b>	<b>4</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>4</b>	<b>1%</b>
Fix emissions standard/test for all vehicles regardless of age	1	0%	0	0%	1	0%
Reduce pollution by keeping roads open	1	0%	0	0%	1	0%
Other transport pollution/air quality mentions	2	0%	0	0%	2	0%
<b>Road Infrastructure (net)</b>	<b>23</b>	<b>3%</b>	<b>9</b>	<b>11%</b>	<b>14</b>	<b>2%</b>
<b>Cycle Lanes (subnet)</b>	<b>15</b>	<b>2%</b>	<b>3</b>	<b>4%</b>	<b>12</b>	<b>2%</b>
Eliminate/Get rid of cycle lanes	5	1%	3	4%	2	0%
Other cycle lanes mentions	10	1%	0	0%	10	1%
<b>Road Signs/Traffic Lights (subnet)</b>	<b>1</b>	<b>0%</b>	<b>1</b>	<b>1%</b>	<b>0</b>	<b>0%</b>
Change traffic light synchronisation	1	0%	1	1%	0	0%
Other road signs/traffic lights mentions	1	0%	1	1%	0	0%
<b>General Road Infrastructure (subnet)</b>	<b>9</b>	<b>1%</b>	<b>7</b>	<b>9%</b>	<b>2</b>	<b>0%</b>
Stop closing roads/Open up closed roads	7	1%	6	7%	1	0%
Other suggestions for other transport general road infrastructure mentions	2	0%	1	1%	1	0%
<b>Electric Vehicle Infrastructure (net)</b>	<b>29</b>	<b>4%</b>	<b>4</b>	<b>5%</b>	<b>25</b>	<b>4%</b>
Add electric charging stations	27	4%	4	5%	23	3%
Need rapid charging technology	8	1%	1	1%	7	1%
Increase battery life	2	0%	0	0%	2	0%
Other electric vehicle infrastructure mentions	1	0%	0	0%	1	0%
<b>Miscellaneous Suggestions for Other Transport (net)</b>	<b>23</b>	<b>3%</b>	<b>2</b>	<b>2%</b>	<b>21</b>	<b>3%</b>
Encourage use of public transportation	14	2%	1	1%	13	2%
Limit travel times for commercial/delivery vehicles	2	0%	1	1%	1	0%

	Total	Member of taxi trade	Not member of taxi trade
Other miscellaneous suggestions for other transport mentions	9 1%	0 0%	9 1%
<b>Miscellaneous Comments (Grand Net)</b>	<b>152 20%</b>	<b>17 21%</b>	<b>134 20%</b>
<b>General Pollution/Air Quality (net)</b>	<b>107 14%</b>	<b>12 15%</b>	<b>94 14%</b>
Taxis contribute to pollution/air quality problems	84 11%	7 9%	76 11%
Buses contribute to pollution/air quality problems/more than taxis	12 2%	3 4%	9 1%
All vehicles/traffic/congestion contributes to pollution/air quality problems	5 1%	0 0%	5 1%
Improve scrapping scheme/scrapping scheme contributes to pollution	5 1%	1 1%	4 1%
Commercial vehicles contribute to pollution/air quality problems/more polluting taxis (parcel/construction)	2 0%	1 1%	1 0%
Cycle lanes/super highways contribute to pollution/air quality problems more than taxis	1 0%	1 1%	0 0%
PHVs contribute to pollution/air quality problems more than taxis	1 0%	1 1%	0 0%
Taxi emissions are small part of pollution/air quality problems	1 0%	0 0%	1 0%
TfL / TfL's road schemes contribute to pollution/air quality problems	1 0%	1 1%	0 0%
Other general pollution/air quality mentions	9 1%	1 1%	8 1%
<b>Road Infrastructure (net)</b>	<b>2 0%</b>	<b>2 2%</b>	<b>0 0%</b>
Concern about roadwork/roads in London	2 0%	2 2%	0 0%
<b>Political Affiliation (net)</b>	<b>6 1%</b>	<b>0 0%</b>	<b>6 1%</b>
Do not like/agree with the Mayor	2 0%	0 0%	2 0%
Other political affiliation mentions	4 1%	0 0%	4 1%
<b>TfL Image (net)</b>	<b>6 1%</b>	<b>0 0%</b>	<b>6 1%</b>
Do not like/agree with TfL	5 1%	0 0%	5 1%
Other TfL images mentions	1 0%	0 0%	1 0%
<b>Additional Information Needed (net)</b>	<b>7 1%</b>	<b>1 1%</b>	<b>6 1%</b>
No accuracy/relevant scientific figures to back this up	3 0%	1 1%	2 0%
Other additional information needed mentions	4 1%	0 0%	4 1%
Miscellaneous	32 4%	2 2%	30 4%
Concern proposals are money making/revenue raising schemes	4 1%	0 0%	4 1%

	Total		Member of taxi trade		Not member of taxi trade	
Other miscellaneous mentions	28	4%	2	2%	26	4%
Don't Know	4	1%	1	1%	3	0%
Nothing	10	1%	1	1%	9	1%
No Answer	5	1%	0	0%	5	1%

**Figure 11: Question 3 Do you believe that we might be able to reduce NOx emissions from taxis by 65 per cent by 2025 in any other way? If so, how might we do so? (Those who *disagree* with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total	Member of taxi trade	Not member of taxi trade	
Base	2,005	1,499	463	
<b>Overall Agreement/Disagreement (Grand Net)</b>	<b>182</b>	<b>9%</b>	<b>39</b>	<b>8%</b>
Don't believe emission will be reduced	106	5%	76	5%
Believe emission will be reduced	55	3%	45	3%
Reducing maximum age of taxis will not help reduce pollution/emissions levels	26	1%	21	1%
<b>Suggestions for taxi trade (Grand Net)</b>	<b>1,153</b>	<b>58%</b>	<b>890</b>	<b>59%</b>
<b>Hardships Of Proposal (net)</b>	<b>184</b>	<b>9%</b>	<b>153</b>	<b>10%</b>
This would create hardships for taxi drivers	172	9%	144	10%
Other hardships of proposal mentions	17	1%	14	1%
<b>Economy (net)</b>	<b>469</b>	<b>23%</b>	<b>367</b>	<b>24%</b>
<b>Assistance/Grants (subnet)</b>	<b>282</b>	<b>14%</b>	<b>219</b>	<b>15%</b>
Offer assistance/grants/subsidy for taxis (ZEC/LPG/electric/diesel)	268	13%	209	14%
Other suggestions for taxi trade assistance/grants mentions	17	1%	12	1%
<b>Congestion/ULEZ Charge (subnet)</b>	<b>14</b>	<b>1%</b>	<b>3</b>	<b>0%</b>
Taxis should pay Congestion Charge (ZEC/LPG/electric/diesel)	5	0%	1	0%
Taxis should pay ULEZ charge (ZEC/LPG/electric/diesel)	5	0%	1	0%
Other suggestions for taxi trade Congestion Charge/ULEZ mentions	5	0%	1	0%
<b>Other Economy Mentions (subnet)</b>	<b>226</b>	<b>11%</b>	<b>189</b>	<b>13%</b>
Reduce cost of taxis (ZEC/LPG/electric/diesel)	155	8%	130	9%
Impacts on value/re-sale value of taxis	57	3%	50	3%
Other suggestions for taxi trade other economy mentions	23	1%	15	1%
<b>Maximum Age Limit/Requirement (net)</b>	<b>489</b>	<b>24%</b>	<b>395</b>	<b>26%</b>

	Total	Member of taxi trade		Not member of taxi trade		
Unfair to change goalposts/maximum age limit	199	10%	173	12%	20	4%
Allow natural wastage of taxis/taxi fleet	144	7%	118	8%	23	5%
Keep maximum age of taxis at 15 years old	129	6%	112	7%	16	3%
Allow more time for age limit transition	36	2%	29	2%	7	2%
No age limit for electric taxis	30	1%	26	2%	4	1%
Reduce age limit of taxis sooner	12	1%	1	0%	11	2%
Reduce age limit of taxis (unspecified number of years old)	10	0%	6	0%	4	1%
Reduce age limit of taxis to 10 years/Same as PHVs	8	0%	3	0%	5	1%
Other suggestions for taxi trade maximum age limit/requirement mentions	28	1%	18	1%	7	2%
<b>Taxi Fuel Source (net)</b>	<b>220</b>	<b>11%</b>	<b>168</b>	<b>11%</b>	<b>49</b>	<b>11%</b>
Need more choice of taxi/no monopoly	128	6%	105	7%	21	5%
All taxis should be electric	33	2%	18	1%	15	3%
All taxis should be Euro 6 vehicles	18	1%	14	1%	4	1%
All taxis should be ZEC	13	1%	10	1%	3	1%
Retrofit technology to capture emission	13	1%	12	1%	1	0%
All taxis should be hybrids	6	0%	2	0%	4	1%
Other taxi fuel source mentions	21	1%	16	1%	4	1%
<b>Number of taxis (net)</b>	<b>26</b>	<b>1%</b>	<b>17</b>	<b>1%</b>	<b>8</b>	<b>2%</b>
Reduce amount of taxis (empty/plying for hire)	12	1%	7	0%	4	1%
Reduce/Cancel licence of/all high emission/taxis/vehicles	9	0%	6	0%	3	1%
Other number of taxis mentions	5	0%	4	0%	1	0%
<b>Taxi Discrimination/Bias (net)</b>	<b>185</b>	<b>9%</b>	<b>131</b>	<b>9%</b>	<b>47</b>	<b>10%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	184	9%	130	9%	47	10%
Other taxi discrimination/bias mentions	3	0%	3	0%	-	0%
<b>Taxi Pollution/Air Quality (net)</b>	<b>34</b>	<b>2%</b>	<b>25</b>	<b>2%</b>	<b>9</b>	<b>2%</b>
Stop/Eliminate taxis from idling	25	1%	17	1%	8	2%
Other taxi pollution/air quality mentions	9	0%	8	1%	1	0%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Bus Lanes (net)</b>	<b>32</b>	<b>2%</b>	<b>31</b>	<b>2%</b>	<b>1</b>	<b>0%</b>
Allow taxis to use bus lanes	32	2%	31	2%	1	0%
<b>Miscellaneous Suggestions for taxi trade (net)</b>	<b>50</b>	<b>2%</b>	<b>37</b>	<b>2%</b>	<b>12</b>	<b>3%</b>
Enforce proper tests/spot checks/MOTs for taxis	18	1%	15	1%	3	1%
Ban taxis from London (ZEC/LPG/electric/diesel)	6	0%	2	0%	4	1%
Other miscellaneous suggestions for taxi trade mentions	26	1%	20	1%	5	1%
<b>Suggestions for Other Transport (Grand Net)</b>	<b>1,086</b>	<b>54%</b>	<b>816</b>	<b>54%</b>	<b>245</b>	<b>53%</b>
<b>Economy (net)</b>	<b>32</b>	<b>2%</b>	<b>22</b>	<b>1%</b>	<b>9</b>	<b>2%</b>
<b>Congestion Charge (subnet)</b>	<b>18</b>	<b>1%</b>	<b>14</b>	<b>1%</b>	<b>4</b>	<b>1%</b>
Increase Congestion Charge	12	1%	9	1%	3	1%
Other suggestions for other transport Congestion Charge mentions	7	0%	6	0%	1	0%
<b>General Economy (subnet)</b>	<b>15</b>	<b>1%</b>	<b>8</b>	<b>1%</b>	<b>6</b>	<b>1%</b>
Other suggestions for other transport general economy mentions	15	1%	8	1%	6	1%
<b>Vehicle Fuel Source (net)</b>	<b>139</b>	<b>7%</b>	<b>105</b>	<b>7%</b>	<b>31</b>	<b>7%</b>
Conversion to LPG fuel	65	3%	52	3%	11	2%
Need more electric vehicle usage	31	2%	22	1%	8	2%
Need cleaner/bio diesel fuel vehicle usage	17	1%	13	1%	3	1%
Need more hybrid vehicle usage	8	0%	7	0%	1	0%
Other vehicle fuel source mentions	30	1%	20	1%	10	2%
<b>Vehicle Modifications (net)</b>	<b>110</b>	<b>5%</b>	<b>79</b>	<b>5%</b>	<b>29</b>	<b>6%</b>
Conversion to Euro 6 standards	58	3%	46	3%	12	3%
Other vehicle modification mentions	53	3%	34	2%	17	4%
<b>Reduce/Ban Vehicles (net)</b>	<b>440</b>	<b>22%</b>	<b>334</b>	<b>22%</b>	<b>98</b>	<b>21%</b>
Reduce/ban PHVs	285	14%	223	15%	57	12%
Reduce/ban buses/empty buses	139	7%	105	7%	34	7%
Reduce/ban online app services	56	3%	40	3%	14	3%
Reduce/ban commercial vehicles (parcel/construction/diesel)	33	2%	23	2%	9	2%
Other reduce/ban vehicles mentions	26	1%	17	1%	8	2%

	Total		Member of taxi trade		Not member of taxi trade	
	19	1%	4	0%	14	3%
<b>Discrimination/Bias (net)</b>						
Biased/unfair/targets PHVs/puts pressure on PHV industry	14	1%	1	0%	12	3%
Other discrimination/bias mentions	5	0%	3	0%	2	0%
<b>Traffic/Congestion (net)</b>	<b>209</b>	<b>10%</b>	<b>171</b>	<b>11%</b>	<b>31</b>	<b>7%</b>
Reduce traffic/congestion by keeping roads open	69	3%	60	4%	6	1%
I support reducing congestion/London has too much traffic/congestion	65	3%	52	3%	11	2%
TfL/road schemes/projects contribute to traffic/congestion	53	3%	44	3%	8	2%
Cycle lanes/super highways cause traffic/congestion	25	1%	19	1%	5	1%
PHVs cause traffic/congestion	24	1%	21	1%	2	0%
Other traffic/congestion mentions	11	1%	8	1%	3	1%
<b>Other Transport Pollution/Air Quality (net)</b>	<b>65</b>	<b>3%</b>	<b>50</b>	<b>3%</b>	<b>12</b>	<b>3%</b>
Fix emissions standard/test for all vehicles regardless of age	24	1%	17	1%	6	1%
Reduce pollution by keeping roads open	19	1%	14	1%	3	1%
Other transport pollution/air quality mentions	22	1%	19	1%	3	1%
<b>Road Infrastructure (net)</b>	<b>336</b>	<b>17%</b>	<b>278</b>	<b>19%</b>	<b>53</b>	<b>11%</b>
<b>Cycle Lanes (subnet)</b>	<b>173</b>	<b>9%</b>	<b>141</b>	<b>9%</b>	<b>30</b>	<b>6%</b>
Eliminate/Get rid of cycle lanes	163	8%	132	9%	29	6%
Other cycle lanes mentions	14	1%	13	1%	1	0%
<b>Road Signs/Traffic Lights (subnet)</b>	<b>37</b>	<b>2%</b>	<b>29</b>	<b>2%</b>	<b>7</b>	<b>2%</b>
Change traffic light synchronisation	32	2%	26	2%	6	1%
Other road signs/traffic lights mentions	8	0%	5	0%	2	0%
<b>General Road Infrastructure (subnet)</b>	<b>228</b>	<b>11%</b>	<b>195</b>	<b>13%</b>	<b>29</b>	<b>6%</b>
Stop closing roads/Open up closed roads	168	8%	142	9%	23	5%
Stop eliminating/reducing road space	64	3%	57	4%	6	1%
Other suggestions for other transport general road infrastructure mentions	13	1%	11	1%	2	0%
<b>Electric Vehicle Infrastructure (net)</b>	<b>142</b>	<b>7%</b>	<b>105</b>	<b>7%</b>	<b>34</b>	<b>7%</b>
Add electric charging stations	124	6%	91	6%	31	7%
Need rapid charging technology	23	1%	18	1%	4	1%

Increase battery life	20	1%	15	1%	4	1%
Other electric vehicle infrastructure mentions	3	0%	2	0%	1	0%
<b>Miscellaneous Suggestions for Other Transport (net)</b>	<b>49</b>	<b>2%</b>	<b>38</b>	<b>3%</b>	<b>11</b>	<b>2%</b>
Limit travel times for commercial/delivery vehicles	19	1%	16	1%	3	1%
Encourage use of public transportation	11	1%	8	1%	3	1%
Other miscellaneous suggestions for other transport mentions	20	1%	14	1%	6	1%
<b>Miscellaneous Comments (Grand Net)</b>	<b>573</b>	<b>29%</b>	<b>409</b>	<b>27%</b>	<b>142</b>	<b>31%</b>
<b>General Pollution/Air Quality (net)</b>	<b>263</b>	<b>13%</b>	<b>174</b>	<b>12%</b>	<b>84</b>	<b>18%</b>
Buses contribute to pollution/air quality problems/more than taxis	100	5%	65	4%	35	8%
Taxi emissions are small part of pollution/air quality problems	77	4%	58	4%	18	4%
PHVs contribute to pollution/air quality problems more than taxis	28	1%	19	1%	9	2%
All vehicles/traffic/congestion contributes to pollution/air quality problems	23	1%	14	1%	9	2%
TfL's road schemes contribute to pollution/air quality problems	21	1%	16	1%	4	1%
Commercial vehicles contribute to pollution/air quality problems/more polluting taxis (parcel/construction)	18	1%	15	1%	3	1%
Cycle lanes/super highways contribute to pollution/air quality problems more than taxis	14	1%	10	1%	3	1%
Improve scrapping scheme/scrapping scheme contributes to pollution	13	1%	7	0%	5	1%
Taxis contribute to pollution/air quality problems	10	0%	2	0%	8	2%
Other general pollution/air quality mentions	20	1%	12	1%	7	2%
<b>Road Infrastructure (net)</b>	<b>73</b>	<b>4%</b>	<b>53</b>	<b>4%</b>	<b>16</b>	<b>3%</b>
Concern about roadwork/roads in London	72	4%	52	3%	16	3%
Other road infrastructure mentions	2	0%	2	0%	-	0%
<b>Political Affiliation (net)</b>	<b>43</b>	<b>2%</b>	<b>28</b>	<b>2%</b>	<b>8</b>	<b>2%</b>
Do not like/agree with the Mayor	20	1%	10	1%	5	1%
Learn lessons from past/don't repeat same mistakes	14	1%	10	1%	3	1%
Other political affiliation mentions	10	0%	8	1%	1	0%
<b>TfL Image (net)</b>	<b>121</b>	<b>6%</b>	<b>92</b>	<b>6%</b>	<b>23</b>	<b>5%</b>
Do not like/agree with TfL	113	6%	86	6%	22	5%
Other TfL images mentions	9	0%	7	0%	1	0%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Additional Information Needed (net)</b>	<b>108</b>	<b>5%</b>	<b>89</b>	<b>6%</b>	<b>17</b>	<b>4%</b>
No accuracy/relevant scientific figures to back this up	108	5%	89	6%	17	4%
Other additional information needed mentions	1	0%	1	0%	-	0%
Miscellaneous	84	4%	56	4%	24	5%
Concern proposals are money making/revenue raising schemes	37	2%	25	2%	10	2%
Abusive comments	6	0%	4	0%	1	0%
Other miscellaneous mentions	42	2%	28	2%	13	3%
Don't Know	9	0%	7	0%	2	0%
Nothing	35	2%	24	2%	11	2%
No Answer	9	0%	6	0%	3	1%

**Figure 12: Question 4 We propose that Euro 6, LPG and ZEC taxis would be subject to a 15 year age limit, in recognition of their lower levels of harmful air quality emissions. Do you have views about whether it is right to allow these taxis to have a 15 year age limit or do you believe there are other ways we could recognise the differing levels of emissions from taxis? If so, what are they? (all respondents)**

	Total	Member of taxi trade	Not member of taxi trade
Base	3013	1771	1205
<b>Overall Agreement/Disagreement (Net)</b>	<b>268</b> <b>9%</b>	<b>150</b> <b>8%</b>	<b>117</b> <b>10%</b>
Agree with proposal	122 4%	60 3%	62 5%
Disagree with proposal	81 3%	51 3%	29 2%
Agree, if they pass required tests/safety checks	60 2%	38 2%	22 2%
Other overall agreement/disagreement mentions	5 0%	1 0%	4 0%
<b>Age Limit (Net)</b>	<b>2207</b> <b>73%</b>	<b>1363</b> <b>77%</b>	<b>818</b> <b>68%</b>
<b>No Age Limit (Subnet)</b>	<b>1115</b> <b>37%</b>	<b>786</b> <b>44%</b>	<b>316</b> <b>26%</b>
Should be no age limit (ZEC/LPG/electric/diesel)	1000 33%	704 40%	285 24%
No age limit for taxis that pass required tests/safety checks	130 4%	95 5%	33 3%
Other no age limit mentions	1 0%	1 0%	0 0%
<b>Same As Others Age Limit (Subnet)</b>	<b>109</b> <b>4%</b>	<b>20</b> <b>1%</b>	<b>88</b> <b>7%</b>
All taxi/engine types should have same age limit	53 2%	17 1%	35 3%
Taxis should have same age limit as PHVs (ZEC/LPG/electric/diesel)	44 1%	2 0%	42 3%
Other same as others age limit mentions	17 1%	2 0%	14 1%
<b>Miscellaneous Age Limit (Subnet)</b>	<b>1091</b> <b>36%</b>	<b>605</b> <b>34%</b>	<b>472</b> <b>39%</b>
Should remain 15 years	487 16%	302 17%	180 15%
Unfair to change goalposts/maximum age limit	186 6%	138 8%	47 4%
Should be 20 years	124 4%	92 5%	30 2%
All taxis should have an extended age limit (12/20 years)	114 4%	76 4%	36 3%
All taxis should have a lower age limit (10/12 years)	88 3%	9 1%	78 6%
Should be 10 years	78 3%	9 1%	67 6%
	<b>Total</b>	<b>Member of taxi</b>	<b>Not member of</b>

			trade		taxi	trade
Should be 12 years	31	1%	3	0%	28	2%
Should be 5 years	26	1%	5	0%	20	2%
Allow natural wastage of taxis/taxi fleet	20	1%	15	1%	5	0%
Other miscellaneous age limit mentions	86	3%	31	2%	54	4%
<b>Hardships of Proposal (Net)</b>	<b>145</b>	<b>5%</b>	<b>106</b>	<b>6%</b>	<b>37</b>	<b>3%</b>
Will create financial hardship (drivers/owners/trade)	75	2%	56	3%	18	1%
Will create hardship (drivers/owners/trade)	35	1%	26	1%	7	1%
Will create hardships for passengers	20	1%	12	1%	8	1%
Higher unemployment rate/job loss (drivers/owners/trade)	15	0%	10	1%	5	0%
Will impact people nearing retirement/force early retirement	14	0%	12	1%	2	0%
Other hardships of proposal mentions	2	0%	1	0%	1	0%
<b>Economy (Net)</b>	<b>502</b>	<b>17%</b>	<b>331</b>	<b>19%</b>	<b>164</b>	<b>14%</b>
<b>Assistance/Grants (Subnet)</b>	<b>77</b>	<b>3%</b>	<b>47</b>	<b>3%</b>	<b>29</b>	<b>2%</b>
Offer assistance/grants/subsidy to taxis (ZEC/LPG/electric)	74	2%	46	3%	27	2%
Other assistance/grants mentions	6	0%	2	0%	4	0%
<b>Congestion/ULEZ Charge (Subnet)</b>	<b>50</b>	<b>2%</b>	<b>6</b>	<b>0%</b>	<b>42</b>	<b>3%</b>
Tax/charge taxis according to level of emissions	14	0%	1	0%	13	1%
Taxis should pay ULEZ charge	14	0%	0	0%	12	1%
Other congestion/ULEZ charge mentions	25	1%	5	0%	19	2%
<b>Cost/Value of Vehicles/taxis (Subnet)</b>	<b>393</b>	<b>13%</b>	<b>293</b>	<b>17%</b>	<b>96</b>	<b>8%</b>
Taxis are too expensive to have a maximum age limit	330	11%	248	14%	78	6%
Impacts on value/re-sale value of taxis	53	2%	45	3%	8	1%
Taxis are expensive to upkeep/maintain (repairs/new batteries/insurance)	21	1%	16	1%	5	0%
Fuel conversion to taxis are expensive to make	18	1%	14	1%	4	0%
<b>General Economy (Subnet)</b>	<b>18</b>	<b>1%</b>	<b>4</b>	<b>0%</b>	<b>14</b>	<b>1%</b>
Other cost/value of vehicles/taxis mentions	11	0%	7	0%	4	0%
Other general economy mentions	18	1%	4	0%	14	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Vehicle/Taxi Fuel Source (Net)</b>	<b>228</b>	<b>8%</b>	<b>119</b>	<b>7%</b>	<b>106</b>	<b>9%</b>
Need more alternative fuel source vehicle usage (electric/hybrid/LPG)	132	4%	53	3%	77	6%
Need more choice of taxi/no monopoly	80	3%	62	4%	17	1%
Other vehicle/Taxi fuel source mentions	20	1%	7	0%	13	1%
<b>Pollution/Air Quality (Net)</b>	<b>429</b>	<b>14%</b>	<b>228</b>	<b>13%</b>	<b>196</b>	<b>16%</b>
Taxis are less polluting than other vehicles	248	8%	167	9%	79	7%
Taxis pollute/are more polluting than other vehicles	68	2%	10	1%	57	5%
I support reducing emissions/London has too much pollution/poor air quality	41	1%	12	1%	28	2%
Manufacturing vehicles create pollution / is more polluting	22	1%	13	1%	9	1%
Buses contribute to pollution/air quality problems/more than taxis	19	1%	11	1%	7	1%
Stop/Eliminate vehicles from idling	15	0%	5	0%	10	1%
Scraping/disposal of vehicles/parts of vehicles is polluting/bad for the environment	14	0%	7	0%	6	0%
Other pollution/air quality mentions	43	1%	24	1%	19	2%
<b>Reduce/Ban Vehicles (Net)</b>	<b>104</b>	<b>3%</b>	<b>47</b>	<b>3%</b>	<b>57</b>	<b>5%</b>
Reduce/ban PHVs	44	1%	31	2%	13	1%
Reduce/ban taxis from London	29	1%	4	0%	25	2%
Other reduce/ban vehicles mentions	39	1%	13	1%	26	2%
<b>Road Infrastructure (Net)</b>	<b>27</b>	<b>1%</b>	<b>15</b>	<b>1%</b>	<b>12</b>	<b>1%</b>
Concerns about roadwork (closed roads)	14	0%	10	1%	4	0%
Other road infrastructure mentions	15	0%	7	0%	8	1%
<b>Discrimination/Bias (Net)</b>	<b>85</b>	<b>3%</b>	<b>52</b>	<b>3%</b>	<b>31</b>	<b>3%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	70	2%	50	3%	19	2%
Other discrimination/bias mentions	16	1%	2	0%	13	1%
<b>TfL Image (Net)</b>	<b>57</b>	<b>2%</b>	<b>35</b>	<b>2%</b>	<b>19</b>	<b>2%</b>
Do not like/agree with TfL/not fit for job	28	1%	17	1%	9	1%
Other TfL image mentions	31	1%	18	1%	12	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Political Affiliation (Net)</b>	<b>21</b>	<b>1%</b>	<b>12</b>	<b>1%</b>	<b>8</b>	<b>1%</b>
Do not like/agree with the Mayor/not fit for job	11	0%	6	0%	5	0%
Other political affiliation mentions	11	0%	7	0%	3	0%
<b>Electric Vehicle Infrastructure (Net)</b>	<b>48</b>	<b>2%</b>	<b>38</b>	<b>2%</b>	<b>10</b>	<b>1%</b>
Add/install/more electric charging stations	35	1%	26	1%	9	1%
Poor quality electric batteries (mile range/longevity in years)	17	1%	15	1%	2	0%
Other electric vehicle infrastructure mention	2	0%	2	0%	0	0%
<b>Information Needed (Net)</b>	<b>33</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>13</b>	<b>1%</b>
No accuracy/relevant scientific figures to back this up	28	1%	16	1%	11	1%
Other information needed mentions	6	0%	2	0%	3	0%
<b>Traffic/Congestion (Net)</b>	<b>30</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>12</b>	<b>1%</b>
I support reducing congestion/London has too much traffic/congestion	16	1%	8	0%	8	1%
Other traffic/congestion mentions	17	1%	11	1%	6	0%
<b>Vehicle/taxi Quality/Modifications (Net)</b>	<b>76</b>	<b>3%</b>	<b>36</b>	<b>2%</b>	<b>38</b>	<b>3%</b>
Allow retrofitting/modifications to taxis	26	1%	16	1%	10	1%
Poor quality manufactured vehicles/taxis	21	1%	10	1%	10	1%
Use advance technology in manufacturing of taxis	21	1%	8	0%	13	1%
Other vehicle/taxi quality/modifications mentions	13	0%	6	0%	6	0%
<b>Miscellaneous (Net)</b>	<b>110</b>	<b>4%</b>	<b>46</b>	<b>3%</b>	<b>61</b>	<b>5%</b>
Enforce stricter/proper tests/spot checks/MOTs	41	1%	13	1%	28	2%
Proposal is a money making/revenue raising scheme	17	1%	12	1%	4	0%
Abusive comments	3	0%	3	0%	0	0%
Other miscellaneous mentions	52	2%	19	1%	31	3%
Don't Know	11	0%	6	0%	5	0%
No Answer	76	3%	46	3%	28	2%

**Figure 13: Question 4 We propose that Euro 6, LPG and ZEC taxis would be subject to a 15 year age limit, in recognition of their lower levels of harmful air quality emissions. Do you have views about whether it is right to allow these taxis to have a 15 year age limit or do you believe there are other ways we could recognise the differing levels of emissions from taxis? If so, what are they?**

**(Those who agree with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total		Member of taxi trade		Not member of taxi trade	
Base	608		75		524	
<b>Overall Agreement/Disagreement (Net)</b>	<b>88</b>	<b>14%</b>	<b>15</b>	<b>20%</b>	<b>73</b>	<b>14%</b>
Agree with proposal	53	9%	7	9%	46	9%
Disagree with proposal	17	3%	5	7%	12	2%
Agree, if they pass required tests/safety checks	15	2%	3	4%	12	2%
Other overall agreement/disagreement mentions	3	0%	0	0%	3	1%
<b>Age Limit (Net)</b>	<b>352</b>	<b>58%</b>	<b>44</b>	<b>59%</b>	<b>300</b>	<b>57%</b>
<b>No Age Limit (Subnet)</b>	<b>30</b>	<b>5%</b>	<b>10</b>	<b>13%</b>	<b>19</b>	<b>4%</b>
Should be no age limit (ZEC/LPG/electric)	27	4%	9	12%	17	3%
No age limit for taxis that pass required tests/safety checks	3	0%	1	1%	2	0%
<b>Same as Others Age Limit (Subnet)</b>	<b>57</b>	<b>9%</b>	<b>1</b>	<b>1%</b>	<b>55</b>	<b>10%</b>
Taxis should have same age limit as PHVs (ZEC/LPG/electric)	38	6%	1	1%	37	7%
All taxi/engine types should have same age limit	11	2%	0	0%	10	2%
Other same as others age limit mentions	11	2%	0	0%	10	2%
<b>Miscellaneous Age Limit (Subnet)</b>	<b>285</b>	<b>47%</b>	<b>36</b>	<b>48%</b>	<b>243</b>	<b>46%</b>
All taxis should have a lower age limit (10/12 years)	74	12%	0	0%	73	14%
Should be 10 years	69	11%	8	11%	59	11%
Should remain 15 years	49	8%	11	15%	37	7%
Should be 12 years	31	5%	3	4%	28	5%
Should be 5 years	22	4%	4	5%	17	3%

	Total		Member of taxi trade		Not member of taxi trade	
All taxis should have an extended age limit (12/20 years)	13	2%	3	4%	10	2%
Should be 20 years	5	1%	4	5%	1	0%
Unfair to change goalposts/maximum age limit	3	0%	1	1%	2	0%
Allow natural wastage of taxis/taxi fleet	1	0%	0	0%	1	0%
Other miscellaneous age limit mentions	49	8%	3	4%	45	9%
<b>Hardships of Proposal (Net)</b>	<b>9</b>	<b>1%</b>	<b>3</b>	<b>4%</b>	<b>6</b>	<b>1%</b>
Will create financial hardship (drivers/owners/trade)	3	0%	0	0%	3	1%
Will create hardship (drivers/owners/trade)	3	0%	2	3%	1	0%
Higher unemployment rate/job loss (drivers/owners/trade)	1	0%	0	0%	1	0%
Will create hardships for passengers	1	0%	0	0%	1	0%
Will impact people nearing retirement/force early retirement	1	0%	1	1%	0	0%
<b>Economy (Net)</b>	<b>81</b>	<b>13%</b>	<b>16</b>	<b>21%</b>	<b>62</b>	<b>12%</b>
<b>Assistance/Grants (Subnet)</b>	<b>18</b>	<b>3%</b>	<b>3</b>	<b>4%</b>	<b>14</b>	<b>3%</b>
Offer assistance/grants/subsidy to taxis (ZEC/LPG/electric)	16	3%	3	4%	12	2%
Other assistance/grants mentions	4	1%	0	0%	4	1%
<b>Congestion/ULEZ Charge (Subnet)</b>	<b>36</b>	<b>6%</b>	<b>2</b>	<b>3%</b>	<b>33</b>	<b>6%</b>
Tax/charge taxis according to level of emissions	12	2%	0	0%	12	2%
Taxis should pay ULEZ charge	12	2%	0	0%	11	2%
Other congestion/ULEZ charge mentions	15	2%	2	3%	12	2%
<b>Cost/Value of vehicles/taxis (Subnet)</b>	<b>26</b>	<b>4%</b>	<b>11</b>	<b>15%</b>	<b>14</b>	<b>3%</b>
Taxis are too expensive to have a maximum age limit	18	3%	9	12%	8	2%
<b>General Economy (Subnet)</b>	<b>8</b>	<b>1%</b>	<b>1</b>	<b>1%</b>	<b>7</b>	<b>1%</b>
Fuel conversion to taxis are expensive to make	5	1%	2	3%	3	1%
Impacts on value/re-sale value of taxis	2	0%	1	1%	1	0%
Other cost/value of vehicles/taxis mentions	2	0%	0	0%	2	0%
Taxis are expensive to upkeep/maintain (repairs/new batteries/insurance)	1	0%	0	0%	1	0%
Other general economy mentions	8	1%	1	1%	7	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Vehicle/Taxi Fuel Source (Net)</b>	<b>74</b>	<b>12%</b>	<b>4</b>	<b>5%</b>	<b>69</b>	<b>13%</b>
Need more alternative fuel source vehicle usage (electric/hybrid/LPG)	60	10%	2	3%	57	11%
Need more choice of taxi/no monopoly	4	1%	2	3%	2	0%
Other vehicle/Taxi fuel source mentions	11	2%	0	0%	11	2%
<b>Pollution/Air Quality (Net)</b>	<b>120</b>	<b>20%</b>	<b>14</b>	<b>19%</b>	<b>105</b>	<b>20%</b>
Taxis pollute/are more polluting than other vehicles	52	9%	3	4%	49	9%
Taxis are less polluting than other vehicles	30	5%	9	12%	21	4%
I support reducing emissions/London has too much pollution/poor air quality	22	4%	1	1%	21	4%
Stop/Eliminate vehicles from idling	7	1%	1	1%	6	1%
Buses contribute to pollution/air quality problems/more than taxis	3	0%	0	0%	2	0%
Manufacturing vehicles create pollution / is more polluting	2	0%	0	0%	2	0%
Scraping/disposal of vehicles/parts of vehicles is polluting/bad for the environment	2	0%	0	0%	2	0%
Other pollution/air quality mentions	7	1%	0	0%	7	1%
<b>Reduce/Ban Vehicles (Net)</b>	<b>47</b>	<b>8%</b>	<b>5</b>	<b>7%</b>	<b>42</b>	<b>8%</b>
Reduce/ban taxis from London	22	4%	0	0%	22	4%
Reduce/ban PHVs	8	1%	3	4%	5	1%
Other reduce/ban vehicles mentions	24	4%	2	3%	22	4%
<b>Road Infrastructure (Net)</b>	<b>3</b>	<b>0%</b>	<b>0</b>	<b>0%</b>	<b>3</b>	<b>1%</b>
Other road infrastructure mentions	3	0%	0	0%	3	1%
<b>Discrimination/Bias (Net)</b>	<b>15</b>	<b>2%</b>	<b>3</b>	<b>4%</b>	<b>12</b>	<b>2%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	7	1%	3	4%	4	1%
Other discrimination/bias mentions	8	1%	0	0%	8	2%
<b>TfL Image (Net)</b>	<b>8</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>8</b>	<b>2%</b>
Do not like/agree with TfL/not fit for job	2	0%	0	0%	2	0%
Other TfL image mentions	6	1%	0	0%	6	1%
<b>Political Affiliation (Net)</b>	<b>5</b>	<b>1%</b>	<b>0</b>	<b>0%</b>	<b>5</b>	<b>1%</b>
Do not like/agree with the Mayor/not fit for job	3	0%	0	0%	3	1%

	Total	Member of taxi trade	Not member of taxi trade	
Other political affiliation mentions	2	0%	2	0%
<b>Electric Vehicle Infrastructure (Net)</b>	<b>3</b>	<b>0%</b>	<b>2</b>	<b>3%</b>
Add/install/more electric charging stations	2	0%	1	1%
Poor quality electric batteries (mile range/longevity in years)	1	0%	1	1%
<b>Information Needed (Net)</b>	<b>6</b>	<b>1%</b>	<b>1</b>	<b>1%</b>
No accuracy/relevant scientific figures to back this up	6	1%	1	1%
Other information needed mentions	1	0%	0	0%
<b>Traffic/Congestion (Net)</b>	<b>2</b>	<b>0%</b>	<b>0</b>	<b>0%</b>
Other traffic/congestion mentions	2	0%	0	0%
<b>Vehicle/taxi Quality/Modifications (Net)</b>	<b>27</b>	<b>4%</b>	<b>2</b>	<b>3%</b>
Use advance technology in manufacturing of taxis	10	2%	0	0%
Allow retrofitting/modifications to taxis	6	1%	1	1%
Poor quality manufactured vehicles/taxis	6	1%	0	0%
Other vehicle/taxi quality/modifications mentions	6	1%	1	1%
<b>Miscellaneous (Net)</b>	<b>41</b>	<b>7%</b>	<b>1</b>	<b>1%</b>
Enforce stricter/proper tests/spot checks/MOTs	24	4%	0	0%
Proposal is a money making/revenue raising scheme	2	0%	0	0%
Other miscellaneous mentions	15	2%	1	1%
Don't Know	5	1%	0	0%
No Answer	15	2%	1	1%
			14	3%

**Figure 14: Question 4 We propose that Euro 6, LPG and ZEC taxis would be subject to a 15 year age limit, in recognition of their lower levels of harmful air quality emissions. Do you have views about whether it is right to allow these taxis to have a 15 year age limit or do you believe there are other ways we could recognise the differing levels of emissions from taxis? If so, what are they?**

**(Those who *disagree* with the proposals to reduce taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles)**

	Total		Member of taxi trade		Not member of taxi trade	
Base	2,369		1,681		662	
<b>Overall Agreement/Disagreement (Net)</b>	<b>176</b>	<b>7%</b>	<b>134</b>	<b>8%</b>	<b>41</b>	<b>6%</b>
Agree with proposal	66	3%	52	3%	14	2%
Disagree with proposal	64	3%	46	3%	17	3%
Agree, if they pass required tests/safety checks	44	2%	35	2%	9	1%
Other overall agreement/disagreement mentions	2	0%	1	0%	1	0%
<b>Age Limit (Net)</b>	<b>1,834</b>	<b>77%</b>	<b>1,308</b>	<b>78%</b>	<b>508</b>	<b>77%</b>
<b>No Age Limit (Subnet)</b>	<b>1,077</b>	<b>45%</b>	<b>772</b>	<b>46%</b>	<b>293</b>	<b>44%</b>
Should be no age limit	968	41%	693	41%	265	40%
No age limit for taxis that pass required tests/safety checks	124	5%	92	5%	30	5%
Other no age limit mentions	1	0%	1	0%	-	0%
<b>Same as Others Age Limit (Subnet)</b>	<b>50</b>	<b>2%</b>	<b>18</b>	<b>1%</b>	<b>32</b>	<b>5%</b>
All taxi/engine types should have same age limit	40	2%	16	1%	24	4%
Taxis should have same age limit as PHVs	6	0%	1	0%	5	1%
Other same as others age limit mentions	6	0%	2	0%	4	1%
<b>Miscellaneous Age Limit (Subnet)</b>	<b>795</b>	<b>34%</b>	<b>563</b>	<b>33%</b>	<b>224</b>	<b>34%</b>
Should remain 15 years	435	18%	290	17%	141	21%
Unfair to change goalposts/maximum age limit	181	8%	136	8%	44	7%
Should be 20 years	118	5%	87	5%	29	4%
All taxis should have an extended age limit (12/20 years)	99	4%	71	4%	26	4%
Allow natural wastage of taxis/taxi fleet	19	1%	15	1%	4	1%

	Total	Member of taxi trade	Not member of taxi trade	
All taxis should have a lower age limit (10/12 years)	13	1%	5	1%
Should be 10 years	8	0%	7	1%
Should be 5 years	4	0%	3	0%
Other miscellaneous age limit mentions	36	2%	8	1%
<b>Hardships of Proposal (Net)</b>	<b>134</b>	<b>6%</b>	<b>29</b>	<b>4%</b>
Will create financial hardship (drivers/owners/trade)	72	3%	15	2%
Will create hardship (drivers/owners/trade)	31	1%	5	1%
Will create hardships for passengers	18	1%	6	1%
Higher unemployment rate/job loss (drivers/owners/trade)	14	1%	4	1%
Will impact people nearing retirement/force early retirement	13	1%	2	0%
Other hardships of proposal mentions	2	0%	1	0%
<b>Economy (Net)</b>	<b>413</b>	<b>17%</b>	<b>97</b>	<b>15%</b>
<b>Assistance/Grants (Subnet)</b>	<b>57</b>	<b>2%</b>	<b>14</b>	<b>2%</b>
Offer assistance/grants/subsidy to taxis (ZEC/LPG/electric)	56	2%	14	2%
Other assistance/grants mentions	2	0%	-	0%
<b>Congestion/ULEZ Charge (Subnet)</b>	<b>12</b>	<b>1%</b>	<b>7</b>	<b>1%</b>
Taxis should pay ULEZ charge	2	0%	1	0%
Tax/charge taxis according to level of emissions	1	0%	-	0%
Other congestion/ULEZ charge mentions	9	0%	6	1%
<b>Cost/Value of vehicles/taxis (Subnet)</b>	<b>362</b>	<b>15%</b>	<b>80</b>	<b>12%</b>
Taxis are too expensive to have a maximum age limit	309	13%	68	10%
Impacts on value/re-sale value of taxis	50	2%	7	1%
Taxis are expensive to upkeep/maintain (repairs/new batteries/insurance)	19	1%	4	1%
Fuel conversion to taxis are expensive to make	13	1%	1	0%
<b>General Economy (Subnet)</b>	<b>10</b>	<b>0%</b>	<b>7</b>	<b>1%</b>
Other cost/value of vehicles/taxis mentions	8	0%	2	0%
Other general economy mentions	10	0%	7	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Vehicle/Taxi Fuel Source (Net)</b>	<b>153</b>	<b>6%</b>	<b>114</b>	<b>7%</b>	<b>37</b>	<b>6%</b>
Need more choice of taxi/no monopoly	76	3%	60	4%	15	2%
Need more alternative fuel source vehicle usage (electric/hybrid/LPG)	71	3%	50	3%	20	3%
Other vehicle/Taxi fuel source mentions	9	0%	7	0%	2	0%
<b>Pollution/Air Quality (Net)</b>	<b>304</b>	<b>13%</b>	<b>212</b>	<b>13%</b>	<b>88</b>	<b>13%</b>
Taxis are less polluting than other vehicles (ZEC/LPG/electric)	216	9%	157	9%	57	9%
I support reducing emissions/London has too much pollution/poor air quality	18	1%	11	1%	6	1%
Manufacturing vehicles create pollution / is more polluting	18	1%	12	1%	6	1%
Buses contribute to pollution/air quality problems/more than taxis	16	1%	11	1%	5	1%
Taxis pollute/are more polluting than other vehicles	16	1%	7	0%	8	1%
Scraping/disposal of vehicles/parts of vehicles is polluting/bad for the environment	12	1%	7	0%	4	1%
Stop/Eliminate vehicles from idling	8	0%	4	0%	4	1%
Other pollution/air quality mentions	36	2%	24	1%	12	2%
<b>Reduce/Ban Vehicles (Net)</b>	<b>53</b>	<b>2%</b>	<b>40</b>	<b>2%</b>	<b>13</b>	<b>2%</b>
Reduce/ban PHVs	35	1%	28	2%	7	1%
Reduce/ban taxis from London	5	0%	2	0%	3	0%
Other reduce/ban vehicles mentions	14	1%	11	1%	3	0%
<b>Road Infrastructure (Net)</b>	<b>23</b>	<b>1%</b>	<b>15</b>	<b>1%</b>	<b>8</b>	<b>1%</b>
Concerns about roadwork (closed roads)	14	1%	10	1%	4	1%
Other road infrastructure mentions	11	0%	7	0%	4	1%
<b>Discrimination/Bias (Net)</b>	<b>67</b>	<b>3%</b>	<b>48</b>	<b>3%</b>	<b>18</b>	<b>3%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	61	3%	46	3%	14	2%
Other discrimination/bias mentions	7	0%	2	0%	5	1%
<b>TfL Image (Net)</b>	<b>47</b>	<b>2%</b>	<b>35</b>	<b>2%</b>	<b>9</b>	<b>1%</b>
Do not like/agree with TfL/not fit for job	25	1%	17	1%	6	1%
Other TfL image mentions	24	1%	18	1%	5	1%

	Total		Member of taxi trade		Not member of taxi trade	
	16	1%	12	1%	3	0%
<b>Political Affiliation (Net)</b>						
Do not like/agree with the Mayor/not fit for job	8	0%	6	0%	2	0%
Other political affiliation mentions	9	0%	7	0%	1	0%
<b>Electric Vehicle Infrastructure (Net)</b>	<b>42</b>	<b>2%</b>	<b>35</b>	<b>2%</b>	<b>7</b>	<b>1%</b>
Add/install/more electric charging stations	30	1%	24	1%	6	1%
Poor quality electric batteries (mile range/longevity in years)	16	1%	14	1%	2	0%
Other electric vehicle infrastructure mention	2	0%	2	0%	-	0%
<b>Information Needed (Net)</b>	<b>26</b>	<b>1%</b>	<b>17</b>	<b>1%</b>	<b>7</b>	<b>1%</b>
No accuracy/relevant scientific figures to back this up	22	1%	15	1%	6	1%
Other information needed mentions	4	0%	2	0%	1	0%
<b>Traffic/Congestion (Net)</b>	<b>28</b>	<b>1%</b>	<b>18</b>	<b>1%</b>	<b>10</b>	<b>2%</b>
I support reducing congestion/London has too much traffic/congestion	16	1%	8	0%	8	1%
Other traffic/congestion mentions	15	1%	11	1%	4	1%
<b>Vehicle/taxi Quality/Modifications (Net)</b>	<b>48</b>	<b>2%</b>	<b>33</b>	<b>2%</b>	<b>13</b>	<b>2%</b>
Allow retrofitting/modifications to taxis	19	1%	14	1%	5	1%
Poor quality manufactured vehicles/taxis	15	1%	10	1%	4	1%
Use advance technology in manufacturing of taxis	11	0%	8	0%	3	0%
Other vehicle/taxi quality/modifications mentions	7	0%	5	0%	1	0%
<b>Miscellaneous (Net)</b>	<b>67</b>	<b>3%</b>	<b>45</b>	<b>3%</b>	<b>19</b>	<b>3%</b>
Enforce stricter/proper tests/spot checks/MOTs	17	1%	13	1%	4	1%
Proposal is a money making/revenue raising scheme	14	1%	12	1%	1	0%
Abusive comments	3	0%	3	0%	-	0%
Other miscellaneous mentions	36	2%	18	1%	16	2%
Don't Know	5	0%	5	0%	-	0%
No Answer	60	3%	45	3%	14	2%

**Figure 15: Question 5 Do you believe that this proposal would cause any additional impacts that we should bear in mind? If you have thoughts about how we might mitigate these impacts please also set them out below (all respondents)**

	Total	Member of taxi trade	Not member of taxi trade		
Base	1,928	1,216	687		
<b>Overall Agreement/Disagreement (Net)</b>	<b>295</b>	<b>15%</b>	<b>134</b>	<b>11%</b>	<b>157</b>
Will not cause additional impacts	210	11%	91	7%	116
Proposal will cause additional impacts	46	2%	18	1%	27
Don't remove the hardship exemption	39	2%	25	2%	14
<b>Hardships of Proposal (Net)</b>	<b>1,042</b>	<b>54%</b>	<b>746</b>	<b>61%</b>	<b>283</b>
Will impact people nearing retirement/force early retirement	607	31%	425	35%	179
Will create hardship for part time/less mileage drivers	195	10%	109	9%	85
Will create financial hardships	181	9%	143	12%	33
Will create hardship (Unspecified)	123	6%	93	8%	27
Will hurt/kill the taxi trade/industry	82	4%	64	5%	16
Higher unemployment rate/job loss	63	3%	47	4%	14
Passengers will have a hard time finding taxis/less on roads	19	1%	15	1%	4
Will create hardship for garages/Put garages out of business	16	1%	14	1%	1
Other hardships of proposal mentions	50	3%	40	3%	9
<b>Economy (Net)</b>	<b>308</b>	<b>16%</b>	<b>236</b>	<b>19%</b>	<b>67</b>
<b>Assistance/Grants (Subnet)</b>	<b>109</b>	<b>6%</b>	<b>69</b>	<b>6%</b>	<b>38</b>
Offer assistance/grants/subsidy to taxis (ZEC/LPG/electric)	93	5%	58	5%	34
Other assistance/grants mentions	17	1%	11	1%	5
<b>Cost/Value of vehicles/taxis (Subnet)</b>	<b>204</b>	<b>11%</b>	<b>178</b>	<b>15%</b>	<b>23</b>
Taxis are too expensive to buy/rent (ZEC/LPG/electric)	143	7%	126	10%	15
Impacts on value/re-sale value (ZEC/LPG/electric)	65	3%	58	5%	6
Other cost/value of vehicles/taxis mentions	10	1%	7	1%	3

	Total		Member of taxi trade		Not member of taxi trade	
<b>General Economy (Subnet)</b>	<b>12</b>	<b>1%</b>	<b>5</b>	<b>0%</b>	<b>7</b>	<b>1%</b>
Other general economy mentions	12	1%	5	0%	7	1%
<b>Pollution/Air Quality (Net)</b>	<b>89</b>	<b>5%</b>	<b>35</b>	<b>3%</b>	<b>54</b>	<b>8%</b>
<b>Success of Pollution Reduction (Subnet)</b>	<b>32</b>	<b>2%</b>	<b>8</b>	<b>1%</b>	<b>24</b>	<b>3%</b>
Removing exemptions will help reduce pollution/emissions levels	26	1%	6	0%	20	3%
Other successful of pollution reduction mentions	6	0%	2	0%	4	1%
<b>General Pollution/Air Quality (Subnet)</b>	<b>58</b>	<b>3%</b>	<b>28</b>	<b>2%</b>	<b>30</b>	<b>4%</b>
Buses contribute to pollution/air quality problems/more than taxis	22	1%	14	1%	8	1%
Taxis contribute to pollution/air quality problems	10	1%	1	0%	9	1%
Other general pollution/air quality mentions	31	2%	14	1%	17	2%
<b>Traffic/Congestion (Net)</b>	<b>19</b>	<b>1%</b>	<b>10</b>	<b>1%</b>	<b>9</b>	<b>1%</b>
I support reducing congestion/London has too much traffic/congestion	10	1%	6	0%	4	1%
Other traffic/congestion mentions	12	1%	6	0%	6	1%
<b>Vehicle/Taxi Fuel Source (Net)</b>	<b>95</b>	<b>5%</b>	<b>64</b>	<b>5%</b>	<b>31</b>	<b>5%</b>
Cleaner fuel source such as LPG	30	2%	22	2%	8	1%
More electric chargers/rapid chargers/free chargers/taxi only chargers	20	1%	14	1%	6	1%
Upgrade to Euro 6/conversions available/retrofit/exhaust (Euro 3,4,5 taxis)	18	1%	13	1%	5	1%
Vehicle testing/Mots/Allows all cabs which clear test	14	1%	10	1%	4	1%
Other vehicle/taxi source mentions	21	1%	11	1%	10	1%
<b>Age Limit (Net)</b>	<b>178</b>	<b>9%</b>	<b>144</b>	<b>12%</b>	<b>34</b>	<b>5%</b>
Unfair to change goalposts/age limit	109	6%	97	8%	12	2%
Should remain at 15 years/not be changed at all	36	2%	29	2%	7	1%
Other age limit mentions	43	2%	28	2%	15	2%
<b>Reduce/Ban Vehicles (Net)</b>	<b>81</b>	<b>4%</b>	<b>60</b>	<b>5%</b>	<b>21</b>	<b>3%</b>
Reduce/ban PHVs	61	3%	51	4%	10	1%
Other reduce/ban vehicles mentions	22	1%	11	1%	11	2%

	Total		Member of taxi trade		Not member of taxi trade	
	26	1%	17	1%	9	1%
<b>Road Infrastructure (Net)</b>	<b>26</b>	<b>1%</b>	<b>17</b>	<b>1%</b>	<b>9</b>	<b>1%</b>
Concerns about cycle lanes (poor planning/not needed)	13	1%	7	1%	6	1%
Concerns about roadwork (closed roads/night work)	13	1%	11	1%	2	0%
Other road infrastructure mentions	8	0%	5	0%	3	0%
<b>Discrimination/Bias (Net)</b>	<b>153</b>	<b>8%</b>	<b>82</b>	<b>7%</b>	<b>69</b>	<b>10%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	111	6%	72	6%	38	6%
Other discrimination/bias mentions	47	2%	12	1%	34	5%
<b>TfL Image (Net)</b>	<b>76</b>	<b>4%</b>	<b>49</b>	<b>4%</b>	<b>25</b>	<b>4%</b>
Do not like/agree with TfL/not fit for job	50	3%	33	3%	15	2%
Concern proposals are money making/revenue raising schemes	14	1%	8	1%	6	1%
Other TfL image mentions	20	1%	13	1%	7	1%
<b>Miscellaneous (Net)</b>	<b>141</b>	<b>7%</b>	<b>85</b>	<b>7%</b>	<b>53</b>	<b>8%</b>
Need more choice of vehicles/never had choice earlier	34	2%	31	3%	3	0%
Need more accurate data	23	1%	18	1%	5	1%
Allow natural wastage of taxis/taxi fleet	16	1%	12	1%	3	0%
Abusive comments	7	0%	6	0%	1	0%
Other miscellaneous mentions	67	3%	23	2%	41	6%
Don't Know	37	2%	24	2%	13	2%
No Answer	81	4%	52	4%	29	4%

**Figure 16: Question 6 We believe that our age limit proposals would affect most drivers of Euro 3, 4 and 5 taxis. We have published an Integrated Impact Assessment, describing in detail the impacts our proposals could cause. Please let us know if you have any comments on our Integrated Impact Assessment including any additional impacts or any other groups that may be affected by our proposals and any potential mitigating measures. Additionally, if you have any other comments about any of our other proposals, please record them below (all respondents)**

	Total		Member of taxi trade		Not member of taxi trade	
Base	2,536		1,543		775	
<b>Overall Agreement/Disagreement (Net)</b>	<b>277</b>	<b>11%</b>	<b>114</b>	<b>7%</b>	<b>111</b>	<b>14%</b>
Disagree with proposal/Bad to implement	169	7%	95	6%	47	6%
Agree with proposal/Good to implement	108	4%	19	1%	64	8%
<b>Age Limit (Net)</b>	<b>526</b>	<b>21%</b>	<b>286</b>	<b>19%</b>	<b>154</b>	<b>20%</b>
<b>15 Year Age Limit (Subnet)</b>	<b>214</b>	<b>8%</b>	<b>103</b>	<b>7%</b>	<b>79</b>	<b>10%</b>
Should remain at 15 years/not be changed at all	205	8%	99	6%	76	10%
Other 15 year age limit mentions	10	0%	4	0%	4	1%
<b>Miscellaneous Age Limit (Subnet)</b>	<b>379</b>	<b>15%</b>	<b>231</b>	<b>15%</b>	<b>83</b>	<b>11%</b>
Unfair to change goalposts/maximum age limit	283	11%	204	13%	44	6%
Taxis should have same age limit as PHVs (ZEC/LPG/electric)	23	1%	2	0%	13	2%
Other miscellaneous age limit mentions	76	3%	26	2%	28	4%
<b>Hardships of Proposal (Net)</b>	<b>578</b>	<b>23%</b>	<b>431</b>	<b>28%</b>	<b>94</b>	<b>12%</b>
Will create financial hardship (drivers/owners/trade)	235	9%	178	12%	37	5%
Will create hardship (drivers/owners/trade)	205	8%	138	9%	41	5%
Will impact people nearing retirement/force early retirement	105	4%	80	5%	10	1%
Higher unemployment rate/job loss (drivers/owners/trade)	69	3%	58	4%	6	1%
Will create hardship for mechanics/put garages out of business	30	1%	24	2%	5	1%
Passengers will have a hard time finding taxis/less on roads	29	1%	19	1%	8	1%
Will create stress/mental strain (drivers/owners)	17	1%	13	1%	3	0%

	Total		Member of taxi trade		Not member of taxi trade	
Other hardships of proposal mentions	44	2%	32	2%	10	1%
<b>Economy (Net)</b>	<b>507</b>	<b>20%</b>	<b>345</b>	<b>22%</b>	<b>106</b>	<b>14%</b>
<b>Assistance/Grants (Subnet)</b>	<b>180</b>	<b>7%</b>	<b>120</b>	<b>8%</b>	<b>47</b>	<b>6%</b>
Offer assistance/grants/subsidy to taxis (ZEC/LPG/electric)	136	5%	92	6%	33	4%
Assess/offer assistance/grants for conversion to Euro 6 (Euro 3,4,5 taxis)	21	1%	13	1%	8	1%
Other assistance/grants mentions	26	1%	15	1%	9	1%
<b>Congestion Charge (Subnet)</b>	<b>57</b>	<b>2%</b>	<b>12</b>	<b>1%</b>	<b>26</b>	<b>3%</b>
ULEZ charge mentions	34	1%	6	0%	21	3%
Taxis should pay congestion charge (ZEC/LPG/electric)	23	1%	4	0%	12	2%
Other congestion charge mentions	11	0%	2	0%	2	0%
<b>Cost/Value of Vehicles/taxis (Subnet)</b>	<b>303</b>	<b>12%</b>	<b>241</b>	<b>16%</b>	<b>31</b>	<b>4%</b>
Taxis are too expensive (ZEC/LPG/electric)	160	6%	118	8%	20	3%
Impacts on value/re-sale value of taxis	129	5%	113	7%	10	1%
Unaffordable rent price for taxis (ZEC/electric)	32	1%	29	2%	1	0%
Other cost/value of vehicles/taxis mentions	25	1%	18	1%	4	1%
<b>General Economy (Subnet)</b>	<b>12</b>	<b>0%</b>	<b>4</b>	<b>0%</b>	<b>7</b>	<b>1%</b>
Other general economy mentions	12	0%	4	0%	7	1%
<b>Pollution/Air Quality (Net)</b>	<b>164</b>	<b>6%</b>	<b>61</b>	<b>4%</b>	<b>78</b>	<b>10%</b>
Taxis/black cabs contribute to pollution/air quality problems	65	3%	5	0%	48	6%
Buses contribute to pollution/air quality problems/more than taxis	33	1%	15	1%	11	1%
Reduce pollution by keeping roads open	32	1%	19	1%	8	1%
Other pollution/air quality mentions	49	2%	26	2%	19	2%
<b>Reduce/Ban Vehicles (Net)</b>	<b>169</b>	<b>7%</b>	<b>83</b>	<b>5%</b>	<b>63</b>	<b>8%</b>
Reduce/ban PHVs	104	4%	61	4%	27	3%
Reduce/ban taxis	28	1%	5	0%	20	3%
Reduce/ban buses/empty buses	21	1%	12	1%	9	1%
Reduce Euro 3,4,5 vehicles	14	1%	5	0%	7	1%
Other reduce/ban vehicles mentions	21	1%	11	1%	8	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Traffic/Congestion (Net)</b>	<b>44</b>	<b>2%</b>	<b>25</b>	<b>2%</b>	<b>13</b>	<b>2%</b>
PHVs contribute to London traffic/congestion problem	20	1%	9	1%	9	1%
Other traffic/congestion mentions	26	1%	17	1%	5	1%
<b>Vehicle/Taxi Fuel Source (Net)</b>	<b>920</b>	<b>36%</b>	<b>590</b>	<b>38%</b>	<b>307</b>	<b>40%</b>
Upgrade to Euro 6/conversions available/retrofit/exhaust (Euro 3,4,5 taxis)	775	31%	512	33%	260	34%
More electric chargers/rapid chargers/free chargers/taxi only chargers	54	2%	32	2%	9	1%
All taxis should be electric/converted to electric	23	1%	6	0%	16	2%
Cleaner fuel sources such as LPG/Bio-fuels	23	1%	14	1%	7	1%
Other vehicle/taxi fuel source mentions	61	2%	36	2%	21	3%
<b>Safety/Health (Net)</b>	<b>28</b>	<b>1%</b>	<b>5</b>	<b>0%</b>	<b>20</b>	<b>3%</b>
Taxi drives are dangerous/lack driving skills	14	1%	3	0%	8	1%
Other safety/health mentions	16	1%	2	0%	14	2%
<b>Road Infrastructure (Net)</b>	<b>65</b>	<b>3%</b>	<b>26</b>	<b>2%</b>	<b>25</b>	<b>3%</b>
Provide access to cycle/bus lanes	28	1%	11	1%	9	1%
Concerns about roadwork (closed roads)	27	1%	14	1%	7	1%
Other road infrastructure mentions	20	1%	6	0%	11	1%
<b>Discrimination/Bias (Net)</b>	<b>242</b>	<b>10%</b>	<b>123</b>	<b>8%</b>	<b>71</b>	<b>9%</b>
Biased/unfair/targets taxis/puts pressure on taxi trade	158	6%	97	6%	39	5%
Biased/unfair/targets PHVs/puts pressure on PHV industry	20	1%	-	0%	10	1%
This will create monopoly for taxis/reduce competition	17	1%	2	0%	10	1%
Unfair to reduce Euro 5 engine vehicle	15	1%	14	1%	1	0%
Other discrimination/bias mentions	42	2%	11	1%	17	2%
<b>TfL Image (Net)</b>	<b>152</b>	<b>6%</b>	<b>70</b>	<b>5%</b>	<b>27</b>	<b>3%</b>
Do not like/agree with TfL/not fit for job	133	5%	64	4%	25	3%
Other TfL image mentions	25	1%	9	1%	3	0%
<b>Political Affiliation (Net)</b>	<b>51</b>	<b>2%</b>	<b>22</b>	<b>1%</b>	<b>15</b>	<b>2%</b>
Do not like/agree with the Mayor/not fit for job	40	2%	19	1%	10	1%
Other political affiliation mentions	12	0%	3	0%	6	1%

	Total		Member of taxi trade		Not member of taxi trade	
<b>Information Needed (Net)</b>	<b>55</b>	<b>2%</b>	<b>40</b>	<b>3%</b>	<b>12</b>	<b>2%</b>
No accuracy/relevant scientific figures to back this up	48	2%	35	2%	10	1%
Other information needed mentions	10	0%	7	0%	2	0%
<b>Miscellaneous (Net)</b>	<b>228</b>	<b>9%</b>	<b>155</b>	<b>10%</b>	<b>36</b>	<b>5%</b>
Provide choice of vehicles	74	3%	49	3%	12	2%
Natural wastage of vehicles	43	2%	35	2%	3	0%
Proposal is a money making/revenue raising scheme	35	1%	21	1%	4	1%
Scrappling causes more harm	18	1%	8	1%	3	0%
Abusive comments	4	0%	2	0%	2	0%
Other miscellaneous mentions	77	3%	54	3%	13	2%
Don't Know	8	0%	6	0%	2	0%
No Answer	97	4%	62	4%	33	4%

# **Appendix B: Consultation questions**

## **Questionnaire**

We have explained that we must reduce NOx emissions from taxis by 65 per cent by 2025. NOx gases are harmful to human health and contribute to climate change. The UK is also legally required to meet environmental ‘limit values’ on emissions, including NOx emissions.

1, Do you agree that taxis should play their part in reducing harmful NOx emissions in London?

Yes

No

Don't know

2, Do you agree that we should mandate the maximum taxi operating age? This would ensure that no taxi is licenced to operate over its relevant maximum age limit (e.g. into its 16<sup>th</sup> year under the current 15 year age limit).

Yes

No

Don't know

3, We propose reducing taxi NOx emissions by reducing the maximum taxi age limit for Euro 3, 4 and 5 vehicles in phases to 12 years by 2022. We would do so by reducing the maximum age limit for taxis by one year, each year, until then. Do you agree with the proposal to reduce the age limit for Euro 3, 4 and 5 taxis?

Yes

No

Don't know

Do you believe that we might be able to reduce NOx emissions from taxis by 65 per cent by 2025 in any other way? If so, how might we do so?

Free text box

4, We propose that Euro 6, LPG and ZEC taxis would be subject to a 15 year age limit, in recognition of their lower levels of harmful air quality emissions. Do you have views about whether it is right to allow these taxis to have a 15 year age limit or do you believe there are other ways we could recognise the differing levels of emissions from taxis? If so, what are they?

Free text box

5, We propose to remove the alternative fuel, historic and classic/niche, and hardship taxi age limit exemptions. The potential impacts of these proposals have

been assessed in an Integrated Impact Assessment. Do you agree with each of these proposals?

	Yes	No	Don't know
Remove the alternative fuel exemption			
Remove the historic and classic/niche exemption			
Remove the hardship exemption			

Do you believe that this proposal would cause any additional impacts that we should bear in mind? If you have thoughts about how we might mitigate these impacts please also set them out below.

Free text box

6, We believe that our age limit proposals would affect most drivers of Euro 3, 4 and 5 taxis. We have published an Integrated Impact Assessment, describing in detail the impacts our proposals could cause.

Please let us know if you have any comments on our Integrated Impact Assessment including any additional impacts or any other groups that may be affected by our proposals and any potential mitigating measures. Additionally, if you have any other comments about any of our other proposals, please record them below.

Free text box

### About you

7, Are you responding as: (please tick all that apply)

- An All London taxi (black cab) driver
- A Suburban taxi (black cab) driver
- A taxi (black cab) owner
- A taxi (black cab) user
- A Taxicard member
- A private hire operator
- A private hire driver
- A private hire vehicle owner
- A private hire/minicab user
- A representative of an organisation
- A member of the public / not affiliated with the above

8, If you are responding as an All London or Suburban taxi (black cab) driver, what vehicle do you drive?

TX1  
TX2  
TX4  
TXe  
Mercedes Vito  
Metrocab

Has your taxi been converted to LPG?

Yes  
No  
Rather not say

9, If you are responding as a taxi owner, how many taxis do you own?

Only 1 taxi  
2-50  
51-100  
101-150  
151-200  
201-250  
251-300  
301-350  
Over 350

10, If you are responding as a taxi (black cab) user, how often do you use taxis?

Daily  
2-3 times a week  
3-4 times a month  
Once a month  
Less often  
Don't know

11, If responding on behalf of an organisation, business or campaign group, please provide us with the name of the organisation, business or campaign group.

Please note: if you are responding on behalf of an organisation it must be in an official capacity

The Freedom of Information Act 2000 requires public authorities to disclose information they hold if it is requested. This includes information contained in responses to public consultations. Our intention is to publish the responses received but with any personal information removed. If you ask for your response to be kept confidential this will only be possible if it is consistent with our obligations under the Freedom of Information Act.

12, What is your post code?  
13. What is your email address?

This is optional, but if you enter your email address then you will be able to return to edit your consultation response at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

#### 14, How did you find about this consultation?

- Received an email from TfL
- Received a letter from TfL
- Read about it in the press
- Saw it on TfL website
- Social media
- Other (please specify)

#### 15, What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, the website and questionnaire)?

- Very good
- Good
- Acceptable
- Poor
- Very poor

#### Equalities monitoring

Please tell us about yourself in this section. All information will be kept confidential and used for analysis purposes only. We are asking these questions to ensure our consultations reach all sections of the community and to improve the effectiveness of the way we communicate with our customers. You do not have to provide any personal information if you don't want to.

#### Gender:

- Please select only one item
- Male
  - Female
  - Trans female
  - Trans male
  - Gender neutral
  - Prefer not to say

#### Ethnic Group:

- Please select only one item
- Asian or Asian British – Bangladeshi
  - Asian or Asian British – Chinese
  - Asian or Asian British – Indian
  - Asian or Asian British – Other
  - Asian or Asian British – Pakistani
  - Black or Black British – African
  - Black or Black British – Caribbean
  - Black or Black British – Other

Mixed – Other  
Mixed – White and Asian  
Mixed – White and Black African  
Mixed – White and Caribbean  
Other Ethnic Group  
Other Ethnic Group – Arab  
Other Ethnic Group – Kurdish  
Other Ethnic Group – Latin American  
Other Ethnic Group – Turkish  
White – British  
White – Irish  
White – Other  
Prefer not to say

Age:  
Please select only one item  
Under 15  
16-20  
21-25  
26-30  
31-35  
36-40  
41-45  
46-50  
51-55  
56-60  
61-65  
66-70  
71+  
Prefer not to say

Sexual Orientation  
Please select only one item  
Heterosexual  
Bisexual  
Gay man  
Lesbian  
Other  
Prefer not to say

Religious faith  
Please select only one item  
Buddhist  
Christian  
Hindu  
Muslim  
Sikh  
Jewish  
Other  
No religion

Prefer not to say

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Please include problems related to old age)

Please select only one item

Yes, limited a lot

Yes, limited a little

No

Prefer not to say

## Appendix C: Consultation material

Copy of consultation email sent to members of the public and stakeholders

Dear Sir or Madam

I am writing because we would like to know your views on proposed changes to maximum age limits for taxis.

We have today launched a consultation which contains several proposed changes to taxi age limits. Our proposals are designed to reduce harmful taxi NOx emissions and, in combination with our new taxi delicensing fund, to further encourage the take-up of new, zero-emission capable taxis. The proposals are:

- Mandating a maximum taxi operating age, to ensure that no taxi can be licensed to operate over its relevant maximum age limit
- Introducing a new phased age limit for taxis. We propose to reduce the maximum age limit by one year each year, to 12 years by 2022
- Removing taxi age limit exemptions, including the exemptions for alternative fuel conversions, historic and classic/niche vehicles and for hardship/personal circumstances

To view our proposals in more detail and have your say please visit: [www.tfl.gov.uk/taxi-age-limit](http://www.tfl.gov.uk/taxi-age-limit). The closing date for comments is **Friday 26 April 2019**.

If you have any questions regarding your licence or application, please email: [tph.enquiries@tfl.gov.uk](mailto:tph.enquiries@tfl.gov.uk)

Yours faithfully

**Christina Calderato**  
Head of Delivery Planning  
Transport for London

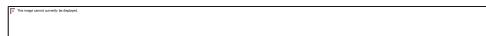
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If you no longer wish to receive emails in relation to this consultation, please let us know by replying to this email. Please add 'UNSUBSCRIBE' to the title of your email. Further information on how we use your data is available on the [consultation portal](#)

**Unsubscribe All**

If you no longer wish to receive emails from us, including any relating to consultations you have responded to previously, or details of any new consultations, please let us know by replying to this email. Please add 'UNSUBSCRIBE ALL' to the title of your email. Further information on how we use your data is available on the [consultation portal](#)

Copy of the press release on 15 February 2019



# news release

**Office hours: 020 7983 4070**

**Out of hours and weekends: 020 7983 4000**

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**Friday 15th February 2019**

## **£24m funding boost to accelerate the greening of London's black cabs**

- **1,000 extra grants of £10,000 made available to help more drivers make the move to cleaner vehicles, with more than 2,000 additional payments available overall**
- **Public consultation launched on reducing the age limit of the most polluting taxis**

The Mayor of London, Sadiq Khan, has today announced plans to invest an extra £24m to help more black cab drivers switch to electric vehicles – more than doubling TfL's existing £18m fund which launched last month.

Under the plans, grants will be restructured to provide more payments at higher levels – with 1,000 more drivers set to benefit from the maximum £10,000 payment from trading in their older, dirtier vehicles earlier.

The additional funding, included in the Mayor's draft budget for 2019/20, is expected to help around 2,000 additional drivers go green, with more than 5,000 drivers now set to benefit from the fund overall. The enhanced scheme – on its own – could reduce NOx taxi emissions by as much as 20 per cent.

There has been high demand for the TfL enhanced delicensing fund which has tiered payment levels on a first come, first served basis.

The funding boost comes as TfL launches a 10-week public consultation on changes which would significantly reduce harmful emissions from taxis. Londoners are being asked for their views on changing the age limits of black cabs to speed up the process of the dirtiest vehicles being replaced with zero-emission-capable cabs.

London is facing an air quality crisis with filthy fumes reducing the length and quality of life in the capital. Black cabs are exempt from the Ultra Low Emission Zone, but they cause 20 per cent of road transport emissions in central London, and this is expected to grow further this year unless action is taken. TfL's proposals aim to address this by reducing taxi-based NOx emissions by 65 per cent by 2025.

They include:

- A tightening of the rules so that taxis cannot be licensed beyond their 15th anniversary, rather than being able to operate for up to a full 16th year
- A phased reduction in the age limit for the most polluting taxis to 12 years by 2022 by decreasing the current 15-year limit each year, by a year, from 2020
- Removing the automatic age limit exemptions for alternative fuel conversions, historic vehicles or personal circumstances

**The Mayor of London, Sadiq Khan, said:**

"Working with cabbies to reduce the number of polluting taxis is a key part of our plans to improve London's air quality.

"I've been delighted by the number of cabbies who have applied for our grants so far – doing their bit to improve our dirty air. The additional £24m announced today will more than double the size of the scheme, making it easier for more drivers across the city to go green."

**Steve McNamara, General Secretary of the Licensed Taxi Drivers' Association, said:**

"I'm pleased the Mayor has recognised the need to support the taxi trade in its efforts to reduce emissions and accelerate the growth of the zero emission capable taxi fleet. Providing an additional £24m funding for the newly enhanced delicensing scheme is the right thing to do and I welcome the Mayor's intervention. This will provide a leg-up to those who want to adopt this exciting new technology. Anything we can do to improve air quality in London will benefit everyone, including taxi drivers who will suffer the ill effects of air pollution as much as anyone else."

From 1 January last year, all black cabs licensed for the first time have had to be zero emission capable (ZEC). There are now more than 1,000 of the new environmentally friendly vehicles serving London, with more than 150 rapid charging points giving cabbies a wide range of locations to power up quickly. 64 of the rapid charging points are specifically reserved for black cabs. By 2020 there will be at least 300 points to meet the growing demand for electric vehicles.

As Euro 5 taxis, which emit high levels of NOx emissions, would not be affected by the age limit proposals in the short term, £5 million is also being set aside to support their conversion to liquid petroleum gas (LPG). Independent testing shows that an average TX4 taxi emits over 70 per cent less NOx after being converted to run on LPG. Trials also show that drivers of LPG-converted taxis can save around £200 a month in fuel costs. The maximum age limit for Euro 6 and ZEC taxis and those Euro 5s newly converted to LPG would remain at 15 years in recognition of the fact that they meet ULEZ standards.

The private hire industry is also playing its part, with all vehicles licensed for the first time from the start of last year having to meet LEZ standards. From the start of 2020 there will be a further step change, with newly licensed minicabs being required to be ZEC. From 8 April, private hire vehicles will also need to meet the ULEZ standards and pay the Congestion Charge when driving in central London.

**Alex Williams, TfL's Director of City Planning, said:** "Taxi drivers are part of London's lifeblood and more than 1,000 are already making a major contribution to cleaning up the air for future generations by using electric black cabs. This package of measures will incentivise more drivers to buy the new clean taxis and speed up the rate the vehicles that emit the most harmful pollutants are being taken off the road.

"Making transport across London more sustainable is vital if the capital is to meet legal limits for clear air. The Ultra Low Emission Zone (ULEZ) will be introduced this April, with some of the toughest standards in the world. There is also a London-wide effort to clean up the bus fleet, including the phasing out of diesel-only buses and a commitment to purchase only hybrid or zero-emission double-decker buses from this year. We are proud that the city has one of Europe's largest zero-emission fleets but our ultimate aim is for all buses to be converted by 2037."

**Dr Penny Woods, Chief Executive of the British Lung Foundation, said:** "This is a welcome move from TfL and we would like to see other cities follow suit. Air pollution is a threat to all of our health, and our lungs act as an early warning sign of the damage it's doing throughout our bodies.

"You're exposed to more dirty air inside a car, so this initiative will go towards protecting cabbies', their customers and all Londoners. The Mayor's Healthy Streets Approach goes beyond tackling road transport and looks at helping more people to walk, cycle and use public transport, so we look forward to seeing even more action to clean up the toxic in the capital."

**John Maingay, Director of Policy & Public Affairs at the British Heart Foundation, said:** "Breathing dirty air contributes to thousands of deaths in the UK each year. Our research has shown that the tiny particles produced by diesel vehicles may silently damage our heart and circulatory systems, significantly increasing the risk of a devastating heart attack or stroke.

"We need to see an urgent and sustained shift away from diesel vehicles if we are to protect the nation's health from our toxic air."

"Making black cabs greener in the nation's capital is a welcome step in the right direction. But it must be accompanied by bold, wide-ranging action from the government to ensure air pollution is being tackled at the same pace across the country. We need to see this action as soon as possible, beginning with the adoption of World Health Organisation air pollution limits into UK law."

**Stephen Edwards, Director of Policy and Communications at Living Streets, said:**

"Dirty air is currently contributing to 36,000 premature deaths a year in the UK and is having a particularly negative impact on children.

"Black cabs are iconic in London but also make a major contribution to poor air quality in the capital. We support this important measure to reduce the number of polluting vehicles on London's roads."

Copy of Metro article

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# Making black taxis greener

## HAVE YOUR SAY ON REDUCING THE MAXIMUM AGE LIMITS FOR LONDON TAXIS

LONDONERS are being asked for their views on changing the age limits of black cabs to help improve the quality of the capital's air.

It is estimated that in 2018 taxis contributed a quarter of the total nitrogen oxide (NOx) emissions in central London.

This year, taxis will be the largest source of NOx emissions from transport in central London. TfL has now launched

a consultation asking for views on how to reduce these harmful emissions from taxis. Proposals include:

### MANDATING THE MAXIMUM TAXI OPERATING AGE

Currently, taxis can be licensed for 12 months up until the day before the taxi reaches its maximum operating age of 15 years. This means that taxis can operate beyond the maximum age limit.

TfL plans to make the maximum operating age the same as the relevant age limit for all licensed taxis in 2019.

### INTRODUCING A NEW AGE LIMIT FOR TAXIS

TfL proposes that the maximum taxi age limit be reduced to 12 years by 2022 for Euro 3, 4 and 5 taxis. The age limit will be reduced in phases, to give taxi owners and operators enough time to comply. It also plans to reduce the maximum age



Cleaner cabs: TfL is proposing to remove the capital's most polluting taxis

limit by one year, each year, until 2022. It is proposed that the maximum age limit for the cleanest

Euro 6 and zero emission capable taxis, as well as those converted to liquid petroleum gas under a new

scheme, would remain at 15 years. Stephen Edwards, director of policy and communications at Living Streets, said: 'Black cabs are iconic in London but also make a major contribution to poor air quality in the capital. We support this important measure to reduce the number of polluting vehicles on London's roads.'

The consultation closes on April 26, 2019.

### Get in touch

For more information and to have your say, go to [tfl.gov.uk/taxi-age-limit](http://tfl.gov.uk/taxi-age-limit)

You can also write to Freepost TfL Consultations or email [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)

Extract of weekly email sent to all taxi and PH drivers that we hold email addresses for.

## Consultations

### Taxi age limit and exemptions consultation

We're consulting on changes to the taxi age limits and exemptions. You can read about the proposals on our website and have until Friday 26 April to [share your views](#).

If you want to email us documents or have questions about renewals, medicals, English language requirements or other licensing-related issues, please do not send these to the TfL Consultations email address. These should be sent to [tph.enquiries@tfl.gov.uk](mailto:tph.enquiries@tfl.gov.uk)

A copy of the tweets that were sent out using the TfL TPH twitter feed.



TfL Taxi & Private Hire

@TfLTPH

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◆ Consultation Alert ◆ the taxi age limits and exemptions consultation closes tomorrow on Friday 26 April 2019. Please ensure that you have responded [consultations.tfl.gov.uk/tph/taxi-age-l...](http://consultations.tfl.gov.uk/tph/taxi-age-l...)

1:00 AM - 25 Apr 2019

33 Retweets 3 Likes



18

33

3



TfL Taxi & Private Hire

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◆ Consultation Alert ◆ the taxi age limits and exemptions consultation closes this week on Friday 26 April 2019. Please ensure that you have responded [consultations.tfl.gov.uk/tph/taxi-age-l...](http://consultations.tfl.gov.uk/tph/taxi-age-l...)

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❖ Consultation Alert ❖ the taxi age limits and exemptions consultation is open until Friday 26 April   
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5:00 AM - 16 Apr 2019

3 Retweets



1 3



Prior to the consultation launch there was a press release on the 19 December 2018 advising of the upcoming consultation, a copy of this release can be found by following the link

<https://tfl.gov.uk/info-for/media/press-releases/2018/december/mayor-and-tfl-launch-bold-plans-to-tackle-london-s-lethal-air>

## Appendix D: stakeholders list that we consulted.

We consulted all London boroughs and all Members of Parliament with constituencies in London. We also contact all GLA members.

20 is plenty for us	AA	Access in London
Action Disability Kensington & Chelsea		Action on Disability
Action on Disability and Work UK		Action on Hearing Loss
Action on Hearing Loss (formerly RNID)		Age Concern London
Age UK	Age UK Lewisham and Southwark	
Age UK London	Age UK Waltham Forest	
Alive in Space Landscape and Urban Design Studio		
All Party Parliamentary Cycling Group		Alliance Healthcare
Alzheimer's Society	Alzheimer's Society Waltham Forest	
Angel	Ann Frye	Anxiety Alliance
Anxiety UK		Asian Peoples Disabilities Alliance

Aspire	Association of British Drivers
Association of Car Fleet Operators	
Association of Directors of Public Health for London	
Autogas Ltd	BAA Heathrow      Baker Street Quarter
Bankside Residents' Forum	BAPS Swaminarayan Sanstha
Barking & Dagenham Safer Transport Team	
Barking and Dagenham NHS Care Commissioning Group	
Barking, Havering and Redbridge University Hospitals NHS Trust	
Barnes Community Association	Barnes Hospital      Barnet Community Transport
Barts Health Trust	
Basildon and Brentwood NHS Care Commissioning Group	
Battersea Society	BBC      Bee Midtown
Belgravia Residents Association	
Belmont & South Cheam Residents' Association	
Belsize Park Residents' Association	Belvedere Community Forum
Best Bike Training //Cycletastic	Better Bankside BID
Better Transport	Bexley Community Transport Scheme (BATS)
Bexley NHS Care Commissioning Group	Bexleyheath BID
bhs bikeability	bikeXcite
Blackheath Joint Working Party	Bloomsbury Air
Borough Cycling Officers Group	Brains Trust      Breakspears Road Project
Brent Community Transport	Brent Safer Transport Team
Brentford Community Council	Brentwood Community Transport,
British Airways	British Cycling      British Dyslexia Association
British Land	British Medical Association
British Motorcycle Federation	Brixton
Bromley & District Consumer Group	Bromley BID
Bromley Cyclists	Bromley Safer Transport Team
Broxbourne Borough Council	Buckinghamshire County Council
Bucks Cycle Training	Bus Watch West Haringey
Cabvision Capital Limited	
Camden Civic Society's Air Quality, Green Open Spaes and Trees group (AQGOST)	
Camden Cyclists	Camden Safer Transport Team
Camden Town unlimited	Campaign for Better Transport
Campbell's	Canal & River Trust
Canal & River Trust London	Canary Wharf Management Ltd
Capital City School Sport Partnership	Carers First
Carers Information Service	Caroline Pidgeon MBE AM
Cassel Hospital	CBI
CCG Central London (WESTMINSTER)	CCG City and Hackney
CCG Enfield	CCG Greenwich      CCG Havering
CCG Hounslow	CCG Islington      CCG Kingston
CCG Wandsworth	Central Ealing Neighbourhood Forum
Central London CTC	Central London Forward

Central London NHS Trust	Charlton Rail user Group
Chartered Institute of Logistics and Transport (CILT)	
Chauffeur and Executive Association	Cheapside BID
Chelsea Society	Chessington District Residents Association
Chiltern District Council	Citizens UK City Bikes (Vauxhall Walk)
City of London Access Group	City of London Corporation
City of London Police	City of Salford Private Hire Association
Clapham Society	Clapham Transport Users Group
Clean Air in London (CAL)	Clean Air Brent
Community Transport Waltham Forest	
Community Waltham Forest	Computer Cab
Confederation of Passenger transport	Connect
Coulsdon & Purley Road Users Forum	Coulsdon College
Coummunity Transport Group Hounslow	Cross River Partnership
Croydon Accessible Transport (CAT)	Croydon BID
Croydon College	Croydon Safer Transport Team
Croydon Transport Focus	CTC CVU
Cycle Confidence	Cycle Experience Cycle Newham
Cycle Systems	Cycle Training UK (CTUK)
Cyclelyn	Cycle-wise Thames Valley
Cycling Embassy of Great Britain	cycling4all Cyclists in the City
DABD (UK)	Dbrief Monthly Department for Transport
Design for London	Dial-a-Cab Direct Line Group
Disability Alliance	Disability Network Hounslow
Disability Rights UK	Disabled Go
Disabled Persons Transport Advisory Committee	
Disablement Association Barking and Dagenham (DABD)	
Dogs for Good	DPTAC
Driver & Vehicle Licensing Agency (DVLA)	Ealing Broadway BID
Ealing Civic Society	Ealing Community Transport (ECT Charity)
Ealing Passenger Transport Users' Group	Ealing Safer Transport Team
East and South East London Thames Gateway Transport Partnership	
East Finchley Bus Watch	East London Vision
East Surrey Transport Group	Edmonton CLP Ehlers Danlos Support UK
Elmbridge Borough council	Enfield Community Transport (ECT)
Enfield Cycle Campaign	Enfield Safer Transport Team
Enfield,Grovelands Residents' Association	English Heritage
English Heritage – London	Epsom & Ewell Borough Council
Essex County Council	ETOA – European tourism association
European Dysmelia Reference Information Centre	Evolution Cycle Training
Evolution Quarter Residents' Association	Farringdon and Clerkenwell
Fitzrovia Neighbourhood Association	
Forest Hill Traders Association	Friends of Capital Transport
Friends of the Earth	Future Inclusion

Gastech LPG London Taxi Technology		Gatwick Airport
GBM Drivers	GLA Strategy Access Panel members	
GMB Union	Greater London Forum for Older People	
Greater London Forum for the Elderly		Greenwich Cycling Group
Greenwich Safer Transport Team		Greenwich Society
Guide Dogs for the Blind Association		
Hackney Community Transport HCT		
Hackney Safer Transport Team		
Hammersmith & Fulham Safer Transport Team		Hampstead BID
Haringey Living Streets	Haringey Safer Transport Team	
Harrow Association for Disabled People (HAD)		Harrow Community Transport
Harrow Macular Disease Society	Harrow Passenger Transport Users Association	
Harrow Safer Transport Team	Harrow Town Centre	
Harrowby and District Residents Association		Hatton Gardens
Havering Community Transport Limited		
Havering Safer Transport Team	Health Poverty Action	
Hearing Dogs UK	Heart of London Business Alliance	
Heatham Alliance community network		Heathrow
Heathrow Airport Consultative Committee		Herne Hill Society
Hertfordshire County Council	Hertsmere Borough Council	
Higham Residents Association	Highgate Society	
Hillingdon Safer Transport Team		
Homerton University Hospital NHS Foundation Trust		
Hounslow Safer Transport Team	ICE –London	IDAG
In & Around Covent Garden	In Holborn	In Streatham
Inclusion London		Independent Disability Advisory Group
Institute for Sustainability		Institute of Advanced Motorists
Institution of Civil Engineers	IOD	
Islington Safer Transport Team	Islington Transport Aware	
James Bikeability	JFS	John Ruskin College
Joint Committee on Mobility for Disabled People (JCMD)		
Joint Committee on Mobility of Blind and Partially Sighted People (JCMBPS)		
Joint Mobility Unit	Kensington & Chelsea Safer Transport Team	
Kent County Council	Kingston and Sutton Shared Environment Service	
Kingston First	Kingston Safer Transport Team	
Kingston Town Centre Management Limited	KIPPA	
Lambeth Cyclists	Lambeth Safer Transport Team	
LB of Bromley Residents Association		
Learning Disabled service User	Leonard Cheshire Disability	
Lewisham Clinical Commissioning Group		
Lewisham community Transport group		
Lewisham Safer Transport Team	Lewisham Shopping Centre	
Licenced Private Hire Car Association		
Licenced Taxi Drivers Association		Living Streets

Living Streets – Brentwood	Living Streets - Hackney
Living Streets – Islington	Living Streets - Kings Cross (Camden)
Living Streets – Lewisham	Living Streets - Merton
Living Streets – Newham	Living Streets - Sutton
Living Streets - Tower Hamlets	Living Streets Action Group
Living Streets London	Living Streets Southwark
London Ambulance Service	London Bike Hub    London Bridge Team
London Cab Drivers Club	
London Chamber of Commerce and Industry (LCCI)	London City Airport
London Councils	London Cycling Campaign
London Cycling Campaign (Brent)	
London Cycling Campaign (Camden)	
London Cycling Campaign (Croydon)	
London Cycling Campaign (Croydon)	
London Cycling Campaign (Ealing)	
London Cycling Campaign (Enfield)	
London Cycling Campaign (Enfield)	
London Cycling Campaign (Hackney)	
London Cycling Campaign (Hammersmith and Fulham)	
London Cycling Campaign (Haringey)	
London Cycling Campaign (Hillingdon)	
London Cycling Campaign (Islington)	
London Cycling Campaign (Kensington and Chelsea)	
London Cycling Campaign (Kingston)	
London Cycling Campaign (Lambeth)	
London Cycling Campaign (Lewisham)	
London Cycling Campaign (Merton)	
London Cycling Campaign (Newham)	
London Cycling Campaign (Redbridge)	
London Cycling Campaign (Richmond)	
London Cycling Campaign (Southwark)	
London Cycling Campaign (Tower Hamlets)	
London Cycling Campaign (Waltham Forest)	
London Cycling Campaign (Wandsworth)	
London Cycling Campaign (Wandsworth)	
London Cycling Campaign (Westminster)	
London Cycling Campaign Greenwich	
London European Partnership for Transport	
London Fire and Emergency Planning Authority	London Fire Brigade
London Gypsies & Travellers	London Older People's Strategy Group
London Omnibus Traction Society	
London Private Hire Board	London Region National Pensioners Convention
London Riverside	London Strategic Health Authority
London Suburban Taxi Coalition	London Suburban Taxi-drivers' Coalition

London TravelWatch	London Visual Impairment Forum
London Wetland Centre (South)	London Wetland Centre, Richmond
London Wildlife Trust	London's Taxi Drivers Association
Look Ahead	Love Wimbledon BID
Lupus UK	Manor Grove Residents Association, Richmond
Marble Arch	Marylebone Association
MASC (Make Air Safe & Clean)	Medway Estate Residents' Forum
Mencap	Merton and Sutton Safer Transport Team
Merton Community Transport (MCT) Mitcham	
Metropolitan Police Heathrow Airport	Metropolitan Police
Metropolitan Police - Community Police	
Metropolitan Police Service	
Metropolitan Police Service - NW TMU Islington, Barnet, Haringay, Camden	
MI6	MIND Mobile Cycle Training Service
Mode Transport	Motorcycle Action Group MS Society
Mytaxi	National Autistic Society
National Motorcycle Council	Neighbourcare St John's Wood & Maida Vale
Netley Primary School	New West End Company
Newham Safer Transport Team	NHS Ambulance Services - West London
NHS CCG Bromley	NHS CCG Camden
NHS Ealing Care Commissioning Group (CCG)	NHS London
NHS Newham CCG	NHS Tower Hamlets CCG No Panic
North West London Hospitals NHS Trust	Northbank BID
Norwood Green Residents' Association	Nutmeg
NW3 Green School Runs	Ocean Youth Connexions
On Your Bike Cycle Training	Organisation of Blind Afro Caribbeans (OBAC)
Orpington District Transport Users Association	
Osterley and Wkye Green Residents's Association (OWGRA)	
Paddington Residents Active Concern On Transport (PRACT)	
Pan-London Dementia Alliance	Parkinson's UK
Parkinson's UK Waltham Forest	
Parliamentary Advisory Council for Transport Safety (PACTS)	
Petts Wood & District RA	Philip Kemp cycle training Pimlico FREDA
Planning Design	Port of London Authority
Powerscroft Road Initiative for Neighbourhood Community & Environment	
Prevention Team (Healthy London Partnership)	Private Hire Board
Public Health England	Public Health Team in WCC, LBHF and RBKC
Purley BID	Putney BID Putney Society
Putney Traffic Transport and Parking Working Group	Puzzle Focus Ltd
Queen Mary University of London RAC Motoring Foundation Rail Delivery Group	
Raynes Park & West Barnes Residents' Association	
Reading Borough Council	Redbridge Cycling Centre
Redbridge Safer Transport Team	Regulatory Services Partnership
Reigate and Banstead Council	Residents Society of Mayfair and St James's

Richmond and Kingston Accessible Transport		Richmond BID
Richmond Royal Hospital	Richmond Safer Transport Team	
RMT London Taxi	RMT Union	RNIB
Road Danger Reduction Forum	Roadpeace	
Royal Institute of British Architects		
Royal Institute of Chartered Surveyors		
Royal London Society for Blind People		Royal Parks
Royal Society of Blind Children	Royal Town Planning Institute (RTPI)	
Runnymede Borough Council	Scope	SeLVIS
Sense	Sight Centre in Bromley	Sixty Plus
Slough Borough Council	Soho Society	
South Bermondsey Partnership	South Bucks CycleTraining	
South East Bayswater Residents Association		
South East London Vision	South Greenwich Forum	
South Herts Plus Cycle Training		
South Leytonstone Area Development Association (SLADA)		
South Mobility Forum Croydon	South Mobility Forum Merton	
South Mobility Forum Richmond	South Mobility Forum Wandsworth	
South West Rail	Southbank BID	Southwark Cyclists
Southwark Safer Transport Team	Southwark Travellers' Action Group	
Space syntax	Spelthorne Borough Council	
Spokes Cycling Instruction	St Germans Terrace Association	
St Helen's Residents' Association	St John's Wood Society	Station to Station
Stay Safe	Strategic Access Panel	Stratford Origional
Strawberry Hill Neighbourhood Association		Streatham BID
Streatham Vale Property Occupiers Association		Stroke Association
Stroud Green Residents Association		Surrey County Council
Sustrans	Sutton Centre for Voluntary Sector	
Sutton Community Transport	Sutton Rail Users' Forum	Sutton Seniors Forum
Tandridge District Council	Team London Bridge	
Technicolour Tyre Company	Teddington Memorial Hospital	
Thamesmead Business Services	The Advocacy Project	
The Association of Guide Dogs for the Blind		The Blackheath Society
The British Dyslexia Association	The British Motorcyclists' Federation	
The Canal & River Trust	The Clapham Society	The Clubhouse
The Driver-Guides Association	The Fitzrovia Partnership	
The International Council on Clean Transportation		
The Knightsbridge Residents Management Company Limited		
The Langton Way Residentd Association		
The London Legacy Development Corporation		
The London Motor Cab Proprietors Association (LMCPA)		
The Royal Geographical Society	The St Marylebone Society	
The Westcombe Society	This is Clapham	
Thomas Pocklington Trust	Thorney Island Society	

Three Rivers District Council	Thurrock Borough Council Tour Guides
Tower Hamlets Community Transport	
Tower Hamlets Safer Transport Team	
TPH for Heathrow Airport	Traffic Commissioners for Great Britain
Trailblazers, Muscular Dystrophy UK	Transport Focus
Transport for All	Try Twickenham
Twickenham Park Residents' Association (TPRA)	
Tyssen Community School Cycle Training	Uber
UK100	Unions Together
Unite the union London Central Cab Section	United Cabbies Group
University College Hospital	University College London UPHD
Urban Movement	Valuing People (TfL's learning disability group)
Vandome Cycles	
Vauxhall Gardens Estate Tenants & Residents Association	Vauxhaull One
Victoria Business Improvement District	Virtual Norwood Forum
Vision 2020	Visit Chislehurst
Waltham Forest Dementia Action Alliance	Walk London
Waltham Forest Safer Transport Team	Waltham Forest Vision
Walthamstow Village Residents Association	
Wandsworth Community Transport	
Wandsworth Cycling Campaign	Wandsworth Safer Transport Team
Waterloo Quarter	Watford Council
West Chiswick and Gunnersbury Society	
West Hampstead Amenity & Transport	West London Alliance
West Twyford Residents' Association	Westminster Cyclists
Westminster Safer Transport Team	
Westway Community Transport	Wheels for Wellbeing
Willow Lane BID	www.cyclinginstructor.com
Yiewsley & West Drayton Town Centre Action Group	Whizz-Kidz