

A: Mayoral Delegation

In accordance with section 38 of the Greater London Authority Act 1999 ("GLA Act", as amended) I hereby authorise TfL to exercise the functions of the Greater London Authority under sections 30(1) and 34(1) of that Act to establish and administer the Scheme with the objective of:

1. removing from operation in London those passenger cars and motorbikes that do not comply with relevant Ultra Low Emission Zone ("ULEZ") Standards for passenger cars, motorbikes (including mopeds and road licensed scooters) and LGVs;
2. encouraging or facilitating the use of vehicles compliant with ULEZ Standards.

To do anything it considers necessary or expedient for those purposes including (without limitation):

- the establishment of the Scheme including determining its design and scope, including eligibility requirements, payments amounts, use of payments and related grant agreement terms and conditions;
- the making of payments to successful applicants to remove such non-compliant passenger cars and motorbikes;
- the making of payments to provide the means to utilise flexible travel opportunities within London without incurring ULEZ charges.;
- to enter into agreements with the recipients of such payments subject to terms and conditions about the use of the payment;
- to support lease, hire purchase and vehicle hire schemes that encourage their use, where applicable;

Conditions

- a. The powers conferred by this Delegation are supplemental and without prejudice to any power or functions TfL otherwise has at common law or under any relevant legislation.
- b. The major features of the Scheme (including scope, eligibility, payment levels and terms) shall be approved by TfL after consultation with the GLA.
- c. The activities carried out by or on behalf of TfL in implementing the delegation will be the subject of regular reports and advice to me on progress and development;
- d. In implementing this delegation TfL will comply with any instructions or guidance issued by me or any officer I nominate;
- e. Unless otherwise authorised by me, no costs incurred in the implementation of this Delegation shall be borne by the GLA; and
- f. TfL shall at all times afford the member of staff designated from time to time as the GLA's Monitoring Officer all reasonable co-operation and access to documents and facilities as may be required from time to time in respect of that person's duties as Monitoring Officer under section 5(2) of the Local Government and Housing Act 1989 (as substituted by section 73(6) of the GLA Act).

B: Mayoral Direction

In accordance with s 155(1)(c) of the GLA Act I hereby direct Transport for London to prepare, finance and implement the Scheme.

Signed: 
Mayor of London

Dated: 

APPENDIX 1

Delegation & Direction Document

ULEZ Support Scheme

Background

The Mayor launched the world's first Ultra Low Emission Zone (ULEZ) in central London on 8 April 2019. This is the largest, earliest and most comprehensive of all the UK Clean Air Zones to be implemented. Its success at helping remove the most polluting vehicles from London's roads is vital to achieving his objective of returning London to safe and legal levels of air quality. It also helps fulfil his duty to help ensure London reaches legal compliance with UK and EU air quality limits as soon as possible. Further detail on this is set out in the UK Government's Air Quality Plan and the London Environment Strategy.

The ULEZ will be expanded in October 2021 up to the North and South Circular Roads. This is an area roughly 18 times as large as the current scheme. The Integrated Impact Assessment (IIA) identified that the expansion of the ULEZ would have a differential impact on those on low incomes and disabled people.

The IIA identified that car compliance is likely to be lower in the most deprived areas of London, and where public transport access is low, those on low incomes unable to afford a compliant car may find it more difficult to adapt to the expansion of the ULEZ. Similarly, the IIA identified that disabled people may also find it more difficult to upgrade their car, especially where they require further vehicle-specific adaptations post manufacture to enable the customer to drive safely and in comfort which are often expensive. Those on low incomes and disabled people may find it more difficult to travel within the zone if they own a non-compliant vehicle and have to travel on public transport, private hire vehicle (PHV) or taxi. In recognition of this potential economic impact on a significant number of individuals as outlined in the IIA, the Mayor has proposed to implement a ULEZ Support Scheme for these groups ('the Scheme'). In February 2019, the Mayor announced that £25 million (which forms part of retained business rates allocated to Transport for London (TfL) as approved via the 2019-2020 GLA Group budget) will be allocated for the Scheme. The public name of the Scheme is to be confirmed.

The Scheme will provide financial support to individuals on low income or in receipt of disability benefits living in Greater London (to be defined in the Scheme's eligibility criteria) in exchange for scrapping a non-ULEZ compliant light goods vehicle (LGV), passenger car or motorcycle (which would include mopeds and road licensed scooters) with a valid MOT.

To enable TfL to undertake the Scheme it is necessary to delegate to TfL the Mayor's general powers under s 30 of the GLA Act, together with his subsidiary powers under s 34 of the Act, as the activities involved are not within TfL's legal powers. TfL has been consulted on the proposal for it to undertake the delivery of the proposed Scheme and to delegate to them the necessary powers to do so. TfL has confirmed they are content with this approach. The direction is advised given the novel nature of the role TfL is asked to play in the administration of the grant scheme proposals. Notwithstanding this, it is also proposed the Mayor directs TfL to prepare, finance and implement the proposed scheme.