

# TONBRIDGE & MALLING BOROUGH COUNCIL

## LICENSING & APPEALS COMMITTEE

10 March 2020

Report of the Director of Central Services and Deputy Chief Executive

### Part 1- Public

#### Delegated

## 1 AIR QUALITY CONSULTATION FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES

### 1.1 Background

- 1.1.1 Members will be familiar with the motion agreed by full Council on 9 July 2019 to declare its recognition of global climate change and biodiversity emergencies. As part of that motion, Members agreed to ensure Tonbridge and Malling Borough Council has policies that support climate change mitigation, and to bring forward a revised draft Climate Change Strategy by May 2020 including deliverable performance indicators and an aspiration for Tonbridge and Malling to be carbon neutral by 2030.
- 1.1.2 This report details the approach by Licensing Services, primary focusing on Hackney Carriage and Private Hire vehicle licences with a view to ensuring a carbon neutral licensed taxi fleet by 2030.

### Ultra-low emission vehicles (ULEV)

- 1.1.3 The Government has set up “The Office for Low Emission Vehicles (OLEV)”, a team working across government to support the early market for ultra-low emission vehicles (ULEV). OLEV is part of the Department for Transport and the Department for Business, Energy & Industrial Strategy.
- 1.1.4 Ultra Low Emission Vehicles (ULEVs) Ultra low emission vehicle (ULEV) is the term used to describe any vehicle that:
- uses low carbon technologies
  - emits less than 75g of CO<sub>2</sub>/km from the tailpipe
  - is capable of operating in zero tailpipe emission mode for a range of at least ten miles.

- 1.1.5 ULEVs range from pure electric vehicles and fuel cell electric vehicles, to plug-in hybrids and extended range electric vehicles. These are also the thresholds for the government’s consumer incentive scheme, the Plug-in Car Grant (PiCG).
- 1.1.6 Most ULEVs on the road today use alternative fuels such as electricity and hydrogen to drive an electric motor, with batteries commonly used as an energy storage device. In most instances these batteries are charged by being plugged into a dedicated chargepoint or directly into the mains, whereas hydrogen vehicles can be refuelled at specific refuelling stations in a similar way to refuelling a petrol or diesel vehicle.

### Current position - TMBC Hackney Carriage and Private Hire fleet

- 1.1.7 For the purposes of this report I am using a snapshot taken on the 13 January 2020 from the Licensing database showing the status of “issued” for any Hackney Carriage and Private Hire Vehicle.

- 163 Hackney Carriage vehicles
- 425 Private hire vehicles

- 1.1.8 The size of the fleet has grown in the last five years, reflecting the trading environment. There is no cap on numbers for Hackney Carriage vehicles (the Council is empowered to restrict numbers should it choose\*); however we do impose restrictions on the age of a vehicle that can be licensed (No older than six years since first registered in order to be licensed for the first time, and no older than ten years for all vehicles).

\*subject to being satisfied that there is no significant unmet demand

- 1.1.9 Tonbridge & Malling Borough Council publishes two lists on the council website in respect to wheelchair accessible vehicles:
- 1.1.10 A “designated vehicles list” of all wheelchair accessible vehicles will be maintained in accordance with section 167 of the Equalities Act 2010.

**“designated vehicles”** – where a person can use a Hackney Carriage or Private Hire Vehicle without getting out of a wheelchair (Ramp etc.)

TMBC has 4 Hackney Carriages and 124 Private Hire Vehicles that are “designated vehicles”

**”voluntary list”** – where a Hackney Carriage or Private Hire Vehicle that are accessible to passengers in wheelchairs, who are able to transfer from their wheelchair into a seat within the vehicle and the wheelchair can be folded down and placed in the vehicle.

TMBC has 124 Hackney Carriages and 293 Private Hire Vehicles that are “voluntary”

1.1.11 Vehicle ages are calculated from the date of the vehicle's first registration with the DVLA under the Vehicle and Excise Registration Act 1994.

1.1.12 A breakdown of the numbers of vehicles licensed by TMBC over the last 5 years is set out in the table below.

|                                  | Dec-15     | Dec-16     | Dec-17     | Dec-18     | Dec-19     |
|----------------------------------|------------|------------|------------|------------|------------|
| <b>Hackney Carriage Vehicles</b> | 194        | 211        | 204        | 184        | 163        |
| <b>Private Hire Vehicles</b>     | 305        | 340        | 398        | 441        | 425        |
| <b>Total licensed vehicles</b>   | <b>499</b> | <b>551</b> | <b>602</b> | <b>625</b> | <b>588</b> |

### Type of vehicles currently licensed

1.1.13 Taking a snapshot on the 13 January 2020 of the top 25 make and models licensed, we had the following make up in the TMBC licensed fleet:-

|           | Make       | Model   | Number | % of fleet |
|-----------|------------|---------|--------|------------|
| <b>1</b>  | Mercedes   | E220    | 49     | 8.33%      |
| <b>2</b>  | Skoda      | Octavia | 48     | 8.16%      |
| <b>3</b>  | Volkswagen | Passat  | 39     | 6.63%      |
| <b>4</b>  | Toyota     | Avensis | 31     | 5.27%      |
| <b>5</b>  | Skoda      | Superb  | 31     | 5.27%      |
| <b>6</b>  | Toyota     | Auris   | 24     | 4.08%      |
| <b>7</b>  | Ford       | Tourneo | 24     | 4.08%      |
| <b>8</b>  | Renault    | Trafic  | 23     | 3.91%      |
| <b>9</b>  | Ford       | Mondeo  | 22     | 3.74%      |
| <b>10</b> | Vauxhall   | Vivaro  | 19     | 3.23%      |
| <b>11</b> | Dacia      | Logan   | 15     | 2.55%      |
| <b>12</b> | Mercedes   | Vito    | 14     | 2.38%      |
| <b>13</b> | Ford       | Galaxy  | 13     | 2.21%      |
| <b>14</b> | Volkswagen | Touran  | 12     | 2.04%      |
| <b>15</b> | Toyota     | Prius   | 12     | 2.04%      |

|              | <b>Make</b> | <b>Model</b> | <b>Number</b> | <b>% of fleet</b> |
|--------------|-------------|--------------|---------------|-------------------|
| <b>16</b>    | Vauxhall    | Insignia     | 12            | 2.04%             |
| <b>17</b>    | Vauxhall    | Zafira       | 11            | 1.87%             |
| <b>18</b>    | Skoda       | Rapid        | 8             | 1.36%             |
| <b>19</b>    | Vauxhall    | Astra        | 8             | 1.36%             |
| <b>20</b>    | Toyota      | Verso        | 8             | 1.36%             |
| <b>21</b>    | Seat        | Alhambra     | 7             | 1.19%             |
| <b>22</b>    | Seat        | Toledo       | 6             | 1.02%             |
| <b>23</b>    | Ford        | Focus        | 6             | 1.02%             |
| <b>24</b>    | Vauxhall    | Transporter  | 5             | 0.85%             |
| <b>25</b>    | Ford        | Transit      | 4             | 0.68%             |
|              | Other       |              | 137           | 23.3%             |
| <b>Total</b> |             |              | <b>588</b>    | <b>100.00%</b>    |

### **Breakdown of current taxi and private hire fleet by fuel**

|                        | <b>Hackney Carriage</b> | <b>Private Hire</b> | <b>Total fleet</b> |
|------------------------|-------------------------|---------------------|--------------------|
| <b>Diesel</b>          | 141                     | 396                 | <b>534</b>         |
| <b>Hybrid Electric</b> | 20                      | 18                  | <b>38</b>          |
| <b>Petrol</b>          | 1                       | 8                   | <b>11</b>          |
| <b>Electric Diesel</b> | 1                       | 1                   | <b>2</b>           |
| <b>Electricity</b>     | 0                       | 2                   | <b>3</b>           |
| <b>Totals</b>          | <b>163</b>              | <b>425</b>          | <b>588</b>         |

## Euro emissions status

1.1.14 The table below is reproduced from the standards set out by the European Commission, and acts as a guide to show how the different Euro emissions categories are applied to new vehicle models approved after a specific date.

1.1.15 As a general rule, every car sold up to a year after the dates below should conform to the appropriate standards. However some cars bought after the implementation date may still have the previous Euro standard.

1.1.16 This table is used by some towns and cities to ban entry, or charge an emissions levy. So, for example, the Ultra-Low Emission Zone (ULEZ) within central London imposes a charge based upon the emissions from the vehicle rather than the age. In respect of cars, the minimum emission standards are Euro 4 (petrol) and Euro 6 (diesel). In practice this means:-

- Petrol cars that meet the ULEZ standards are generally those first registered with the DVLA after 2005, although cars that meet the standards have been available since 2001;
- Diesel cars that meet the standards are generally those first registered with the DVLA after September 2015

| Car registered from | Emissions | Euro definitions  |
|---------------------|-----------|---|
| 1 January 1993      | Euro 1    | <p>Euro 1 (EC93)</p> <p>Applies to all new cars registered from 1 January 1993</p> <p>Benefits: The Euro 1 standard heralded the introduction of catalytic converters and unleaded petrol for all cars.</p> <p>Euro 1 emissions limits (petrol)CO: 2.72g/kmHC + NOx: 0.97g/km</p> <p>Euro 1 emissions limits (diesel)CO: 2.72g/kmHC + NOx: 0.97g/kmPM: 0.14g/km</p>   |
| 1 January 1997      | Euro 2    | <p>Euro 2 (EC96)</p> <p>Applies to all new cars registered from 1 January 1997</p> <p>Benefits: Euro 2 standards introduced different emissions limits for petrol and diesel engines and reduced the acceptable levels of all four major emissions across the board.</p> <p>Euro 2 emissions limits (petrol) CO: 2. 20g/kmHC + NOx: 0.50g/km</p> <p>Euro 2 emissions limits (diesel) CO: 1.00g/kmHC + NOx: 0.70g/kmPM: 0.08g/km</p> |

| Car registered from | Emissions | Euro definitions  |
|---------------------|-----------|---|
| 1 January 2001      | Euro 3    | <p>Euro 3 (EC2000)</p> <p>Applies to all new cars registered from 1 January 2001</p> <p>Benefits: Introduced separate limits for hydrocarbons and nitrogen oxide emissions for petrol engines, and a separate nitrogen oxide limit for diesel engines.</p> <p>Euro 3 emissions limits (petrol) CO: 2.30g/kmHC: 0.20g/kmNOx: 0.15g/km</p> <p>Euro 3 emissions limits (diesel) CO: 0.64g/kmHC: 0.56g/kmNOx: 0.50g/kmPM: 0.05g/km</p>  |
| 1 January 2006      | Euro 4    | <p>Euro 4 (EC2005)</p> <p>Applies to all new cars registered from 1 January 2006</p> <p>Benefits: Significant reduction in the permissible limits for particulates and nitrogen oxides in diesel engines. Some new diesel-engined cars gained diesel particulate filters (DPFs) that trap 99% of particulates.</p> <p>Euro 4 emissions limits (petrol) CO: 1.00g/kmHC: 0.10g/kmNOx: 0.08g/km</p> <p>Euro 4 emissions limits (diesel) CO: 0.50g/kmHC + NOx: 0.30g/kmNOx: 0.25g/kmPM: 0.025g/km</p>   |
| 1 January 2011      | Euro 5    | <p>Euro 5</p> <p>Applies to all new cars registered from 1 January 2011</p> <p>Benefits: Heralded the introduction of diesel particulate filters (DPFs) for all diesel cars. A particulates limit was also introduced for direct-injection petrol engines.</p> <p>An additional limit on the number of particles emitted by diesel engines was also introduced for cars registered from 1 January 2013.</p> <p>Euro 5 emissions limits (petrol) CO: 1.00g/kmHC: 0.10g/kmNOx: 0.06g/kmPM: 0.005g/km</p> <p>Euro 5 emissions limits (diesel) CO: 0.50g/kmHC + NOx: 0.23g/kmNOx: 0.18g/kmPM: 0.005g/kmPM: <math>6.0 \times 10^{11}</math>/km</p> |

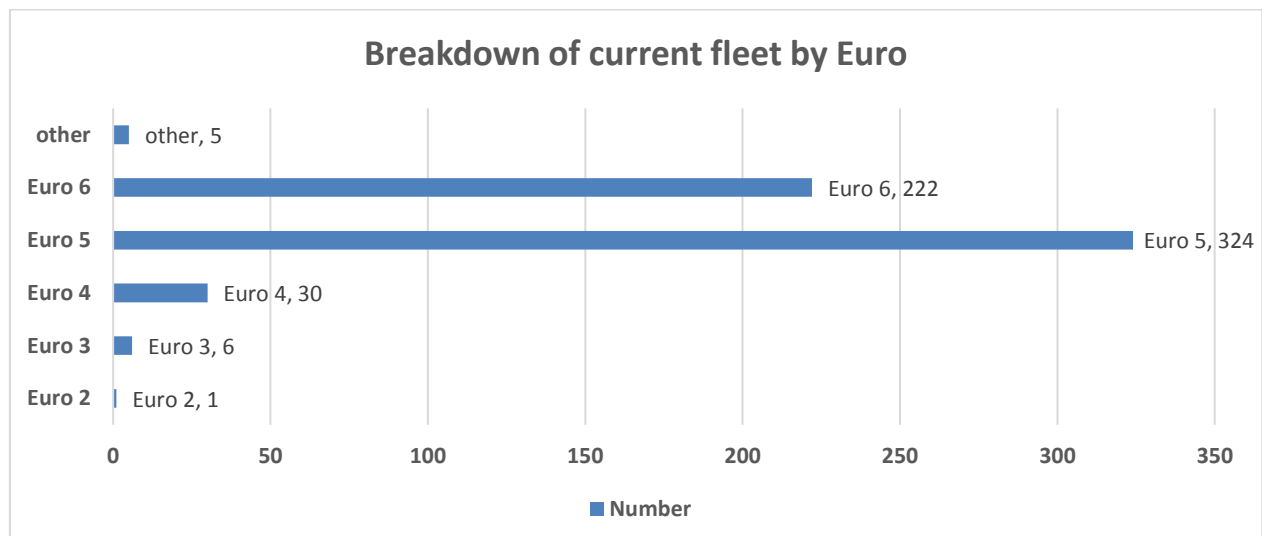
| Car registered from | Emissions | Euro definitions  |
|---------------------|-----------|---|
| 1 September 2015 *  | Euro 6    | <p data-bbox="667 297 762 331">Euro 6</p> <p data-bbox="667 387 1437 421">Applies to all new cars registered from 1 September 2015</p> <p data-bbox="667 477 1544 584">Benefits: A 67% reduction in the permissible levels of nitrogen oxides in diesels and the introduction of a particle number limit for petrols.</p> <p data-bbox="667 640 1517 786">Car makers are using two methods to meet these strict diesel limits. The first is selective catalytic reduction, which involves a liquid that converts nitrogen oxide into water and nitrogen being squirted into the car's exhaust.</p> <p data-bbox="667 842 1528 949">Alternatively, an exhaust gas recirculation system is fitted, which replaces some of the exhaust gas with intake air to reduce the amount of nitrogen that can be turned into NOx.</p> <p data-bbox="667 1005 1528 1077">Euro 6 emissions limits (petrol) CO: 1.00g/kmHC: 0.10g/kmNOx: 0.06g/kmPM: 0.005g/kmPM: 6.0x10<sup>-11</sup>/km</p> <p data-bbox="667 1133 1453 1205">Euro 6 emissions limits (diesel) CO: 0.50g/kmHC + NOx: 0.17g/kmNOx: 0.08g/kmPM: 0.005g/kmPM: 6.0x10<sup>-11</sup>/km</p> |

Euro definitions taken from <https://www.whatcar.com/advice/owning/euro-1-to-euro-6-how-clean-is-my-car/n1190>

## Current fleet – Euro emissions breakdown

1.1.17 Using the current number of Hackney Carriage and Private Hire Vehicles licensed as of December 2019 the Euro emissions breakdown would be as follows:

|                         |                 | Hackney Carriage |        | Private Hire |        | Total Fleet |        |
|-------------------------|-----------------|------------------|--------|--------------|--------|-------------|--------|
|                         |                 | Number           | %      | Number       | %      | Number      | %      |
| <b>Euro 1</b>           |                 |                  |        |              |        |             |        |
| <b>Euro 2</b>           | Petrol          |                  |        | 1            | 0.24%  | 1           | 0.17%  |
| <b>Euro 3</b>           | Diesel          |                  |        | 5            | 1.18%  | 5           | 0.85%  |
|                         | Petrol          |                  |        | 1            | 0.24%  | 1           | 0.17%  |
| <b>Euro 4</b>           | Diesel          | 15               | 9.20%  | 14           | 3.29%  | 29          | 4.93%  |
|                         | Hybrid Electric | 1                | 0.61%  |              | 0.00%  | 1           | 0.17%  |
| <b>Euro 5</b>           | Diesel          | 90               | 55.21% | 207          | 48.71% | 297         | 50.51% |
|                         | Hybrid Electric | 10               | 6.13%  | 10           | 2.35%  | 20          | 3.40%  |
|                         | Petrol          | 1                | 0.61%  | 3            | 0.71%  | 4           | 0.68%  |
|                         | Electric Diesel | 1                | 0.61%  | 1            | 0.24%  | 2           | 0.34%  |
|                         | Electricity     |                  | 0.00%  | 1            | 0.24%  | 1           | 0.17%  |
| <b>Euro 6</b>           | Petrol          |                  | 0.00%  | 3            | 0.71%  | 3           | 0.51%  |
|                         | Diesel          | 36               | 22.09% | 165          | 38.82% | 201         | 34.18% |
|                         | Hybrid Electric | 9                | 5.52%  | 8            | 1.88%  | 17          | 2.89%  |
|                         | Electricity     |                  |        | 1            | 0.24%  | 1           | 0.17%  |
| <b>To be determined</b> |                 |                  |        | 5            | 1.18%  | 5           | 0.85%  |
| <b>Total</b>            |                 | 163              | 100%   | 425          | 100%   | 588         | 100%   |





## Current fleet – Year when vehicle is 10 years

1.1.18 This table shows the date when each of our current vehicles in the taxi and private hire fleet reaches 10 years of age, and will no longer be allowed to operate within TMBC. The vehicles age is calculated from the date of registration shown on the log book.

### Hackney Carriage Vehicles

| Euro | Hackney Carriage | other | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------|------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| 2    | Petrol           |       |      |      |      |      |      |      |      |      |      |      |      |
| 3    | Diesel           |       |      |      |      |      |      |      |      |      |      |      |      |
| 3    | Petrol           |       |      |      |      |      |      |      |      |      |      |      |      |
| 4    | Diesel           |       | 2    | 11   | 1    |      |      |      |      |      |      | 1    |      |
| 4    | Hybrid Electric  |       |      |      |      |      |      |      |      | 1    |      |      |      |
| 5    | Diesel           |       | 3    | 10   | 16   | 18   | 26   | 15   | 1    |      |      | 1    |      |
| 5    | Hybrid Electric  |       | 1    | 2    | 2    | 2    | 1    | 2    |      |      |      |      |      |
| 5    | Petrol           |       |      |      |      |      |      | 1    |      |      |      |      |      |
| 5    | Electric Diesel  |       |      |      |      |      |      | 1    |      |      |      |      |      |
| 5    | Electricity      |       |      |      |      |      |      |      |      |      |      |      |      |
| 6    | Petrol           |       |      |      |      |      |      |      |      |      |      |      |      |
| 6    | Diesel           |       | 2    |      |      |      |      | 1    | 6    | 13   | 5    | 9    |      |
| 6    | Hybrid Electric  |       |      |      |      |      |      |      | 2    | 5    |      | 2    |      |
| 6    | Electricity      |       |      |      |      |      |      |      |      |      |      |      |      |
|      | other            |       |      |      |      |      |      |      |      |      |      |      |      |
|      | <b>Totals</b>    |       | 8    | 11   | 13   | 18   | 20   | 30   | 25   | 20   | 5    | 13   |      |

### Private Hire Vehicles

| Euro | Private Hire    | other | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------|-----------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| 2    | Petrol          | 1     |      |      |      |      |      |      |      |      |      |      |      |
| 3    | Diesel          | 5     |      |      |      |      |      |      |      |      |      |      |      |
| 3    | Petrol          | 1     |      |      |      |      |      |      |      |      |      |      |      |
| 4    | Diesel          |       | 6    | 7    |      | 1    |      |      |      |      |      |      |      |
| 4    | Hybrid Electric |       |      |      |      |      |      |      |      |      |      |      |      |
| 5    | Diesel          |       | 4    | 12   | 32   | 60   | 49   | 47   | 2    | 1    |      |      |      |
| 5    | Hybrid Electric |       |      |      |      |      | 2    | 2    | 5    |      |      | 1    |      |
| 5    | Petrol          |       |      |      |      |      | 1    | 2    |      |      |      |      |      |
| 5    | Electric Diesel |       |      |      |      |      |      |      | 1    |      |      |      |      |
| 5    | Electricity     |       |      |      |      |      |      | 1    |      |      |      |      |      |
| 6    | Petrol          |       | 1    |      |      |      |      |      | 1    |      |      | 1    |      |
| 6    | Diesel          |       | 27   | 1    |      | 1    |      | 29   | 43   | 34   | 30   |      |      |
| 6    | Hybrid Electric |       |      |      |      |      |      |      | 1    | 3    | 1    | 3    |      |
| 6    | Electricity     |       |      | 1    |      |      |      |      |      |      |      |      |      |
|      | other           | 5     |      |      |      |      |      |      |      |      |      |      |      |
|      | <b>Totals</b>   | 12    | 38   | 8    | 13   | 33   | 64   | 54   | 84   | 48   | 36   | 35   |      |

### Total fleet (Hackney Carriage and Private Hire) – Year when vehicle is 10 years

|                     | Other | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|---------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Hackney</b>      |       | 8    | 11   | 13   | 18   | 20   | 30   | 25   | 20   | 5    | 13   | 0    |
| <b>Private Hire</b> | 12    | 38   | 8    | 13   | 33   | 64   | 54   | 84   | 48   | 36   | 35   | 0    |
| <b>Total</b>        | 12    | 46   | 19   | 26   | 51   | 84   | 84   | 109  | 68   | 41   | 48   | 0    |

### Fuel type - – Year when vehicle is 10 years

|                        | Other | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------------------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| <b>Diesel</b>          | 5     | 44   | 18   | 24   | 49   | 79   | 76   | 97   | 59   | 40   | 41   |      |
| <b>Hybrid Electric</b> |       | 1    |      | 2    | 2    | 4    | 3    | 10   | 9    | 1    | 6    |      |
| <b>Petrol</b>          | 2     | 1    |      |      |      | 1    | 3    | 1    |      |      | 1    |      |
| <b>Electric Diesel</b> |       |      |      |      |      |      | 1    | 1    |      |      |      |      |
| <b>Electricity</b>     |       |      | 1    |      |      |      | 1    |      |      |      |      |      |
| <b>Other</b>           | 5     |      |      |      |      |      |      |      |      |      |      |      |
| <b>Total</b>           | 12    | 46   | 19   | 26   | 51   | 84   | 84   | 109  | 68   | 41   | 48   | 0    |

### Local Authorities using Euro emissions as criteria for licensing a vehicle

1.1.19 Different Local Authorities have started to introduce Euro emission levels for their licensed Hackney Carriage & private hire fleets, to improve air quality within their areas. These include Transport for London; Northampton; Bristol City Council; Cornwall Council; Derby and Birmingham City Council (see **Annex 1**).

### Types of classification for reduced emission vehicles

1.1.20 Definitions of Taxis converted to liquid petroleum gas (LPG); Zero emission capable (ZEC) and Ultra Low Emission Vehicle (ULEV) are shown at **Annex 2**

## How can TMBC licensing implement change to help achieve carbon neutral by 2030?

1.1.21 There are a number of options open for TMBC to consider in order to deliver a carbon neutral position by 2030. However whatever criteria we choose will potentially have an impact on fee income.

### Option 1 - No change

1.1.22 When first licensed, **all** vehicles must be less than six years old from the date of first registration. Exemption may apply under the Limousine and Special Event Vehicles.

| Vehicle  | Age Criteria   |
|--|--|
| Licensing a vehicle for the first time   | All vehicles must be less than six years old (including wheelchair accessible vehicles but excluding Limousines and Special Event Vehicles) from the date of first registration. |
| Re-licensing a Saloon, estate, hatchback, or multi-passenger vehicle   | Ten years from the date of first registration  |
| Re-licensing a wheelchair accessible vehicle<br><small>(where a person can stay in a wheelchair and be loaded into a Hackney Carriage or Private Hire Vehicle)</small> | Fifteen years from the date of first registration  |
| Limousines and Special Event Vehicles  | There will be no age restriction on licensing limousines and Special Event Vehicles  |

### Option 2 – Restrict type of vehicle by emissions level over the next ten years

| Proposed Changes   | Date            |
|--|-----------------|
| Remove the “no age” restriction on Limousines (2 vehicles) and Special Event Vehicles (0 vehicles) and restrict existing licensed vehicles in this category to maximum of 15 years from the date of first registration                           | <b>Sep 2020</b> |
| All <b>new</b> vehicles to be licensed, must be: <ul style="list-style-type: none"> <li>• Euro 6 diesel engine,</li> <li>• Euro 4 petrol engine (or a newer Euro standard)</li> </ul> And no older than 6 years of age at the time of licensing. | <b>Jan 2021</b> |
| Allow any Taxis converted to liquid petroleum gas (LPG) maximum operating licence will be 15 years   | <b>Jan 2021</b> |

| Proposed Changes   | Date     |
|--|----------|
| All new and renewals vehicles to be licensed, must be Ultra Low Emission Vehicle (ULEV) <ul style="list-style-type: none"> <li>• Petrol Hybrid Euro 5</li> <li>• Petrol Euro 6</li> <li>• Diesel Euro 6</li> </ul> | Jan 2025 |
| All renewals vehicles to be licensed, must be Ultra Low Emission Vehicle (ULEV) Petrol Hybrid Euro 5 or converted to liquid petroleum gas (LPG)  | Jan 2028 |
| All new and renewal vehicles must be : <ul style="list-style-type: none"> <li>• Zero emission capable (ZEC), or</li> <li>• Ultra Low Emission Vehicle (ULEV)</li> </ul>  | Jan 2030 |

### Option 1 – No change

1.1.23 I have taken the current fee levels agreed for 2021 and added a 3 percent increase year for the purposes of this illustration.

#### Fee levels £

|                        | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|
| % Increase             |      | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   |
| Hackney Carriage       | 245  | 252  | 260  | 268  | 276  | 284  | 293  | 301  | 310  | 320  | 245  |
| Hackney Carriage       | 225  | 232  | 239  | 246  | 253  | 261  | 269  | 277  | 285  | 294  | 225  |
| Private Hire           | 235  | 242  | 249  | 257  | 264  | 272  | 281  | 289  | 298  | 307  | 235  |
| Private Hire (Renewal) | 225  | 232  | 239  | 246  | 253  | 261  | 269  | 277  | 285  | 294  | 225  |

Note – Numbers rounded up for illustration

### Projected Income levels

1.1.24 I have used the average new and renewal applications over the last 12 months for this illustration.

|                        | 2020    | 2021    | 2022    | 2023    | 2024    | 2025    | 2026    | 2027    | 2028    | 2029    | 2030    |
|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| % Increase             |         | 3%      | 3%      | 3%      | 3%      | 3%      | 3%      | 3%      | 3%      | 3%      | 3%      |
| Hackney Carriage       | 7,350   | 7,571   | 7,798   | 8,032   | 8,272   | 8,521   | 8,776   | 9,040   | 9,311   | 9,590   | 7,350   |
| Hackney Carriage       | 31,500  | 32,445  | 33,418  | 34,421  | 35,454  | 36,517  | 37,613  | 38,741  | 39,903  | 41,100  | 31,500  |
| Private Hire           | 23,500  | 24,205  | 24,931  | 25,679  | 26,449  | 27,243  | 28,060  | 28,902  | 29,769  | 30,662  | 23,500  |
| Private Hire (Renewal) | 84,825  | 87,370  | 89,991  | 92,691  | 95,471  | 98,335  | 101,285 | 104,324 | 107,454 | 110,677 | 84,825  |
| Total                  | 147,175 | 151,590 | 156,138 | 160,822 | 165,647 | 170,616 | 175,735 | 181,007 | 186,437 | 192,030 | 147,175 |

**Option 2 – Restrict type of vehicle by emissions level over the next ten years**

| Proposed Changes   | Date     | Revenue risk £ |
|--|----------|----------------|
| Remove the “no age” restriction on Limousines and Special Event Vehicles and restrict existing licensed vehicles in this category to maximum of 15 years from the date of first registration | Sep 2020 | 675            |

- We have 3 Limousines and 0 special events car with an annual fee revenue as a Private Hire of (£225 \* 3 = £675).

| Proposed Changes   | Date     | Revenue risk £ |
|--|----------|----------------|
| All <b>new</b> vehicles to be licensed, must be: <ul style="list-style-type: none"> <li>• Euro 6 diesel engine,</li> <li>• Euro 4 petrol engine (or a newer Euro standard)</li> </ul> And no older than 6 years of age at the time of licensing. | Jan 2021 | 11,592         |

1.1.25 There are 8 Hackney Carriage Vehicles and 38 Private Hire Vehicles that will have to replace their vehicle during 2021. Risk is they do not replace their vehicle with new restriction would be:

- 46 vehicles at a fee of £252 which is a potential risk of £11,592

1.1.26 It is anticipated that there will be some fall out, however it is hoped the majority of vehicle proprietors will licence a vehicle.

**Note:** Any vehicle proprietors who is licensing a Euro 4 petrol engine will only be able to licence this vehicle until 2025, unless it meets the criteria for vehicles being licenced after January 2025.

| Proposed Changes   | Date     | Revenue risk £ |
|--|----------|----------------|
| All new and renewals vehicles to be licensed, must be Ultra Low Emission Vehicle (ULEV) <ul style="list-style-type: none"> <li>• Petrol Hybrid Euro 5</li> <li>• Petrol Euro 6</li> <li>• Diesel Euro 6</li> </ul> | Jan 2025 | 37,845         |

1.1.27 In addition to the vehicles reaching 10 years of age by January 2025, the following vehicles will have to be replaced:

43 Hackney Carriage Vehicles (Euro 5 Diesel) 43 \* £261 = £11,223  
 1 Hackney Carriage Vehicle \* (Euro 5 Petrol) 1 \* £261 = £261  
 99 Private Hire Vehicles \* (Euro 5 Diesel) 99 \* £261 = £25,839  
 2 Private Hire Vehicles \* (Euro 5 Petrol) 2 \* £261 = £522

**Note:** Any vehicle proprietors who is licensing a vehicle from January 2025 may only be able to licence this vehicle until January 2028, unless it meets the criteria for vehicles being licenced after January 2028.

| Proposed Changes  | Date     | Revenue risk £ |
|---|----------|----------------|
| All renewals vehicles to be licensed, must be Ultra Low Emission Vehicle (ULEV) <ul style="list-style-type: none"> <li>Petrol Hybrid Euro 5 or converted to liquid petroleum gas (LPG)</li> </ul> | Jan 2028 | 22,800         |

1.1.28 In addition to the vehicles reaching 10 years of age by January 2028, the following vehicles will have to be replaced:

14 Hackney Carriage Vehicle \* (Euro 6 Diesel) 14 \* £285 = £3,990  
 1 Hackney Carriage Vehicle \* (Euro 4 Diesel) 1 \* £285 = £285  
 1 Private Hire Vehicles \* (Euro 4 Diesel) 1 \* £285 = £285  
 64 Private Hire Vehicles \* (Euro 6 Diesel) 64 \* £285 = £18,240

**Note:** Any vehicle proprietors who is licensing a vehicle from January 2028 may only be able to licence this vehicle until January 2030, unless it meets the criteria for vehicles being licenced after January 2030.

## 1.2 Legal Implications

1.2.1 There is no statutory requirement to have a specific level of emissions from licensed taxi and private hire vehicles.

## 1.3 Financial and Value for Money Considerations

1.3.1 The cost implications in respect to fee income are shown throughout the report.

## 1.4 Risk Assessment

1.4.1 The introduction of a policy should provide a transparent and consistent basis for decision making. This in turn should reduce the risks of decisions being challenged in the Courts.

## 1.5 Equality Impact Assessment

1.5.1 The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no perceived impact on end users.

## **1.6 Recommendations**

1.6.1 Members are **RECOMMENDED**:

- 1) To approve the consultation for emission levels for taxi and private hire vehicles over the next ten years, subject to prior approval of the overall TMBC climate change strategy by Council.

Background papers:

contact: Anthony Garnett

**Adrian Stanfield**

Director of Central Services and Deputy Chief Executive