

Cabinet

27th August 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All Wards

Title:

Hackney Carriage and Private Hire Vehicle Emissions

Is this a key decision?

No – Although the matter may affect all Wards in the City, it is not anticipated that the impact will be significant

Executive Summary:

On the 27th November 2018 a report detailing proposals to move away from an age-based vehicle licensing policy to a policy based on vehicle emissions was considered by Cabinet. At the meeting authorisation was given to consult with stakeholders on the proposed changes prior to implementation. This report provides detail on the responses received through the consultation.

Recommendations:

Cabinet is requested to consider the results of the consultation and:

- 1) Approve the implementation of emission-based vehicle licensing requirements for private hire and hackney carriage vehicles licensed by the Council.
- 2) Approve the timescales for a phased introduction in emission standards.
- 3) Delegate authority to the Director of Streetscene and Regulatory Services to identify and authorise suitable alternative proposals for achieving emission levels in existing vehicles.

List of Appendices included:

Appendix A – Hackney Carriage and Private Hire Vehicle Licensing Policy – Consultation Results
June 2019

Background papers:

None

Other useful documents:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report Title – Hackney Carriage and Private Hire Vehicle Emissions

1. Context (or background)

Proposal - Move away from age-based vehicle licensing restrictions to a requirement based on emission standards – consultation results

- 1.1. Under the Local Air Quality Management (LAQM) system, local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMA's) if they find the limit values for certain pollutants are being exceeded or are likely to be exceeded in the future. If an AQMA is declared, then the local authority must produce an action plan to improve air quality.
- 1.2. In Coventry, the levels of nitrogen dioxide (NO₂) were forecast to exceed the limit values within the stator timescale so a citywide AQMA was declared in 2009. Nationally 700 AQMA's have been declared, mostly because of high NO₂ levels. NO₂ is produced by burning fuel in air, the major sources of which are road vehicles but also domestic and commercial heating, and air travel.
- 1.3. In 2014, the European Union commenced legal action against the UK for failing to meet the limit values for NO₂ in 16 of 43 air quality zones, one of which is the West Midlands. The air quality directive required that each zone meets the limit value by the end of 2015, but most cities' plans show that compliance will only be achievable by 2020, or in the case of London, 2025.
- 1.4. The current policy for licensing taxi's is that no hackney carriage more than 10 years old (from date of registration) or private hire vehicle more than 6 years old (from date of registration) will be licensed. Exceptions are made where the condition of the vehicle is considered to be "exceptional", having regards to the condition of its bodywork and interior, mechanical condition and mileage.
- 1.5. Recognizing the negative environmental impact that an ageing taxi fleet has and the need to improve air quality Coventry City Council consulted with various stakeholders on a proposal to replace the existing age policy with a policy that concentrates on vehicle emissions rather than age specifically.
- 1.6. The phased emission-based requirements and timescales that were consulted on are shown below-

Date from	Currently Licensed Vehicles	New Vehicle Applicants
1 st January 2020	Only vehicles with an emission rating of Euro 4 or above to be renewed	Required to have zero emission capability
1 st January 2022	Only vehicles with an emission rating of Euro 5 or above to be renewed	Required to have zero emission capability
1 st January 2024	Only vehicles with zero emission capacity to be renewed	Required to have zero emission capability

- 1.7. In addition to the requirements detailed in 1.6 all licensed vehicles will be required to be no older than 15 years from the first date of registration.

2. Options Considered and Recommended Proposals

- 2.1 This proposal is aimed to address the environmental impact of private hire and hackney carriage vehicles in the City taking into consideration the actions and timescales highlighted in the Coventry Local Air Quality Action Plan.
- 2.2 The Council is obliged to improve local air quality and achieve the required reductions in NO₂. The proposal to stop licensing older, less environmentally efficient private hire and hackney carriage vehicles is considered the best option to reduce NO₂ levels and encourage a more sustainable taxi fleet for the future.

- 2.3 Consultees were asked to provide alternative proposals to achieve the required changes. None were received.
- 2.4 It is proposed that authorisation be given to allowing approved modifications to existing vehicles to be identified and approved where appropriate.

3. Results of Consultation Undertaken

- 3.1. The 90-day consultation was circulated to all Coventry City Council licensed drivers, vehicle proprietors and operators alongside other key stakeholders, and was available via the council's website for general participation.
- 3.2. In total 575 responses were received. The responses to questions relating to the proposals can be found at Appendix A.

Key Questions:

Question 3. - Do you agree with the recommendation to limit vehicles licensed as hackney carriages and private hire vehicles by their emission standards rather than their age to improve air quality in the City?

564 respondents answered this question. 285 (50.53%) agreed with the recommendation. 235 (41.67%) did not agree and 44 (7.8%) did not have an opinion.

Question 4. – Do you have any concerns with the proposed implementation dates?

553 respondents answered this question. 290 (52.44%) confirmed that they were concerned with the proposed dates. Of these 264 thought that the dates were too early, with 26 respondents feeling that the changes should be implemented earlier. 222 (40.14%) were not concerned with the proposed dates and 41 (7.41%) did not have an opinion.

4. Timetable for implementing these decisions

- 4.1. If approved as initially proposed the changes would come into effect on the 1st January 2020.

5. Comments from Director of Finance and Corporate Services

5.1. Financial implications

There are no financial implications arising as a direct result of this proposal.

5.2. Legal implications

The Local Government (Miscellaneous Provisions) Act 1976 provides that a local authority may attach such conditions to vehicle licences as are considered 'reasonably necessary'. Officers consider that a condition dedicated to the improvement of air quality can be considered 'reasonably necessary' for the purposes of this Act.

6. Other implications

6.1. How will this contribute to achievement of the Council's Plan?

It will reduce the negative environmental impact of taxis and assist in the Council's targets to improve air quality standards in the City contributing towards the following objectives within the Council's Plan:

- Improving the quality of life for Coventry's people by improving health and wellbeing and reducing health inequality.
- Creating an attractive, cleaner and greener city.

6.2. How is risk being managed?

Through established reporting and governance arrangements.

6.3. What is the impact on the organisation?

None

6.4. Equalities / EIA

None

6.5. Implications for (or impact on) climate change and the environment

Reduce NO₂ levels in line with the Council's Air Quality Action Plan improving air quality across the City.

6.6. Implications for partner organisations?

None

Report author(s):**Name and job title:**

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Directorate:

Place

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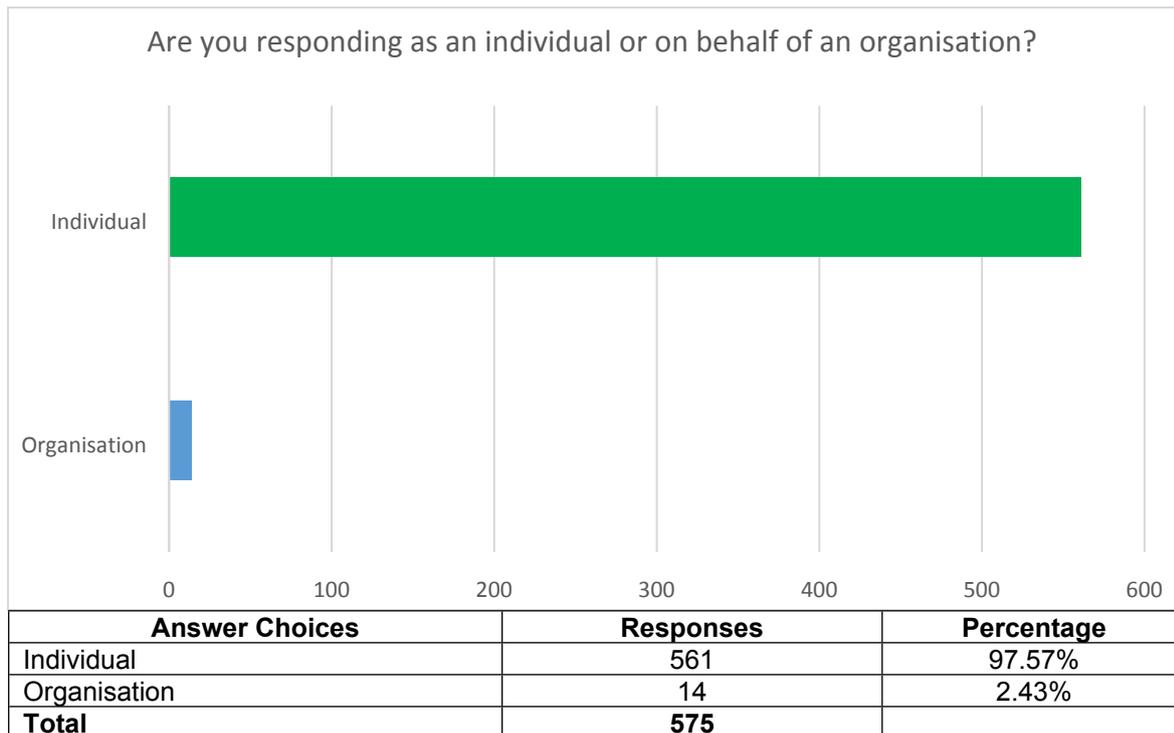
Enquiries should be directed to the above person.

Contributor/approver name	Title	Directorate or organisation	Date doc sent out	Date response received or approved
Contributors:				
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Cath Crosby	Lead Accountant Business Partner	Place	7/8/19	7/8/19
Amy Wright	Criminal and Licensing Solicitor, Legal Services	Place	6/8/19	6/8/19
Councillor P Hetherton	Cabinet Member for City Services	-	7/8/19	7/8/19

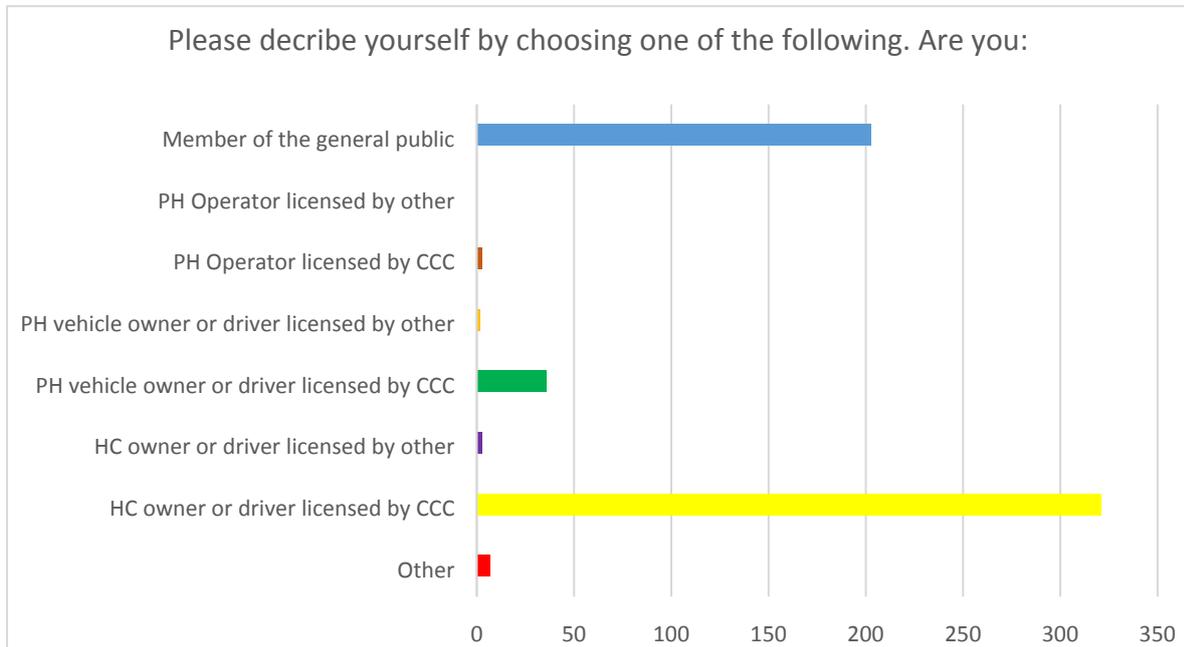
This report is published on the council's website: www.coventry.gov.uk/meetings

Hackney Carriage and Private Hire Vehicle Licensing Policy – Consultation Results June 2019

Question 1.

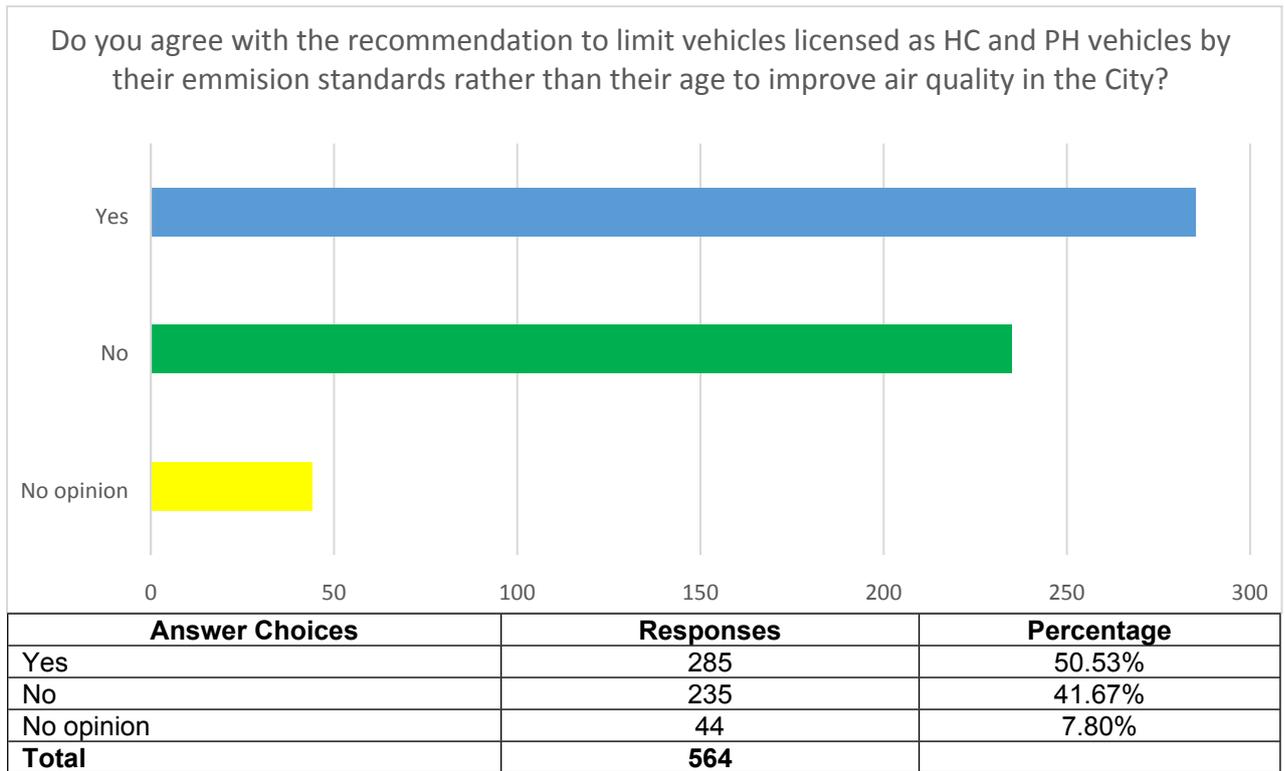


Question 2.

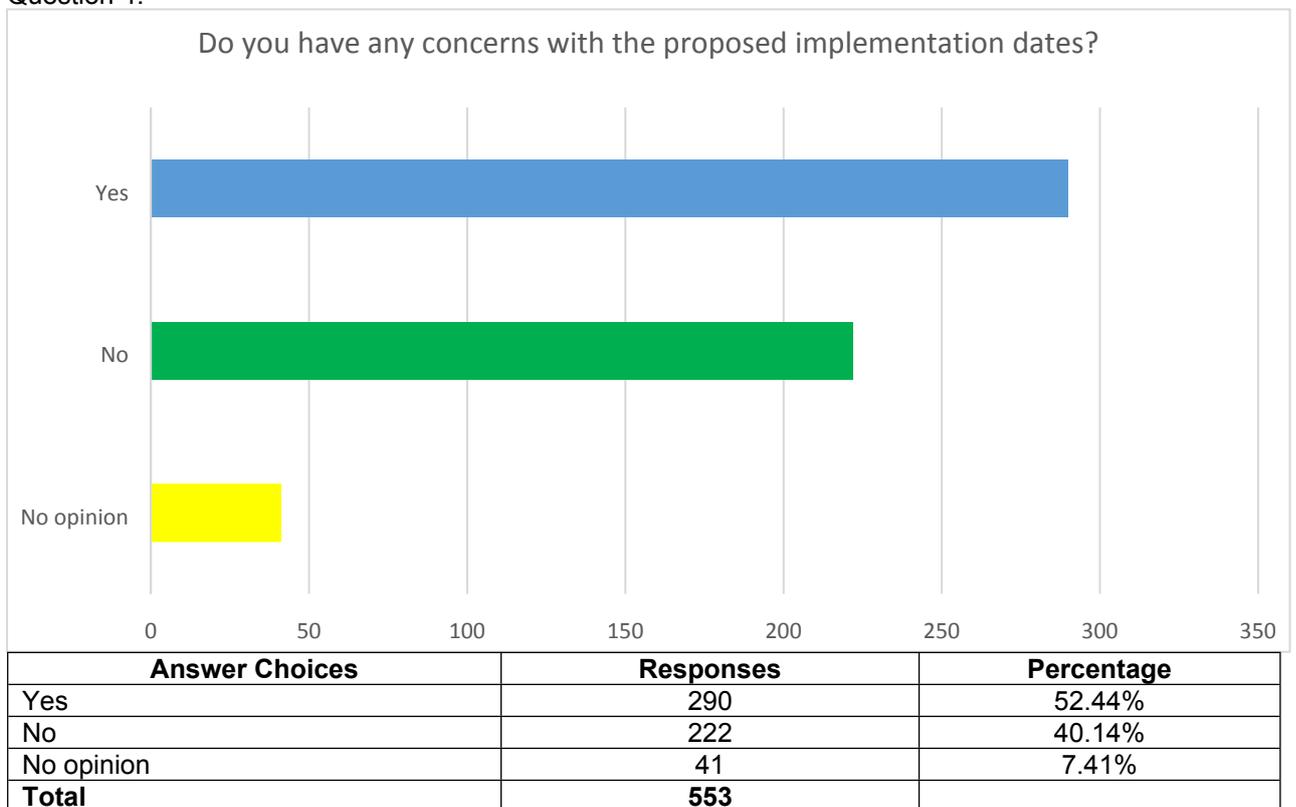


Answer Choices	Responses	Percentage
Member of the general public	203	35.3%
Private Hire operator licensed by another authority	0	0
Private Hire operator licensed by CCC	3	0.52%
Private Hire vehicle owner or driver licensed by another authority	2	0.35%
Private Hire vehicle owner or driver licensed by CCC	36	6.26%
Hackney Carriage vehicle owner or driver licensed by another authority	3	0.52%
Hackney Carriage vehicle owner or driver licensed by CCC	321	55.83%
Other	7	1.22%
Total	575	

Question 3.

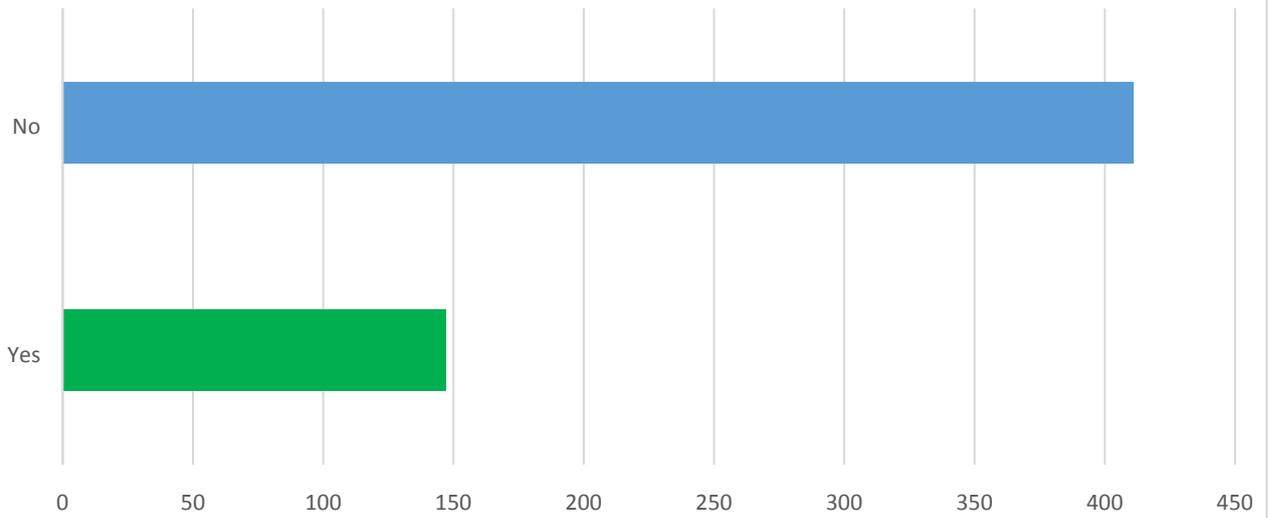


Question 4.



Question 5.

Would you like to receive information about incentives available to Coventry licensed taxi drivers interested in trialling or purchasing electric hackney carriage taxi's?



Answer Choices	Responses	Percentage
Yes	147	26.34%
No	411	73.66%
Total	558	