

<b>Title of Report</b>	<b>REVIEW OF HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY EMISSIONS STANDARDS</b>	
<b>Presented by</b>	Tonya Cooper Licensing Enforcement Officer	
<b>Background Papers</b>	<a href="#">Hackney Carriage and Private Hire Licensing Policy</a>  <a href="#">Agenda for Licensing Committee on Wednesday, 19th February, 2020,</a>  <a href="https://www.atmos-clear.com/">https://www.atmos-clear.com/</a>	<b>Public Report: YES</b>
<b>Financial Implications</b>	Any policy changes will be implemented within existing budgeted resources.	
	<b>Signed off by the Section 151 Officer: Yes</b>	
<b>Legal Implications</b>	Legal Services have reviewed the report.	
	<b>Signed off by the Monitoring Officer: Yes</b>	
<b>Staffing and Corporate Implications</b>	The workload associated with the review of the policy shall be undertaken within existing resources.	
	<b>Signed off by the Head of Paid Service: Yes</b>	
<b>Purpose of Report</b>	To consider a change to the implementation of Hackney Carriage and Private Hire Vehicle Emissions Policy	
<b>Recommendations</b>	<b>THAT LICENSING COMMITTEE DELAYS THE IMPLEMENTATION OF THE COUNCIL'S HACKNEY CARRIAGE AND PRIVATE HIRE LICENSING POLICY EURO EMISSIONS STANDARD BY TWELVE MONTHS TO 1 JANUARY 2026.</b>	

## 1.0 Background

- 1.1 The current Hackney Carriage and Private Hire licensing policy was approved at Licensing Committee in November 2022 and commenced in January 2023.
- 1.2 The current emission standards within the Hackney Carriage and Private Hire licensing policy states the following:

*“It is important that emissions from taxis are reduced as far as possible and a reduction will be made to the licensing fee for licensed vehicles that are fuelled by Electricity (Ultra-low emission vehicle).*

*The reduction will be 15% off the current fee to actively encourage the use of these vehicles for hackney carriage or private hire.*

*All hackney carriage and private hire vehicles must be fitted with at least a Euro 5 compliant engine or equivalent using retrofit technology (registered since September 2009). Euro 4 compliant engines or older without retrofit technology will not be permitted.*

*From 1 January 2025, all hackney carriage and private hire vehicles must be fitted with at least a Euro 6 compliant engine or equivalent using retrofit technology (registered since September 2014). Euro 5 compliant engines or older will not be permitted. Any vehicle with a Euro 5 compliant engine or older will not be licensed at the time of renewal.*

*Applicants will be required to prove that the engine is suitable. Any vehicle with an engine older than the required euro emissions standard will not be licensed at the time.”*

- 1.3 At a meeting of the Licensing Committee in February 2020, Members agreed to bring forward the implementation date for the policy requiring all vehicles to be fitted with at least a Euro 6 compliant engine from 1 January 2026 to 1 January 2025. The trade was consulted at the time with ten organisations being supportive and eight being against. A link to the 2020 Licensing committee report can be found at [Agenda for Licensing Committee on Wednesday, 19th February, 2020](#).

## **2.0 Rationale / Reason for Delay**

- 2.1 A representation from the taxi and private hire trade has been received requesting a delay to the implementation of the Council’s Euro emissions standards for licensed vehicles from 1 January 2025.
- 2.2 The rationale is summarised as:
- The taxi trade was hit hard by the Covid pandemic and is still recovering.
  - The largest taxi company in Coalville would need to replace seventeen vehicles to comply with the policy scheduled for introduction on 1 January 2025.
  - The cost of replacing those seventeen vehicles is estimated at £150,000.
  - If the taxi company is not able to replace the vehicles, the consequence will be a loss of drivers and reduction in availability of taxi for the public.
- 2.3 Officers support a delay to the implementation of the vehicle emissions policy. Officers recommend a delay of 12 months, effectively returning to the initial policy implementation date of 1 January 2026.

## **3.0 Benchmarking**

- 3.1 Officers have carried out a benchmarking exercise with other licensing authorities to understand comparable age limits and emission standards.

### 3.2 An overview of the benchmarking is as follows;

- Blaby District Council

Requires Euro 6 engines only from 1 September 2025. New vehicles no older than five years old. Maximum of ten years old for renewals. Applications to renew vehicles that are ten years old or over will no longer be granted. This replaces the previous age limit of twelve years old, and fifteen years old for wheelchair accessible vehicles.

- Charnwood Borough Council

No Euro emissions standards listed within their policy. Any vehicle over six years old (from the date of first registration) which is presented for a certificate of compliance test, and fails that test, will not be allowed to be re-submitted for a second test, which means that the vehicle will have to be taken off the road.

- Harborough District Council

No Euro emissions standards listed within their policy. Saloon vehicles shall be no more than six years old when first licensed and have not undertaken more than 60,000 miles. London type taxis shall be no more than ten years old when first licensed. Transit vehicles and People Carriers shall be no more than eight years old when first licensed.

- Hinckley and Bosworth Borough Council

All existing or replacement wheelchair accessible hackney carriage vehicles must be an ultra-low emission vehicle or zero emission vehicle by December 2030. A ULEV will be defined as a vehicle emitting less than 50gCO<sub>2</sub>/km and capable of travelling at least 70 miles with zero emissions. All existing licensed vehicles must be an ultra-low emission vehicle or zero emission vehicle by December 2030. A ULEV will be defined as a vehicle emitting less than 50gCO<sub>2</sub>/km and capable of travelling at least 70 miles with zero emissions.

Any new application for a hackney carriage vehicle plate which is to be licensed for the first time must be less than six years old per the DVLA registration document and comply with one of the following vehicle emission standards:

- Euro 6 petrol or Euro 6 diesel
- Ultra-low emissions vehicle (ULEV)
- Zero emissions vehicle (ZEV)

- Melton Borough Council

No Euro emissions standards listed within their policy. On the date of application for the first licence with the Council vehicles must be less than six years old unless they meet the specifications as a vintage/prestige vehicle. Vehicles can continue to be relicensed up to but not including the date when they are ten years old provided that they meet the vehicle specifications. The only exceptions to this are purpose built vehicles and conversions approved by the Public Carriage Office and vehicles which have been specially manufactured or professionally adapted to carry a wheelchair. Subject to approval by an Authorised Officer, and that these vehicles continue to

meet the vehicle licensing specification, these vehicles can be registered for the first time and continue to be licensed until they are fifteen years old.

- Oadby and Wigston Borough Council

From 1 January 2026, all hackney carriage and private hire vehicles must be fitted with at least a Euro 6 compliant engine (registered since September 2014) Euro 5 compliant engines or older will not be permitted.

Vehicles to be licensed for the first time must be under five years of age. A Vehicle over the age of ten years will not be licensed unless it meets the requirements of the exception to age limits.

- Leicester City Council

Engine emissions must meet a minimum of Euro 4 standard.

At the time a vehicle is first presented for licensing by Leicester City Council, it must be no more than five years old, based on the date it was first registered. The maximum age for re-licensing a currently licensed vehicle is twelve years.

- South Derbyshire District Council

No Euro emissions standards listed within their policy. On the initial grant of a private hire vehicle licence, all vehicles must be less than eight years old from the date of first registration and less than fifteen years if wheelchair accessible vehicle. Once a licensed vehicle reaches ten years old, the licence will not be renewed.

- Wolverhampton City Council

No Euro emissions standards listed within their policy. The vehicle must be no older than eleven years and six months (vehicles are not plated past twelve years).

- Ashfield District Council

All vehicles being licensed for the first time must be under twelve years of age as stated in the V5 log book. However, if a vehicle is aged five years old or more, then additional requirements must be undertaken in order to accept such a vehicle application.

Any vehicle put forward for a new Hackney Carriage Vehicle licence must be a wheelchair accessible vehicle. This means that the vehicle must be able to carry the passenger whilst they remain seated in the wheelchair. Vehicles put forward for a new Private Hire Vehicle licence do not need to be wheelchair accessible vehicles if under five years of age, but if five years old or more, the following criteria is applicable: it must be either a fully wheelchair accessible vehicle, or be a low emission vehicle (this means that if its date of first registration is before 01/04/2017, it must not have CO2 emissions higher than 120; and if its date of first registration is 01/04/2017 or newer (but still aged five years old or more), then it must not have CO2 emissions higher than 75. You can find the date of first registration and the CO2 emissions information on the V5 log book).

Having undertaken the benchmarking exercise, the overall general consensus from neighbouring authorities is that they seem to rely on the age of vehicles more heavily

than their emissions. It should be noted that when relying on the age of vehicles, Euro 6 standards will apply to vehicles registered after 1 September 2015.

It should also be noted that there has been significant growth in both Wolverhampton and Ashfield for licenced drivers and vehicles.

#### 4.0 Retrofit Emission Reducing Systems

- 4.1 Retrofit emission reducing systems are available to the trade and acceptable within our current policy. After making enquiries, with the Taxi and Private Hire trade association, Atmos Clear can provide these systems with prices in the region of £459 including installation. Further information on retrofit systems can be found at <https://www.atmos-clear.com/>

#### 5.0 Implications

- 5.1 North West Leicestershire District Council currently has 209 licensed vehicles at the time of writing this report. Of these vehicles, it has been identified that 42 currently licensed vehicles will not meet the policy requirements and will either need to be replaced or retro fitted.
- 5.2 A breakdown by month of the vehicles that will not be renewed, should the current policy not be delayed, are as follows:

Month/year	Number of vehicles
January 25	4
February 25	3
March 25	3
April 25	3
May 25	3
June 25	1
July 25	2
August 25	9
September 25	5
October 25	8
November 25	0
December 25	1
<b>TOTAL</b>	<b>42</b>

- 5.3 Current legislation for the licensing of taxi and private hire vehicles (PHVs) is inadequate and outdated. The licensing framework has not kept pace with developments in technology and the need to ensure passengers are protected. 'Out of area' drivers operating within other licensing authority areas (cross-border activity) has significantly increased in recent years, a result of the Deregulation Act.

The Deregulation Act has created a trend with licence holders effectively "licence shopping" where they will become licensed with authorities that often offer lesser standards and lower fees. Therefore, there is a risk that licence holders could become licensed by another licensing authority and continue to operate within North West Leicestershire district. Should this happen, NWLDC Licensing Officers would have no control over vehicles and drivers operating within the NWL district area.

## 6.0 Recommendation

- 6.1 To delay implementation of the Councils Hackney Carriage and Private Hire Licensing Policy Euro emissions 6 standard by 12 months to 1 January 2026.

<b>Policies and other considerations, as appropriate</b>	
Council Priorities:	<ul style="list-style-type: none"> <li>- Planning and regeneration. Economic growth and the physical development of the district.</li> <li>- Communities and housing. Looking after our tenants and keeping our communities safe.</li> <li>- Clean, green and zero carbon. Looking after the environment we live in.</li> <li>- A well-run council.</li> </ul>
Policy Considerations:	Detailed within the body of the report
Safeguarding:	No negative impact.
Equalities/Diversity:	No negative impact.
Customer Impact:	Applicants and licence holders may be impacted by policy changes.
Economic and Social Impact:	No negative impact.
Environment and Climate Change:	Potential delay to reduced emission standards
Consultation/Community Engagement:	Head of Community Services, Environmental Health Team Manager.
Risks:	<ul style="list-style-type: none"> <li>- Loss of licensed drivers and vehicles within the district.</li> <li>- Vehicles become licensed with a different authority.</li> <li>- Licensed drivers who have already replaced vehicles prior to any decision being made may be aggrieved by any decision made.</li> </ul>
Officer Contact	<p>Andrew Cooper Licensing Team Leader <a href="mailto:andy.cooper@nwleicestershire.gov.uk">andy.cooper@nwleicestershire.gov.uk</a> 01530 454844</p> <p>Lee Mansfield Environmental Health Team Manager <a href="mailto:lee.mansfield@nwleicestershire.gov.uk">lee.mansfield@nwleicestershire.gov.uk</a> 01530 454610</p>