

GROWTH, RESOURCES AND COMMUNITIES SCRUTINY COMMITTEE	AGENDA ITEM No. 8
30 JANUARY 2024	PUBLIC REPORT

Report of:	Rob Hill, Service Director for Housing and Communities Peter Gell, Head of Regulatory Services	
Cabinet Member(s) responsible:	Councillor Gavin Elsey - Cabinet Member for Infrastructure, Environment and Climate Change	
Contact Officer(s):	Jacqui Harvey, Head of Operations Environmental Health, Licensing & Trading Standards Terri Martin, Strategic Regulatory Officer, Licensing	Tel. 453502 Tel. 453561

CARRIAGE AND PRIVATE HIRE LICENCING POLICY REVIEW/REVIEW ROAD LAYOUTS (MOTION FROM CLLR HUSSAIN)

RECOMMENDATIONS	
FROM: Head of Operations Environmental Health, Licensing & Trading Standards	Deadline date: <i>January 2024</i>
<p>It is recommended that Growth, Resources and Communities Scrutiny Committee determine whether the Licensing Committee should consider the motion and or that the Growth, Resources and Communities Scrutiny Committee should recommend:</p> <ol style="list-style-type: none"> 1. That the licencing team continue to licence Euro 6 under the current policy which allows for age limit extensions. 2. A Review of the entire Taxi policy prior to the intended date for review as currently planned for late 2024/2025 earlier than that proposed date, and, to further align with the Councils' Climate Change Policy potential impact on implementation date changes and timelines. 	

1. ORIGIN OF REPORT

1.1 A motion from Cllr Hussain relating to hackney carriage and private hire licencing policy review/review road layouts submitted in November 2023.

2. PURPOSE AND REASON FOR REPORT

2.1 This report is being presented as the motion requests an alteration to existing Licensing Policy which also impacts on the Council's Climate Emergency, declared on 24th July 2019, at a meeting of Peterborough City Council's Full Council, where members unanimously declared a climate emergency and agreed to make the Council's activities net-zero carbon by 2030.

2.2 This report is for Growth, Resources and Communities Scrutiny Committee to consider under its Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1 Functions determined by the Council:

9. Transport, Highways and Road Traffic;

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. BACKGROUND AND KEY ISSUES

- 4.1 The Councils Taxi and Private Hire Policy was subject to review and consultation from 28/1/2022 to 25/3/2022. The amendments to the policy were varied and included many updates required in-line with recently published Statutory Guidance. The revision also contained measures relating to licensed vehicle emissions, to meet the future carbon reduction target requirements.

At a meeting on 7th July 2022, the Licensing Committee convened and considered all responses including those made in person by trade representatives. Concessions were made and the final policy was agreed and recommended to Full Council for adoption. Full Council convened on 27 July 2022 and unanimously voted (with no Members indicating to vote against or abstain) to adopt the revised Hackney Carriage and Private Hire Policy.

- 4.2 The current agreed and adopted policy in relation to vehicle age and emission status are detailed in section 2.27 of the Hackney Carriage and Private Hire Licensing Policy, as detailed below:

Petrol or Diesel vehicles licensed prior to 26 July 2022 have acquired (Grandfather) rights as set out below

Petrol or Diesel	Hackney carriage	Private hire
Maximum age limit beyond which the vehicle will not be licensed	15 years old or until 31/12/2029 (whichever is soonest)	10 years old or until 31/12/2029 (whichever is soonest)
Age at which the vehicle will be subject to six monthly inspections	6 years old	6 years old
Age at which the vehicle will be Subject to Critical testing criteria	10 years old	8 years old

Petrol or Diesel vehicles which are initially licensed on or after 26 July 2022 (and other non ULEV or ZEV) are subject the restrictions below.

Petrol or Diesel New 26/7/22	Hackney carriage	Private hire
Maximum age at time of first being licensed	3 years old	4 years old
Maximum age limit beyond which the vehicle will not be licensed	12 years old or until 31/12/2029 (whichever is soonest)	9 years old or until 31/12/2029 (whichever is soonest)
Age at which the vehicle will be subject to six monthly inspections	6 years old	6 years old
Age at which the vehicle will be Subject to Critical testing criteria	10 years old	8 years old

ALL Vehicles (both Hackney Carriage and Private Hire) that are ULEV (Ultra-Low Emission) or ZEV (Zero Emission) will be subject to the following age restriction criteria:

	ULEV	ZEV
Maximum age at time of first being licensed	8 years old	19 years old
Maximum age limit beyond which the vehicle will not be licensed	15 years old	20 years old
Age at which the vehicle will be subject to six monthly inspections	8 years old	8 years old
Age at which the vehicle will be Subject to Critical testing criteria	12 years old	12 years old

For the purposes of the above, a vehicle is ULEV or ZEV if:

	ULEV	ZEV
Vehicle Type:	It is a Hybrid or Extended Range Electric Vehicle (E-REV)	It is Battery Electric, or Hydrogen Fuel Cell, or Electric
V5C document details:	Taxation class = ALTERNATIVE FUEL CO2 (g/km) = 105g/km (or less)	Taxation Class = Alternative Fuel or Electric CO2 (g/km) = 0g/km

It is the Council's ambition that at the next policy review in December 2024, all newly licensed vehicles will need to be either Zero or Ultra-low emission.

- 4.3 On the 9th of February 2023, the Licensing committee convened to consider a minor amendment to the policy in relation to Tail-lift vehicles, already licensed and for consideration for new (grant) licensing. This type of vehicle plays a vital role within Peterborough's integrated transport system and is heavily relied upon by disabled passengers alongside the Council's Passenger Transport Operations Team responsible for fulfilling home to school transport routes.

The vast majority of the licensed tail lift enabled vehicles are of diesel or petrol fuel type and therefore would cease to be licensed under the current policy when they reach 10 years of age. A number of licensed tail lift enabled vehicles are approaching 10 years of age and are due to be de-licensed in the coming 12 months.

- 4.4 The Committee resolved (unanimously) to approve a policy amendment which is summarised as follows:

- Newly licensed diesel/petrol tail-lift enabled vehicles (Hackney Carriage and Private Hire) will become de-licensed when they reach 12 years of age from first registration or until 31/12/2019 whichever is soonest (increase from 10 years).
- Diesel/petrol tail-lift enabled vehicles (Hackney Carriage and Private Hire) will be accepted for licensing up to 8 years of age from first registration (increase from 4 years)
- Tail-lift vehicles already licensed:
- Hackney Carriage vehicle can remain licensed until 15 years old (from date of first registration) or until 31/12/2019 whichever is soonest.
- Private Hire vehicle can remain licensed until 12 years old (from date of first registration) or until 31/12/2019, whichever is soonest.

- 4.5 The proposed motion seeks to allow taxi drivers to license vehicles which are Euro 6 compliant. Emission limits are different for petrol and diesel engines:
- Euro 6 Diesel Emissions Standards (grams per kilometre): 0.50 CO,
 - Euro 6 Petrol Emissions Standards (grams per kilometre): 1.0 CO,
- 4.6 The policy does allow licensing of Euro 6 vehicles, however, to meet the councils' definition of ULEV, as detailed in 4.2 above, the V5C (logbook) must be defined as 'Alternative Fuel'.
- 4.7 The Policy does still allow a petrol and diesel Euro 6 vehicle to be initially licensed after 26th July 2022, as set out in the second table in paragraph 4.2 above. Specific amendment in relation to Tail-lift vehicles is also provided as detailed in paragraph 4.4 above.
- 4.8 The licensing policy sets out a transition timeline based on the Councils' Climate Change Policy and timelines. For the Taxi policy to change, the council needs to review whether it wishes to change its climate change policy and commitments first.
- 4.9 In the interim, to assist licensed drivers and proprietors, the licensing team are taking a pragmatic approach to licensed vehicles which are at the last year of licensing. If the licensed vehicle (Hackney Carriage or Private Hire) is in good condition, with regular maintenance and passes the councils' vehicle inspection test at Aragon, then the vehicle will be licensed for one further year (12 calendar months) only, beyond that stated in the existing Taxi policy.

5. CORPORATE PRIORITIES

5.1 *The recommendation links to the Council's Corporate Priorities:*

1. *The Economy & Inclusive Growth*
 - *Environment*
 - *Homes and Workplaces*
 - *Jobs and Money*
2. *Our Places & Communities*
 - *Places and Safety*
 - *Lives and Work*
 - *Health and Wellbeing*
3. *Prevention, Independence & Resilience*
 - *Educations and Skills for All*
 - *Adults*
 - *Children*

6. CONSULTATION

6.1 The policy and amendments were only recently subject to consultation in early 2022, after an extensive public consultation. Members considered all responses prior to determining the final policy, drivers will have made commercial vehicle decisions based on this policy.

7. ANTICIPATED OUTCOMES OR IMPACT

7.1 If it is decided that the policy should be amended, then the Councils' Climate Change Policy must be amended first to ensure alignment, and a further carbon impact assessment will be required. A further public consultation would also be required for the Taxi Policy.

8. REASON FOR THE RECOMMENDATION

- 8.1 The motion was procedurally moved to be heard at this Committee. Therefore, the recommendations provide a response to the requests made within the motion.

9. ALTERNATIVE OPTIONS CONSIDERED

- 9.1 No alternatives as the existing Taxi Policy and operational case by case approach takes into consideration the matters in the motion.

10. IMPLICATIONS

Financial Implications

10. There are no financial implications arising from this report.

1

Legal Implications

10. None. The existing policy permits licensing of Euro 6 vehicles.

2

Equalities Implications

10. There are no equality implications arising from this report.

3

11. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

11. PCC Taxi Licensing Policy July 2022 to July 2027

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<https://www.peterborough.gov.uk/business/licences-and-permits/taxis-and-private-hire/taxi-enforcement#hackney-carriage-and-private-hire-licensing-policy-0-0>

[Councillor Hussains Motion, item 4](#)

12. APPENDICES

12. N/A

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