

NORTHAMPTON BOROUGH COUNCIL
Licensing Committee

Your attendance is requested at a meeting to be held in
The Jeffrey Room, St. Giles Square, Northampton, NN1 1DE.
on Tuesday, 13 September 2016
commencing at 6:00 pm.

D Kennedy
Chief Executive

AGENDA

- 1 Apologies**
- 2 Minutes** **(Pages 1 - 2)**
(Copy herewith)
- 3 Deputations / Public Addresses**
- 4 Declarations of Interest**
- 5 Matters of Urgency which by reason of special circumstances the chair is of the opinion should be considered**
- 6 Taxi and Private Hire Vehicle Emissions Policy** **(Pages 3 - 19)**
- 7 Taxi and Private Hire Vehicle Age Policy** **(Pages 20 - 28)**
- 8 Cumulative Impact Policy**
(Copy to follow)
- 9 Exclusion of Public and Press**

The Chair to Move:

“that the public and press be excluded from the remainder of the meeting on the grounds that there is likely to be disclosure to them of such categories of exempt information as defined by section 100(1) of the Local Government Act 1972 as listed against such items of business by reference to the appropriate paragraph of Schedule 12a to such act.”

SUPPLEMENTARY AGENDA

Exempted Under Schedule, 12A of L.Govt Act 1972, Para No: - 1

- | | | |
|-----------|--|------------------------|
| 10 | Application for a Private Hire Driver's Licence | (Pages 29 - 41) |
| 11 | Review of Private Hire Driver's Licence | (Pages 42 - 77) |

Public Participation

Members of the public may address the Committee on any non-procedural matter listed on this agenda. Addresses shall not last longer than three minutes. Committee members may then ask questions of the speaker. No prior notice is required prior to the commencement of the meeting of a request to address the Committee.

NORTHAMPTON BOROUGH COUNCIL

LICENSING COMMITTEE

Tuesday, 12 July 2016

PRESENT: Councillor Larratt (Chair); Councillors Sargeant, Ansell, Beardsworth, Eales, Walker and Culbard

1. APOLOGIES

Apologies were received from Councillors Hill, Duffy and Choudary.

2. MINUTES

The minutes of the meeting held on the 21st June 2016 were agreed and signed by the Chair.

3. DEPUTATIONS / PUBLIC ADDRESSES

None.

4. DECLARATIONS OF INTEREST

None.

5. MATTERS OF URGENCY WHICH BY REASON OF SPECIAL CIRCUMSTANCES THE CHAIR IS OF THE OPINION SHOULD BE CONSIDERED

None

6. EXCLUSION OF PUBLIC AND PRESS

The Chair moved that the Public and Press be excluded from the remainder of the meeting on the grounds that there was likely to be disclosure to them of such categories of exempt information as defined by Section 100(1) of the Local Government Act 1972 as listed against such items of business by reference to the appropriate paragraph of Schedule 12A to such Act.

The Motion was Carried.

7. REVIEW OF PRIVATE HIRE DRIVER'S LICENCE

The Senior Licensing Officer outlined the circumstances as set out in the report.

The Committee heard the representations made and reached a decision with regard to any further action to be taken,

Decision

The Committee decided to suspend the private hire driver's licence for 4 weeks.

8. REVIEW OF PRIVATE HIRE DRIVER'S LICENCE

The Licensing Enforcement Officer outlined the circumstances as set out in the report.

The Committee heard the representations made and reached a decision with regard to any further action to be taken

Decision

The Committee decided to suspend the private hire driver's licence for 2 weeks.

9. REVIEW OF PRIVATE HIRE DRIVER'S LICENCE.

The Licensing Enforcement Officer outlined the circumstances as set out in the report.

The Committee heard the representations made and reached a decision with regard to any further action to be taken.

Decision

The Committee decided to issue a written warning to the Private Hire Driver

<TRAILER_SECTION>

The meeting concluded at 19:50

M8010

- Appendices
- A.NLES key policies
- B & C.Air Quality Locations & Mortality Rates
- D.NoX Emissions
- E.Proposed Policy
- F.Cost Efficiencies



LICENSING COMMITTEE REPORT

Report Title	Taxi and Private Hire Vehicle Emissions Policy
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AGENDA STATUS: PUBLIC

Committee Meeting Date:	13th September 2016
Policy Document:	Taxi and Private Hire Vehicle Emissions Policy
Directorate:	Customers & Communities

1. Purpose

1.1 To consider a Private Hire & Taxi Vehicle Emissions Policy to improve the air quality and reduce the health impact for the residents of Northampton Town

2. Recommendations

2.1 That the report be considered with a view to consulting with interested parties as to the feasibility of introducing a Hackney and Private Hire Vehicle Emissions Policy.

2.2 That consultation should take place with interested parties and residents of Northampton even though there is no legal requirement to do so, and that any objections should be considered before any changes are implemented.

3. Issues and Choices

3.1 Report Background

3.1.1 On the May 2012 a report was considered by the Licensing Committee concerning age limits in respect of the taxi and private hire trade. A decision was made at that time not to implement any age limits on private hire vehicles and to remove the age restriction upon new taxi vehicles entering the trade.

This was agreed with a phased in implementation period, ending in January 2015.

- 3.1.2 Since the full implementation of the policy, the trade have voiced concerns that the standard of vehicles has fallen within the town and in particular older vehicles are now being licensed that have high emissions and creating a less environmental friendly fleet of taxi and private hire vehicles. The Hackney trade have requested that an age policy is reintroduced and have asked for this to be considered as a matter of urgency to avoid a gradual increase in the number of older vehicles entering the trade
- 3.1.3 The emission standards of the current fleet and the age of the vehicle is dealt with in separate reports, in order that each is given due consideration and is determined on its individual merits.
- 3.1.4 At Cabinet on the 8th June 2016 a draft Northampton Low Emission Strategy (NLES) was approved for public consultation and includes a strategy to improve the emissions for the private hire and taxi vehicles. A copy of the how the NLES links to other key policies is shown in **Appendix A**
- 3.1.5 The NLES documents the affects that poor air pollution can have on the impact of health for the population of Northampton. Extracts detailing the poor air quality locations and mortality rates attributable to particulate air pollution for Northamptonshire are detailed in **Appendix B & C**.
- 3.1.6 Key comments taken from the draft NLES regarding the impact that traffic adds to the pollution are detailed below.

¹“Traffic in our urban centre and areas near busy roads are affecting concentrations of air pollution that can have a significant impact on the health of the general population, with those having underlying health conditions being most at risk. There are two pollutants of greatest concern: Nitrogen Dioxide (NO₂) and Particulate Matter (PM), which have an adverse effect on health and are mainly a problem because of vehicle exhaust emissions, with diesel exhaust emissions contributing most to the air pollution problem”

²“Unlike the smoke and smog problems of the past, NO₂ and PM are invisible, leading to a perception that the air is “clean”. However, particulate matter is so fine that it is inhaled deep into the respiratory tract and, in the case of very fine particles and NO₂ may transfer into the blood stream. A range of health problems are attributed to exposure to high levels of nitrogen dioxide and particulate matter, the most obvious being respiratory conditions, asthma and coronary heart disease, but evidence is now also showing a strong association with cancer, strokes, low birth-weight babies and even childhood cognitive development. These health conditions impact both on quality of life and life expectancy. The Public Health Outcomes Indicator for air pollution points to as many as one in twenty deaths each year in Northampton being attributable to particulate air pollution”

¹ Northampton Low Emission Strategy 1.1.1

² Northampton Low Emission Strategy 1.1.2

3.1.7 There are approximately 850 taxis (hackney carriages and private hire vehicles) currently operating in Northampton, with the majority being diesel cars. The majority of journeys are short journeys in town and city centres and therefore contribute to overall air pollution and most taxi journeys take place within the urban centre with some high-use taxis covering in excess of 30,000 miles each year. Although they make up only a small proportion of the overall vehicle numbers in the region, taxis do emit a higher proportion of NO_x and particulate emissions in key areas. These pollutants are the ones which have a proven impact on human health so contribute disproportionately to poor urban air quality, exposing residents of Northampton to poor air quality. An extract of the NLES data showing the NO_x emissions for diesel cars is shown in **Appendix D**

3.1.8 Taxis and private hire can be part of the solution, by show-casing the potential for low-emission vehicles and “normalising” their use to the thousands of passengers they carry each year. The NLES will encourage and support taxi and private hire operators to switch to low emission alternatives and consider what policy incentives will support taxi and private hire operators to make the change.

3.1.9 Although the public consultation on the draft NLES is still ongoing, it is considered that there is no reason that the Licensing Committee cannot consider implementing an emission policy sooner, rather than later, in order to restrict a growth of more polluting taxi and private hire vehicles entering the trade. The recommendations in the NLES for the private hire and taxi trade have been taken into consideration within the proposed policy.

3.1.10 The tables below detail the number of current licensed vehicles that fall into the different emission categories, with those highlighted green falling within the proposed lower pollutant emission categories and those highlighted red falling into the higher pollutant emission categories.

CURRENT LICENSED PRIVATE HIRE VEHICLES	
Emission Standard	Number of Vehicles
Electric	2
Electric/Hybrid	180
Euro 6 Diesel	0
Euro 5	116
Euro 4 Petrol	18
Adapted	N/K
No Standard Petrol	13
No Standard Diesel	380
Total Vehicles	709

CURRENT LICENSED TAXI VEHICLES	
Emission Standard	Number of Vehicles
Electric	0
Electric/Hybrid	0
Euro 6 Diesel	3
Euro 5	36
Euro 4 Petrol	0
Adapted	N/K
No Standard Diesel	111
No Standard Petrol	0
Total Number Vehicles	150

3.1.11 It is important that, any policy that is adopted now should have a long term aim, in order to avoid frequent changes that may impact upon the proprietor's financial investment into particular vehicles. However whilst it is proposed that there is a gradual implementation towards an improved fleet to allow the time for financial adjustments, the policy also needs to reflect an almost immediate improvement by preventing the new registration of higher polluting vehicles coming into Northampton.

3.1.12 It is recognised that many proprietors buy vehicles as a long term investment, particularly taxi vehicles, the investment might be over 10 years and therefore this policy aims to strike a balance between improving the emission standards, whilst still allowing time for drivers to make financial adjustments and decisions about vehicles that they may be purchasing in the near future.

3.1.13 In order to achieve a balance the proposed policy is aimed at different timescales for those vehicles being licensed for the first time in Northampton and those vehicles already licensed by this authority. It is also important to set standards that are common to all within the taxi and private hire fleet, to ensure consistency and a level playing field for all licence holders

3.1.14 In the first phase of the policy it is proposed that from the 1st January 2018 only vehicles licensed for the first time with this authority must meet one of the emission standards as shown in the proposed policy at **Appendix E**

3.1.15. In the second phase, it is proposed that from 1st January 2020, renewal and transfer applications will be subject to the same standard.

3.1.16 In the third phase it is proposed that from the 1 January 2025 all newly licenced vehicles upon first application must be electric or electric hybrid, or have emissions of an equivalent or better standard.

3.1.17 The third phase will also apply to existing vehicle licence holders upon the renewal application, in order that from the 1 January 2025 all vehicles on the fleet will be an electric/hybrid vehicle.

3.1.18 The approach taken in the proposed policy is aimed at working with the trade to encourage the take up of low emission vehicles, rather than at this present time applying the 1st Phase criteria immediately to all currently licensed vehicles. Details of how the authority intend to promote the uptake of low emission vehicles is detailed later in this report.

3.1.19 Proprietors of new vehicles from 1 January 2018 will still be able to consider purchasing poor emission vehicles, providing that the vehicle is adapted to meet the new proposed standards. Adaptions to these vehicles may include:

- Having the vehicle adapted / modified to meet the standard
- Change the fuel that is used to a cleaner alternative, such as bio diesel

3.1.20 It is also recommended that officers are given discretion to licence vehicles outside of any agreed vehicle emissions policy, in order to allow for exceptional circumstances that may arise.

3.1.21 Many other local authorities and Transport for London are adopting maximum age limits and emissions standard policies for their taxi and private hire trade, this may result in vehicles being removed from the fleet in other towns and cities and introduced into Northampton if we do not adopt a similar or better emission standard policy sooner rather than later.

3.1.22 Therefore it is proposed that Northampton adopts a Clean Air Emission Standard for Taxis and Private Hire Vehicles that is comparable to other authorities, in order that their redundant poor emission vehicles do not become licensed by this local authority. The table below shows a snapshot of other local authorities that have already adopted emission policies and shows that other authorities are also aiming to licence only electric or hybrid electric etc. for all vehicles from 2025.

Local Authority	Emission Policy Private Hire	Emission Policy Taxi	Electric/Hybrid Vehicles Only Accepted	Comments
York	Euro 5 diesel	Euro 6 Diesel, or ultra low emission		From 1/11/2016
Transport for London	Euro 4 Petrol or Euro 6 diesel by 1 st Jan 2018 for new registrations 1 st jan 2020 new registrations must be zero	1 st Jan 2018 no diesel taxis will be licensed 1 st Jan 2018 all first registrations must be zero emission capable mid 2017 – 2020 diesel taxi decommissioning scheme		

	emission capable 1 st Jan 2023 all vehicles licensed for first time must be zero emission capable			
Shropshire	Euro 4	Euro 5		All vehicles must be NCAP 5* rated wef 1/4/2015
Rotherham	Euro 5	Euro 5		Euro 6 from April 2020 – Vehicles allowed with adapations
Leicester			All new registrations from 2025 to be ULEV 8 year age limit to be introduced 2017	
Birmingham	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner		Mandated Clean Air Zone
Leeds	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner		Mandated Clean Air Zone
Southampton	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner		Fixed penalty notices for idling (HC's) Mandated Clean Air Zone
Nottingham	All taxis to	All taxis to be		HC's 100%

	be Euro 6 diesel or Euro 4 petrol by 2020 or sooner	Euro 6 diesel or Euro 4 petrol by 2020 or sooner		electric from 2020, 25% of PHV's by 2020 Mandated Clean Air Zone
Derby	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner	All taxis to be Euro 6 diesel or Euro 4 petrol by 2020 or sooner		Mandated Clean Air Zone

3.1.23 As with other commercial operations we have a limited influence over the types of car which taxi and private hire operators buy. However, the local authority can implement an emission policy and there may be opportunities to apply for funding from the governments Office for Low Emission Vehicles and investigate offer financial incentives. Areas which could include the following;

- Work with taxi and private hire companies to apply for Government funding (for example the £20m ULEV Taxi Grant Scheme announced in 2015) to support ULEV taxis and private hire vehicles.
- Using our taxi licensing function to promote incentives to encourage the uptake of ultra-low emission taxis and private hire vehicles, for example by designating ULEV taxi ranks in high demand areas and by providing dedicated charging points with the cost of electricity for charging being subsidised..
- Demonstrating the potential fuel savings and financial benefits from operating ULEV taxis and private hire vehicles.
- Working with taxi and private hire operators to develop rapid or fast electric charge point network in suitable locations.
- Working with partner organisations to Use public sector transport contracts to promote low emission taxis. This for example may include a local authority financially competitive vehicle lease agreement scheme.

3.1.24 The local authority aim to continue to engage with hackney carriage and private hire operators to determine how they may be supported to reduce emissions from taxi and private hire fleet, including demonstrating financial benefits; supporting funding bids and considering policy incentives to promote uptake of low emission taxis.

3.1.25 There are potential fuel efficiency savings etc. that can be realised from the investment of improved eco vehicles as demonstrated in **Appendix F**

3.1.26 Whilst it is realised that these are costings are more beneficial to the private hire trade, it is anticipated that more cost efficient Hackney Carriage vehicles will be introduced to the Hackney trade in the near future. A specialist environmental consultant who has been employed to assist with the NLES and may continue to work with the licensing team and the trade to bid for funding

3.1.27 Consideration has been given to applying different licence fee levels for different types of vehicles, to offer incentives to purchase newer and more eco-friendly vehicles, similar to how the road tax duties are calculated on emissions. However, it is not clear at this present time if it will be lawful to set the licence fee level based on the emissions of the vehicle.

3.2 Issues

3.2.1 If the Licensing Committee decides to take no action now Northampton will / is likely to attract taxi and private hire vehicles that produce higher levels of pollutant from other areas that are refusing to licence such vehicles. Whilst some higher pollutant vehicles have a financial benefits to the trade, it will not improve the air quality for Northampton residents.

3.3 Choices (Options)

3.3.1 Agree to consultation on the proposed emissions policy at **Appendix A**

3.3.2 Agree to consultation on a proposed amended emissions policy

3.3.3 Agree no changes and keep the existing vehicle policy

3.3.4 Agree that insufficient information exists and postpone the consultation for further studies on emissions to be undertaken?

4. Implications (including financial implications)

4.1 Policy

4.1.1 Northampton Hackney and Private Hire Vehicle Standards Policy 2012

4.2 Resources and Risk

4.2.1 There is likely to be an impact upon the administration of the new policy. As currently no emission policy exists, initially any new policy will involve more time for staff to verify if new vehicles presented for licensing fulfil the required criteria. However this impact can be minimised with good communication with

the trade, ensuring good practices and staff training is undertaken. There may also be an impact upon staff resources to ensure compliance with the policy and reviewing necessary data to ensure that the policy remains fit for purpose. As it is anticipated that the impact will be minimal it can be included within the current resources.

4.3 Legal

4.3.1 The Local Government (Miscellaneous Provisions) Act 1976, allows the Local Authority to set conditions for the granting of taxi and private hire vehicle licences.

4.3.2 There is a legal requirement to improve and maintain air quality standards. Air Quality Directive 2008/50/EC13 sets out the obligations for Member States in terms of assessing ambient air quality and ensuring Limit Values (LV) for certain pollutants are not exceeded. The requirements of the Directive have been transposed into domestic law through the Environment Act 1995 and subordinate regulation14.15

4.4 Equality

5 There is no equality issues identified as this policy would apply equally to any proprietor of a Hackney or Private Hire vehicle in similar circumstances.

5.1 Consultees (Internal and External)

5.1.1 Julie Seddon

Legal

5.2 Other Implications

5.2.1 None identified

5. Background Papers

5.1 Northampton Town Low Emission Strategy Consultation

5.2 Northampton Borough Council Vehicle Conditions Policy

5.3.1. Local Government (Miscellaneous Provisions) Act 1976.

5.4.3. European Union emission control standards.

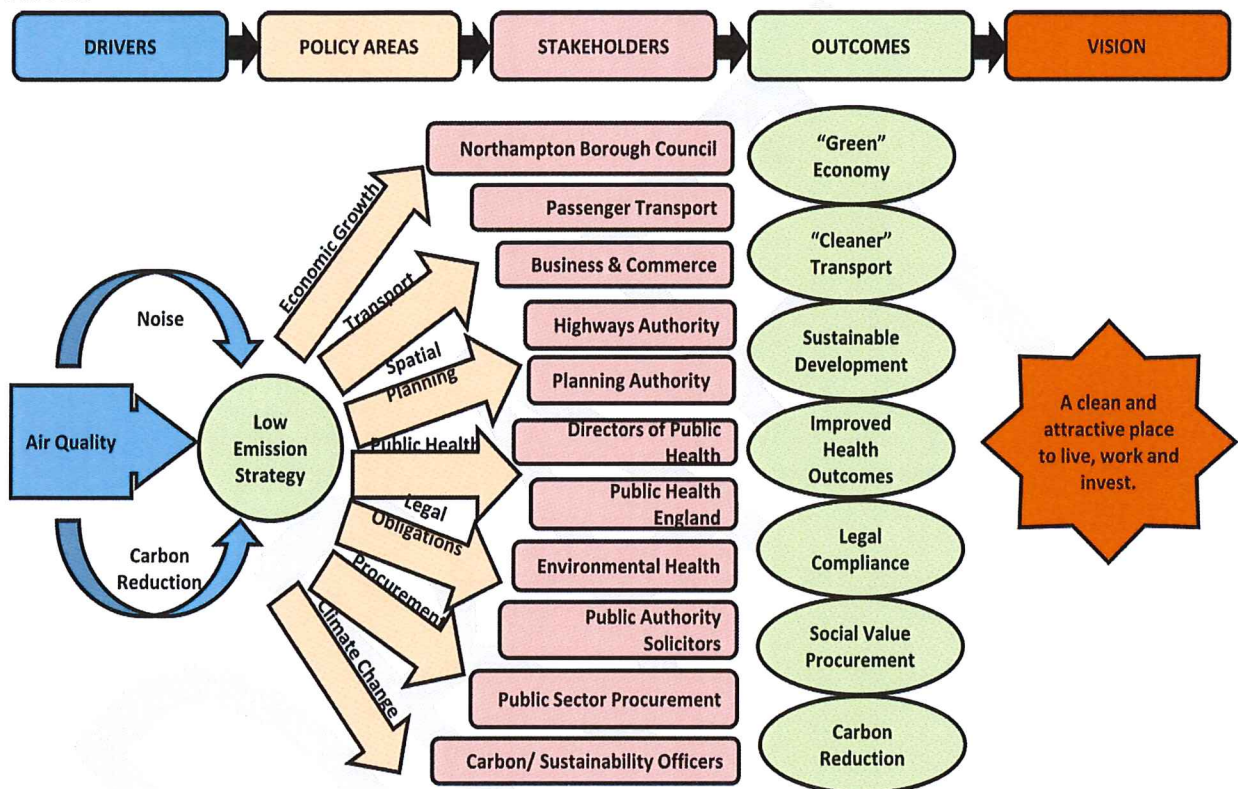
5.4.1 Department for Transport Taxi & Private Hire Guidance 2010

5.4.2 Office for Low Emission Vehicles

**Louise Faulkner
Senior Licensing Officer**

8.6 In the way that the LES can deliver improvements to the climate change agenda, the same can also be said of the potential co-benefits for reducing environmental noise, for which there is a growing evidence-base as having an adverse impact on health²⁰ Highways Authorities are required to take action in areas where people are exposed to high noise levels from road traffic and this Strategy can be used to help deliver co-benefits of improved air quality and reduced noise exposure.

Figure 5: Northampton Low Emission Strategy and links to other key Policy Areas



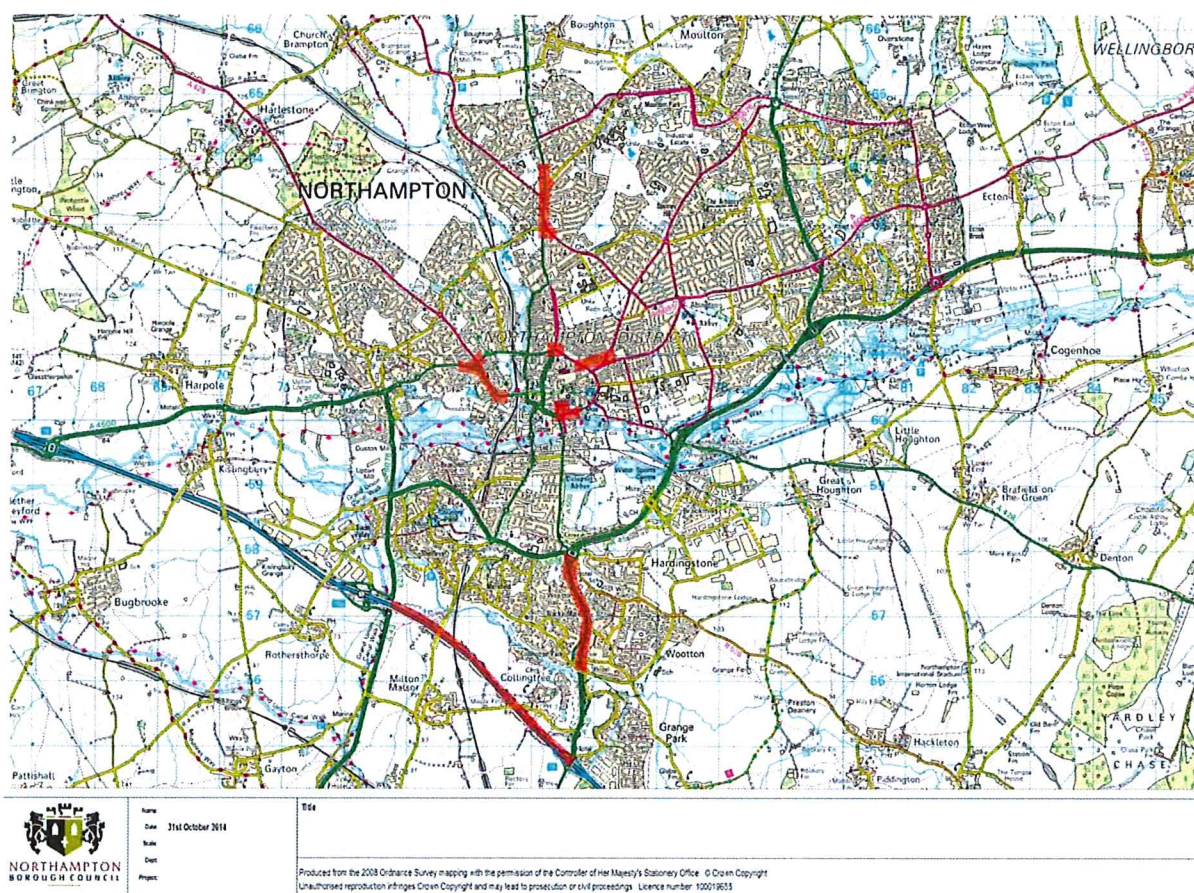
²⁰ Public Health Outcomes Framework – Indicator 1.14: Noise Complaints and Exposure to Noise, Public Health England

6. Theme 1 – Evidence for Change: Where is Air Quality a Problem?

6.1 Northampton Borough Council has designated 7 Air Quality Management Areas (AQMA) due to elevated concentrations of NO₂ – see Figure 5. The predominant cause of these elevated levels is road transport emissions. While NBC are reviewing the status of 2 AQMA designations, levels of NO₂ in the other AQMAs remain stubbornly elevated, with the possibility that further AQMA may be designated. The emissions of NO_x (the pre-cursor for NO₂) from different vehicle types have a varying significance, depending on location. For example, buses are a significant contributor in the inner urban area and on arterial routes, while heavy and light goods vehicles are a significant contributor on trunk roads. Passenger cars, particularly diesel, play a significant role in all areas.

Further information on air quality, including the Air Quality Further Assessment 2011 and monitoring data can be found on the NBC website¹⁹

Figure 4 – Northampton Air Quality Management Areas (AQMA)



¹⁹ <http://www.northampton.gov.uk/info/200075/pollution/1083/air-quality-review>

Table 1: Estimated fraction of mortality attributable to particulate air pollution in Northamptonshire for people aged over 25 years (2010)⁷.

	Percentage mortality attributable to PM _{2.5}	Attributable Deaths aged 25+	Associated Life-Years lost
England	5.6%	25,002	264,749
Northamptonshire	5.7%	323	3,513
Corby	5.6%	29	330
Daventry	5.5%	33	349
East Northamptonshire	5.5%	42	390
Kettering	5.8%	47	493
Northampton	6.1%	102	1168
South Northamptonshire	5.4%	34	384
Wellingborough	5.9%	36	400

4.6. Premature death is the ultimate health impact associated with air pollution, but poor air quality particularly affects people with pre-existing respiratory and cardiac problems. It can be seen from Table 2 and 3 that the number of people affected by asthma and COPD in Northampton is higher than for England as a whole. These figures give an indication of the levels of ill health and the size of the 'high risk' population that will benefit most from improvements in air quality in the Borough.

Table 2: Rates of Prevalence for Asthma 2012/13⁸

	% Population with Asthma	Number of People with Asthma
Northampton	6.12%	13,800
England	5.9%	3,127,590

⁸ Public Health Northampton

Table 3: Mortality rates for COPD Northampton, East Midlands and England 2010⁹

	All Cause Mortality (per 100,000)	COPD Mortality (per 100,000)
Northampton	589	29
East Midlands	545	24
England	538	25

4.7. In addition to the more predictable health impacts from exposure to air pollution such as those linked to respiratory and cardiac function, studies also suggest associations with other adverse health outcomes, including strokes¹⁰, which increase the risk of vascular dementia, low birth-weight babies¹¹ and cognitive development in schoolchildren¹².

4.8 The evidence suggests there is a close link between air pollution and areas of high deprivation. Individuals living in areas of high deprivation often live in accommodation close to roads that have high levels of emissions. The Environment Agency estimates that people living in the most deprived areas have over five times the exposure to air pollutants as individuals living in the least deprived areas (Environment Agency, 2003). Individuals in more deprived areas have poorer health in general, so they suffer more adverse health effects than people experiencing the same level of emissions exposure in less deprived areas (BMA, 2012).

The proportion of children living in high traffic density areas has been found to increase with decreasing median family income for all ethnicities except white (Gunier, 2003). Minority children are about three times more likely to live in high traffic areas compared to white children. Therefore minority children have a higher potential of exposure to vehicle emissions, and this is of particular concern considering the previously discussed vulnerability of children to air pollution and emissions. Figure 3 shows the spatial distribution of deprivation in Northampton.

⁹ NHS Information Centre for Health and Social Care

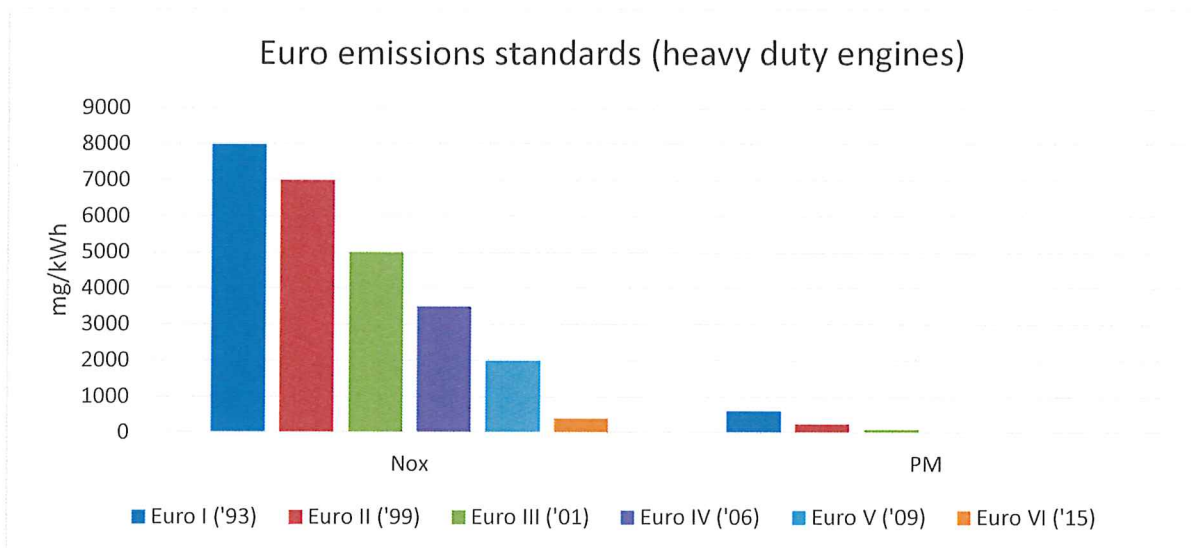
¹⁰ Short term exposure to air pollution and stroke: systematic review and meta-analysis, *BMJ* March 2015; 350:h1295

¹¹ Maternal Exposure to Particulate Air Pollution and Term Birth Weight: A Multi-Country Evaluation of Effect and Heterogeneity, *Environmental Health Perspectives*, (March 2013)

¹² Association between Traffic-Related Air Pollution in Schools and Cognitive Development in Primary School Children: A Prospective Cohort Study, *PLOS Medicine* (March 2015)

engines – this is because PM emissions from petrol engines are inherently very low. Finally, the Euro 6 standard for NO_x for diesel cars is less than half the Euro 5 standard.

Figure 2: European emissions standards for heavy duty engines (mg/kWh).



These will mostly be diesel, but the same standards would apply to larger engines running on other fuels such as gas or biofuels.

The key thing to note from Figure 2 above is that the standard for NO_x has been lowered even more from Euro V to Euro VI than was the case for passenger cars.

The standards shown above are those that vehicle and engine manufacturers are required to meet over a standard test cycle. It has always been acknowledged that these standard cycles were not a perfect representation of real world driving, but the full effect of this has only recently become apparent, as the introduction of Euro 4 and 5 vehicles failed to improve air quality as expected. More recently still, portable emissions monitoring (PEMS) has become easier and cheaper, and so several studies have tested vehicles in real world driving to assess the true difference between the test cycle and on-road performance.

1st Phase

New Private Hire & Taxi Vehicles Licence Applications

Euro 4 Petrol (Jan 2006) & Euro 6 Diesel (Sept 2015) or higher standard

Applies to all applications from

1st January 2018

2nd Phase

Renewal Private Hire & Taxi Vehicles Licence Applications

Euro 4 Petrol (Jan 2006) & Euro 6 Diesel (Sept 2015) or higher standard

Applies to all applications from

1st January 2020

3rd Phase Phase

New & Renewal Taxi/Private Hire Vehicle Applications

Full Electric, Range Extended Electric, Hybrid Electric, Plug-in Hybrid

Applies to all applications from

1st January 2025

Delegated Powers

Licensing Officers discretion to depart from this policy in exceptional circumstances

Figure 10 – Total Cost of Ownership (TCO) of selected diesel, petrol, hybrid and electric cars

Vehicle	Leaf (hatchback)	Octavia (hatchback)	Octavia (hatchback)	Prius (hatchback)
Manufacturer	Nissan	Skoda	Skoda	Toyota
Model details	80kw Visia 5dr	1.4TSI 140 SE 5dr	1.6TDI 105 S 5dr	1.8 VVT-I T3 5dr
Fuel type	Electric	Petrol injection	Diesel turbo	Petrol hybrid
Power (kw)	80	102.12	76.96	99.16
0-60mph (sec)	11.5	8.4	10.8	10.4
Euro std	NA	6	6	6
Price	£ 21,490	£ 18,860	£ 18,360	£ 21,995
3yr RV	£ 7,820	£ 7,075	£ 8,185	£ 12,665
New/used	New	New	New	New
Miles pa	25,000	25,000	25,000	25,000
mpg	NA	35	47	52.2
litres/km (kwh/km)	0.173	0.081	0.060	0.054
Tax band	A	D	A	A
Depreciation 3yrs	£ 13,670	£ 11,785	£ 10,175	£ 9,330
Tax £pa	£ -	£ 110	£ -	£ -
Fuel £pa	£ 519.00	£ 3,959	£ 3,054	£ 2,654
Servicing £pa	£ 0	£ 185	£ 179	£ 202
Nox damage £/yr	£ 0	£ 11.06	£ 80.93	£ 7.41
PM damage £/yr	£ 0	£ 17.54	£ 17.54	£ 17.54
CO2 damage £/yr	£ 144.94	£ 308.95	£ 268.16	£ 207.15
TCO for 1 yr (no depr)	£ 664	£ 4,591	£ 3,599	£ 3,089
TCO for 3 yrs inc depr	£ 15,661.82	£ 25,558.99	£ 20,973.21	£ 18,596.38

It can be seen that although the electric and hybrid models incur a higher purchase cost, their TCO over 3 years is considerably less than the diesel and petrol models.

The NLES will also seek to encourage the take-up of low and ultra low emission vehicles through the provision of information and incentives. While still at a relatively low base, there has been an observed increase in the numbers of hybrid cars in Northampton and, although we are yet to see the 5% ownership levels of plug-in cars seen in Norway and the Netherlands, there has been a significant increase in sales of plug-in electric vehicles across Northamptonshire over the last 2 years. Figure 10 shows the registrations of new ultra low emission vehicles in the UK over the last 5 years.

12.4 If Northampton and the region is to play a part in meeting EU obligations in relation to air quality and carbon reduction commitments then steps must be taken to reduce emissions from car exhausts. The Government's strategy: *Driving the Future Today*, has set a target that by 2050 nearly all cars and vans in the UK will be an ultra-low emission vehicles. This will mean a shift-change in the traditional internal combustion engine (ICE) as the predominant power source for vehicles, and although the ICE is likely to remain a feature of the vehicle market for many years to come, other alternative powered vehicles, such as Battery Electric Vehicles (BEV), Fuel Cell

Appendices
A. Age Policy



NORTHAMPTON
BOROUGH COUNCIL

LICENSING COMMITTEE REPORT

Report Title	Taxi and Private Hire Vehicle Age Policy
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AGENDA STATUS: PUBLIC

Committee Meeting Date: 13th September 2016

**Policy Document: Taxi and Private Hire Vehicle
Age Policy**

Directorate: Customers & Communities

1. Purpose

1.1 To consider a Private Hire & Taxi Vehicle Age and Exceptional Standards Policy to improve the standards of older vehicles currently licensed by the authority.

2. Recommendations

2.1 That the report be considered with a view to consulting with interested parties as to the feasibility of introducing a Hackney and Private Hire Vehicle Age and Exceptional Standards Policy.

2.2 That consultation should take place with interested parties and residents of Northampton even though there is no legal requirement to do so, and that any objections / comments / alternative suggestions should be considered before any changes are implemented.

3. Issues and Choices

3.1 Report Background

3.1.1 On the May 2012 a report was considered by the Licensing Committee concerning age limits in respect of the taxi and private hire trade. A decision was made at that time not to implement any age limits on private hire vehicles and to remove the age restriction upon new taxi vehicles entering the trade. This was agreed with a phased in implementation period, ending in January 2015.

- 3.1.2 Since the full implementation of the policy, the trade have voiced concerns not only about the emission standards of the current fleet, but also regarding the age of vehicles and have requested that an age policy is reintroduced as a matter of urgency to avoid any further increase of older vehicles.
- 3.1.3 There was no evidence in 2012 that the age of the vehicle was related to its safety, provided it passed the MOT and met the local vehicle policy standards and therefore this report is not intended to revisit that particular subject. The emission standards of the current fleet and the age of the vehicle is dealt with in separate reports, in order that each is given due consideration and is determined on its individual merits.
- 3.1.4 In order for a vehicle to be licensed by this local authority, the proprietor must submit an application form, a valid insurance certificate and two test certificates to certify that the vehicle meets the relevant standards as detailed in 3.1.5 and 3.1.6 below :-
- 3.1.5 **MOT Test**– This is undertaken twice a year by one of the two approved garages and is tested in accordance with statutory requirements and governed by the Department of Vehicle and Standards Agency.
- 3.1.6 **Local Policy Vehicle Inspection Test** - This is also undertaken twice a year by one of the approved garages to certify that in addition to the MOT, the vehicle meets the local policy standards set by this authority, i.e. standards that may be in addition and/or above the requirements of the MOT.
- 3.1.7 Virtually all of the requirements of the local policy require the technical experience of an approved MOT tester and most factors are measured against a specific requirement. (I.e. the tyre treads depth). However, there are some aspects within the local policy vehicle inspection that is dealt with by a subjective point of view. In particular this is related to the appearance and tidiness of the vehicle as detailed in section 6 of the local policy vehicle test. A copy of the relevant part of the policy is shown in **Appendix A**
- 3.1.8 The trade and public have expressed concern and complained about the appearance and tidiness of vehicles that are being licensed by this authority and representing a very poor image for the fleet operated within Northampton. These are likely to be vehicles that are failing the “exceptional standards” in other authorities and being brought into Northampton possibly due to a “lighter touch policy”.
- 3.1.9 Many other local authorities and Transport for London are adopting maximum age limits and emissions standard policies for their taxi and private hire trade, this may result in older vehicles being removed from the fleet in other towns and cities and introduced into Northampton if we do not adopt a similar age & “exceptional standard” policy sooner rather than later.

3.1.10 The table below shows a snapshot of other local authorities that have already adopted maximum age policies

Local Authority	Maximum Vehicle Age Limit	Comments
York	1 st reg. 5 years old	From 1/11/2016
Transport for London	10 Years Old	
Shropshire	After 9yrs must have 3 tests per year.	
Leicester	11 Years Old	Looking to reduce to 8yrs max.
Birmingham	14 Years Old	
Leeds	8yrs old	
Southampton	12yrs old (Wheelchair accessible vehicles), 9yrs other.	
Nottingham	No age restriction on HC's, 7 yrs (unless exceptional) on PHV's	

3.1.11 Therefore it is proposed that with immediate effect and after the consultation period and taking into account any representations it is considered whether vehicles older than 12 years will not be licensed upon first application with this local authority and any application for the renewal of a vehicle older than 12 years and already licensed by this authority will need to meet the “exceptional standard policy” as detailed in **Appendix B**

3.1.12 There are approximately 850 taxis (hackney carriages and private hire vehicles) currently operating in Northampton, the tables below detail the age of vehicles currently licensed by this authority.

CURRENT LICENSED PRIVATE HIRE VEHICLES	
Age of Vehicle	Number of Vehicles
0 - 5 Years Old	147
6 - 10 Years Old	408
11 – 15 Years Old	151
16 – 20 Years Old	3
Over 20 Years	0
Total Vehicles	709

CURRENT LICENSED TAXI VEHICLES	
Age of Vehicle	Number of Vehicles
0 – 5 Years Old	36
6 – 10 Years Old	43
11 – 15 Years Old	37
16 – 20 Years Old	30
Over 20 Years Old	1
Total Number Vehicles	147

- 3.1.13 Implementing a 12 year age policy will affect approximately 68 Hackney Carriage Vehicles and 154 Private Hire Vehicles.
- 3.1.14 The proposed policy will allow exiting proprietors to continue with their vehicles; however they will be the subject of a more stringent test and an additional fee levied for the “exceptional standard” application.

3.2 Issues

- 3.2.1 If the Licensing Committee decides to take no action now Northampton will / is likely to attract older taxi and private hire vehicles from other areas that are refusing to licence such vehicles. Whilst some older vehicles meet an exceptionally high standard of safety and have financial benefits to the trade, it will not improve the appearance, tidiness and image of the fleet for residents and visitors to Northampton.

3.3 Choices (Options)

- 3.3.1 Agree to consultation on the proposed age policy at **Appendix A**
- 3.3.2 Agree to a consultation for an amended age policy.
- 3.3.3 Agree no changes and keep the existing vehicle policy

4. Implications (including financial implications)

4.1 Policy

- 4.1.1 Northampton Hackney and Private Hire Vehicle Standards Policy 2012

4.2 Resources and Risk

- 4.2.1 The proposed policy will create additional workload for the Licensing Team and therefore it is proposed that a charge should be levied on vehicles over 12 years old for the additional work required to monitor and inspect vehicles accordingly.
- 4.2.2 Based on the current numbers of vehicles over 11 years old, officers will need to consider the exceptional standard for approximately 40 vehicles per month, within the first 6 months of implementation. This number should then reduce to a rolling number of vehicles including those approaching 12 years old. As the emission policy takes effect proprietors will need to consider purchasing newer vehicles, which may assist with reducing the number of older vehicles.
- 4.2.3 It should be noted that there is the potential in the future for every proprietor to buy a hybrid/electric vehicle that is for example over 10 years old. Should this happen then this will result in all the fleet requiring consideration of the exceptional policy standard and will have a significant impact upon the licensing team resources. Therefore any future impact will need careful monitoring and the policy may need to be revisited if it is identified that there are insufficient resources.

4.3 Legal

- 4.3.1 The Local Government (Miscellaneous Provisions) Act 1976, allows the Local Authority to set conditions for the granting of taxi and private hire vehicle licences as detailed in section 47 and section 48 and to include any other reasonable conditions prior to grant of a vehicle licence or upon consideration of a renewal application

4.4 Equality

- 5 There is no equality issues identified as this policy would apply equally to any proprietor of a Hackney or Private Hire vehicle in similar circumstances.

5.1 Consultees (Internal and External)

- 5.1.1 Julie Seddon
Legal

5.2 Other Implications

- 5.2.1 None identified

5. Background Papers

- 5.1 Northampton Borough Council Vehicle Conditions Policy
5.2 Local Government (Miscellaneous Provisions) Act 1976.
5.3 Department for Transport Guidance 2010

Louise Faulkner
Senior Licensing Officer

Appendix B



Policy and Guidance in relation to Applications for Hackney Carriage and Private Hire Vehicles that Wish to Operate Beyond the Age Restrictions Policy

1. With effect from 1 January 2018 no new application for a Hackney Carriage or Private Hire Vehicle licence will be granted for a vehicle more than 12 years since the date of its first registration in this or any other country.
2. With effect from 1 January 2018 no renewal application for a Hackney Carriage or Private Hire Vehicle licence will be granted for a vehicle more than 12 years since the date of its first registration in this or any other country, **unless** the Council agree to waive the age restriction in the case of individual vehicles where the Council considers that the vehicle is of an exceptional standard.
 - a) Any request for an exemption due to a licensed vehicle being in “exceptional condition” will normally be granted for a 24-month period, after which time a further application would be required that would again be considered against the agreed standards.
 - b) Consideration for an exemption to the age limit will normally only be considered for vehicles currently licensed with this local authority.
 - c) That any vehicle licensed outside of the standard age limit policy will be subject to a daily inspection checklist carried out by the driver of the vehicle and records maintained in a Council approved inspection book.
3. With effect from 1st January 2018 Private Hire vehicles that have provision to carry passengers seated in a wheelchair be licensed for no more than 12 years of age from the date of first registration.
4. An additional charge of £50.00 will be levied for any renewal licence application for those vehicles over 12 years old to meet the increased officer time to assess whether the exceptional standard is met

5. This policy will apply to any vehicle over 12 years old upon the next renewal due date, or transfer application, whichever is sooner.
6. The Council reserves the right to immediately remove the “exceptional standard” certificate for any vehicle which is deemed to fall below the required standard.
7. An approved garage will still carry out their own test in accordance with the local policy vehicle inspection and may also fail the vehicle if it does not consider that the “exceptional standard” has been met.

Standards used to determine whether a Hackney Carriage/Private Hire Vehicle is in “exceptional condition”

1. The bodywork should be in near perfect condition with no signs of panel age deterioration, dents, scratches, stone chips or rust or any other abrasions that may detract from the overall appearance of the vehicle.
2. The general paint condition should not show signs of fading; discolouration or mismatching that may detract from the overall appearance of the vehicle. The interior trim, panels, seating and carpets etc. should be in excellent condition clean, free of damage and discoloration.
3. The vehicle service record can be used as supporting evidence of exceptional condition in that a vehicle of exceptional condition would normally be expected to demonstrate regular servicing and maintenance in accordance with the manufacturer's service specification.
4. The vehicle to be in excellent mechanical condition and in all respects safe and roadworthy with no signs of corrosion to the mechanical parts, chassis, underside or body work. The council will take into consideration any MOT failures in considering this requirement.
5. The boot or luggage compartment to be in good condition, clean and undamaged.
6. Passenger areas to be free from damp or any other odours that may cause passenger discomfort.
7. The vehicle is safe and comfortable

Hackney Carriage and Private Hire Vehicle Daily Checklist

Daily Inspections

Before a vehicle is used, the driver should inspect the vehicle to make sure that it is fit for use and record that inspection in the maintenance log book. It is recommended that such an inspection should include the following:

- Check all obligatory lights to ensure that they are working correctly;
- Check that all dashboard warning lights are working correctly;
- Check that the direction indicators are working correctly;
- Check that the windscreen wipers are working and are free from faults;
- Check that there is sufficient water in the windscreen washer reservoir;
- Check the oil levels are correct;
- Check to coolant levels are correct;
- Check the brake fluid levels are correct;
- Check the power steering fluid levels are correct;
- Check for fluid leaks;
- Check the wheels are not damaged;
- Check the tyres for wear and pressure;
- Check the spare wheel for damage and the tyre for wear and pressure;
- Check the outside of the vehicle to make sure it is clean and free from faults;
- Check the inside of the vehicle to make sure that it is clean and free from faults;
- Check that the vehicles horn is working;
- Check that the heater, demister and rear screen heater are working;
- Check the boot to make sure that it is clean and able to carry passenger luggage;

- Check that the vehicle has a working fire extinguisher;
- Check to make sure that the vehicle complies with the Council's licence conditions;

When the check has been carried out and any faults found, they must be recorded in the maintenance log book. A faulty vehicle should not be used until the fault(s) have been repaired.

Suspected Faults

Where a licensed vehicle is suspected of being faulty and it is not clear what the fault is, an entry should be made in the maintenance log book. The vehicle should then be examined as soon as possible by a competent person to find out if the vehicle has a fault. Details of the examination, its finding and the actions to repair any fault found should be recorded in the maintenance log book together with details of the person carrying out the inspection.

The list of checks may be amended with the approval of at least a manager or director level of the local authority.

Agenda Item 10

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

Agenda Item 11

By virtue of paragraph(s) 1 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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