

# LICENSING COMMITTEE (NON LICENSING FUNCTIONS)

## Agenda Item 7

Brighton & Hove City Council

<b>Subject:</b>	<b>Lowering Emissions for Hackney Carriage and Private Hire Vehicles</b>		
<b>Date of Meeting:</b>	<b>26 June 2014</b>		
<b>Report of:</b>	<b>Director of Public Health</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Martin Seymour and Sam Rouse</b>	<b>Tel: 29-2550</b>
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<b>Ward(s) affected:</b>	<b>All</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To report on the proposals for lowering emissions (harmful to human health and Green House Gases) for Hackney Carriage and Private Hire Vehicles.

#### 2. RECOMMENDATIONS:

- 2.1 That Committee approves cut engine / cut pollution signs on all taxi ranks.
- 2.2 That Committee requires all Hackney Carriage and Private Hire Vehicles to have cut engine / cut pollution signs on the rear of the vehicle as part of its livery.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 On 6 March 2014 Committee supported the investigation of proposals that would assist with the lowering of emissions from licensed vehicles such as "Cut Engine Cut Pollution" signs at ranks and amendments to vehicle licence requirements to be based on emission and not age.
- 3.2 The proposed design for use at taxis rank can be found at appendix A. The estimated cost is approximately £2000 although there may be additional costs if post extensions are required at installation. The cost of these signs to come from the hackney carriage budget.
- 3.3 It is also proposed that stickers based on the same design as the taxi rank sign should become part of the required livery for hackney carriage and private hire vehicles. It is hoped that this will get the message to members of the public to cut their engine when not moving.

3.4 The taxi forum has also discussed proposals to change vehicle age limits to the requirement Euro5 and Euro6 standards. However at this stage there are real concerns regarding the costs to proprietors Officers and trade representatives carefully considered the issue of vehicle standards twice in consecutive taxi forum meetings. There are benefits in moving from age limits to emission standards (Euro5 and Euro6): more scientific and evidence based, comparable with clean bus technology fund work and establishment of the low emission zone. However, public policy must be predicated on a partnership approach. The licensing authority works with local taxi businesses as stakeholders to make sure regulation is clear, proportionate and effective and ensure the concerns of business are heard and there is appropriate opportunity to influence policy. At this time the local industry reports experiencing fundamental uncertainty: political, with proximity of local and general elections, economic, with challenging trading conditions and regulatory, with both the Law Commission's proposals and the deregulation bill clauses potentially increasing the differences and standards between the two tiers, taxis and private hire. Licensing and air quality officers are researching opportunities with the Office For Low Emission Vehicles, the cross government, industry-endorsed policy and funding body promoting ultra low emission vehicles. There is a potential for supporting ultra low emission taxis; OLEV has pledged funding opportunities local authorities. The innovative work already undertaken by the transport planning authority for a low emission zones and the high standards of taxi fleet the trade and licensing authority has developed is likely to place the city at an advantage. Government is expected to publish criteria in the autumn. Collaboration between the taxi trade and Council could be the basis of bidding for funds for both vehicles and supporting infrastructure.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

Alternative options considered that the option of 'doing nothing' has been considered but that levels of Nitrogen Dioxide would be likely to remain at levels above the EU limit, with a negative impact on public health. Consideration of substituting age restrictions with emissions standards will continue to be explored

#### **5. COMMUNITY ENGAGEMENT AND CONSULTATION**

Finance and Legal Services, Environmental Protection, Transport Operations, Taxi Forum. Some members of the Forum had concerns that there would be increased costs to businesses due to the cost of replacing vehicles to meet Euro Standards and had concerns regarding Deregulation Bill and Law Commission proposed changes.

#### **6. CONCLUSION**

That members consider the recommendations.

#### **7. FINANCIAL & OTHER IMPLICATIONS:**

##### **7.1 Financial Implications:**

The costs associated to the recommendations in this report will be met from the existing Taxi Licencing revenue budget. The Taxi Licencing revenue budget is fully funded by licensing fees in accordance with relevant regulation.

*Finance Officer Consulted: Steven Bedford: Date: 16/05/14*

## 7.2 Legal Implications:

By Section 47 of the Local Government (Miscellaneous Provisions) Act 1976 the Council may attach to the grant of a licence of a hackney carriage under the Act of 1847 such conditions as it considers reasonably necessary.

*Lawyer Consulted: Rebecca Sidell*

*Date 16/05/14*

## 7.3 Equalities Implications:

Recommendations are designed to promote equality of opportunity, eliminate unlawful discrimination, promote participation in public life and meet the needs of disabled people. Improving access to taxis/Private Hire Vehicles (PHVs) is a priority action in the council's Equality Scheme. Improving access to services by public transport is included in the Local Area Agreement.

## 7.4 Sustainability Implications:

The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. Improving accessibility is one of the government's four shared transport priorities.

## 7.5 Any Other Significant Implications

The transport industry should be safe, profitable and be a positive experience for all residents and visitors.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- 1. Cut Engine Sign**
- 2. Office for Low Emission Vehicles**

## Documents in Members' Rooms

1. None.

## Background Documents

1. Map of AQMA (Air Quality Management Area)

Local Authorities have a duty under the Environment Act 1995 to review and assess air quality in their area. Where pollutants are found to exceed standards set out in the air quality strategy for England the local authority has a legal duty to declare an air quality management area (AQMA). This must be followed by an air quality action plan; that states measures to reduce human exposure to pollution in the AQMA; justified with reduced risk of disease and improvements to health and wellbeing.

In accordance with its statutory duties Brighton & Hove City Council has assessed air quality in its area since the 1990s. Based on recent evidence a new AQMA was declared in August 2013. This area is priority for general air quality improvement and compliance with the outdoor limit for nitrogen dioxide.

**Figure 1 Brighton & Hove 2013 AQMA Part of Central Brighton, Hove and Portslade**

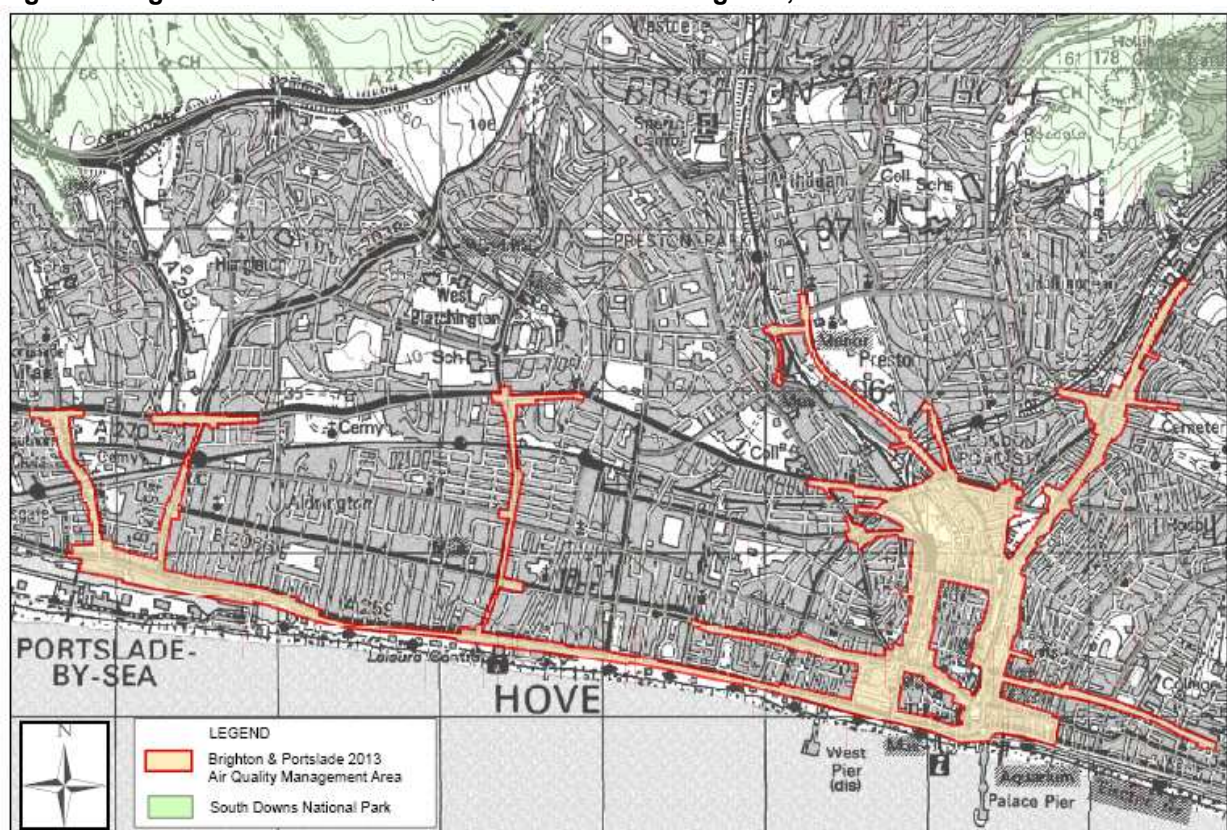
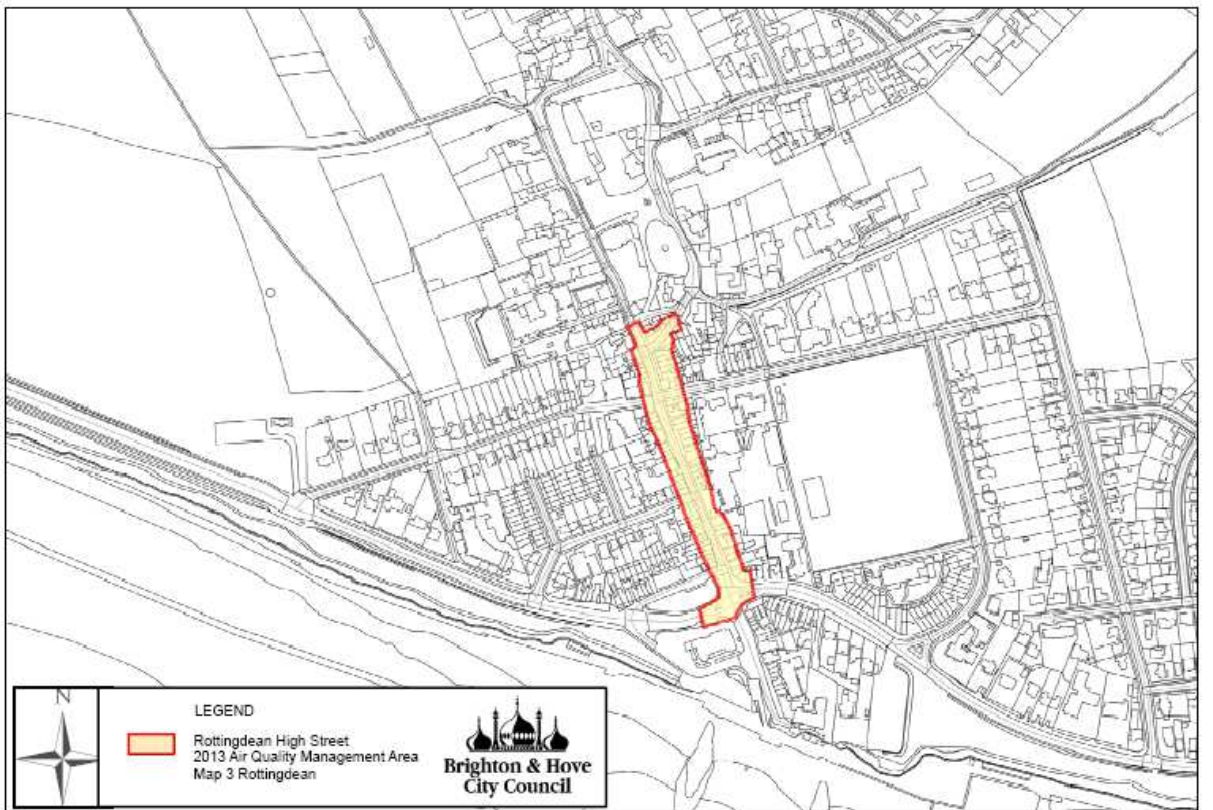


Figure 2 Brighton & Hove 2013 AQMA Rottingdean High Street



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