

<b>Report title</b>	Ultra-Low Emission Vehicle Taxi Licensing Policy	
<b>Wards affected</b>	All	
<b>Accountable director</b>	Ross Cook, Director of City Housing and Environment	
<b>Originating service</b>	Licensing	
<b>Accountable employee</b>	Greg Bickerdike Tel Email	Licensing Manager 01902 554030 Greg.Bickerdike@wolverhampton.gov.uk
<b>Report to be/has been considered by</b>	N/A	

## Recommendations for decision:

The Regulatory Committee is recommended to:

1. Formally accept Cenex's project report on an Ultra-Low Emission Vehicle Taxi Licensing Policy.
2. Agree the Recommended Ultra-Low Emission Hackney Carriage and Private Hire Vehicle Strategy.
3. Approve a consultation on an Ultra-Low Emission Vehicle Taxi Licensing Policy.
4. Update the vehicle age policy, to exempt vehicles with zero tailpipe emissions from the age limit.

## Recommendations for noting:

The Regulatory Committee is asked to note:

1. The Ultra-Low Emission Vehicle Fleet Review.
2. The Minimum Emissions Standard by Licensing Scenario.

## **1.0 Purpose**

- 1.1 The purpose of this report is to present Cenex's project report on an Ultra-Low Emission Vehicle Taxi Licensing Policy.
- 1.2 Cenex were commissioned by Licensing Services to undertake a service review and identify opportunities to reduce greenhouse gas emissions from the taxi and private hire trade through the use of ultra-low emission vehicles.

## **2.0 Background**

- 2.1 On 17 July 2019, the Council declared a 'Climate Emergency' that requires urgent action and committed to:
  - A. Make the Council's activities net-zero carbon by 2028;
  - B. Ensure that all strategic decisions, budgets and approaches to planning and regulatory decisions are in line with a shift to zero carbon by 2028;
  - C. Support and work with all partners in the City towards making the city zero carbon within the same timescale.
- 2.2 The primary strategy for reducing greenhouse gases from the taxi trade is to reduce the number of vehicles with internal combustion engines (ICE) and increase the number of ultra-low emission vehicles (ULEVs), particularly zero emission vehicles (ZEVs).
- 2.3 Cenex were commissioned to undertake research on how best to achieve this.

## **3.0 Project Report**

- 3.1 Cenex published the final revised project report (Appendix 1) on 1 March 2021. Stage 1 of the Recommended Ultra-Low Emission Hackney Carriage and Private Hire Vehicle Strategy (Appendix 1, p.69) proposes:
  - A. Submit draft vehicle emissions policy proposals to the Licensing Committee for approval.
  - B. All licensed vehicles to be zero emission or ultra-low emission by 2028 (subject to review).
  - C. New vehicles to be zero emission or ultra-low emission from 2023 (subject to vehicle suitability).
  - D. Maximum vehicle age limits to be reviewed for diesel, petrol and hybrid vehicles.
  - E. Publish draft proposals including timescales, expected standards, and trade engagement plans.

#### **4.0 Trade Engagement**

- 4.1 Should the strategy be approved, trade engagement to obtain feedback on the results of the report and to encourage potential early adopters to transition to ULEVs will be sought through the following activities:
- A. A short online survey for all licence holders, seeking to understand the willingness of the trade to transition to ULEVs, accept the proposed policy and its incentive measures.
  - B. Identification of genuine potential early adopters of ULEVs, with a screening of potential data logging trial participants based on the short online survey responses.
  - C. An engagement workshop with potential early adopters, presenting a suitability and business case for ULEVs, vehicle supplier discussion and demonstration as well as the promotion of ULEV suitability reports.
  - D. ULEV suitability reports for 15 vehicles based on real-world journey patterns (15 GPS loggers to be issued for 2 months).
  - E. Follow up workshop with data logging trial participants only.
  - F. Public summary report for all licence holders.

#### **5.0 Maximum vehicle age limits**

- 5.1 It is proposed that maximum vehicle age limits be removed for zero-tailpipe emission vehicles (ZEVs). This will offset the higher up-front cost of purchasing these vehicles and provide certainty to the trade that they will be able to use the vehicle for its full lifetime, subject to compliance with other vehicle licence conditions. A list of vehicles considered ZEV will be published on the Council's website.

#### **6.0 Financial implications**

- 6.1 The financial implications of the measures included in the report are unclear at this stage. Further reports will be brought to the Committee on financial implications, once the measures have been consulted on and before any expenditure has been incurred.

[SB/21102021/Y]

#### **7.0 Legal implications**

- 7.1 There are no direct legal implications arising from this report however, Authorities are entitled to determine their own policy in relation to taxi licensing.

[SH/22102021/A]

## **8.0 Equalities implications**

8.1 Initial equalities implications have been identified for the following characteristics:

- A. Age: long term loans are likely to be required to purchase new vehicles, age will be a barrier to those who are intending to retire in the short to medium term.
- B. Religion: loans are prohibited for certain religions and would deter finance access for some licence holders.

8.2 The engagement work recommended by the policy will help to inform equalities analyses, ensuring that the Council completes its duty to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity by removing or minimising disadvantages, meet differing needs and encouraging participation; and foster good relations between people from different groups.

## **9.0 All other Implications**

9.1 The proposals in this report are consistent with the Council's Climate Emergency declaration.

## **10.0 Schedule of background papers**

10.1 Meeting of the City Council - Motions on Notice -17 July 2019

## **11.0 Appendices**

11.1 Appendix 1: Cenex Report - Ultra-Low Emission Vehicle Taxi Licensing Policy