

Title of meeting: LICENSING COMMITTEE

Date of meeting: 25 OCTOBER 2019

Subject: AIR QUALITY LOCAL PLAN AND IMPLICATIONS FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES

Report by: DIRECTOR OF CULTURE, LEISURE AND REGULATORY SERVICES

Wards affected: ALL

Key decision: No

Full Council decision: No

1. Purpose of report

1.1 The purpose of this report has two parts:

- To update the Licensing Committee on the Air Quality Local Plan and the implications for licensed hackney carriage and private hire vehicles; and
- To seek the Committee's approval to bring a further report to members setting out options for the review of its existing statement of licensing policy in relation to vehicle specification.

2. Recommendations

2.1 **That the Licensing Committee:**

- a) notes the update on the development of the Air Quality Local Plan and its effect on licensed hackney carriage and private hire vehicles;**
- b) authorises the Licensing Manager to prepare a further report for consideration by the Licensing Committee which sets out options for the review of its existing hackney carriage and private hire statement of licensing policy having regard to the effect of the Air Quality Local Plan; and**
- c) require the Licensing Manager to include proposals within the report in line with required Euro Standards for a Clean Air Zone and progressive tightening of the vehicle specification policy.**

3. Background

- 3.1 The Licensing Committee last reviewed its hackney carriage and private hire statement of licensing policy on 12 April 2019 in respect of age specification for vehicles.
- 3.2 At that time, the Committee were advised that the Council is required, through a Ministerial Directive, to produce an Air Quality Local Plan to achieve city-wide compliance with legal limits for nitrogen dioxide.
- 3.3 Members were also advised that one of the main sources of nitrogen dioxide in the city's air is emissions from road vehicles. In 2017, the Council commissioned a Source Apportionment Study which identified that of all road vehicles, cars and taxis were the greatest contributors to mean annual concentration of nitrogen dioxide. Changes to emissions standards over time have reduced the levels of pollution produced by vehicles, therefore older vehicles still on the road are likely to be the heaviest polluters.
- 3.4 Notwithstanding the implications of the Ministerial Directive in terms of air quality, the Licensing Committee made the following amendments to its hackney carriage/private hire statement of licensing policy:
- 3.5 ***All private hire and hackney carriage vehicles presented for initial licensing shall be under 4 years of age on first licensing;***
- Any vehicle may remain licensed provided the vehicle meets with the requirements of the PATN guidance as approved by the Council and is supported by an evidenced service history in line with the manufacturers' guidelines.***
- 3.6 Since the date of the Licensing Committee, work by the Transport Planning Officers has been ongoing and led to creation of the Air Quality Local Plan. At Cabinet, meeting on 9 September 2019, members approved a Class B Clean Air Zone ("CAZ") combined with a number of non-charging measures to ensure compliance by the end of 2022.¹
- 3.7 Under the Clean Air Zone Framework, charging Clean Air Zones are sub-divided into classes A - D on the basis of the types of vehicles to which the charging schemes may apply.
- The Class B CAZ targets taxis, private hire vehicles, buses, coaches and HGV's.
- 3.8 The effect of the CAZ will mean that any licensed vehicle which does not meet the Euro 6 Emission Standard (Diesel) or Euro 4 Emission Standard (Petrol) will

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<https://democracy.portsmouth.gov.uk/documents/s23892/Air%20Quality%20Local%20Plan%20Update%20Report.pdf>

be subject to a daily charge when driving around the City.² Whilst the exact boundary of the CAZ is still to be finalised, there is potential for it to be focussed on an area in the southwest of Portsea Island, covering the city centre and surrounding area.

- 3.9 Analysis of current PCC licensed vehicles shows that out of a total of 1054, 489 diesel vehicles (44%) do not meet the Euro 6 Standard.
- 3.10 On 3 October a meeting of the Hackney Carriage/Private Hire Consultative Group took place between Licensing Committee members and representatives of the hackney carriage and private hire trade. Transport Planning Officers leading on the Air Quality Local Plan attended this meeting and gave an informative presentation regarding air quality issues in the city and how PCC seeks to make improvements.
- 3.11 Discussions took place between members, the trade and officers in terms of the potential for reviewing the current policy in respect of age specifications of licensed vehicles and how a case can be made for government funding - the Clean Air Fund to help the trade to switch to a cleaner mode of transport.
- 3.12 It was agreed at this meeting that a working group meeting would be arranged before the end of October so that the trade could put forward their ideas and suggestions for what initiatives would be most beneficial to facilitate the switch to cleaner licensed vehicles.
- 3.13 It was also agreed that this report would come before the Licensing Committee to highlight how the Air Quality Local Plan will affect the private hire and hackney carriage trade and to seek approval for officers to prepare a future comprehensive report for consideration by members in respect of:
- Options for proposed changes to the current policy in relation to vehicle specifications/age;
 - To report on the views of the hackney carriage and private hire trade arising from the Working Group; and
 - To include reference to incentives that could be met from the Clean Air Fund for consideration by the Committee.

4. Reasons for recommendations

- 4.1 To ensure that the Licensing Committee are kept informed as to the impact of the Ministerial Directive and Portsmouth's Air Quality Local Plan on its licensed hackney carriage and private hire vehicles.

² Euro 6 Emission Standard was introduced on 1 September 2015 - any diesel vehicles registered before this date will be non-compliant.

Euro 4 Emission Standard was introduced on 1 January 2006 - any petrol vehicles registered before this date will be non-compliant.

4.2 To provide the Licensing Committee with an opportunity to give consideration as to whether or not the existing policy in relation to vehicle specification should be reviewed and achieve a closer alignment with the Council's Air Quality Local Plan.

5. Equality impact assessment (EIA)

No EIA is required at present as the purpose of this report is to note developments in respect of the Air Quality Local Plan and to approve a further report to be prepared for the Licensing Committee.

6. Legal Implications

The legal implications are embodied in this report and associated appendices.

7. Finance Comments

None applicable directly to this report.

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Signed by:

Appendices:

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: