



Cambridge City Council Licensing Committee

Date: Monday, 30 September 2019

Time: 10.30 am

Venue: Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

All Members are requested to attend a Licensing & Enforcement Briefing update.

This will take place in Committee Room 1, 10.00am

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (Pages 5 - 10)
- 4 Public Questions
- 5 Petition

A petition has been received containing over 100 valid signatures stating the following:

We the undersigned (residents of the South Petersfield) petition the council and Cambridge City Council Licensing Committee to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.

The petition organiser will be given 5 minutes to present the petition at the meeting and the petition will then be discussed by the Committee for a maximum of 15 minutes.

6	Review and Update of Hackney Carriage and Private Hire Vehicle Policy in Regards to the Electric Taxi Vehicle Policy	(Pages 11 - 224)
7	Operator Door Signage	(Pages 225 - 266)

Licensing Committee Members: Bird (Chair), Thittala (Vice-Chair), Gehring, Massey, McPherson, McQueen, Moore, Pippas, Porrer, Sargeant and Summerbell

Alternates: Johnson and Page-Croft

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LICENSING COMMITTEE

8 July 2019
10.30 - 11.20 am

Present: Councillors Bird (Chair), Thittala (Vice-Chair), Johnson, Massey, McPherson, McQueen, Moore, Pippas, Porrer and Summerbell

Officers

Team Manager (Commercial & Licensing): Gemma Tilley

Team Leader (Environmental Health and Licensing Support): Wangari Njiiri

Legal Adviser: Paul Weller

Committee Manager: James Goddard

FOR THE INFORMATION OF THE COUNCIL

19/8/Lic Apologies

Apologies were received from Councillors Gehring and Sargeant (Councillor Johnson attended as the Alternate).

19/9/Lic Declarations of Interest

No declarations of interest were made.

19/10/Lic Minutes

The minutes of the meeting held on 28 January and 22 May 2019 were approved as a correct record and signed by the Chair.

19/11/Lic Public Questions

A private hire driver made the following points:

- i. Agreed with the principle of safeguarding the public and the reason for the current requirement of low tinted windows.
- ii. Vehicles were being manufactured with darker tinted windows.
- iii. He had contacted the Department of Transport who did not support the changing of windows after manufacture. He explained that the information he received from the Department of Transport said that if windows were changed after vehicle manufacturing, it would be considered modified. These modifications were 'unapproved' until the

vehicle was tested/serviced, at which point they could become re-approved.

- iv. Asked the Committee to be mindful of this.

Councillors noted an email they had received from the Chairman of Cambridge Hackney Carriage Association which made the following points:

- i. Asked Members to reconsider the current tint requirement and have no specification for Taxi window tints. Tinted windows on new vehicles was fast becoming standard with all manufacturers.
- ii. Currently many drivers are forced to pay for expensive replacement glass
- iii. Electric vehicles were very hard to keep cool (air conditioning takes a large current to operate), thus the vast majority come pre-fitted with tinted windows to minimise solar effect.
- iv. The trade asked for card payment to be made mandatory.

Councillor Moore agreed the Licensing Committee should review its tint policy. The Council wished to support drivers moving from petrol/diesel to electric and low emission vehicles. Suggested that film tinted or totally blacked out windows should not be approved to be licensed. A lesser tint should be selected if available (so passengers could be seen, for safety reasons and so enforcement officers could monitor numbers in vehicles).

Councillor McPherson asked for clarity on how to keep electric vehicles cool. The private hire driver said electric vehicles needed a reducer to make air conditioning work efficiently. Having air conditioning in the vehicle reduced the distance an electric vehicle could travel as it used up the battery faster. This should be less of an issue in future when batteries were more efficient.

Councillor Summerbell asked if tinted windows should be installed in electric and non-electric licensed vehicles to keep them cooler and so use less air conditioning. Councillor Moore said the council was encouraging licensees away from petrol/diesel vehicles towards electric and ultra-low emission ones. So non-electric vehicles should not be an issue in future.

19/12/Lic Review and Update of Taxi Tint Specification Requirement

The Committee received a report from the Team Manager (Commercial & Licensing).

The Officer's report advised that under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local

Government (Miscellaneous Provisions) Act 1976, (as amended), Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.

The current Hackney Carriage & Private Hire Licensing Handbook, is guidance provided to all drivers, vehicles and operators and was last updated in April 2019.

Since January 2019, Licensing officers have noted that some vehicles wishing to be licensed are failing their Certificate of Compliance, due to vehicle rear passenger windows not complying with Cambridge City Council current window tint requirement. As a result, in order for vehicle to be licensed, vehicles are requiring to get their windows replaced.

Taxi licensing policies have been implemented to transform the vehicle fleet into a low emission fleet which will lead to a significant reduction in emissions and a significant improvement in air quality in Cambridge.

The taxi trade has requested the City Council to reconsider the current tint requirement due to the lack of electric vehicles manufactured in the car market that meet current tint requirements.

The taxi trade has also expressed concern during Taxi Trade Forums, over the cost of changing windows, the requirement of purchasing electric vehicles, and the need to install CCTV cameras in their vehicles.

Following research, there are several options to Cambridge City Council include:

- Retain current tint requirement (70% transition/ 30% tint).
- Have no specification for Taxi window tints.
- Allow for manufactured window tint up to a specific level of tint, i.e maximum tint of either 70%, 80% or 90%, ensuring complete black out tints are not permitted.

In response to Members' questions the Team Leader (Environmental Health and Licensing Support) said the following:

- i. Dealers gave conflicting information whether window tint levels recommended by officers would allow licensed drivers a wider choice of vehicles. It was anticipated that 70% tint would do so. Manufacturers were changing their specifications over time so the levels of tint in windows may change over time.

- ii. Officers had no data how many licensed vehicles currently had 70% window tints.
- iii. Taxis met current specifications. The tint policy would be applied in future if agreed. Officers had kept a list of vehicles that did not meet the current 30% tint maximum and 70% transition requirement, as their windows were much darker. This list includes those vehicles tested at Certificate of Compliance since April 2019, that had failed there Certificate of Compliance in regards to dark tinted windows. Once members had decided on new tint requirement, these vehicle owners would be contacted regarding what was required of their vehicle windows.
- iv. (Reference agenda pack P29). All listed Toyota cars met current licensing policy and should meet/exceed future tint policy ones.
- v. The window tint policy would be applied to vehicles when they were being tested for their Certificate of Compliance (not required before). Depending what rear window specification was agreed by Members, vehicles would be required to comply with this at their next Certificate of Compliance test.
- vi. The policy to require installation of CCTV in licensed vehicles was agreed in 2017, but its implementation had been delayed.

Councillor Johnson suggested amending recommendation 2.4 to remove the word “no”, to avoid a double negative.

2.4 ~~No~~ film tinted windows will not be approved to be licensed.

The amendment was **unanimously agreed**.

In response to Councillor Johnson’s amendment the Team Leader proposed the following amendment which was agreed.

2.3 Only vehicles with manufactured tinted windows, ~~meeting up to~~ above standard will be approved to be licensed.

The Committee:

Considered and **unanimously approved** the following change to current Taxi Window tint specification:

- i. 70% window tint maximum and 30% transition minimum for rear passenger windows (as per Appendix E of the Officer’s report).

- ii. Only vehicles with manufactured tinted windows, up to above standard will be approved to be licensed.
- iii. Film tinted windows will not be approved to be licensed.
- iv. Front windscreen and Front passenger and driver windows to meet national legal requirement.

19/13/Lic Review and Update of Hackney Carriage and Private Hire Taxi Licensing Policy

The Committee received a report from the Team Manager (Commercial & Licensing).

The Officer's report advised that under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended), Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.

The Hackney Carriage and Private Hire Licensing policy (the 'policy') was produced in order to provide the Council, its officers, the trade and the public with appropriate guidelines that put the Council's licensing requirements into practice in a clear and transparent manner. In exercising its discretion in carrying out its regulatory functions, the Council shall have regard to the Hackney Carriage and Private Hire Licensing policy document.

At Full Licensing Committee on 28 January 2019, Members agreed for a public consultation to be undertaken on the existing Hackney Carriage and Private Hire Licensing Policy. The Consultation took place from 4 February 2019 until 10 March 2019.

Members were requested to review responses received during the public consultation and determine if:

- i. There should be a mandatory requirement for Hackney Vehicles or Private Hire, or both Hackney Vehicles, Private Hire to carry card payment method to accept debit/credit card payments.
- ii. The addition of information on NR3 should be added to policy.

Members were also requested to consider the timescale for implementation.

In response to the report, the Committee supported the introduction of card payment facilities in licensed vehicles.

The Team Leader (Environmental Health and Licensing Support) said the following in response to Members' questions:

- i. NR3 was not a statutory database. Local Authorities were encouraged to sign up to it as it was a good scheme. It was thought that the neighbouring councils had either signed up or were in the process of signing up to NR3, this included Wolverhampton and South Cambs.
- ii. It was a lengthy process to review the NR3 database so officers proposed to only do so when a licence was due for renewal. If councillors wanted more frequent checks (eg every 6 months) then a change to policy was recommended.
- iii. (Reference agenda pack P49).
 - a. It was illegal to display a sign refusing credit card payments that were less than £10.
 - b. It was illegal to add credit card service fees to the journey charge.
 - c. There were exceptional circumstances where credit card payments could be cancelled by the card holder, but they would need to demonstrate they had not approved/authorised payment.

The Committee:

Considered responses received from the consultation (Appendix C of the Officer's report) and **unanimously agreed**:

- i. The mandatory requirement of card payment methods to be applicable for both Hackney and Private hire vehicles.
- ii. The addition of NR3 information.

Considered and agreed the following proposed implementation plan:

- iii. The installation of payment card machine will need to be in place at the next vehicle Certificate of Compliance, as of 12 August 2019.
- iv. Changes in the Policy in relation to NR3 with immediate effect.

The meeting ended at 11.20 am

CHAIR



1 Item

1.3 **HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE TAXI POLICY**

To:

Licensing Committee [30/09/2019]

Report by:

Yvonne O'Donnell, Environmental Health Manager

Tel: 01223 - 457951 Email: Yvonne.ODonnell@cambridge.gov.uk

Wards affected:

All

1 **Executive Summary**

- 1.1 Under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended), Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.
- 1.2 The Hackney Carriage and Private Hire Licensing policy (the 'policy') was produced in order to provide the Council, its officers, the trade and the public with appropriate guidelines that put the Council's licensing requirements into practice in a clear and transparent manner. In exercising its discretion in carrying out its regulatory functions, the Council shall have regard to the Hackney Carriage and Private Hire Licensing policy document.

- 1.3 The current Hackney Carriage & Private Hire Licensing Policy applies to all drivers, vehicles and operators and was last updated in July 2019.
- <https://www.cambridge.gov.uk/media/5431/hackney-carriage-and-private-hire-licensing-policy.pdf>
- 1.4 Air quality and climate change are high priorities for Cambridge City Council. This is the reason policies have been developed, to support a more environmentally sustainable future, for the city. Within the Hackney Carriage and Private Hire Policy, one such policy is that to ensure all our licensed saloon vehicles will be Ultra-low or Zero emission, by December 2028.
- 1.5 The purpose of this report is to consider the current policy requirement that states “A set date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission – with effect from 1 April 2020”
- 1.6 The above policy was agreed by members in March 2018, in light of supporting in the reduction of polluting emissions and, to improve air quality in city locations dominated by emissions from buses, taxis and service vehicles.
- 1.7 It was identified that the reduction of polluting emissions by vehicles in and around the city centre would be best achieved by intervening to help ensure the uptake of Ultra-Low and Zero emission technologies within those vehicle fleets.
- 1.8 To encourage and reward the uptake of Ultra-Low and Zero emission vehicles within the licensed vehicle fleet, the table below highlights actions agreed by members.

Item	Option	Rationale	Timeframe/ Implementation
1	Licence Fee Exemption for Zero emission,	Full Licence Fee Exemption is available for Zero Emission Vehicles ONLY.	With effect from 1 April 2018

	Vehicles	<p>The exemption could potentially be for up to 5 years.</p> <p>This is dependent on funding availability.</p>	
2	Licence Fee Discount for Ultra-Low Emission Vehicles	<p>50% Licence Fee discount is available for Ultra-Low emission vehicles.</p> <p>The exemption could potentially be for up to 5 years.</p> <p>This is dependent on funding availability.</p>	With effect from 1 April 2018
3	Extended Age Limit for Zero Emission Vehicles	<p>Zero Emission Vehicles can have an age limit of up to 15 years.</p> <p>This is subject to obtaining a Certificate of Compliance every 6 months.</p>	With effect from 1 April 2018
4	Extended Age Limit for Ultra-Low Vehicles	<p>Ultra-Low emission vehicles can have an age limit of up to 12 years.</p> <p>This is subject to obtaining Certificate of Compliance every 6 months.</p>	With effect from 1 April 2018
5	A set date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission	<p>This allows proprietors/ potential proprietors to focus on planning to move to Zero or Ultra Low emission vehicles by a set date.</p>	With effect from 1 April 2020
6	A set date for all Licensed Saloon Vehicles to be Zero or Ultra-Low Emission	<p>This allows proprietors/ potential proprietors to focus on planning to move to Zero or Ultra Low emission vehicles by a set date and allows adequate business planning.</p>	By December 2028
7	To reduce the total % of Wheelchair Accessible Vehicles within the Hackney Carriage Fleet	<p>The % of Wheelchair Accessible Vehicles (WAV) to be reduced to 50% within the fleet.</p> <p>Proprietors will be offered the chance to 'give up' their Wheelchair Accessible Vehicle on the</p>	With effect from 1 April 2018

	to 50%	condition it is replaced with a Zero emission saloon vehicle. This will reduce the number of wheelchair accessible taxis from 213 to 163.	
8	A set date for all Wheelchair Accessible Vehicles to be Ultra-Low or Zero Emission as and when the market allows	Further to option 7 (above), currently the market does not provide Ultra-Low or Zero Emission Wheelchair Accessible Vehicles.	By December 2028. Subject to review in 2026
9	To restrict City Centre Access to Ultra-Low and Zero Emission Licensed Vehicles only	This is an important factor in ensuring compliance with the Ultra-Low and Zero Emission criteria. The Greater Cambridge Partnership project considers traffic restrictions on key access routes. This policy is outside the Licensing powers and would only be deliverable with the co-operation of the County Council. However, considering changes that have come into effect regarding access management of the City Centre to Automatic Number Plate Recognition (ANPR) there is the potential that this could be delivered.	By December 2028

Table 1: Hackney Carriage and Private Hire Vehicle Policy, Page 32

1.9 Since the introduction of Item 1 and 2 on 1 April 2018, a total of 31 Zero Emission and 3 Ultra Low vehicles have been licensed, though these incentives. Of these 7 vehicles were brought following previous vehicle exceeding the council 9 year age limits. 21 of these vehicles, have been licensed by drivers volunteering their previous Wheelchair Accessible Vehicle and purchasing a zero emission vehicle. The remainder were non existing vehicle plate owners.

1.10 To support the move of the Cambridge City Council taxi fleet to Ultra-low and Zero emission vehicles, the council is currently installing rapid and fast charging points for taxis only, across the city.

- 1.11 To date the council has installed 6 charge points in 3 different locations with over 2500 charges since the installations. Castle Hill charge point to be connected and available shortly. The council have committed to installing a further 15.
- 1.12 In addition to Council installed charging points, there are also public charging points which can be accessed.

2 Recommendations

- 2.1 Members of the Licensing Committee are recommended to agree the following;
- 2.2 To change the implementation date for “*all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission*” from 1 April 2020 to 1 April 2021. The final date of 2028 will remain in place.
- 2.3 However, if the vehicle manufacturing market has not improved over the next 12 months to give delegated authority the Environmental Health Manager to review the above recommendation in consultation with the Chair of Licensing Committee
- 2.4 The removal of the 4 year maximum age limit for new licensed vehicles, which are Zero Emission and Ultra Low emissions (less than 75g/km of CO₂)

3 Background

- 3.1 Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.
- 3.2 In doing so, Cambridge City Council seeks to promote the following objectives that impact on the Hackney Carriage and Private Hire trades:

- i) The protection of the public;
 - ii) The establishment of professional and respected hackney carriage and private hire trades;
 - iii) Access to an efficient and effective public transport service;
- and
- iv) The protection of the environment

All new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission

- 3.3 Members of the trade have approached Environmental Health Manager regarding the implementation date for all New Saloon Vehicles to be Ultra- Low or Zero emission. Members of the trade have expressed their concern that the implementation date of 1 April 2020 is too early as the specifications of electric vehicles are still at their infancy, and due to limited availability.
- 3.4 In response to Trade communication of concerns, consultation was held from 1 August 2019 until 31 August 2019 (Consultation document Appendix A).
- 3.5 There were 140 responses to the consultation, which can be found in Appendix B.
- 3.6 Consultation responses together with research conducted by officers regarding current Ultra-Low and Zero emission vehicle market, are to be presented to Licensing committee members.
- 3.7 Zero Emission vehicles emit zero emission in their life cycle. The mileage range of these vehicles vary depending on vehicle model and manufacturer (information can be found in Table 2).
- 3.8 Ultra low emission vehicles, use a conventional engine to act as an additional fuel source for the vehicle or as a source for the battery. These vehicles emit fewer emissions, with lower CO₂ emissions as a result of improved fuel economy and the ability to operate in electric

only mode.

3.9 The City council consider Ultra – Low vehicles as vehicles that emit less than 75g/km CO₂ emissions.

3.10 To date 6 charge points in 3 different locations have been installed, with a further 15 to be installed.

3.11 Table 2 below shows vehicles that meet Cambridge City Council vehicle standard to be licensed.

Vehicle	Mileage	Price From
ELECTRIC		
Nissan Leaf	Up to 168	£27,995
Nissan Leaf e+	Up to 239	£35,895
Hyundai Ioniq	Up to 194	£32,950
Audi e-tron	Up to 237	£71,560
Hyundai KODA	Up to 279	£38,600
Hyundai NEXO (H2)	Up to 414	£69,495
Jaguar I-PACE	Up to 292	£64,495
Kia e-Niro (delivery 2020)	Up to 282	£32,995
Toyota Mirai (H2)	Up to 300	£62,500
Volkswagen e-Golf	Up to 144	£27,575
LEVC TC	Up to 377	PCP £183/ HP £245 per week or pay as you drive
ULTRA – LOW EMISSIONS		
Hyundai Ioniq Plug in		£29,950
BMW 225xe		£35,300
BMW 330e Saloon		£37,875
BMW 530e Saloon		£46,820
Kia Niro PHEV		£31,945
Mitsubishi Outlander PHEV (SUV)		£35,455
Toyota Prius – Plug in		£32,125
Volkswagen Golf GTE		Closed for ordering
Volkswagen Passat GTE		£36,400
Volvo S90 Twin Engine		£57,655

Volvo V60 Twin Engine		£50,905
Volvo V90 Twin Engine		£59,655
Volvo XC60 Twin Engine		£55,005

Table 2: Data correct as of 12/09/2019

- 3.12 As time progresses more Ultra-low and Zero emission vehicles are being manufactured, however the availability of these vehicles has been questioned.
- 3.13 There are few Ultra Low and Zero emission vehicles that are considered affordable within the trade, which limits the amount of choice and availability to vehicle owners to purchase a vehicle that meets the needs of the trade (Table 2).
- 3.14 In regards to new vehicles officer research have attempted to contact manufactures directly and have been unsuccessful in getting responses to manufactures including Nissan, Toyota, Kia, Hyundai.
- 3.15 Further research from speaking to Next Green Car, a website which provides information regarding greener vehicles and showcasing new models, stated that anecdotally they had heard there were some supply problems related to only a few vehicles being allocated to Europe when they are launched and demand was outstripping supply.
- 3.16 Council officers also contacted Drive Electric, an electric vehicle leasing company, with regular contact with manufacturers and dealers. Drive Electric, advised that currently from their knowledge; the following lead times apply;
- Volkswagen eGolf – some stock available in UK
 - Tesla Model 3 has a 2-3 month lead time.
- 3.17 Officers visited dealers within Cambridge to identify if Ultra-Low and Zero emission vehicles were available to be purchased.
- Toyota Cambridge advised lead time for the Toyota Prius Plug-In was 12-14 ½ weeks to cover delivery time as they are manufactured in Japan.
 - Nissan advised lead time for Nissan Leaf 40KWh is currently 3-4 weeks but mileage range is much reduced. The newer Nissan Leaf E+ 62KWh with +200 mile range has a lead time of up to six months (New March Registration)

- Hyundai advised there is currently no lead time for IONIQ electric and IONIQ plug in as they are currently in stock as a result of cancelled orders but lead in time is usually approximately three months.

3.18 Drive electric did go on to inform officers, that currently the issue was one of supply and demand. Reasons for this included;

1. The ULEZ in London has come into place
2. The New tax incentive for company cars from April 2020, in which the benefit in kind rate for electric company cars in 2019/18 was 13%, and 2019/2020 was 16%, this rate drops to 2% in 2020/2021. The rates are also lower in 2020/2021 for ultra-low emission vehicles (less than 75g/km of CO2) ranging from 2% to 19%.

3.19 The table below illustrates the age profile of the Cambridge City fleet as vehicles reach 9 years old and will need replacing:

Year	Private Hire Saloon	Hackney Carriage Saloon	Hackney Carriage WAV
2020/21	13	17	13
2021/22	17	15	16
2022/23	12	13	28
2023/24	29	24	44
2024/25	27	23	20
2025/26	12	16	18
2026/27	15	6	17
2027/28	6	2	9

3.20 The policy of 1 April 2020 only applies to saloon vehicles, and does not apply to Hackney Carriage Vehicles Wheelchair accessible vehicles.

3.21 Due to the limited choice of vehicles that can be considered affordable, which can be demonstrated by the popularity of the Nissan Leaf vehicle, it may be the need to defer the date in which vehicles are to be Ultra low or Zero emissions to 1 April 2021.

- 3.22 South Cambridgeshire District Council within their consultation which closed on 23rd September 2019, propose to ensure that all new saloon vehicles are Zero or Ultra low emission as of December 2021.
- 3.23 Deferring implementation will allow for more vehicles to become available, with better range and price variability to purchase and will be in line with neighbour authority South Cambridgeshire District Council proposed policy.
- 3.24 Government guidance suggests that best practice is for local licensing authorities to adopt the principle of specifying as many different types of vehicle as possible. The policy must be based on specification rather than a make and model. Licensing Authorities are encouraged to leave it open to the trade to put forward vehicles of their own choice that can be shown to meet basic criteria. In that way, emerging designs for vehicles can be taken into account.
- 3.25 Table 3 below, highlights the Benefits and Limitations of the 1 April 2020 implementation date.

Implementing 1 April 2020 Benefits	Implementing 1 April 2020 limitations
<ol style="list-style-type: none"> 1. At least 17 vehicles which are Hackney Carriage Vehicles will be zero or Ultra-Low emission. 2. The potential of 13 Private Hire vehicles to be zero or Ultra-Low emission. 3. More Ultra-low or zero emission vehicles licensed with Cambridge City Council. 	<ol style="list-style-type: none"> 1. Private Hire vehicles may choose to be licensed with alternative councils (however, they will still be able to work within Cambridge City). These councils may not have the safeguarding and enforcement standards of Cambridge City Council. 2. New proprietors wishing to have a vehicle license will license their vehicle with other licensing authorities. 3. Vehicle Proprietors have limited range of vehicles to choose from (in regards to mileage and price below £35,000). 4. Policy is not in line with

	neighbour authority South Cambridgeshire District Council 5. Current number of charge points is limited
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Table 3

- 3.26 Air Quality and the reduction of pollution levels within Cambridge City are of great importance and our overall aim for 2028 will remain unchanged.
- 3.27 As a council we are required to take a pragmatic approach, as we are constraint by manufactures ability to produce a varied range of Ultra-low and Zero emission vehicles which are attainable, and the installation of charge points within the city.
- 3.28 The council is committed to reducing pollution levels within the city and understand some areas continue to exhibit relatively high levels of pollution, however these levels continue to decrease. For Nitrogen dioxide, monitored concentrations in the worst locations are close to the 40 micrograms per cubic metre annual mean objective. Measured levels of particulate matter (PM10) in Cambridge are also well below the current National Air Quality Objectives. In addition, there were no monitored breaches of the legal objectives, in the area around the station (as demonstrated in Appendix C) or at any other monitored locations in Cambridge for the latest full year of results (2018).

The removal of age limit for all new Zero or Ultra-Low Emissions

- 3.29 Currently the policy states *“a new vehicle licence will not be granted in respect of a vehicle unless it is less than 4 years old, and it meets the Euro 5 standard or higher”*
- 3.30 The reason for this was to ensure that the vehicles being licensed would emit less Co2 and be less polluting to the environment.
- 3.31 However, the introduction to the licensing of new Ultra- Low and Zero Emission vehicles, an age limit would be unnecessary, as these vehicles already emit less Co2 than previous taxi fleet

vehicles.

3.32 All vehicles will continue to be safety checked by the council garage to ensure all vehicles licensed with Cambridge City Council pass the Certificate of Compliance before it is licensed. Vehicles will also continue to be required to undergo a Certificate of Compliance every 6 months to ensure vehicle meets Council Standards and is safe to continue working as a Private hire or Hackney Carriage vehicle.

3.33 Maximum age limit a vehicle can be licensed with the City Council will remain the same. A 15 year maximum for Zero emission vehicles, 12 year maximum for Ultra Low emission vehicles, and 9 year age maximum for petrol and diesel vehicles.

3 Implications

a) Financial Implications

Cost of new vehicles will be borne by proprietors.

b) Staffing Implications

There are no staffing implications.

c) Equality and Poverty Implications

The overall goal for all Licensed Saloon Vehicles to be Zero or Ultra-Low Emission by December 2028 will remain the same. Therefore there will be a positive impact on public health, in particular benefitting those who live in areas of poor air quality.

An EQIA has been undertaken and can be found at Appendix D.

d) Environmental Implications

The overall policy in regards to Ultra-low and Zero emission vehicles remains the same and will reduce the overall use of Fossil Fuels and will reduce local CO₂ and polluting emissions substantially.

e) Procurement Implications

Any projects that require the engagement of external contractors will be subject to the Council's procurement and contract procedure rules.

f) Community Safety Implications

All vehicles involved would be required to meet all the mandatory mechanical fitness tests.

The overall aim for 2028 is to provide some benefit to community health which would be as a result from the improvements in pollutant levels.

4 Consultation and communication considerations

6.1 Consultation was held from Thursday 1 August 2019 to 31 August 2019.

6.2 The consultation was advertised through a variety of means including

- Email to license holders;
- Taxi Trade Forum – July 2019;
- E-mail to the trade and Key stakeholders; and
- Publication on the City Council website.

6.3 Consultation document, Appendix A

6.4 All feedback was encouraged from license holders, taxi trade and key stake holder. All comments are to be considered as part of the review and in preparation of the final policy document.

5 Background papers

Background papers used in the preparation of this report:

- (a) Cambridge City Council's Hackney Carriage & Private Hire Taxi Policy
<https://www.cambridge.gov.uk/media/5431/hackney-carriage-and-private-hire-licensing-policy.pdf>
- (b) Cambridge City Council's Hackney Carriage & Private Hire Handbook
<https://www.cambridge.gov.uk/media/6738/hackney-carriage-and-private-hire-handbook.pdf>
- (c) <https://www.gov.uk/government/organisations/office-for-low-emission-vehicles>
- (d) <https://www.gov.uk/plug-in-car-van-grants>
- (e) <https://www.hyundai.co.uk/electric-and-hybrid-cars>
- (f) <https://www.nextgreencar.com/>

(g) <https://www.drive-electric.co.uk>

6 Appendices

Appendix A – Consultation document

Appendix B – Consultation responses

Appendix C - CB1/Station Road/Tenison Road air pollution readings

Appendix D – EqIA

7 Inspection of papers

To inspect the background papers or if you have a query on the report please contact Wangari Njiiri , Environmental Health and Licensing Support Team Leader, tel: 01223 - 458533, email: wangari.njiiri@cambridge.gov.uk.

Hackney Carriage & Private Hire – Licensing Policy

Introduction and Background

Cambridge City Council has responsibility for licensing Hackney carriage, Private Hire and Dual Drivers, proprietors and operators within the City.

In doing so, Cambridge City Council seeks to promote the following objectives that impact on the Hackney Carriage and Private Hire trades:

- i. The protection of the public;
- ii. The establishment of professional and respected hackney carriage and private hire trades;
- iii. Access to an efficient and effective public transport service; and
- iv. The protection of the environment

Cambridge City Council has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976, which governs the licensing of Private Hire Vehicles, Private Hire Operators and drivers. The adoption of this act also encompasses the adoption of the Town Police Clauses Act 1847, which governs the licensing of Hackney Carriages.

The Hackney Carriage and Private Hire Licensing Policy applies to all drivers, vehicles and operators. The policy is intended to ensure that both the trade and the public have a document that fully explains the Council's Licensing requirements in context for all parties in a clear and transparent manner.

The current policy has been in effect since the 16th July 2019; however, the Environmental Health Manager has had numerous communications with the trade regarding making amendments to the current policy. These include;

1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs.
2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020.
3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old

Consultation

Cambridge City Council is conducting a consultation to review the proposed changes to the policy. This will ensure that it complies with governmental best practice guidance and will provide protection for the public using the service.

The consultation is open to the members of the taxi and private hire licensing trade, public and stakeholders. The closing date for submitting consultation responses is the end of **Saturday 31st August 2019 11.59pm.**

All feedback is encouraged and all comments will be considered as part of the review and in preparation of the final policy document.

The results of the consultation exercise will be put to Members at the next Licensing Committee on 30th September 2019 to take account of the feedback from the trade and other stakeholders in order to consider any amendments to the Hackney Carriage and Private Hire Licensing Policy.

Any comments that you forward to the Licensing Authority should clearly state your name and any organisation or persons you may be responding on behalf of.

Please send your response:

- By email to taxi@cambridge.gov.uk please include the words 'Taxi Policy' in the subject field; or
- In writing to Commercial & Licensing Team, Environmental Services, Cambridge City Council, and PO Box 700, Cambridge, CB1 0JH.

Summary of Proposals

1	Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles. Members of the public may wish to make telephone contact with operator regarding a driver or vehicle. If a contact telephone number is displayed, it provides members of the public another means of making contact with operator. This supports in the safeguarding of members of the public, as concerns and complaints are reported and dealt with promptly.
2	Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission. The current policy states 1 st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.

3	<p>To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p>
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Response Number	Date Received	Comment	Date Responded	Response
1	02/08/2019	<p>Dear Sir</p> <p>In relation to proposal 1. Re : Requirement to have phone number of operator on door signs for phv's. Despite good intentions, I do not see how this would work in relation to Uber as you order a taxi via the app without using a phone number. As a driver, I do not even know what their phone number is so I imagine it would be difficult for members of the public to call them . I would expect strong opposition from Uber to have to take phone calls but that in itself may be a good reason for going ahead with this proposal.</p> <p>In terms of public safety, I support this proposal because in the event of an issue the Operator ought to be able to be called.</p> <p>Furthermore, would it not be a better idea to have the phone number of the Licensing Authority, in this case yourselves, because this would enhance public safety far more than having the Operator's number. This is because you are less partial and would take stronger action.</p>	02/08/2019	Acknowledgement e-mail sent
2	04/08/2019	<p>Dear Sir or Madam</p> <p>I have recently read the proposals to push back the date of the requirement for all new taxis to be zero or ultra-low emission vehicles (ZEVs or ULEVs) from 2020 to a later date; I have also read the proposal to scrap the four-year age limit for newly registered vehicles for ZEVs or ULEVs. I support both your proposals.</p> <p>As an expert in ZEVs and ULEVs who has published in peer-reviewed academic journals, I am very much in favour of these vehicles. I do think they will soon be a widespread reality, and as our electricity grid becomes increasingly greener, they do offer a real meaningful way to reduce our CO2 emissions. They also great for urban air quality.</p>	05/08/2019	Acknowledgement e-mail sent

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		<p>Manufacturers are responding to the demand for ZEVs or ULEVs, but there are still relatively few vehicles on the market in the 'large family vehicle' segment, which is the most relevant one for taxis. Things like the Nissan LEAF are smaller than most taxis, and things like the Jaguar I-PACE and most of the Tesla offerings are too luxurious (and expensive). The Toyota Prius Plug-In Hybrid is one viable vehicle, and there may be a few others, but taxi drivers do not have much choice at the moment. I expect this to change rapidly in the next few years.</p> <p>I also wonder whether there are enough charging facilities to support a fleet of ZEVs and ULEVs in Cambridge, and I feel this should be taken into account when deciding on the timescales for their introduction.</p> <p>I hope this feedback - from an electric-vehicle supporter - is helpful.</p>		
3	05/08/2019	<p>Many thanks for sending me the information about the current consultation about the Hackney Carriage and Private Hire - Licensing Policy.</p> <p>Whilst the [REDACTED] have not expressed views in relation to points 2 and 3, they have expressed concerns about safety as noted in point 1.</p> <p>They would be very keen to ensure that phone numbers are promoted on the sides of taxis.</p> <p>Many people are aware that the best way of resolving a problem is directly with the companies involved rather than going straight to the Council.</p> <p>Whilst this will not resolve all problems, indeed more serious issues should go straight to the Council, but will create a greater level of transparency and responsiveness.</p>	05/08/2019	Acknowledgement e-mail sent

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4	07/08/2019	<p>I support all 3 proposals.</p> <p>It is important for p/h to wear company door signs that clearly display a phone number in case of emergency or complaints to the company.</p> <p>It should then be the said company's duty to pass these complaints onto to licensing.</p> <p>The zero/low emissions policy needs to be looked at again in greater depth.</p> <p>In last months autotrader there were only 2 cars for sale in the whole country that met the zero emissions and colour requirements specified.</p> <p>Furthermore,there are simply not enough charging points available for the size of the current Hackney and p/h fleet.</p> <p>Add the 1200 or so Southcbs p/h that currently work in Cambridge and the situation would simply be impossible.</p> <p>The idea of dropping the minimum 4 years old limit on newly licensed zero/low emission vehicles would be common sense and very welcome.</p>	08/08/2019	Acknowledgement e-mail sent
5	07/08/2019	<p>Good day</p> <p>I agree with the new policy proposals for the taxi policy.</p>	08/08/2019	Acknowledgement e-mail sent
6	07/08/2019	<p>Taxi policy</p> <p>Hi I agree with all 3 Proposals</p> <p>Follow up e-mail</p> <p>Sent: 31 August 2019 10:22</p>		Acknowledgement e-mail sent

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		<p>Hi consultation group</p> <p>The electric vehicles should be put on hold for at least 3 years . We do not have the infrastructure to cope with the demand. I also think it could lead to drivers being stranded with female passengers at night time with drivers gambling with there power supplies.We have a local expert in [REDACTED] he thinks we are 3-5 years away please consult him .</p>		
7	08/08/2019	<p>I support your 3 proposals in your current consultation.</p> <p>I think April 2020 is far too soon especially as there are not enough charging points, which if made available should be only for city use and not south Cambs drivers, also the number of electric multi seaters is very limited. We need more time to allow the market to catch up.</p>	08/08/2019	Acknowledgement e-mail sent
8	10/08/2019	<p>I strongly object to the proposal that the date of 1/4/2020, for the regulation that all new Licensed Saloon Vehicles should be zero or ultra-low emission, should be extended. We have a climate emergency and we must go carbon neutral by 2025 if we are to save the planet. On a local level, residential streets near the station i.e. Tenison Road and the Great Northern Way, are rat runs for these taxis and the pollution affects our health.</p> <p>I am very surprised that council officers are even considering this change, which is at odds with the council's own admission that there is a climate emergency. I live in [REDACTED]</p>	19/08/2019	Acknowledgment e-mail sent
9	12/08/2019	<p>Thank you for giving us the opportunity to respond to your consultation.</p>	19/08/2019	

		<p>I attach our response below. I am heading out of the office until the end of the month, but I am ccing my colleague [REDACTED] [REDACTED] should you wish to follow up on any of the points raised.</p> <p>ATTACHED content:</p> <p>Thank you for providing us with the opportunity to respond to the Cambridge City Council's consultation on proposed changes to the Private Hire and Hackney Carriage policy and conditions. Cambridge City Council has a significant opportunity to make considerable improvements to its private hire licensing regime, and we welcome the approach that is being taken to consult with the trade in considering those improvements. The council plays an important role in ensuring that the taxi and private hire industry is trusted, and meets the needs of local communities. However, regulation must be proportionate and well targeted. Best regulatory practice requires an assessment of whether any interventions are justified by specific and legitimate policy objectives. We believe that local licensing requirements should be regularly re-assessed with this in mind, and the current consultation exercise is an important step in doing so. Please find our response below - if you would like to discuss any of the points further please don't hesitate to contact me.</p> <p>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles.</p> <p>This proposed change would require door signs to include 'the name and telephone number of the Operator fulfilling the booking'. This requirement does not reflect that increasingly bookings can be made via other channels including e-mail, website or via an app - and therefore requiring the inclusion of a telephone number may be redundant. We believe the condition should be updated to reflect the variety of ways in which passengers can now make a booking for a private hire vehicle.</p> <p>Moreover, many other councils have actually taken policy in the opposite direction, removing the requirement of a telephone number</p>		
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		<p>from their requirements.</p> <p>As described by a senior licensing manager at Southampton City Council (in an email to me on August 5 2019, which he has given permission for me to share): <i>“In 2015 we decided to alter our conditions on the display of a telephone number. When we examined the policy we realised that it was an unfair condition to force the display of a number as not all vehicles are booked this way.</i></p> <p><i>Additionally there is no way we could enforce the fact that the number would be answered.</i></p> <p><i>Therefore if we were ever challenged by an applicant on this there would be a high risk of the policy being overturned as the justification was weak.” “Instead we require the phone number or web domain (that could be an email address). This has proved successful and we have had no complaints from the public regarding not being able to contact an operator in the event they wish to complain.”</i></p> <p>Brighton and Hove City Council, removed the requirement for operators to have a telephone numbers on the external livery in 2018, allowing instead for an operator name and/or phone number; <i>“[Permitted door signs]...should be 30cms by 46cms in size with white lettering, containing only the words “PRIVATE HIRE” and “PRIOR BOOKING ONLY” and a single telephone number or; company name of the operator (as approved by the Director)... If door signs are displayed a roof sign must also be displayed showing the same single telephone number or; company name/logo matching the door sign on the vehicle on the front and back of the roof sign.”</i></p> <p>[Emphasis added] (Section 150.5 https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/\$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.pdf).</p> <p>The external livery is often used as a means of contacting the operator for a number of different reasons: most commonly to make a booking, very rarely to make a complaint. It would therefore be</p>		
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		<p>very confusing to customers to be pointed to a phone number from which they are unable to book a vehicle. Although there are other councils with similar policies with whom we hold a licence, they take the reasonable view to allow us to put the URL or relevant App store icons in lieu of a telephone number.</p> <p>Therefore we would propose that an operator provides 'contact information' on door signs, should you still consider this necessary, such as a telephone number, website or email address.</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>In principle, we are very supportive of the council's aims to improve air quality in the city. By using technology to get more people into fewer cars, at Uber we are actively working towards a future where every car journey is a shared journey, made in a highly efficient vehicle – reducing congestion, improving air quality and offering a genuine alternative to private vehicle ownership in urban areas.</p> <p>Whilst we support the council's aims - and applaud the council's foresight in supporting drivers to switch to zero and ultra-low emission vehicles by providing substantial discounts or full exemptions from licensing fees as a way of offsetting the increased costs - we nevertheless believe the proposed timeline for private hire vehicle compliance may be too short and does not give drivers or operators sufficient time to allow for fleet renewal. This therefore has the potential to result in adverse and unfair impacts on private hire drivers and could undermine longer term attempts to significantly improve air quality in Cambridge.</p> <p>We therefore recommend that the implementation date of the new vehicle standards for private hire vehicles is moved back - coming into effect at the end of 2022 to help ensure that council policy is more closely aligned with the availability of suitable, affordable zero and ultra-low emission vehicles.</p> <p>Current charging infrastructure in Cambridge is insufficient to accommodate widespread adoption of zero and ultra-low emission vehicles. We therefore encourage the council 1 to engage with</p>		
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		<p>drivers and operators to identify a timeline for supporting the rollout of rapid - and in order to future proof the city, ultra-fast charging infrastructure across the city to enable the widespread adoption of zero and ultra-low emission vehicles. It is encouraging that Cambridge City Council were awarded OLEV funding for 21 chargers overall.² We would welcome the opportunity to meet with the council to outline how we might work with you to support this policy objective on issues such as where these will be located, when they will be installed and commissioned, and how the council will ensure and manage access by taxis and private hire vehicles (beyond the chargers in the Adam and Eve car park).</p> <p>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>We welcome this proposed change to licensing conditions as, notwithstanding our concerns regarding the council's proposed timetable for introducing zero and ultra-low emission vehicles highlighted above, it is likely to help drivers to better manage the current more limited availability, and higher capital cost, of zero and ultra-low emissions vehicles. Additionally, due to having fewer moving parts than petrol and diesel vehicles, zero emission vehicles experience less wear and tear and can therefore be expected to have longer operational lives than fossil fuel powered alternatives.</p> <p>¹ https://www.zap-map.com/locations/cambridge-charging-points/</p> <p>² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/780199/ulev-taxi-infrastructure-scheme-winners-with-funding-amounts.csv/preview</p> <p>4 Facilitating cashless payments</p> <p>Uber fully supports the aim of Cambridge City Council's card machine policy that was recently instated—namely that cashless payments are straightforward and available to all passengers. However we would request that the wording of the policy is amended slightly so that it can cover both app-based and traditional</p>		
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		<p>operators. For example, alternative wording could be: <i>'Vehicles must have the means to facilitate cashless payments'</i></p> <p>Without specifying it has to be a card machine, the principle of the policy could then cover both app-based cashless payments and physical card machines. This would, we hope, future-proof the policy across all types of operators.</p> <p>Thank you once again for the opportunity to respond to this consultation, and please let me know if you wish to discuss any of the above further.</p>		
10	12/08/2019	<p>I write regarding the above consultation and would comment as floods,</p> <p>Item/1 As most private hire door signs already display the companies telephone number implementing this requirement will make little difference to the companies concerned. This would bring into line all private hire door signs and would also align Uber vehicles.</p> <p>Item/2 Extending the implementation date for all new vehicles to be zero or ultra low emission would be a relief to many proprietors who face having a very large onerous cost placed upon their business. This cost would have to be met by the customers by a very large increase in fares by the council and would not be appreciated by the public. This would be detrimental to the hackney carriage trade.</p> <p>Perhaps instigating a longer time frame by allowing Hy-brid vehicles to be licensed for say the next five years is a half way solution and would allow battery powered vehicle technology to become more competitive and thus more affordable for hackney carriage proprietors and also allow the bus companies and the council to align their green credentials with this imposition placed solely upon the hackney carriage trade.</p> <p>Item/3 This would make the purchasing of these expensive vehicles</p>	19/08/2019	Acknowledgment e-mail sent

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		<p>more affordable to the trade by allowing vehicles to be licensed say up to six years.</p> <p>I hope a common sense approach will be adopted by the committee and give due consideration to the above.</p>		
11	14/08/2019	<p>Commercial and Licensing Team</p> <p>I am replying to the consultation regarding the following</p> <p>"2 Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>When this policy was introduced in July 2018 the trade told the council and the licensing committee you are putting a date on something that is not ready. We the trade asked for you to wait for the technology to arrive and then put a date on it, but you ignored the trade.</p> <p>Now one year later the council has realised they were wrong to put the date of April 2020. Despite the council's incentive of a free licence to the first 50 wheel chair acceptable vehicles (WCAV) if they buy a zero emission electric vehicle (EV), the year has now elapsed and this offer has still not been taken up fully by the trade. There are many reasons we have not taken this up but mostly because it is not viable even if licensing give us a free licence.</p> <p>EVs are not ready for the hackney trade. The very nature of a hackney is it is available for immediate hire to any distance.</p>	19/08/2019	Acknowledgement e-mail sent

		<p>Heathrow is a round trip of 190 miles, Stansted is a round trip of 70 miles, but the latest Nissan Leaf is capable of 100 miles real road mileage - not the manufacturer's figure in their booklet of 170 mile range which does not take into account traffic and such luxuries as using air conditioning or the heater.</p> <p>An EV Nissan Leaf took a passenger from Cambridge station to Newmarket a round trip of 26 miles and the range on the dash showed 40 miles. The passenger was dropped off at his destination and half way back the vehicle ran out of battery. The driver had to call the AA at 10pm and wait 90 minutes for them. Drivers of EV vehicles are now refusing out of town work because the range of the vehicle is not viable.</p> <p>Nissan Leafs are the only EVs on the taxi fleet because Hyundai EV was a 52 week wait from time of order. I contacted Hyundai today 12-8-19 I was informed they have discontinued their EV range. You cannot buy one until the new Hyundai EV is released mid-September with no idea on order time.</p> <p>So we are left with a choice of one EV: the Nissan Leaf. I live in Huntingdon with a 40 mile round trip to Cambridge. I currently run a Toyota hybrid with a range of 480 miles and I fill up with fuel when the tank goes down to a range of 100 miles. The EV with range of 100 miles would use 40% on just my home to work journey. I will not be able to take the long jobs even with a full charge. I would not risk taking a member of the public to any airport as the variables of traffic, road closures, accidents and diversions cannot be ruled out on long trips. Are you aware the boot space on the Nissan EV is too small for luggage? It is so small you cannot put a folded down wheel chair in the boot this makes us look very unprofessional.</p> <p>A few days ago on Friday 9-8-19 two power stations failed in the UK. Major disruption was caused to the railway network with commuters unable to get home or to their connecting train. Taxis were used as part of the transport system by Greater Anglia to move the public in</p>		
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		<p>large numbers from Cambridge to King's Cross and Stansted Airport. This was not one or two taxis - this was large numbers. This was not an isolated incident, similar events happen throughout the year and with EV vehicles this would not be possible.</p> <p>The council has picked on the most efficient vehicles of the entire hackney taxi fleet by forcing saloon cars, which have been naturally changing to Hybrid over the last five years anyway because they're the most efficient. When a hybrid is stationary it is emitting zero emissions, and when a hybrid moves up on the taxi rank it does so on battery emitting zero emissions, and when a hybrid drives through the 20mph zone which is the whole city centre it is running on battery emitting zero emissions. Why would you not encourage hybrid instead of punishing us by forcing a change from a hybrid to an EV?</p> <p>You must listen to the trade. We simply cannot have something that does not work. This is our livelihood, you are putting a limit on the range a taxi can travel which puts a limit on my earnings. South cams will not be forced to have EV vehicles which means Cambridge hackneys are at a disadvantage you must put back the implementation date by two years to April 2022 and include hybrid vehicles in the policy with a review at the end of that period.</p>		
12	15/08/2019	<p>Dear Sirs ,</p> <p>I am writing in reply to your email regarding amendments to the Hackney carriage and private hire Licensing policy.</p> <p>I fully agree with point 1 and 3.</p> <p>On point 2 I do have a few observations.</p> <p>Zero and ultra low emissions are the way forward no doubt but I don't think that the vehicles and technology available are quite up to the job yet.</p>	19/08/2019	Acknowledgement e-mail sent

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		<p>I agree that the current policy should be postponed until a late date as possible or until the price and mileage range of a vehicle is more suited to the taxi trade.</p> <p>I believe that a realistic range at the moment is not a lot more than 100 miles which is just not practical being a hackney carriage driver like myself as It is not uncommon to get an instant long range fare from a rank or from the station where I have a permit. This means you have to either turn down the fare or worry about running out of battery power if you cannot find a charging point anywhere.</p> <p>I believe that we really need a range of 300-400 miles minimum on a full battery as some cars are worked by other drivers who operate a straight change over meaning the later driver would have to go out on a minimal charge so then limiting their possible jobs and having to have down time charging up.</p> <p>The choice of vehicle is pretty limited at the moment too and being 6ft 4"myself think that some of these are too small to sit in comfortably for hours at a time.</p> <p>Also the price of these vehicles at the moment is too high in my opinion to be justified in this job. This in turn leads to a shortage of used vehicles (particularly silver!) available.</p> <p>Many more charging point will be required too.</p> <p>Give it a few years and I think that like any new technology the prices will naturally come down as things progress and availability will be more widespread from more manufacturers.</p> <p>In conclusion I would think in another 4 or 5 years things will have progressed enough to implement this amendment.</p>		
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13	20/08/2019	<p>Dear Sir or Madam</p> <p>I am writing to express my concern about reports that the City Council is considering delaying the introduction of a requirement that all new taxi registrations be electric or plug-in-hybrid from April 2020.</p> <p>Air pollution is now widely recognised as a major contributor to ill-health. The Government's Committee on the Medical Effects of Air Pollutants (COMEAP) has highlighted that exposure to air pollution contributes to many thousands of deaths in the UK from cardiovascular disease, respiratory disease and lung cancer. Some years ago Cambridge City Council adopted an Air Quality Action Plan (AQAP) to address the problem.</p> <p>Since the adoption of this plan we have seen a reduction in air pollution. However, traffic studies, for example done for the Greater Cambridge Partnership (GCP), show that this desirable trend will reverse within the next few years without continuing efforts.</p> <p>I am a city resident living close to the station. I observe many, many taxis traveling along the roads of my neighbourhood. The percentage of traffic represented by taxis is even more intense within the historic city centre. I work for Cambridge University and supported the has recently adoption by the University of an ambitious Transport Strategy which includes a commitment to replace all of its fleet vehicles with electric vehicles (22 already EV).</p> <p>I recognise that ULEV taxis are not the complete solution and that the bus fleet emissions must also be addressed, but I strongly urge you not to send the wrong signals at what is a crucial point in time. Climate emergency is high on the public agenda right now and GCP are consulting on an ambitious charging Clean Air Zone. The requirement for new taxis to be ULEV has been signalled for at least 2 years and it is crucial that the Council continue to pursue its AQAP effectively.</p>	20/08/2019	Acknowledgement e-mail sent
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14	20/08/2019	I would like to object to the idea of not implementing the policy about requiring all taxis to be electric or hybrid. Air pollution is a major health issue and Cambridge would benefit hugely from this policy, particularly in the area around the station.	20/08/2019	Acknowledgement e-mail sent
15	20/08/2019	<p>Dear Sirs,</p> <p>I wish to protest at the apparent change of policy away from making hybrid or electric vehicles compulsory for taxis from April next year. As a local resident, I am appalled at the air quality in Station Square, Great Northern Road and Tenison Road – on a still day (especially in winter) you can actually taste the particulates as the taxi drivers keep their engines running, both when stuck in a queue and when waiting for customers at the station. But this is all part, of course, of the ludicrously bad planning of the traffic flows in the whole area.</p> <p>I'm looking forward to seeing the new plans for using Station Road (wide, and with almost no residents) for taxis as well as buses, put into practice, and very necessary pedestrian crossings installed on Station Road and at the junction of Great Northern Road and Tension Road. I also hope that, with taxis no longer turning right, the ludicrous 'kink' in Tenison Road can be straightened out again.</p>	22/08/2019	Acknowledgement e-mail sent
16	21/08/2019	<p>Dear Sir / Madam</p> <p>Our neighbourhood suffers some of the worst air pollution in Cambridge.</p> <p>As a resident of Petersfield my health is put at risk by pollution emitted by the large number of taxis in the area. I strongly support</p>	22/08/2019	Acknowledgement e-mail sent

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		the council policy of all new taxis and private hire vehicles being electric or plug in hybrid from April 2020. It is good for our health and helps fight climate change. I object to any extension of the deadline.		
17	21/08/2019	<p>Dear Sir/Madam,</p> <p>I am writing to express my full support for the current policy of requiring all taxis to be zero or ultra-low emissions by 1st April 2020 and for the age-limit of all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>It is important for councils to show commitment and robust leadership at this time of climate emergency.</p> <p>The council will have a big impact on CO2 emissions in the city with these policies - they should not be pressured into delaying these measures - there is not time to waste. The majority of the population of Cambridge will clearly be very supportive of these measures. If this consultation had been well-publicised, this would be clearly communicated.</p> <p>I live on [REDACTED] with around 70% of traffic being taxis. My son has recently been diagnosed with asthma - air quality is a huge issue for him. As well as helping the city meet climate targets, it will be of great benefit to children and adults who are also asthmatic.</p>	22/08/2019	Acknowledgement e-mail sent
18	21/08/2019	<p>Dear Sir/Madam,</p> <p>Dear Sir/Madam,</p> <p>I am writing to express my full support for the current policy of requiring all taxis to be zero or ultra-low emissions by 1st April 2020</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>and for the age-limit of all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>As head teacher of a large primary school on [REDACTED] I am keen that all measures should be taken to improve air quality. [REDACTED] is an area with particularly high levels of air pollution in the city. The levels are such that they impacted on the design of our school as we could not draw air from East Road for the school ventilation system.</p> <p>The impact of air pollution on children is well documented: https://www.theguardian.com/environment/2018/sep/18/school-run-air-pollution-children-black-carbon https://www.theguardian.com/environment/2019/mar/25/ban-cars-outside-uk-schools-air-pollution</p> <p>The council's current policy will help address these issues. It should not be delayed.</p> <p>Our governors and school community are working to tackle air pollution in our area. Governors have just issued a survey to the wider school community on tackling air quality and [REDACTED] has put itself forward to be one of the first schools to work with the County Council to tackle vehicle emissions in the school's vicinity. We therefore fully support all local government initiatives to tackle air quality. Delaying or watering down policies such as these would be a retrograde step.</p> <p>We urge the city council to show robust and determined leadership in this area and not be pressured into changing its stance.</p> <p>Yours sincerely,</p>		
19	21/08/2019	<p>Dear Sit /Madam</p> <p>I strongly believe the date of implementing zero and ultra-low</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>emission vehicle date should be extended for another 4 to 5 years , not because the council policy is wrong but simply the car market at the moment is not allowing taxi drivers to buy proper size cars with battery lasting long enough per charge which is very important for taxi business and obviously is completely different for private cars.</p> <p>I took my personal interest to check how the technology is going to change in few years as I can see in next two years the market will really start to pick up on electric and ultra-low emission cars. At the moment is only one car which could be suitable this is Kia e-Niro is doing comfortably 250 miles per charge but I was inform by the garage there is about one year waiting list for this car. New Nissan leaf model which is going to do similar mileage but is going to be on the market end of this year. Both of this cars won't be available on second hand market ,so for the private hire vehicle they are out of reach for the majority taxi drivers like me , I'm the taxi driver in Cambridge for the last 20 years.</p>		
20	21/08/2019	<p>Dear Sir/Madam</p> <p>I believe that implementation of electric and ultra-low vehicle should be postpone for another few years as there is no enough cars available on the market which are suitable to be taxi and they are still very expensive.</p>	22/08/2019	Acknowledgement e-mail sent
21	21/08/2019	<p>My name is [REDACTED], I am a resident in Cambridge City.</p> <p>My comments refer to amendment 2 of the proposed changes to Taxi Policy.</p> <p>I do not believe that there should be any delay to 'the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020'.</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>We are in a climate and ecological emergency. Emergencies require emergency action.</p> <p>Cambridge City must ensure that all public transport has zero emissions as soon as possible.</p> <p>The environmental and health risks from petrol and diesel emissions are becoming increasingly clear.</p> <p>Cambridge City Council should adhere to its stated objectives of: 1. The protection of the public; and 4. The protection of the environment</p>		
22	21/08/2019	<p>I wish to lodge my great concern at the proposal to extend the period that taxi companies have to ensure all their vehicles are zero or ultra low emissions. We are in a climate and ecological emergency and the council has declared they agree with the overwhelming body of scientific evidence that this is the case. Reducing emissions is urgent! Taxis form a large proportion of vehicles in Cambridge city so this change must not be delayed. The Council has a duty of care to the residents and the planet to do everything in its power to reduce emissions and this decision is firmly in your power.</p> <p>Do not delay this change or the blood of our children will be on your hands.</p> <p>Responding on behalf of my children and grandchildren</p>	22/08/2019	Acknowledgement e-mail sent
23	21/08/2019	<p>Re: Extending the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>It is very important that the implementation date of this policy is not extended. The Council has declared a climate and ecological emergency so any extension would represent the council ignoring its</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>own declaration. There is extensive evidence that urgent reduction of emissions is the only way to slow climate heating and avert climate and societal collapse. This significant policy is within the Council's power to effect and should be done without delay.</p> <p>Taxi firms have had a long time to make the required changes and have chosen not to bother. I am sure they consider they are such an important part of transport infrastructure (which they are not) that the Council will just bow down to their wishes, roll over and delay implementation. One could ask, "who is in charge here?" Surely it is the Council acting in the best interests of residents not for the profits of one small sector of business.</p> <p>The taxi firms do not wish to change their vehicles solely because they do not want to dent their profits. However, the effect of this urgently required change pales into insignificance beside the changes we will all need to make if emissions are not urgently reduced.</p> <p>As a long-standing Cambridge resident, parent and voter, I object most strongly to the implementation of this policy being delayed. Don not delay it.</p>		
24	21/08/2019	<p>Dear Cambridge City Council</p> <p>Re the above consultation: "The current policy states 1st April 2020 as the implementation date"</p> <p>Please keep this date as the implementation date.</p>	22/08/2019	Acknowledgement e-mail sent
25	21/08/2019	<p>I really think you need to stick to your current proposals.</p> <p>The telephone number is a good mechanism to deal with</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>safeguarding.</p> <p>The 2 points on emissions as really important too. As you know from your research, we have some very highly polluted streets. In fact, to the point of breaking EU law. That shows just how significant the issue is. We have schools all around town where children are being exposed to toxins that will have an effect on their lifespans. And it's not just children, but that should be enough.</p> <p>We really don't have any choice over this, again, as your research will have informed you. We need to clean up our street-level emissions. Whilst we really need to sort out all transport, taxis do form a large part of the journeys taken by motor vehicle, and is something that is in your remit.</p>		
26	21/08/2019	<p>Re the consultation. It is vital that you do not delay the date or change the allowable age of taxis included in the low/zero emissions regulations. Please do not succumb to pressures from taxi Firma - they have had years to adapt and change for this. The planet is burning and we need to sort out emissions asap.</p> <p>Thank you for doing the right thing for our planet and for all of us who live on it.</p>	22/08/2019	Acknowledgement e-mail sent
27	22/08/2019	<p>Given the phasing in period already given, I think it would be highly inappropriate to push back the deadline for ultra low/zero emission taxis. We are in a state of climate crisis, plus air quality in cities is low, so it would be unreasonable to further delay this essential measure.</p>	22/08/2019	Acknowledgement e-mail sent
28	22/08/2019	<p>I am writing in response to your consultation on amending the Hackney Carriage and Private Hire Licensing Policy. In particular, I would like to address the following point:</p>	22/08/2019	Acknowledgement e-mail sent

		<p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>Cabs and public transport account for a significant percentage of traffic on Cambridge's city streets. As a result, converting this traffic to low- or no-emission vehicles will have a significant effect on Cambridge's air quality, which, although improving, well exceeds the World Health Organisation's clean air guidelines. Air pollution is linked to severe health risks, as well as contributing to the climate crisis.</p> <p>In February of this year, Cambridge City Council declared a climate emergency and made zero- or low-emission taxis a key part of that declaration. What does it say for the Council's commitment to responding to this emergency if, less than a year later, it has abandoned this critical policy?</p> <p>Changing to low-emission alternatives may be costly, but it will be cheap compared to the costs of ongoing poor air quality. Parliament's own estimate places the ongoing costs of dealing with pollution-related diseases in the UK at up to £20 billion per year going forward -- and this does not include the damage to the economy caused by lost work hours.</p> <p>Vehicle emissions represent both a climate and a public health crisis. By regulating taxi emissions, the Council can make a significant impact on this crisis within a short period of time. I hope that you will remain committed to enforcing the existing deadline.</p> <p>I am writing merely as a concerned constituent, and not on behalf of anyone else, but I am sure that other residents of [REDACTED] and Cambridge share my view.</p>		
29	22/08/2019	I have recently signed the following petition on behalf of my family (2	22/08/2019	Acknowledgement e-mail sent

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		<p>children).</p> <p>https://democracy.cambridge.gov.uk/mgEPetitionDisplay.aspx?id=55</p> <p>“We the undersigned residents of the South Petersfield wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.”</p> <p>Whilst I recognise that the annual averages of NO2 at Mill Road fell below the legal limit of 40 micro grams per cubic metre of air, I would like to assert that averages can be misleading since they measure the whole time frame including periods of low traffic at night. I would imagine that air pollution at peak times would be much higher than the legal limit of 40mg.</p> <p>Furthermore, I live on [REDACTED] which, due to the evening (post 5pm) and Sunday parking policy on the street, most nights we have taxis sitting idling outside our house between 7pm and midnight waiting for their next fare. As these taxis are idling, they are not only emit noise but also pump out exhaust emissions into the atmosphere. Calling for electric taxis (including uber) would eliminate this.</p> <p>Please do not delay the new regulations that all taxis and private hire vehicles should be electric from April 2020.</p>		
30	22/08/2019	<p>Regarding the policies for taxis in Cambridge being considered, specifically point 2.</p> <p>If the government and this country is to have any hope of reaching</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>low emissions that we need to stop our planet descending into a venus-like overcooked environmental nightmare then we need to push forwards with policies sooner rather than later that support lower emissions and more "green" initiatives.</p> <p>Therefore I heavily object to any rescheduling of the implementation date for new saloon vehicles to be later than 1st April 2020. We should be pushing further and faster for these changes and showing the country how Cambridge leads the way.</p> <p>Cambridge resident of 15 years.</p>		
31	22/08/2019	<p>I have a few comments for the consultation.</p> <p>It sounds to me that the Cambridge City Council are watering down its requirements for low-emission taxis operating in Cambridge by extending the April 2020 deadline, potentially indefinitely. This is, frankly, pretty bad. The council has to be committed, and really committed, to reducing pollution and taxi traffic in Cambridge and extending the deadline does not do that.</p> <p>I hope (and this is unclear) there are ways in which individual taxi drivers can be helped to make that transition. If they had to get into debt to buy or lease their cars in the first place then have to change cars, this is poor policy planning and disrespectful to working people. Changes that benefit the environment cannot be done at the expense of others, particularly low-waged workers.</p> <p>That said, it seems to me that the council has not put public transport before taxis (which is vital for reducing pollution in Cambridge). The layout of the Cambridge central station says this very clearly. The very large taxi rank is immediately visible from the doors of the station but you have to walk quite far to catch a bus. The layout of the mini roundabout between the taxi rank, Great Northern Road, and the cycle car park is also so badly planned</p>	22/08/2019	Acknowledgement e-mail sent

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		because of the unevenness of the flow of traffic, especially around rush hour. The pollution levels on that road must be appalling.		
32	22/08/2019	<p>Dear Cambridge City Council,</p> <p>My name is [REDACTED] a Cambridge resident, and I am writing to you as part of the consultation regarding the proposals for Cambridge taxis.</p> <p>On the whole, I agree with your proposals, particularly the first proposal. However, I do not agree with the second proposal, to extend the implementation date for all new licensed vehicles to be zero or ultra-low emissions vehicles beyond 1st April 2020. Back in February, Cambridge City Council declared a climate emergency, highlighting the very real danger that we are all in as a result of climate change. Recent events such as wildfires in the Arctic and the Amazon have only served to highlight how desperate the situation is.</p> <p>In the face of such destruction, altering the implementation of an ultra-low emission taxi service in Cambridge may seem slightly futile. However, to postpone the implementation would send a strong message out to the UK and to the world in general that Cambridge is only paying lip service to the climate emergency, and does not care about the threat we are all under if we do not rapidly change our economies and lifestyles. By postponing the implementation, Cambridge City Council will commit itself to an undisclosed period of increasing air pollution and contributing to the destruction of any world that we as a species can live on. By retaining the current implementation date, in spite of market challenges, you will show commitment to the declaration of a climate emergency, and send the message that you care more about the lives of your constituents than you do about capitalist market pressures.</p> <p>As such, I ask that you do not postpone the implementation, and instead stand with the many activists, academics, and Cambridge</p>	22/08/2019	Acknowledgement e-mail sent

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		residents who are committed to doing every little thing they can to combat the oncoming climate disaster.		
33	22/08/2019	<p>To whom it may concern,</p> <p>Taxi companies have had more than enough time to adapt their business models to emission free vehicles. The Council has declared that climate change is an emergency and, I hope, realise that relaxing any targets to reduce the already over polluted and congested streets of this beautiful city will not only be morally wrong but a tragedy for our children and their children to come, if indeed, we as a society will still be here.</p> <p>I have a masters degree in Ecological Restoration, and have followed the science behind the issue of climate change closely. We, as a society have to act NOW and not put the interests of business before our own survival.</p> <p>If you do not act on the behalf of the citizens you serve, then who will?</p> <p>I, as a voter, council tax payer and father of two, do not want any watering down of the zero/ultra-low emissions policy.</p> <p>We need to cut our carbon pollution NOW in order to avert cataclysmic climate instability.</p>	22/08/2019	Acknowledgement e-mail sent
34	22/08/2019	<p>I am writing to express my concern about the proposal to delay the policy of new taxis and hire cars being electric by next April. We badly need to improve air quality in our streets. Old people and young people and those who are asthmatic suffer badly from air pollution. There are many premature deaths resulting from this.</p>	22/08/2019	Acknowledgement e-mail sent

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		Whilst sympathising with taxi drivers and the impact on their businesses, the introduction of the policy must not be delayed. The lives of many people depend on it		
35	22/08/2019	I live on [REDACTED] and am concerned about air quality. Whenever I wipe down my garden furniture, the particulates from the air can be clearly seen. My hedge is covered in black specks too. I am therefore disappointed that the policy to require new taxis and private hire cars to be electric has been delayed. Ideally, there would be better public transport to and from the station (buses are clearly secondary to taxis judging by the pole position the taxi stand has in front of the station).	22/08/2019	Acknowledgement e-mail sent
36	22/08/2019	As a resident of South Petersfield I wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.	22/08/2019	Acknowledgement e-mail sent
37	22/08/2019	<p>Air Quality & Taxis</p> <p>I would like to object to any change to the current policy of switching to fully electric or hybrid taxis. We need to clean up our air. As a resident of Petersfield we have a huge number of cabs up St Barnabas Road and the air quality as a result is poor.</p> <p>Please keep the current policy.</p>	23/08/2019	Acknowledgement e-mail sent

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38	22/08/2019	<p>I write to urge you to implement the Council policy to mandate that all new taxis and private hire cars are electric or plug-in hybrid from April 2020.</p> <p>Whilst this gradualist approach will only slowly improve air quality in the Petersfield area and around the station, it is better than an unspecified delay and an uncertain outcome of a consultation.</p> <p>The existing policy gives taxi and private hire operators plenty of time to phase in new clean vehicles, and as heavy road users and polluters they must bear their share of responsibility and cost in cutting pollution and improving air quality.</p> <p>Please register my objection to the proposed consultation, and my support for implementation of the existing April 2020 deadline policy.</p>	23/08/2019	Acknowledgement e-mail sent
39	22/08/2019	<p>In response to your consultation request, I urge that the council should resist pressure from taxi firms to delay the requirement for low or zero emission vehicles.</p> <p>These firms have had plenty of opportunity to take action and, since they constitute the majority of polluting traffic in many central areas, must make their fair share of contributing to improving Cambridge air quality alongside private drivers, buses and delivery vehicles.</p> <p>On a day when both the arctic and Amazon are literally burning, in part due to human caused climate change, it is urgent that we stop talking and start acting.</p> <p>If that isn't enough motivation then for a local viewpoint, it is essential that residents and their children are able to breath clean air; that tourists continue to visit a beautiful city; and, that Cambridge is seen as a modern, forward-looking city by entrepreneurs and</p>	23/08/2019	Acknowledgement e-mail sent

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		investors. With cabs spewing carcinogens onto the street, none of the above can come true.		
40	22/08/2019	<p>I am responding to the Taxi Policy consultation.</p> <p>Please do not water down air quality protections!</p> <p>All new licensed saloon vehicles must be zero or ultra-low emission by April 2020.</p> <p>Do not remove the age limit for zero or ultra-low emissions vehicles if that would result in dirtier air.</p> <p>Cambridge needs to reduce air pollution and increase air quality. The taxi trade must be part of that effort!</p>	23/08/2019	Acknowledgement e-mail sent
41	22/08/2019	<p>We are a family with 4 children who live in South Petersfield and am aware that our neighbourhood suffers some of the worst pollution in Cambridge.</p> <p>We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and we object to any change or delay in policy.</p>	23/08/2019	Acknowledgement e-mail sent
42	22/08/2019	<p>Please do not renege on your policy to insist that all taxis must be fully electric or plug in hybrid vehicles from April 2020.</p> <p>I am 74 and my wife has asthma. We do not want to move out of Cambridge because as we get older a closeness to facilities is important.</p> <p>However, as I am sure you are well aware, the atmosphere in our part of Cambridge is poor and will be shortening our lives.</p>	23/08/2019	Acknowledgement e-mail sent

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43	22/08/2019	<p>With regard to your proposals I have the following comments:</p> <p>I agree with the number of the taxi company being compulsory to the side of the taxi. I would ask, similar to CamCab, that a reference number is clearly displayed as opposed to needing to remember the whole licence plate number - which may be hard to read.</p> <p>I object to extending the implementation date of zero or low emission saloon vehicles and further object to this being limited to saloon taxi vehicles.</p> <p>Removing the age limit for zero emissions vehicles I agree as sensible, but not for low or ultra low emissions unless a set number of licences for these vehicles are agreed upon. Many low emissions vehicles will still cumulatively produce high levels of emissions.</p> <p>Also, that private hire outside of Cambridge City are restricted from working in Cambridge and that private hire and Hackney taxis are required to prove at least 50 hours cycling experience in the Cambridge City area to small side roads and main roads including the ring road every 5 years. This could be by an app on a mobile phone for example. It is important that potential and continuing drivers of Hackney and private hire are regularly put in a position where they can directly empathise with an extremely popular mode of transport it seems to find itself in conflict with.</p>		Acknowledgement e-mail sent
44	22/08/2019	<p>I am writing in response to your consultation on taxi licensing policy.</p> <p>I object to the proposal to extend or alter the implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission beyond 1st April 2020. I live in a neighbourhood near the main Cambridge railway station that suffers some of the worst air pollution</p>	23/08/2019	Acknowledgement e-mail sent

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		<p>in Cambridge. The policy of making all such taxis zero or ultra-low emission is one of the few policies (perhaps the only policy) the Council has to improve the severe pollution levels in my neighbourhood. There are lots of families here with young children who are particularly vulnerable to air pollution. There is no need to research the current vehicle market. If vehicles cost more than originally anticipated, then people should pay more for the taking a taxi and for damaging the environment, and this may further deter unnecessary use of taxis and encourage walking, cycling and catching the bus, which are better for the traveller's health and the local inhabitant's health, and will reduce congestion on the roads as well. Cambridge, a high tech hub and famous for its cycling around the world should lead the way in caring for and improving the environment.</p> <p>The current policy must be implemented as agreed. The Council should have the courage of its convictions and stand up to self-interested lobbying from the trade, who only wish to maximise the use of taxis in their own business interests.</p>		
45	23/08/2019	<p>I object to point 2 of the proposal. There is no need for the time for ultra low emissions vehicles to be extended. Targets for cutting emissions should not be being reduced or delayed, action is required now.</p>	23/08/2019	Acknowledgement e-mail sent
46	23/08/2019	<p>Dear Cambridge City Council,</p> <p>Regarding the proposal to extend the deadline for all Cambridge taxis to be Zero or Ultra-Low Emission (copied below), I would like to argue strongly for this existing deadline to be maintained.</p> <p>Currently there are many highly-polluting vehicles licensed as taxis in Cambridge, including large heavy diesel vehicles like Mercedes E-Class and Ford Transit, which by their nature emit more fumes than smaller vehicles.</p>	23/08/2019	Acknowledgement e-mail sent

		<p>This is our chance to finally tackle this problem! Taxi operators will not do this alone and need guidelines.</p> <p>As a resident of central Cambridge, with children who walk and cycle to school and college, I see first hand the kind of poor air quality that Cambridge residents are subjected to.</p> <p>Because they are on the street 24 hours a day, taxis produce far more pollution than private vehicles. It is of the utmost priority that taxis are made low-emission as soon as possible. This means no more diesel taxis.</p> <p>There are now plenty of vehicles available for the taxi trade to adopt, including Toyota hybrid vehicles and Nissan electric vehicles. If larger vehicles are needed for wheelchair users, the new London taxis should be adopted, which are low emission and designed for wheel chair use. There is no excuse for using polluting Ford Transit minibuses.</p> <p>Please, please stick to the existing deadline for introducing cleaner vehicles. Our children's lungs are at stake here.</p> <p>Best regards</p> <p>Re:</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p>		
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47	23/08/2019	<p>I must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>If you introduce a policy the it must be implemented.the health of the residents in tension road outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Can I also now request a electric charge point be placed on the pavement for my car by 2020. You will need to amend the yellow lines accordingly.</p>	23/08/2019	Acknowledgement e-mail sent
48	23/08/2019	<p>I must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>If you introduce a policy the it must be implemented.</p>	23/08/2019	Acknowledgement e-mail sent
49	23/08/2019	<p>Good afternoon,</p> <p>must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>The health of the all residents on tension road, myself and family included, outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Also, to counter reduced profits, slightly raised fairs are the answer. This would be welcomed by passengers who will intern be helping save people from suffering awful diseases.</p> <p>I myself am looking to purchase an electric car in the future as this is the direction the world is heading, and they are very desirable now.</p> <p>See how the US has Tesla taxis, with operating companies and drivers still running at a huge profit.</p>	27/08/2019	Acknowledgement e-mail sent

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50	23/08/2019	<p>Three of us reside at [REDACTED] We urge the council to enforce the 2018 policy that the council introduced to encourage a switch to fully electric or plug in hybrid vehicles as taxis.</p> <p>2 of us are managing life with asthma. The pollution from the taxis has a negative impact on our health.</p> <p>Tenison Avenue is full of taxis at all times of the day:</p> <ol style="list-style-type: none"> 1. As a route to the station 2. As a parking place between shifts 3. As a resting place between jobs (often with the engine running) <p>The congestion in Tenison Avenue has increased since the new road layout at the station and as a result there is an increase in emissions in our community. Data has been presented by our Residents Association and it would be unfortunate if the positive steps taken by the council in 2018 were not implemented.</p>	27/08/2019	Acknowledgement e-mail sent
51	24/08/2019	<p>Dear Cambridge Council,</p> <p>I write as a resident on Occupation Road (name: [REDACTED]) regarding:</p> <p>Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020</p> <p>And</p> <p>The Council to consider the removal of the age limit for all new Zero</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>or Ultra-Low Emissions to be less than 4 years old</p> <p>Taxis form a large part of traffic on the roads and contribute to local air pollution as well as emitting carbon. I strongly feel that enforcing the plans as currently stated will have a positive effect for the local environment, be a positive and well received action by the council and raise awareness of the current climate emergency.</p>		
52	24/08/2019	<p>South Petersfield Residents Association has brought to my notice an issue regarding air pollution in this area. I live on one of the routes constantly in use as taxis make their way to the station.</p> <p>It has been reported that there is now a consultation re taxis moving to fully electric or plug in hybrid vehicles. The policy of not implementing a compulsory change next year is extremely distressing I , therefore , strongly object to a change or delay to this plan.</p> <p>Also I would like to comment on the pollution readings system. It would be far more effective to receive figures relating to the peak pollution times . The average readings cover night time low periods of time . This , of course , diminishes the high measurements that inevitably occur in the heavy journey periods. We , as residents , urgently need to know these concentrations.</p>	27/08/2019	Acknowledgement e-mail sent
53	24/08/2019	<p>Hi, i believe we do not have sufficient charging points for all taxi vehicle.</p> <p>The electric vehicle are too early at this stage and might only give us a maximum 200 miles .</p> <p>The cost is too high I cannot afford this price.</p> <p>I do believe it is the future but under the above circumstances I don't believe that now is the time.</p> <p>I think we should go hybrid for now.</p>	27/08/2019	Acknowledgement e-mail sent
54	24/08/2019		27/08/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>I am a resident of [REDACTED] and I am writing to object to the potential decision not to implement plans to enforce electrification (plug-in hybrid or electric) onto taxi companies in Cambridge. Pollution in and around central parts of the City and particularly around the station are appalling and getting significantly worse. The council needs to enforce this decision and not bow to pressure from taxi companies to delay.</p> <p>I look forward to your response.</p>		
55	24/08/2019	<p>I am a resident of Tenison Road and I have been very concerned for a number of years now about the rising levels of local air pollution in the area around the railway station and on Tenison Road. I have raised this several times with the Labour councillors and have been assured that the air quality will improve next April when the taxis in Cambridge are required to become hybrid or electric.</p> <p>I am therefore very concerned to hear that the Council now intends to carry out a Consultation with the taxi industry, which unsurprisingly, is seeking to delay the introduction of electric vehicles.</p> <p>I strongly object to this consultation process with taxi owners. Clearly this is a case of an industry lobby trying to have undue influence on policy making at the expense of residents of South Petersfield.</p> <p>I am a parent and feel that my children's right to walk and cycle in an area with good air quality must take precedence over the commercial interests of taxi owners.</p> <p>Please note my objection to any change or delay in the policy that makes electric or plug in hybrid taxis mandatory by April 2020.</p>	27/08/2019	Acknowledgement e-mail sent
56	25/08/2019	<p>As a resident in Tenison Rd, one of the roads recording unacceptably high average levels of NO2, I firmly support the</p>	27/08/2019	Acknowledgement e-mail sent

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		current policy to force all new taxis and private hire vehicles to be electric or plug in hybrid from next April. It would be irresponsible of the Council to water down or delay this proposal in any way. This is a residential street, inhabited by many elderly people and families with young children, groups particularly affected by adverse health effects of NO2 and other particles produced by diesel engines. The Council ought to push even further and faster in measures to reduce private traffic in this area.		
57	25/08/2019	<p>As a member of the public deeply concerned about the environment and specifically pollution in and around Cambridge, I feel strongly that this proposal in particular:</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>should absolutely not be considered. The implementation date should remain 1st April 2020.</p> <p>We are in a state of climate emergency. There is no disputing the science showing this. It is the responsibility of Cambridge City Council to protect the people of Cambridge and beyond from further unnecessary harm.</p>	27/08/2019	Acknowledgement e-mail sent
58	25/08/2019	<p>Good morning.</p> <p>My name is [REDACTED] I am currently in my twenty second year driving a hackney carriage full time licensed by Cambridge City Council hence I consider myself able to give a constructive and balanced opinion regarding the proposals concerning door signs , age limits and low / ultra low emmision vehicles deemed suitable for use within an effective , safe and efficent transport service provided by the council within the city.</p>	27/08/2019	Acknowledgement e-mail sent

		<p>Personally I am in favour of zero/low immisions vehicles , but sadly for taxi use the technology is still in its infancy , perhaps in five years this will become satisfactory ? The electric vehicles available at the moment have been designed for the daily commute where the charging is carried out over night when electricity costs are minimal and then placed back onto charged the following morning on arrival at the work place. Many of my colleagues live in flats or rented properties so over night charging in this case would be impossible. My conversations within the trade presently reveal that those driving electric cars are not entirely happy using them.</p> <p>The major cause being what is known within the ECO car community as " range anxiety ". Short taxi journeys within the city may be good but anything else can become a proper headache. Recently I have witnessed drivers reject trips only as far away as Hitchin through fear of being unable to return safely due to insufficient battery charge.</p> <p>Here is a list of the main reasons I feel that the electric vehicles currently available are not suitable for use within the trade and why the 2020 implementation of zero / low immision saloon vehicles must be reconsidered , instead making the use of a hybrid vehicle mandatory when replacing a saloon car until such time as the fully electric option is fully useable as a viable taxi :</p> <p>(1) When plying for hire I am expected to be able to travel anywhere at a moments notice. This would not always be possible in an electric car. My ability to provide an instantly available service to the public would be greatly hindered. This would not be in a hybrid car.</p> <p>(2) Severe mileage / range limitations , these are reduced even more by wind direction , a face wind for example will cause greater power drain from the battery. Also gradient , steep hills use more battery power to negotiate During the winter months greater use of headlights , car heater , screen wipers , maximum passenger load , screen defrosting and climate control etc all reduce the mileage per charge - no good for use as a working vehicle. There has to be</p>		
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		<p>sufficient charging points installed around the whole city including Newnham , Trumpington , Arbury & the main railway station and these will need to be inspected daily by the service provider .</p> <p>(3) The main battery can degenerate up to 9% per year , therefore after a time a fully charged battery capacity will never be fully obtainable , battery replacement is extremely expensive.</p> <p>(4)The boot compartment is far too small for carrying large amounts of luggage I witnessed long stay summer school students turned away this summer having only two large cases this is not acceptable , foldable wheel chairs and buggies will not always fit into the boot. A family of four going on holiday will struggle with internal space making a very uncomfortable journey to the airports.</p> <p>(5)The electric cars by design are small in some cases far too "cosy" inside , I have watched three big men struggle to enter and all sit comfortably in the rear and then struggle even more while attempting to fasten the seat belts once again all making for a very uncomfortable journey .</p> <p>(6) The choice / range of vehicle is far too limited. For instance the latest plug-in Toyota Prius has only three passenger seats and is not finished in silver, the Mitsubishi Outlander plug-in is a massive four wheel drive SUV that I understand can not be charged from a normal household electricity socket.</p> <p>Providing any zero emission vehicle presented for licensing meets the high testing standards expected by the council and in order to encourage drivers to switch over before the current 2020 deadline should this be upheld. Due to the extremely prohibitive cost of new and hardly used cars surely by raising the entry age limit to six years makes good sense. After all the reduction of exhaust gases and the damage these cause is our greatest concern.</p> <p>In my opinion the best option for the trade and council to help</p>		
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		<p>reduce the city air pollution while still being able to provide a high quality service to ALL of the traveling public would be hybrid saloon cars . While driving in the city centre and the twenty mile per hour speed zone these would be running on electric.</p> <p>Regarding the door sign operators contact phone number I feel this should be mandatory.</p> <p>I hope all of this makes sense and you find it both constructive and useful.</p>		
59	25/08/2019	<p>I am absolutely horrified by the suggestion that the Council may delay the implementation of making all taxis fully electric or plug in hybrid vehicles by April 2020. This MUST be made compulsory by April 2020. I live near the station [REDACTED] and the change in air quality over the past couple of years has been very marked. I have developed asthma, and find that on many days my mobility is very impaired. I can FEEL the change in the air quality. I have discussed this with my doctors at Addenbrookes and they agree about the link between air quality and asthma, but say there is nothing they can do about it. Yet I am using up valuable NHS time and money and if the Council does not make it compulsory for taxis to be electric or hybrid as soon as possible, they will be colluding with this waste of resources. And for small children the long term effects do not bear thinking about.</p>	27/08/2019	Acknowledgement e-mail sent
60	26/08/2019	<p>As a resident of South Petersfield, I wish to point out that this neighbourhood suffers some of the worst air pollution in Cambridge, mainly because it is close to the station where taxis drive in and out at a rate of many thousands a day. I therefore strongly support the policy which would require all NEW taxis and private hire vehicles to be either electric or plug-in hybrid from April 2020. There should be NO DELAY in implementing this policy.</p>	27/08/2019	Acknowledgement e-mail sent
61	26/08/2019	Current plan on ultra low & electrical vehicles to be mandatory on	27/08/2019	Acknowledgement e-mail sent

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		<p>April 2020 is not correct due to battery life and lack of battery distance.If you look to the car market only Tesla would be suitable for this job but vehicle cost is £105.000.</p> <p>I heard on my occasions that drivers have refused many long journeys and the airports due to lack of battery and charging problems.Customers are sufferong as a result of this.</p> <p>I also believe that hybrid vehicles without charging should also be considered for the vehicle types.If you want a healty taxi service this implementation should be put back aprox 3 years until we have proper choice on electrical vehicles on the car market.</p>		
62	26/08/2019	<p>I am a resident in [REDACTED], and I am very concerned to hear that the council is considering dropping the compulsory change to electric taxis by April 2020.</p> <p>Since arriving in Cambridge I have developed Asthma (I never had problems before moving there 20 years ago) and my son now seems to be developing symptoms.</p> <p>The majority of the traffic in our area is taxis: please do not go back on a hard-won policy that will have a dramatic impact on the public health of our neighbourhood.</p>	27/08/2019	Acknowledgement e-mail sent
63	26/08/2019	<p>Dear Sir or Madam</p> <p>As you'll be aware, the Petersfield area suffers from some of the worst air pollution in Cambridge, with nearly 4,000 taxi journeys per day to and from the station, many being through this area where I live.</p> <p>Living here, it is easy to see why the pollution is so bad, with a steady flow of taxis going past my house, sometimes parking outside with the engine running for long periods of time - and at the station itself, queues of taxis wait, many with their engines running,</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>polluting the air.</p> <p>I'd like to object to any change in the policy to enforce a compulsory switch to fully electric or plug-in hybrid taxis from April 2020 – for the sake of my own family's health, fellow residents and the planet as a whole.</p>		
64	26/08/2019	<p>Dear Sir/Madam</p> <p>I has just been brought to my attention by a neighbour that the Environmental Health Manager is considering making amendments to the current policy as regards rules for taxis in Cambridge. This is very disappointing and worrying. We live on [REDACTED] which is a rat run for the taxis to travel between Mill Road and the Station. Already we find that we go out of our way to walk or cycle along [REDACTED] as the air and noise pollution are so unpleasant. It is also quite dangerous to cycle there.</p> <p>We are a family with 2 young children and know many other families who are just as concerned as we are about the pollution caused by the traffic load increase in our area. Some (although not all, some are very polite - allowing us to cross / giving way when we are on our bikes) of the drivers are also discourteous, not considering that this is a residential area. There are constant instances of road rage, honking horns unnecessarily. Neighbours parking cars are often intimidated by impatient drivers. There are regular traffic jams just outside our house. Few taxis seem to stick to the speed limit of 20 mph.</p> <p>We have double glazing and secondary glazing on all our windows facing the road, without this we would hear the constant noise of traffic. We are unable to open our windows at the front of the house as the fumes from the cars (majority taxis) would be too unpleasant and the noise is unbearable - this is particularly noticed during these hot summer months.</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>By removing:</p> <ol style="list-style-type: none"> 1. the requirement for operator telephone numbers to be displayed means that the individual drivers are less accountable. 2. the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020, would further delay the reduction of pollution on our street and area. 3. the age limit for all zero / ultra low emissions again would increase pollution in our area which houses many families and young children. <p>Already it has been proven that these emissions are damaging our lungs and especially our childrens' young lungs. These steps - to make drivers responsible for their behaviour, adding a requirement for all vehicles to be zero or ultra low emmission, and to enforce an age limit - should be the norm and non negotiable.</p>		
65	26/08/2019	<p>Dear Sir/Madam,</p> <p>I am e-mailing to ask you not to delay the Introduction of your policy on new taxi's and private hire cars beyond April 2020.</p> <p>As I understand it and remember it is around four years since the Government awarded a £100 million to a project called "Cambridge City Deal" to help sort out traffic in Cambridge. Thus far little has apparently been done to deal with the pollution issue and this initiative on Taxi's and Hire Cars marked a welcome start. A bit more urgency would be welcome. If you cannot spend money already allocated how do you expect Government to be sympathetic to further applications.</p> <p>My experience of added consultation is that this is a often device for postponing good decisions in the face of pressure and because the political will does not exist to carry through the decision in question.</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>Taxi and Hire Car drivers as Sadiq Khan has found in London are amongst the most change resistant section of the community.</p> <p>The environment for those of us living in Petersfield ward needs to be improved and this is a good way to do this.</p>		
66	26/08/2019	<p>I am writing to express my concern about poor air quality in South Petersfield, and the danger this represents to residents and visitors.</p> <p>I am especially worried about children growing up in this polluted area.</p> <p>I have also encountered several adults who said they have developed asthma in middle age since moving to this part of the city from outside.</p> <p>In our road [REDACTED] we frequently get taxis "parked" illegally on double yellow lines, sitting with their engines on, waiting for a call. This really exacerbates the concentration of toxins around our houses.</p> <p>I urge you to stick with the policy of requiring all new taxis and private hire cars to be electric from April 2020.</p> <p>I also ask that you look for more carrots and sticks to hasten a change in this direction among established taxi owners.</p>	27/08/2019	Acknowledgement e-mail sent
67	26/08/2019	<p>Please keep the requirement for taxis to be electric</p>	27/08/2019	Acknowledgement e-mail sent
68	26/08/2019	<p>I would like to protest strongly at the news that the Council is considering delaying or cancelling its policy of requiring new taxis to be electric from April 2020. As a Petersfield resident I am concerned about the effects of pollution on me and my family, and as a citizen of the world I am deeply concerned about climate change. The Council has declared a climate emergency, and in an emergency</p>	27/08/2019	Acknowledgement e-mail sent

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		action has to be taken that inconveniences people. The extra burden on taxi drivers might be a reason not to act in normal times, but it is a very minor consideration in comparison with the extra burden on our children and grandchildren if we don't get our act together almost immediately.		
69	26/08/2019	<p>I am writing to urge the Council NOT to grant any delay to the compulsory switch to electric taxis.</p> <p>Air pollution is an increasing problem in the UK including Cambridgeshire and is especially harmful to the many children growing up in our city. The Petersfield community experiences a lot of taxi traffic on a daily basis and insisting that taxis must be electric would make a real difference in addressing problems of toxic air.</p> <p>It seems absurd that individual residents are paying to drive electric or hybrids (our family just shifted) when commercial operators that spend hours and hours driving on our streets are allowed to continue to pollute unnecessarily, despite available financial support towards shifting to cleaner driving.</p>	27/08/2019	Acknowledgement e-mail sent
70	26/08/2019	I object to the delay in the implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission. The implementation date should continue to be 1 st April 2020. A delay is inconsistent with the declared climate emergency.	27/08/2019	Acknowledgement e-mail sent
71	26/08/2019	I am writing to object to any change or delay in the planned taxi policy that requires the introduction of electric taxi vehicles. I strongly believe it is important to continue with the commitment to introduce electric taxi vehicles to limit the already unacceptably high emission levels in the Petersfield area of the city.	27/08/2019	Acknowledgement e-mail sent
72	26/08/2019			Acknowledgement e-mail sent

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		<p>Dear Cambridge City Council</p> <p>We understand that the policy to reduce unnecessary pollution by encouraging taxis and private hire cars to become electric or plug-in hybrids is under review, especially the element of compulsory change from April 2020.</p> <p>We object to this. Our part of Cambridge is already subjected to unnecessary and damaging air pollution. It is heavily-used by taxis. Though they may switch off their engines when standing in traffic or at traffic lights, starting puts an additional burst of pollution into the environment. The switch to electric or hybrid vehicles needs to be enforced, not relaxed.</p> <p>We also understand that the Cambridge City Council has no other stated policy for traffic pollution reduction than the switch to electric or hybrid cars for taxis and private hire cars. Another measure to reduce unnecessary pollution and exposure of other road users such as cyclists would be to allow turning left at junctions controlled by traffic lights when lights are red, provided no pedestrians or other traffic are crossing the joined road. This practice was commonplace 40 years ago and there's no reason why it can't be re-introduced now.</p> <p>Please acknowledge receipt of this email and keep us informed of progress and actions</p> <p>yours sincerely</p>		
73	27/08/2019	<p>I'm writing to let you know that I agree with the consultation. Thank you.</p>	27/08/2019	Acknowledgement e-mail sent
74	27/08/2019	<p>As a resident in South Petersfield I am always concerned about the ever increasing traffic in the area. We know that are nearly 4,000 taxi journeys a day in the train area. We suffer from some of the worst air pollution in Cambridge. We strongly support the policy that</p>	27/08/2019	Acknowledgement e-mail sent

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		ALL new taxis and private hire vehicles should be electric or plug in hybrid from April 2020 and object to any change or delay to this policy.		
75	27/08/2019	<p>To: Commercial and Licensing team, Environmental Services</p> <p>I would like to add my support to the petition supporting the policy that all new taxis and private hire vehicles should be electric or plug-in hybrid by the previously agreed date of April 2020., and object to any delay to this policy.</p> <p>It is not only the vehicles travelling to and from the station that causes air pollution, but also the practice of taxis hanging around the neighbourhood waiting for a call to the station. Incidentally we have noticed not only increased pollution from this practice, but also increased litter in the neighbourhood.</p>	27/08/2019	Acknowledgement e-mail sent
76	27/08/2019	<p>Good day,</p> <p>I write in reply to the consultation on the proposal: Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>I am in favour of deferring the implementation date for two years, and then reviewing the policy, because ZEV technology is not currently suitable for the taxi trade as a whole.</p> <p>Firstly, about the vehicles:</p> <ul style="list-style-type: none"> Currently there is a wide choice of vehicles available, but only about half a dozen are considered suitable by the trade (and of course City regulations) in terms of running costs, longevity, comfort, reliability and robustness. But there is just one ZEV vehicle available, the Nissan Leaf, 	27/08/2019	Acknowledgement e-mail sent

		<p>and I do not think it is fit for purpose as a taxi, for reasons of initial cost, availability, luggage space, driving range and refuelling time. A taxi needs enough range to complete a full day's work without refuelling.</p> <ul style="list-style-type: none"> • There is also a plug-in hybrid LEV Toyota on the market, but I understand that no silver ones are available for purchase in the UK. The quoted electric range for the Prius is now 25 miles and I would use most of that commuting from my village. <p>Secondly, about the policy:</p> <ul style="list-style-type: none"> • It is claimed that about 15% of vehicle emissions in central Cambridge are caused by taxis. However a large proportion of those taxis are licensed with other authorities and outside the control of the City. I suggest the proportion of vehicles that can be controlled by this policy is only around 5%. • Cambridge City has, quite rightly, very strict licensing conditions for both vehicles and drivers. Yet the current licensing laws permit a taxi to be registered with any other local authority, and work in Cambridge. With the "electronic hail" they can even ply for hire as a Hackney, without local knowledge or regulation. This sidesteps Cambridge's good attempts to regulate the local trade. • My point is that by making it unviable to run a taxi licensed by Cambridge City Council, owners and drivers will licence with other authorities. The result of this will be counterproductive, as even fewer taxis will be regulated locally. <p>The trade is already moving away from diesel and converting to hybrid technology of its own volition, and I believe there will be a natural progression towards lower emission vehicles, and eventually ZEV. But the trade cannot move faster than the current state of the technology allows.</p>		
77	27/08/2019		27/08/2019	Acknowledgement e-mail sent

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		I have come to learn that the policy to make all taxis electric from April 2020 may be delayed. As an elderly resident of a street used regularly by taxis I strongly object to any change or delay to this policy as the evidence suggests that the degree of air pollution is not acceptable and getting worse with the increased taxi traffic to the station.		
78	27/08/2019	I'd like to add my support for all three options for amendments to taxi licensing policy. They seem like a reasonable, useful, and common sense things to do at this point. I would, however, expect the Council to be open t further amendments in the future should any of the assumptions and circumstances change.	27/08/2019	Acknowledgement e-mail sent
79	27/08/2019	I wish to express my concern that the council may be back tracking on it's decision to make taxis electric or hybrid by 2020. I understand that this date may be pushed into the future. As a resident of South Petersfield I am extremely worried by the climate emergency we face and also would like to see Cambridge become less polluted. The council should stick to it's original position and stand up and show that they were serious when they declared a climate emergency- be brave- lead the way please.	27/08/2019	Acknowledgement e-mail sent
80	27/08/2019	Dear Team , I am writing as a license holder with city council [REDACTED] With regard to the three points of the current consultation: 1. Agree that all door signs should have contact number and that this number be manned full-time. This is simply an aid to safeguarding which is very important these days. 2. Agree that council should revisit/revise implementation dates for ultra-low emission/electric vehicles as drivers need more	27/08/2019	Acknowledgement e-mail sent

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		<p>time to reasonably reach these targets in the current market place, including the market place for vehicles themselves.</p> <p>3. Strongly in favour of removing the 4 year limit. This has always been an unsound policy for the environmental side of things and thought should also be given to upper age limits for such vehicles too.</p>		
81	27/08/2019	<p>Dear Licensing,</p> <p>(1) I agree with your proposal to include the operators telephone number on the door sign , as this makes it much easier for a member of the general public to report a possible issue and/or a safeguarding problem with the operator immediately.</p> <p>(2) I think the council, s policy on EV and PHEV should be extended for a minimum of 12 months and I think 24 months would be better, as it appears to be a very slow process to get charging points up and running in Cambridge and the current vehicle technology(unless the driver spends a small fortune) no quite good enough yet.</p> <p>(3) Whenever I have challenged the councils policy on the new vehicle age limit of years I always been told it is down to emission's, this of course has never really been the case as a very high mileage car 3 years and 11 months old is always going to produce more emission's than a low mileage car that is 5 years old , but in case of an EV or PHEV there are no emission's . I can see no reason why EV or PHEV should not be licensed at 10 years old as it still has a 5 year life with your current finishing date of 15 years and whilst currently it may not help drivers to afford these vehicles yet as they have not been available for that long but as time goes on it will certainly help.</p> <p>(4) If the council changes the new vehicle policy age and the introduction of EV and PHEV by 24 months, I think we could</p>	27/08/2019	Acknowledgement e-mail sent

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		see a lot drivers changing to these vehicles of their own volition		
82	27/08/2019	<p>Sir,</p> <p>With regard to the licensing policy for taxis:</p> <ol style="list-style-type: none"> 1. A telephone number on the side of vehicles would be good for the public as well as operators. 2. "Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>This should be for all replacement vehicles, not just new vehicles to avoid replacements being hydrocarbon powered.</p> <ol style="list-style-type: none"> 3. I suggest consideration is given to increasing license fees on hydrocarbon fuel powered vehicles and lowered on electric vehicles. 4. Will more charging points be installed? 	27/08/2019	Acknowledgement e-mail sent
83	27/08/2019	<p>Hi Cambridge City Council Taxi Policy Team,</p> <p>I am writing as a local resident in response to your consultation on taxi licensing.</p>	28/08/2019	Acknowledgement e-mail sent

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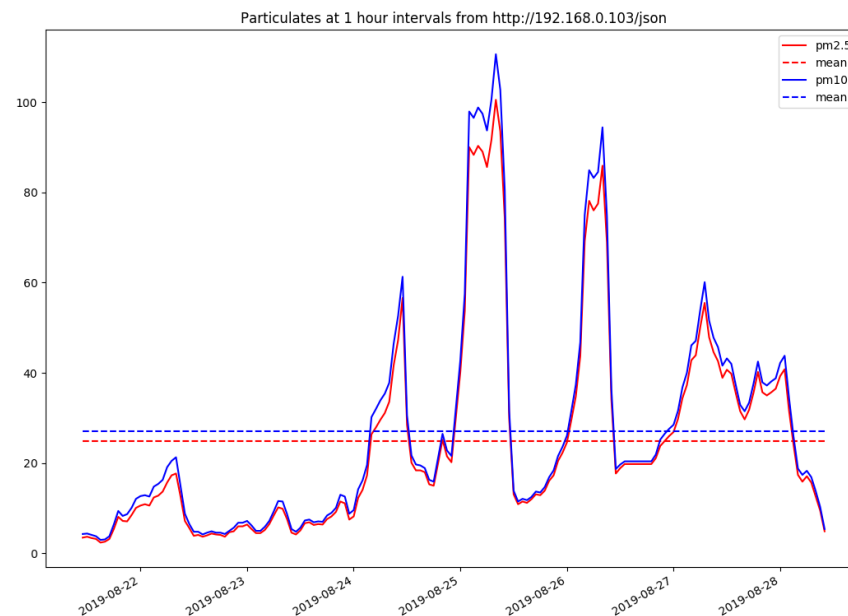
		<p>I have no strong views on the inclusion of the phone number on the taxi door.</p> <p>I strongly oppose any plans to delay the implementation for zero emission/very low emission vehicles. I understand there can be long waiting times for electric vehicles but it is very important for the wellbeing of city residents, and globally as part of the response to the climate emergency, that these measures are not delayed. I therefore would prefer the council to keep the implementation date as it is and instead look at ways to support the taxi industry to meet this deadline.</p> <p>I support the removal of the age limit on vehicles as this may help speed the roll out as second hand electric vehicles become available. Relatively short range cars such as first generation Nissan Leafs may be suitable for use as taxis and would have zero exhaust emissions.</p> <p>I hope this helps and you are able to take my response into consideration when deciding what to do.</p>		
84	27/08/2019	<p>As a resident of Petersfield I am very concerned about the high level of air pollution in the station area.</p> <p>The policy that new taxis and private hire vehicles should be electric or plug-in hybrids from April 2020 must be upheld by the Council as a small measure to reduce this pollution. I object to any change or delay to this policy.</p> <p>As residents we should be told what the peak levels of pollutants are during the day as 24 hours averages are highly misleading.</p>	28/08/2019	Acknowledgement e-mail sent

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85	27/08/2019	<p style="text-align: center;">Taxi Policy</p> <p>We write to register our concern that the Council's requirement that Cambridge taxis switch to electric or hybrid vehicles by April 2020 has been changed to a mere "consultation".</p> <p>As residents of Covent Garden and Cross Street, we experience heavy taxi movements every day and all day. We have long been concerned by the level of pollution to which we are and other residents in our area are constantly subjected.</p> <p>We urge the Council to persist with its compulsory requirement, and not to let itself be influenced by the interests of the taxi companies.</p>	
86	28/08/2019	<p><i>Dear Sir/Madam</i></p> <p><i>As a resident of South Petersfield, I wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. I strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.</i></p> <p><i>Yours sincerely</i></p>	
87	28/08/2019	<p>I am writing in distress regarding the zero emission policy for taxis . This needs to be put in place ASAP. With fires happening from Siberia to Brazil we need to take emergency action now.</p> <p>We al hope this will change.</p> <p>In concern for our children's future</p>	<p>28/08/2019</p> <p>Acknowledgement e-mail sent</p>

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

88	28/08/2019	<p>I am deeply concerned that the council is not taking its obligations regarding air quality seriously by proposing to relax the implementation period for forthcoming emissions standards.</p> <p>I am asthmatic and live in [REDACTED] Since the new station development, the local air quality has deteriorated significantly. There are frequently queues of taxis on nearby Great Northern Road, belching diesel fumes. They also overrank on Ravensworth Gardens, adding to the pollution and often blocking the street.</p> <p>I have been monitoring particulate levels 24/7 outside my house. Over the bank holiday weekend, levels of PM2.5 particulates were vastly in excess of the EU long term legal limit of 25 micro grams per cubic metre. On Sunday they hit over 100 micrograms, which are levels usually associated with the worst cities in China.</p> <p>That you are allowing this, and considering further dense development by the station, creating another “smog canyon” to make this even worse and simultaneously proposing continuing to allow large numbers of diesel taxis in the area, is dreadful. I have to sleep next to a HEPA filter now, with my windows closed, even on hot nights.</p> <p>By ignoring this problem, and by scaling back its plans to tackle pollution, the council leaves itself open to legal action. The levels we are experiencing now are probably killing people.</p> <p>I have attached a graph showing measured particulate levels over the last week. I am sure you will agree that an average level over twice the World Health Organisation regards as harmful, and peaking at ten times that level, is not something the council can afford to be complacent with.</p>	28/08/2019	Acknowledgement e-mail sent
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28/08/2019

It has come to my attention that the Cambridge City Council has issued a consultation with the view to not implementing the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020. As a resident of South Petersfield, I strongly object to any change or delay to this policy and urge the Cambridge City Council to acknowledge the level of air pollution we are dealing with on a daily basis in South Petersfield.

Please, do not delay the implementation of this policy.

28/08/2019

Acknowledgement e-mail sent

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90	28/08/2019	<p>The Councillors need to be made aware of the current situation.</p> <p>I was not consulted on the most recent policy change and only found out about the current consultation by chance.</p> <p>The last policy change has meant few Cambridge Taxis are TX5s or Eurotaxis. The current fleet of mainly of Mercedes and VWs have steep ramps and low height apertures and internal heights that means many disabled people cannot access them and I do not believe conform to national guidance. I have a copy of guidance the Department of Transport gave. Our license needs to demand great height apertures and internal heights.</p> <p>At the moment on the market I'm only aware of one MPV that can take a wheelchair and is electric (I'm unaware of hybrid options). This car would not conform to other Taxi regulations. I was informed by Dial-A-Ride that few low emission minibuses are offered and these are much more expensive the diesel ones.</p> <p>Obviously more vehicle options will arrive, however the Council's Equality Act duties and Equalities Impact Statement means that disabled access cannot be compromised to meet emission limits and that the only protected equities strand that you must favour in decision making is disabled people.</p>	29/08/2019	Acknowledgement e-mail sent
91	28/08/2019	I strongly agree with the consultation on the taxi policy	29/08/2019	Acknowledgement e-mail sent
92	28/08/2019	I understand the Council is consulting on delaying the switch to fully electric taxis. As a Petersfield Resident living on a road frequently used by taxis either exceeding the 20mph speed limit of sitting idling at the roadside, I wish to object in the strongest possible terms to any delay, and counter-propose an acceleration of the policy so as to ban all non-electric taxis from the area by a date no later than the	29/08/2019	Acknowledgement e-mail sent

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		<p>end of 2025. How can any slippage be in-keeping with the 2018 annual statement preface, 'we will pioneer plans to cut emissions ...', or is this, once again, simply an example of Labour's failure to follow through on commitments made in public.</p> <p>I look forward to your response.</p>		
93		<p>We protest most strongly against this proposal. Taxi owners were made aware of the policy in 2018. The harmful impact of diesel emissions on the health of residents is clear. It is extraordinary that the City Council should put the interest of taxi owners,(many of whom appear not even to live in the city) ahead of the health and wellbeing of it's residents and ratepayers.</p> <p>Incidentally it is most unsatisfactory that it has only been through the alertness of my Residents Association that we have become aware of this consultation exercise and of the closure date for responses, particularly when many of those affected may well be on holiday.</p>	29/08/2019	Acknowledgement e-mail sent
94	28/08/2019	<p>I am writing in response to the Council's consultation on taxi-licensing policy (https://www.cambridge.gov.uk/news/2019/08/27/council-consulting-public-and-trade-on-proposed-changes-to-cambridge-taxi-licensing-policy)).</p> <p>I would like to object strongly to the proposed delay to 2028 of a mandatory scheme that all new taxi licences be for zero or ultra-low emission vehicles (item 2 in the consultation, as reported on your website).</p> <p>Although I and my family live near to Mill Road, we do what we can to avoid it because of the often high levels of pollution caused by road traffic. At peak times the pollution is sufficient to trigger my</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>normally-mild asthma. And, as things stand, I would prefer to move home than expose my children to rush-hour emissions - as we must do each day on the walk to school.</p> <p>I do not recognise concerns, expressed in the consultation, regarding the market for zero or ultra-low emission vehicles. Nor does it seem logical to abandon this initiative when no other policies are in train.</p>		
95	28/08/2019	<p>Good afternoon,</p> <p>must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>The health of the all residents on [REDACTED], myself and family included, outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Also, to counter reduced profits, slightly raised fares are the answer. This would be welcomed by passengers who will intern be helping save people from suffering awful diseases.</p> <p>I myself am looking to purchase an electric car in the future as this is the direction the world is heading, and they are very desirable now.</p> <p>See how the US has Tesla taxis, with operating companies and drivers still running at a huge profit. we the undersigned resident [family of 4] south peterfield wish to pint out our objection as the pollution in the area will suffer if you withdraw the taxi policy to become green.</p>	29/08/2019	Acknowledgement e-mail sent
96	28/08/2019	<p>I am writing to ask that the Council retain its policy of insisting that all taxis and private cars be electric from April 2020.</p> <p>In addition has any thought been given to banning cars on Mill Road from Petersfield to the bridge or at the very least limiting car use in</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>some way?</p> <p>The council's (and the county council's) failure to tackle pollution in this city is truly shocking and compared very badly with cities across Europe</p>		
97	28/08/2019	<p>Given that Mill Road and Tenison Road have such high air pollution problems and the sheer volume of taxis using these streets, PLEASE support the policy that all new taxis should be electric or hybrid from April next year and please don't allow any delays or changes, PLEASE.</p>	29/08/2019	Acknowledgement e-mail sent
98	29/08/2019	<p>I would like to respond to consultation about taxi policy.</p> <p>nr 1 yes I think it's good idea to number for taxi company to be display on door of the car. it's easiest way customer can communicate with office.</p> <p>Nr 2 April 2020 it's too early for electric vehicle at the current market they are very expensive to buy and the range of its battery it's very limited. not enough if you get jobs out of town. Nr3 I don't think you should change age limit. at the moment we got young cars fleet. keep it that way.</p>	29/08/2019	Acknowledgement e-mail sent
99	29/08/2019	<p>I write to urge you not to alter or delay your existing policy, to require all taxis operating in the City, and in particular seeking access to Cambridge station, to be a fully electric or plug-in hybrid vehicle from next April.</p> <p>This laudable policy was created before the UK Parliament voted to deliver a zero carbon economy by 2050. That 2050 policy was adopted under a Conservative government, frequently criticised by the City Council for its anti-environmental approach. It would be</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>extraordinary if a Council consisting almost entirely of Labour or LibDem councillors contemplated overtly undermining such a policy, and could well be used to question the credibility of both parties.</p> <p>I understand that the Great Northern Road is already recording some of the highest pollution readings. This does not surprise me: a friend of mine , as a visiting Fellow at Clare College, spent a month living there and constantly complained of the appalling air she had to endure in and around her rented flat.</p> <p>I fail to understand why all taxis requiring station access are funnelled along this one narrow residential road, whilst banned from using the wider, mainly commercial, Station Road access. Particularly whilst this continues, the complete absence of any official pedestrian crossing facility anywhere along Great Northern Road remains a dangerous absurdity.</p>		
100	29/08/2019	<p>Hello</p> <p>I am writing to express my disappointment that the policy to insist all new taxis and private hire cars are electric from next April is possibly to be delayed purely due to pressure from taxi drivers.</p> <p>I live in [REDACTED] with my family. The road is used as a constant cut through by taxis. What is worse however, is that they often wait in the resident parking bays (with no permit) and leave their cars on, particularly in the winter when they want to keep their heaters running. This causes air pollution thus affecting the air quality.</p> <p>I would urge you to reconsider the choice to delay this policy.</p>	29/08/2019	Acknowledgement e-mail sent
101	29/08/2019		29/08/2019	Acknowledgement e-mail sent

		<p>I have the following feedback to give on the proposed changes to taxi policy:</p> <p>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles</p> <p><i>This seems completely sensible and a positive change.</i></p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p> <p><i>Given the current context of us being in a climate change emergency, I think it is clearly wrong to extend the date of requiring taxis to be zero or ultra low emission by eight years. Considering the social and economic damage of air pollution to extend the date of this requirement seems at best foolish, and at worst criminal.</i></p> <p>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p> <p><i>This seems completely sensible and a positive change. There is no environmental benefit to forcing vehicle owners to buy new vehicles</i></p>		
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		<i>if the emissions are zero or ultra low.</i>		
102	29/08/2019	<p>1- very good idea to have a phone number of the private hire company on aside of the car.</p> <p>2-It is too early to implement to have o emission cars or electric one.The technology is not there yet.they are expensive to buy.The boots are very small.They only do limited mileage and there are not enough charging points around.The implementation should be extended and be decided in few years time.</p> <p>3-The age limit should be no issue for the o emission cars as they don't pollute at all.</p>	30/08/2019	Acknowledgement e-mail sent
103	30/08/2019	<p>To Whom it May Concern,</p> <p>I am writing with regards to the upcoming review on policies relating to Hackney Carriage and Private Hire within the City.</p> <p>I note that the proposed implementation date for a requirement for new vehicles to be ULE or ZE is in April 2020. By way of proposing a change to this policy it suggests that the City Council feels that this date is too soon, and that any proposal will see it moved further back. If this change is made it will be a disappointment for the progress already made in this area.</p> <p>The growing emergency of global warming, climate change and levels of air pollution is one that cannot be ignored and delayed. The public, the Council, the City as a whole, the wider country and the world as a whole need to act sooner rather than later. Cambridge is a historic city and I assume the Council is fully aware that it is not a settlement designed for or well suited to personal motor vehicles as a primary means of transportation. Encouraging more journeys by foot, bicycle or bus should be a top priority, then we should be looking to EVs as widely as possible. This is especially true in areas</p>	30/08/2019	Acknowledgement e-mail sent

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		<p>where the Council has the ability to act to favour EVs, by regulating the taxi cars that can be licensed, encouraging bus companies to move to electrification, and by promoting public access charging points.</p> <p>I feel it worth noting that Cambridge has already had some successes in this area, with a visible number of EV taxis operating in the City, and as a % of total licensed cars, some 3 times higher than the national average for EVs in the UK motor pool. That is progress that we should celebrate and continue to encourage through a variety of means. I suggest that the Council consider other towns and cities that are making the move to EVs - in particular Coventry where the Council has encouraged the development of on-street rapid charging infrastructure in many areas, as well as initiating a network of slow-charging via the existing lighting system. For a city such as Cambridge, with many narrow streets unsuited for off-street charging, this would encourage taxi drivers and companies, as well as other residents to go electric sooner.</p> <p>As a city steeped in history, but driving into the future in manufacturing, the biosciences, robotics and digital technology it should be a matter of civic pride that we welcome visitors at places such as Cambridge Station with a vision of an electric future, that not only promotes a green environment across the world, but reduces the air pollution they experience here during their visits.</p> <p>I encourage the Council not to delay on this issue.</p>		
104	30/08/2019	<p>Dear Cambridge City Council</p> <p>I am writing in support of the petition to improve the air quality in Tenison Road and the nearby streets by legislating that taxis should be electric or at least hybrid vehicles. Gt Northern Road is by far the worst place for pollution and I fail to see why it was planned as a two-way road when Station Road is much wider and is very much under used nowadays. At least by making Gt Northern Road one</p>	30/08/2019	<p>I acknowledge and thank you for your response to the consultation, in regards to changes to the Hackney Carriage & Private Hire Taxi Licensing Policy.</p> <p>Your comments have been</p>

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		way it would cut the traffic pollution in half. As someone who crosses this dangerous road frequently with a push chair I have been waiting a long time for the promised crossing. When will this crossing be implemented?		<p>noted, and report will be going to Committee on Monday 30th September 2019.</p> <p>In regards to the crossing mentioned below, I am unable to answer your enquiry as crossings are managed by Highways at Cambridgeshire County Council. More information can be found on County council webpage.</p>
105	30/08/2019	<p>Dear Sir/Madam</p> <p>I am emailing in relation to the decision taken to defer the compulsory change to electric or hybrid taxis.</p> <p>I would urge you to reconsider this given the high N02 levels re order recently.</p> <p>The effect of this on health particularly heart and lung disease is well established and I understand a case relating traffic pollution levels directly to the death of a Young child is currently awaiting legal decision in London.</p> <p>The high volume of taxis is a major contributor to pollution in this area, and a policy of recommendation to switch rather than enforcement is clearly ineffective.</p> <p>I ask you to protect the health of residents and put them first.</p>	30/08/2019	Acknowledgement e-mail sent
106		<p>Dear sir/madam,</p> <p>Taxi Policy</p> <p>I am writing in regard to the poor air quality in and around the</p>	30/08/2019	Acknowledgement e-mail sent

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		<p>Cambridge station area, due to the traffic. We have some of the worst air quality in Cambridge. This is toxic and can be life-limiting as well as being unpleasant.</p> <p>The solution is to switch to fully electric vehicles. As most of the taxis are unwilling to change without serious encouragement, I would like to support the policy that all new taxis and private hire vehicles should be electric or plug-in hybrid from April 2020. I would strongly object to any change or delay in this policy.</p>		
107	30/08/2019	<p>Dear Cambridge city council,</p> <p>I live in [REDACTED] and have recently been informed that you were re-considering the policy that all new taxis should be electric or hybrid from April 2020. I am worried about this and would be very disappointed if this policy was indeed overturned or suspended.</p> <p>Given the current climate crisis and the fact that the station area has one of the worst record for air pollution in Cambridge, a significant amount of which is generated by the large number of taxis transiting through the area, I think the policy to impose at least hybrid if not fully electric cars by 2020 is the least the council can do. I do not understand why this policy is even being re-considered.</p> <p>May I also suggest that more should be done towards standardisation of plug and voltages for electric cars so charging points could be installed at taxi bank points? Charging points could also be installed on some residential parking bays so individual residents, even if they don't have private parking space, are also encouraged to switch to electric vehicles.</p> <p>Please, don't succumb to lobbying by taxi companies. The global climate emergency is such that bold action is needed now and cannot wait for another decade!</p>	30/08/2019	Acknowledgement e-mail sent

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108	30/08/2019	<p>I write to object to the delay of the policy that will force all taxis to be electric by April 2020.</p> <p>I live and work in two of the most polluted areas of Cambridge.</p> <p>Delaying this policy will only contribute to killing me and my family a bit faster by the inhalation of all the pollutants diesel engines emit.</p> <p>Please, keep the current policy as it is.</p>	30/08/2019	Acknowledgement e-mail sent
109	30/08/2019	<p>Hello,</p> <p>I agree with all proposals.</p> <p>Thanks</p>	30/08/2019	Acknowledgement e-mail sent
110	30/08/2019	<ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. <u>{ I AGREE }</u> 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. <u>{ I DONT AGREE }</u> 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old. <u>{ I AGREE }</u> 	30/08/2019	Acknowledgement e-mail sent
111	30/08/2019	<p>To whom it may concern;</p>	02/09/2019	Acknowledgement e-mail sent

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		I fully agree with all three proposals laid out and feel its the sensible way to move forward at the current time.		
112	30/08/2019	<p>Dear Cambs Council,</p> <p>As a resident who acquired 'adult onset asthma' as a result of living in Cambridge in an area that gets deluged with taxis at all times of day and night (off Mill Road) I have a particular interest in getting something done to reduce pollution here.</p> <p>The date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission should not be moved any later than April 2020 - earlier would be better.</p> <p>I agree with the concept of removing the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old as this should encourage more operators to use these vehicles.</p> <p>In addition I would ask for two things to happen: 1 - an idling ban in the city 2 - some mechansim to address the far larger numbers of South Cambs-licensed taxi/privatehire cars from continuing to pollute as they do now.</p>	02/09/2019	Acknowledgement e-mail sent
113	30/08/2019	I agree with all the policy on taxi consultation.	02/09/2019	Acknowledgement e-mail sent
114	30/08/2019	<p>Hi</p> <p>I think I'll changes proposed by you are good changes.</p> <p>I support all three of them.</p>	02/09/2019	Acknowledgement e-mail sent
115	30/08/2019		02/09/2019	Acknowledgement e-mail sent

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		<p>I wish to object to the proposal to abandon the policy of requiring all new taxis and hire cars to be electric or plug in hybrid from April 2020.</p> <p>I live in [REDACTED] which normally has extremely high numbers of taxis passing our house and the pollution is seriously dangerous to health. South Petersjield has some of the worst air pollution in Cambridge and more needs to be done to tackle it.</p> <p>The voluntary policy with discounted registration fee has not worked as only 33 of the 449 vehicles targeted have switched. It is clear that this must become compulsory by April 2020 if it is to make any difference to air pollution levels.</p>		
116	30/08/2019	<p>Hello</p> <p>I wish to say I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent
117	30/08/2019	<p>I am writing to strongly object to the possibility that this Council will renege on the agreement to implement the compulsory change to electric driven taxis from next April.</p> <p>I do so, not as an ill informed nimby, but as an analytical chemist whose career has been deeply rooted in environmental science. I live in [REDACTED] and have for so many years been exposed to the impact of diesel fueled taxis. Many roads in the Petersfield area, in particular Tenison Road, Devonshire Road and Great Northern Road and the associated station area, have very high density residential accommodation and this segment of the Cambridge population is forced to accept the unacceptable, namely small carbon particles and nitrogen oxides from diesel cars. Research over recent years is crystal clear in pointing to the damage that the output from diesel cars in particular is imposing on the</p>	02/09/2019	Acknowledgement e-mail sent

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		<p>lifespan of all who are subjected to it. Diesels need to be dealt with in high density population areas as a matter of urgency. In Tenison Road we endure an extremely high percentage of taxis at the high traffic flow times, based mainly on close proximity to the Station. I have monitored this and at times the diesel taxis represent more than 80% of traffic in our road and in other roads such as the Great Northern Road I estimate this can be even higher. Residents observe that half the taxis driving down our Road have no passengers and it is obvious to us all that the diesel driven taxi business is both hugely inefficient and highly polluting at the same time.</p> <p>The planned transition to electric taxis in April next year will dramatically reduce the resident's exposure to the damaging diesel based pollutants.</p> <p>I recently invested more the £600 in a Dyson air purification system and I did this because the machine provided me with a means of analysing inside my house the individual components produced by diesel cars (mainly taxis) in Tenison Road, namely sub 2.5 and 10 micron carbon particles as well as volatile organic carbons and more importantly nitrogen dioxide. This was a good investment as it made very clear to me that in spite of living in a house set back from the pavement by 10 metres or so, and also in spite of the fact I have invested in quality replacement double glazed and well fitting windows, when I keep my windows closed I am still subjected to levels of nitrogen dioxide that are not good for the health of my family. I can see the rise and fall of nitrogen dioxide across the peak flow taxi traffic times. More importantly, for other houses in the area (the majority), which are located just a meter or two from the kerb and which don't enjoy such well sealed windows, their exposure to these toxins will be substantially higher. This is not acceptable when the main source of the pollutants is diesel taxis and the solution to this issue was highlighted by the council so long ago and the solution is available today.</p>		
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		<p>The sensible Council agreement was to migrate to electric taxis by April 2020. In areas of high density taxi traffic the impact of this change will be hugely significant. It must not be delayed.</p> <p>Electric taxis are available for delivery now, financing is available and there are no acceptable excuses available that outweigh the permanent damage that diesel fueled taxis are doing to the residents of the areas where taxi traffic dominates. Explain to our children and grandchildren why their health is being permanently damaged by inappropriate pressure being brought to bear on our democratically elected representatives and Council Officers by the taxi pressure groups who are attempting to delay making this vitally important transition to electric powered taxis.</p> <p>I look forward to listening to discussions at the meeting convened to discuss these proposals.</p>		
118	30/08/2019	<p>Hello,</p> <p>I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent
119	30/08/2019	<p>Dear Sir or Madam</p> <p>I am writing to express my support for the amendments proposed to the taxi policy.</p>	02/09/2019	Acknowledgement e-mail sent
120	30/08/2019	<p>I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent

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121	31/08/2019	<p>Dear Licensing Committee,</p> <p>I am responding to the Hackney Carriage and Private Hire - Licensing Policy consultation on behalf of Smarter Cambridge Transport.</p> <p><i>On Point 3 (The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old):</i></p> <p>This is a perfectly reasonable change, and Smarter Cambridge Transport supports it.</p> <p><i>On point 2 (Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020):</i></p> <p>Taxis contribute significantly to pollution in Cambridge, especially in the city centre and around the main railway station. Therefore there is a strong public health need to phase in zero/ultra-low-emission vehicles ASAP. There seem to be two points at issue with this:</p> <p>1) Is it reasonable for taxi owners to bear the burden of the high purchase cost of such vehicles?</p> <p>If the 4-year replacement cycle is dis-applied (point 3), and the much lower operating costs (electricity and less complex maintenance) are taken into account, the whole-life cost of electric vehicles is likely to be lower, or at least not much higher, than a Euro 6 diesel or hybrid vehicle. Therefore, the problem is not the cost of the vehicle, but rather the high <i>up-front</i> cost. Could the council provide, or negotiate with a private-sector lender, a low-cost loan for taxi drivers to spread the cost?</p> <p>2) Is there a constraint on the supply of electric vehicles that makes it difficult or impossible for taxi owners to comply?</p>	02/09/2019	Acknowledgement e-mail sent
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		<p>There are reports that the waiting time for certain models of electric vehicles is as much as a year. Also, the electric/ULE MPV market is in its early infancy. Therefore the policy will need to include some flexibility to accommodate supply-side issues.</p> <p>Smarter Cambridge Transport urges the council to retain the current transition deadline, but to supplement the policy with a procedure by which licensees may apply individually for a deferral on reasonable grounds.</p> <p>For instance, if a licensee furnishes the council with proof of having placed an order for a vehicle that will not be supplied until after the deadline, that should be accepted as proof of acting in good faith and an extension granted.</p> <p>The council has a duty to implement its environmental policies as quickly as possible. Deferral should be a last resort, taken only when all other options are exhausted. Targeted assistance is likely to yield a more satisfactory outcome.</p> <p>Smarter Cambridge Transport is a volunteer-run think tank and campaign group. It was formed in 2015 to advance sustainable and integrated transport for the Cambridge region. It is run by a team of around 30 people, with a wide range of expertise and interests.</p>		
122	30/08/2019	<p>Hello,</p> <p>I agree with all three proposals.</p> <p>Thank you & regards.</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

123	31/08/2019	<p>I am very concerned by the level of pollution in the area I live in [REDACTED] I understand that in 2018, the council introduced a policy to encourage a switch to fully electric or plug in hybrid vehicles for taxis that would become compulsory in April 2020.</p> <p>However, I understand there is a consultation with a view to not implementing the compulsory change next year.</p> <p>I would like to object this - I think that it is very important that change be compulsory from April 2020.</p> <p>Please could you note this.</p> <p>Many thanks for your help,</p>	02/09/2019	Acknowledgement e-mail sent
124	31/08/2019	<p>Dear Councillors,</p> <p>As a resident of [REDACTED] I am alarmed you are looking abandon the compulsory change for taxis to become electric vehicles by April 2020.</p> <p>Air and noise pollution is blighting our community, and Petersfield is affected in particular.</p> <p>Please ensure the health and wellbeing of all by taking action to reduce air pollution by making electric vehicles mandatory.</p>	02/09/2019	Acknowledgement e-mail sent
125	31/08/2019	<p>Dear Sir or Madam</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>We are writing to you concerning the policy that all new taxis and private hire vehicles should be fully electric or plug in hybrid vehicles from April 2020. We strongly support this policy.</p> <p>We live in [REDACTED] at the [REDACTED], close to the [REDACTED]. We have lived here for 45 years. We have experienced first hand, especially over the last few years, the dramatic increase in the number (and the size) of taxi vehicles. With the developments at CB1, the routing of traffic and the changes to Tenison Road, many taxis use Covent Garden, Mill Street and Mawson Road as an alternative route. We have therefore suffered excessive noise, air pollution and in the evenings absurd parking problems. We feel that the very large number of taxis and private hire vehicles and their routing through this residential area - since the development of the station area - has caused significantly more pollution e.g. idling engines in the frequent traffic hold ups. In our location we have every evening taxis parked outside often with their engines running. The drivers take no notice of double yellow lines. All this adds to air pollution.</p> <p>It is essential that urgent steps are taken to minimise air pollution in our neighbourhood and we urge you to insist on taxis switching to fully electric or plug in hybrid vehicles from April 2020.</p>		
126	31/08/2019	<p>As a resident of South Petersfield I am very concerned about the level of pollution in our area. I am very much in favour of the policy that new taxis and private hire cars should be electric from next April and would urge you to ensure this policy is implemented.</p>	02/09/2019	Acknowledgement e-mail sent
127	31/08/2019		02/09/2019	Acknowledgement e-mail sent

		<p>I am emailing regarding deferring the requirement that taxis may only be electric or hybrid. I would urge you not to defer given the current high levels of pollution.</p> <p>For instance Gt Northern Road is residential and the AVERAGE NO2 level is 30 ug/m3 over a 24 hour period. However PEAK levels could well exceed 60 ug/m3 especially during rush hour traffic, where there is a stationary queue of mostly diesel taxis on this road; peak levels during the day will inevitably be dangerously high to make up for overnight when emissions are low or nonexistent.</p> <p>These areas are residential where vulnerable young children and elderly live. The effect of this NO2 and sub 10 micron particulate pollution on health, heart and lung disease in particular, is well established; I understand a case relating traffic pollution levels directly to the death of a young child is currently awaiting legal decision in London.</p> <p>The high volume of taxis is a major contributor to pollution in this area, and a policy of recommendation to switch rather than enforcement will clearly be ineffective if the taxi lobby does not want to accept the latter.</p> <p>I ask you to protect the health of residents and put them first.</p> <p>Yours sincerely [REDACTED]</p> <p>PS if the council cannot enforce a switch please could they direct Cambridge Station traffic up Station Road which is wide, open and without residential housing. Sending Station diesel traffic down Gt North Street verges in the criminal; it is narrow and tightly packed with residential housing.</p>		
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APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		PPS I am keen that this also applies to all buses and delivery vehicles .		
128	31/08/2019	Dear Sir or Madam I agree with all of the set out proposals.	02/09/2019	Acknowledgement e-mail sent
129	31/08/2019	Dear Sirs With reference to the following proposals, I agree with all three changes. <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old 	02/09/2019	Acknowledgement e-mail sent
130	31/08/2019	I am writing on behalf of the South Petersfield Residents Association with regard to the current consultation on taxi licensing and the proposed delay in implementing the introduction of electric and ULEV vehicles. Our Association would like to lodge the strongest possible objection to this change:- <ol style="list-style-type: none"> 1. Our neighbourhood suffers some of the worst pollution in 	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>Cambridge and I attach three documents detailing this:-</p> <ul style="list-style-type: none"> • The pollution map from the recent report presented to the Greater Cambridge Partnership prepared by Ricardo consultants. This demonstrates in graphic terms the level of NO2 pollution. • The table of monitor recordings provided to our Association by Dr Lewis of Environmental Health. This shows high readings which although are below the statutory limit are nevertheless damaging to our health. The City Council air quality action plan 2018 acknowledges this with the statement that 'air pollution is harmful to human health at all concentrations including below the legal limits' (page 16/17) <p>2. As a community much of the pollution in our area is as result of taxis both petrol and diesel.</p> <ul style="list-style-type: none"> • A table of a traffic count taken by members of our Association at the junction of Tenison Road and Great Northern Road on 13th January 2017. This shows that between 8.00 hours and 18.30 hours a total of 3712 taxi journeys were made to and from Cambridge Station with a majority being through our residential area. This clearly demonstrates that as a community we suffer more from taxi and private hire polluting vehicles than probably any other part of the City. <p>3. The policy of encouraging taxi owners to switch to electric or ULEV has not worked. Following a number of FOI requests to the City Council I have prepared the attached excel table below which demonstrates the poor take-up of this policy.</p>		
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	Cambridge taxi fleet as of July 2019				
	Diesel	petrol	old hybrid	ULEV	electric
Taxi	239	8	39	2	29
Private Hire	109	5	16	1	1
totals	348	13	55	3	30
total number of taxis and private hire				449	

Only 33 electric or ULEV vehicles out of a total of 449 licensed taxis and hire cars demonstrates that a statutory policy of compulsory switching is required as outlined in the report to the licensing committee in 2018.

In summary many residents in our area are **very** upset that the City Council seems to be even contemplating this change at all.

It has been reported that the owners of taxis are claiming that there is a delay in obtaining electric and ULEV vehicles but this is not corroborated by our research. There is now a wide range of available vehicles as demonstrated by the fact that there are 33 electric cars already licensed most of which are Nissan Leafs.

Further the owners will have received ample warning of this

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		<p>proposed policy so if they have procrastinated in ordering vehicles this is not a reason for inflicting continuing pollution on our neighborhood.</p> <p>As local citizens we are strongly of the view that our health is suffering as a result of high pollution levels and to delay the only policy which will reduce this is totally unacceptable.</p> <p>I trust all these views will be included in your report to the licensing committee.</p> <p>(additional attachments for this email can be found in Appendix B1 and Appendix B 2)</p>		
131	31/08/2019	<p>Hello</p> <p>I agree all three proposals</p>	02/09/2019	Acknowledgement e-mail sent
132	31/08/2019	<p>Dear all,</p> <p>My response to the attached discussion is as below:</p> <p>I greatly support <u>all three proposed</u> moves to be made.</p> <p>I would like to make special mention to point number 2 to extend the implementation date of all new taxis to be zero or ultra emission <u>to as late as possible.</u></p> <p>I would propose this to be taken even as far as to 2028.</p> <p>Thank you for taking the time to collect this information.</p>	02/09/2019	Acknowledgement e-mail sent

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133	31/08/2019	<p>Air Quality</p> <p>I understand that the Council has issued a consultation with a view to not implementing the compulsory change to new taxis and private hire cars to be electric by April 2020.</p> <p>I wish to voice my strong disagreement to this proposed change, and it's impact on Devonshire Road and the surrounding roads close to the Cambridge Station. I am also an asthma sufferer.</p> <p>Air Quality resulting from pollution in this area is already poor- the air is polluted both by the large number of taxis that use our road and the commercial vehicles that use Travis Parkins as well. Our external paint work is contaminated with diesel particulates. There are no monitoring devices on Devonshire Road. The recent road closure on Mill Road and the subsequent change to traffic movement on Devonshire Road in my opinion made a significant improvement to the quality of life from less noise pollution, and better air quality</p> <p>Today I saw two Uber cars on Ravensworth Gardens with diesel engines running and both drivers stood outside their cars, talking – their behaviours need to change. We regularly have to tell drivers of parked cars outside our house to turn off their engines whilst parked as the fumes are polluting our environment. Most respond positively to the request.</p> <p>I strongly support the existing policy to make a positive change to improve the air quality in this part of Cambridge, and the council should hold its line.</p>	02/09/2019	Acknowledgement e-mail sent
134	31/08/2019	<p>Dear Madam/Sir,</p>	02/09/2019	Acknowledgement e-mail sent

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		<p>I write with reference to the "consultation" which I understand you have launched with regard to the licencing of taxis and private hire vehicles in the city.</p> <p>As a resident of [REDACTED] whose house is located near [REDACTED] and [REDACTED], I welcomed the Council's adoption of a policy to encourage the replacement of petrol & diesel hire vehicles with electric, plug-in or hybrid models.</p> <p>I am therefore concerned to learn that you now propose to delay implementation of this policy in 2020. I am, in fact, somewhat puzzled and surprised by this, bearing in mind the increasing evidence of the harm to people's health occasioned by Nitrogen Dioxide from diesel fumes and, indeed, the proposals in many cities to restrict diesel vehicle use.</p> <p>I appreciate that the level of diesel emissions may be of little concern in parts of the city, but in the Mill Road area and around the railway station it is clearly an increasing problem, particularly at certain times of the day. Given that one of the major routes used by taxis travelling to and from the railway station runs through this area, action to reduce the number of taxis using diesel and petrol engines is urgently needed. For the sake of the residents of this area - and the rest of the city - may I take this opportunity to encourage the Council to implement the policy decided in 2018?</p>		
135	31/08/2019	<p>Hello</p> <p>I am writing to you as I periodically use wheelchair accessible taxis in Cambridge - I use a powered wheelchair. I have only been made aware of this consultation document hence writing at such short notice and hope my comments have been received and recorded before the deadline.</p>	02/09/2019	Acknowledgement e-mail sent

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		<p>I note that one of the proposals is to restrict issuing taxi licences to only taxi drivers / taxi companies operating electric vehicles and or ultra clean vehicles. Of course, this is commendable as a way of reducing air pollution, nevertheless (from the research I have undertaken into buying such a vehicle for myself) such vehicles are restricted to one or two models and these are still significantly more expensive than their conventional fuel equivalent models. Also, I've noticed that these vehicles (ie. VW and Mercedes converted vans for passenger / taxi use) have higher floors and slightly shortened height apertures meaning taller wheelchair users may struggle to get up the steep ramps, and then bash their heads getting into such vehicles. Over the years, I have used a number of taxis and different vehicles around Cambridge and other locations around the UK, and have noticed that some vehicles are much easier to get in and out of - we all appreciate that disabled people's needs vary significantly, however I have found that that bigger door entrances are much easier and avoid the risk to damaging myself, the taxi driver, the taxi or my wheelchair - and I am able to duck my head!</p> <p>As electric vehicles become more widely available (and hopefully more affordable) then taxi drivers / operators would therefore have more options when considering buying such a vehicle. Therefore perhaps consideration should be given by Cambridge City Council to extending the deadline for compliance to the proposed changes to taxi licencing until the vehicle market offers more choice.</p> <p>I would be very grateful if you could confirm receipt of this email.</p>		
136	31/08/2019	<ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be 	02/09/2019	Acknowledgement e-mail sent

		<p>Zero or Ultra-Low Emission, currently 1st April 2020.</p> <p>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>4. CDA Response to 1 : We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 : The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and the greed of the big companies bringing more drivers means less work for old drivers</p> <p>CDA Response 3: Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .</p> <p>https://www.cambridge.gov.uk/consultations/hackney-carriage-and-private-hire-licensing-policy</p>		
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137	31/08/2019	Hello! I'm [REDACTED], hackney taxi, licence no [REDACTED]! Regarding your three proposals I would like to say YES, I agree! Well done! Regards, [REDACTED]	02/09/2019	Acknowledgement e-mail sent
138	31/08/2019	<p>Dear Taxi team, Please find our concerns from CAMBRIDGE TAXI DRIVER ASSOCIATION.</p> <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old <p>CDA Response to 1: We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council or operators by and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 : The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and so much competitor & more drivers means less work for all drivers.</p> <p>CDA Response 3: Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .</p>	02/09/2019	Acknowledgement e-mail sent

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139	31/08/2019	<p>Dear policy makers,</p> <p>Electric car taxis are not the answer to solve the pollution problem in Cambridge.</p> <p>City council have hundreds diesel vans, lorries and buses as well as tens of thousands private vehicles that polluting more than taxis. We taxi drivers are already dramatically renewing our vehicles from conventional diesel to hybrid vehicles. I believe we are well ahead than policy makers in order to sense the environmental health. Unfortunately electric vehicles are not suitable for every taxi drivers. They are good for some solo drivers who work town only. Some drivers work for long distance and airports, some vehicles have two shifts. Therefore it wouldn't be fit for everyone. We are aware the environmental problem and they are better for our economy as well. We would get it without your order.</p> <p>Imagine every saloon taxis are only electric vehicles. When railways don't work for some reason (the weather is too hot, too cold, too much rain, too much snow, essentials rail works, sick train drivers, strikes etc which are often happens) how on earth electric vehicles drivers can take those passengers to London, Kings Lynn or another long distance places. Because not every electric vehicles would have full of battery can drive without stopping for charging.</p> <p>I believe you should consider those things and postpone the date of April 2020. Eventually we will get them when they have either better mileage covers or rapid charge facilities.</p> <p>(I have some ideas to reduce the pollution to discuss if you are interested in)</p>	02/09/2019	Acknowledgement e-mail sent
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29/8/18

Dear Sir/Madam,

I write in response to the Consultation regarding Licensed Saloon vehicles to be Zero or Ultra Low emission by April 2020.

My main concern is that a real opportunity to improve the environmental credentials, image and overall efficiency of the Cambridge Hackney Taxi fleet is about to be missed!

The fact that even with the incentive of a Free License ~~to~~ less than 50 Hackneys have changed from their large (often ex-commercial) and ageing vehicles ~~most~~ to Electric Vehicles, must highlight the inadequacies of the Electric Vehicles, and the concerns of the drivers.

The Trade simply would not function properly with a fleet of Electric cars! The only real proposition is the Nissan Leaf and the Realistic distance range is wholly inadequate, and luggage capacity virtually non-existent; making it not suitable for most of the work we are asked to carry out.

Please bear in mind that the early Nissan Leaf on Private Hire was able (with the help of the booking company/operator) to "plot about" between jobs like Dot to Dot

Whereas a Hackney Carriage must carry out it's job, and then return (often empty) to the nearest rank. The point being much less than 50% of its mileage is ~~efficient~~ work actual

Combine these shortcomings of the vehicles with a charging network that is still in its infancy and the whole job becomes unviable!

Pushing for the Trade to become Electric before the Vehicles or Charging network is ready risks damaging the reputation of the Trade or even making it unviable. There will be problems with refusing jobs of any distance, or any direction, or any luggage etc etc

Please don't read my response this far as negative towards Electric Vehicles. I do understand where policy is heading and I am well aware of (and share) the Public Health concerns. In time I hope the vehicles will improve sufficiently and the coverage of the charging network will allow for a fully functioning Taxi Service. Until that time Hybrid Vehicles are the way to go.

If you could allow Hybrid Vehicles to continue to operate, or even provide some incentive for drivers to switch to them,

I expect you would see a real demand for that! Hybrid cars being taken up on a large scale would make a much bigger difference to the air quality in our City Centre(s) than Taxi Drivers resisting Electric because the market is not ready, and hanging on to their diesels for as long as possible.

Things are moving quickly in this area and I feel your initial proposal to move the Taxi Fleet towards Electric AND HYBRID by 2025 was probably realistic. Sadly, pushing for Zero Emissions in 6 months is not...

I hope these ^{points} ~~views~~ will help to clarify the "Trades" point of view for the purpose of your consultation.

Yours faithfully,



Traffic and pedestrian count Great Northern Road 13/01/2017

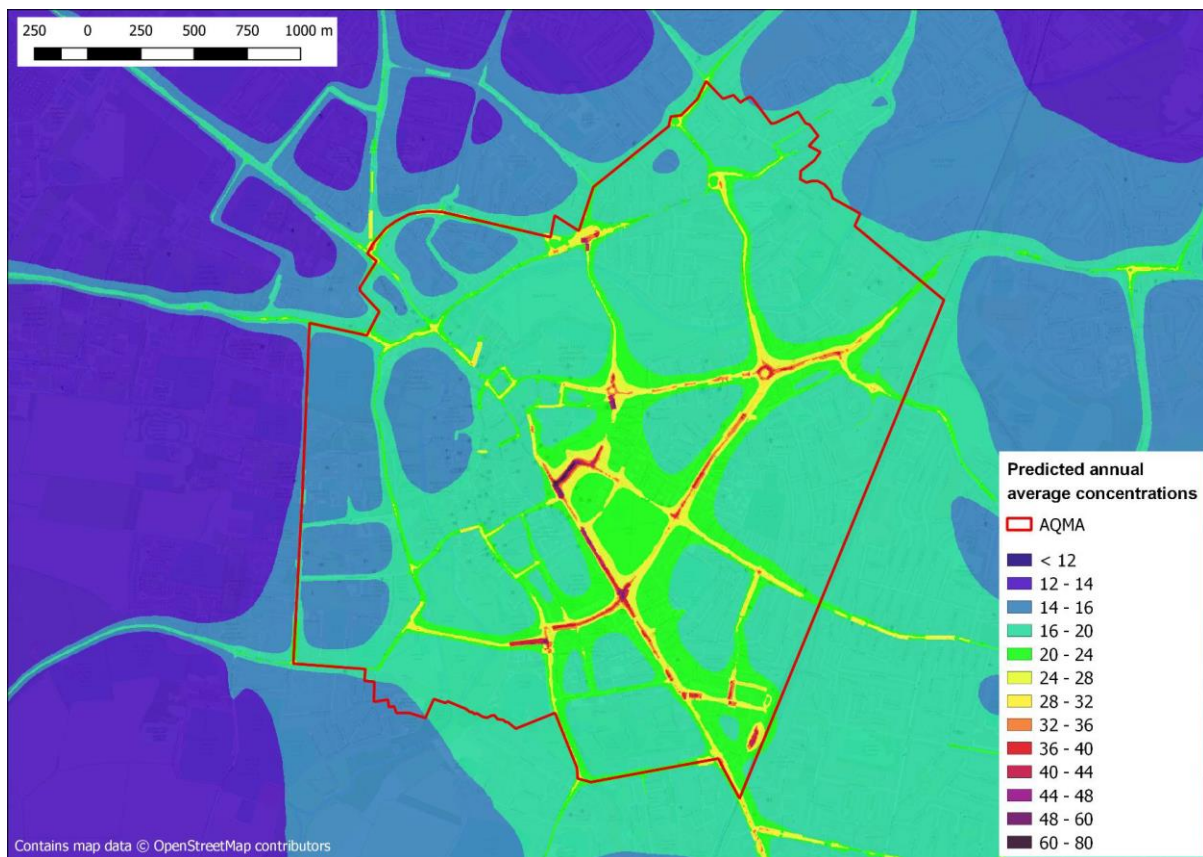
Time	cyclists	Pedestrians crossing	Cars	Taxis	Trade Vans	Heavy Goods	Near Misses	TTC per 30 min
8.00	49		92	54	127	3	2	186
8.30	51		90	46	121	5	6	178
9.00	45		46	64	215	16	2	297
9.30	26		21	58	273			342
10.00	16		32	64			11	64
10.30	14		16	59	172	14	11	256
11.00	10		50	93	125	15	8	241
11.30	10		52	72	134	18	3	227
12.00	12		65	70	130	0	9	209
12.30	18		45	75	150	36		261
13.00	0		160	71	149			220
13.30	36			29	121	26	2	178
14.00			61	34	136	5	1	176
14.30	6		41	31	164	14	2	211
15.00	5		33	35	162	1	2	200
15.30	14			50	165	12		227
16.00	68		123	51	179			230
16.30	67		159	122	374			496
17.00	34		48	123	183			306
17.30	35		44	152	200			352
18.00	43		71	109	206			315
18.30	31		65	151	226			377
Total	590	0	1314	1613	3712	165	59	17
Average per 30 mins	26.8	0.0	59.7	73.3	168.7	7.5	2.7	0.8
Average per hour	53.6	0.0	119.5	146.6	337.5	15.0	5.4	1.5
Cars Taxis Trade Vans total								
								5549

Where the figure is 0 no data was collected

TTC Per 30 min = Total Traffic Count per 30 min slot.

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Annual average NO2 concentrations, central Cambridge, 2017, $\mu\text{g.m}^{-3}$



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APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

Response Number	Date Received	Comment	Date Responded	Response
1	02/08/2019	<p>Dear Sir</p> <p>In relation to proposal 1. Re : Requirement to have phone number of operator on door signs for phv's. Despite good intentions, I do not see how this would work in relation to Uber as you order a taxi via the app without using a phone number. As a driver, I do not even know what their phone number is so I imagine it would be difficult for members of the public to call them . I would expect strong opposition from Uber to have to take phone calls but that in itself may be a good reason for going ahead with this proposal.</p> <p>In terms of public safety, I support this proposal because in the event of an issue the Operator ought to be able to be called.</p> <p>Furthermore, would it not be a better idea to have the phone number of the Licensing Authority, in this case yourselves, because this would enhance public safety far more than having the Operator's number. This is because you are less partial and would take stronger action.</p>	02/08/2019	Acknowledgement e-mail sent
2	04/08/2019	<p>Dear Sir or Madam</p> <p>I have recently read the proposals to push back the date of the requirement for all new taxis to be zero or ultra-low emission vehicles (ZEVs or ULEVs) from 2020 to a later date; I have also read the proposal to scrap the four-year age limit for newly registered vehicles for ZEVs or ULEVs. I support both your proposals.</p> <p>As an expert in ZEVs and ULEVs who has published in peer-reviewed academic journals, I am very much in favour of these vehicles. I do think they will soon be a widespread reality, and as our electricity grid becomes increasingly greener, they do offer a real meaningful way to reduce our CO2 emissions. They also great for urban air quality.</p>	05/08/2019	Acknowledgement e-mail sent

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		<p>Manufacturers are responding to the demand for ZEVs or ULEVs, but there are still relatively few vehicles on the market in the 'large family vehicle' segment, which is the most relevant one for taxis. Things like the Nissan LEAF are smaller than most taxis, and things like the Jaguar I-PACE and most of the Tesla offerings are too luxurious (and expensive). The Toyota Prius Plug-In Hybrid is one viable vehicle, and there may be a few others, but taxi drivers do not have much choice at the moment. I expect this to change rapidly in the next few years.</p> <p>I also wonder whether there are enough charging facilities to support a fleet of ZEVs and ULEVs in Cambridge, and I feel this should be taken into account when deciding on the timescales for their introduction.</p> <p>I hope this feedback - from an electric-vehicle supporter - is helpful.</p>		
3	05/08/2019	<p>Many thanks for sending me the information about the current consultation about the Hackney Carriage and Private Hire - Licensing Policy.</p> <p>Whilst the [REDACTED] have not expressed views in relation to points 2 and 3, they have expressed concerns about safety as noted in point 1.</p> <p>They would be very keen to ensure that phone numbers are promoted on the sides of taxis.</p> <p>Many people are aware that the best way of resolving a problem is directly with the companies involved rather than going straight to the Council.</p> <p>Whilst this will not resolve all problems, indeed more serious issues should go straight to the Council, but will create a greater level of transparency and responsiveness.</p>	05/08/2019	Acknowledgement e-mail sent

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4	07/08/2019	<p>I support all 3 proposals.</p> <p>It is important for p/h to wear company door signs that clearly display a phone number in case of emergency or complaints to the company.</p> <p>It should then be the said company's duty to pass these complaints onto to licensing.</p> <p>The zero/low emissions policy needs to be looked at again in greater depth.</p> <p>In last months autotrader there were only 2 cars for sale in the whole country that met the zero emissions and colour requirements specified.</p> <p>Furthermore,there are simply not enough charging points available for the size of the current Hackney and p/h fleet.</p> <p>Add the 1200 or so Southcbs p/h that currently work in Cambridge and the situation would simply be impossible.</p> <p>The idea of dropping the minimum 4 years old limit on newly licensed zero/low emission vehicles would be common sense and very welcome.</p>	08/08/2019	Acknowledgement e-mail sent
5	07/08/2019	<p>Good day</p> <p>I agree with the new policy proposals for the taxi policy.</p>	08/08/2019	Acknowledgement e-mail sent
6	07/08/2019	<p>Taxi policy</p> <p>Hi I agree with all 3 Proposals</p> <p>Follow up e-mail</p> <p>Sent: 31 August 2019 10:22</p>		Acknowledgement e-mail sent

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		<p>Hi consultation group</p> <p>The electric vehicles should be put on hold for at least 3 years . We do not have the infrastructure to cope with the demand. I also think it could lead to drivers being stranded with female passengers at night time with drivers gambling with there power supplies.We have a local expert in [REDACTED] he thinks we are 3-5 years away please consult him .</p>		
7	08/08/2019	<p>I support your 3 proposals in your current consultation.</p> <p>I think April 2020 is far too soon especially as there are not enough charging points, which if made available should be only for city use and not south Cambs drivers, also the number of electric multi seaters is very limited. We need more time to allow the market to catch up.</p>	08/08/2019	Acknowledgement e-mail sent
8	10/08/2019	<p>I strongly object to the proposal that the date of 1/4/2020, for the regulation that all new Licensed Saloon Vehicles should be zero or ultra-low emission, should be extended. We have a climate emergency and we must go carbon neutral by 2025 if we are to save the planet. On a local level, residential streets near the station i.e. Tenison Road and the Great Northern Way, are rat runs for these taxis and the pollution affects our health.</p> <p>I am very surprised that council officers are even considering this change, which is at odds with the council's own admission that there is a climate emergency. I live in [REDACTED]</p>	19/08/2019	Acknowledgment e-mail sent
9	12/08/2019	<p>Thank you for giving us the opportunity to respond to your consultation.</p>	19/08/2019	

		<p>I attach our response below. I am heading out of the office until the end of the month, but I am ccing my colleague [REDACTED] [REDACTED] should you wish to follow up on any of the points raised.</p> <p>ATTACHED content:</p> <p>Thank you for providing us with the opportunity to respond to the Cambridge City Council's consultation on proposed changes to the Private Hire and Hackney Carriage policy and conditions. Cambridge City Council has a significant opportunity to make considerable improvements to its private hire licensing regime, and we welcome the approach that is being taken to consult with the trade in considering those improvements. The council plays an important role in ensuring that the taxi and private hire industry is trusted, and meets the needs of local communities. However, regulation must be proportionate and well targeted. Best regulatory practice requires an assessment of whether any interventions are justified by specific and legitimate policy objectives. We believe that local licensing requirements should be regularly re-assessed with this in mind, and the current consultation exercise is an important step in doing so. Please find our response below - if you would like to discuss any of the points further please don't hesitate to contact me.</p> <p>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles.</p> <p>This proposed change would require door signs to include 'the name and telephone number of the Operator fulfilling the booking'. This requirement does not reflect that increasingly bookings can be made via other channels including e-mail, website or via an app - and therefore requiring the inclusion of a telephone number may be redundant. We believe the condition should be updated to reflect the variety of ways in which passengers can now make a booking for a private hire vehicle.</p> <p>Moreover, many other councils have actually taken policy in the opposite direction, removing the requirement of a telephone number</p>		
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		<p>from their requirements.</p> <p>As described by a senior licensing manager at Southampton City Council (in an email to me on August 5 2019, which he has given permission for me to share): <i>“In 2015 we decided to alter our conditions on the display of a telephone number. When we examined the policy we realised that it was an unfair condition to force the display of a number as not all vehicles are booked this way.</i></p> <p><i>Additionally there is no way we could enforce the fact that the number would be answered.</i></p> <p><i>Therefore if we were ever challenged by an applicant on this there would be a high risk of the policy being overturned as the justification was weak.” “Instead we require the phone number or web domain (that could be an email address). This has proved successful and we have had no complaints from the public regarding not being able to contact an operator in the event they wish to complain.”</i></p> <p>Brighton and Hove City Council, removed the requirement for operators to have a telephone numbers on the external livery in 2018, allowing instead for an operator name and/or phone number; <i>“[Permitted door signs]...should be 30cms by 46cms in size with white lettering, containing only the words “PRIVATE HIRE” and “PRIOR BOOKING ONLY” and a single telephone number or; company name of the operator (as approved by the Director)... If door signs are displayed a roof sign must also be displayed showing the same single telephone number or; company name/logo matching the door sign on the vehicle on the front and back of the roof sign.”</i></p> <p>[Emphasis added] (Section 150.5 https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/\$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.pdf).</p> <p>The external livery is often used as a means of contacting the operator for a number of different reasons: most commonly to make a booking, very rarely to make a complaint. It would therefore be</p>		
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		<p>very confusing to customers to be pointed to a phone number from which they are unable to book a vehicle. Although there are other councils with similar policies with whom we hold a licence, they take the reasonable view to allow us to put the URL or relevant App store icons in lieu of a telephone number.</p> <p>Therefore we would propose that an operator provides 'contact information' on door signs, should you still consider this necessary, such as a telephone number, website or email address.</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>In principle, we are very supportive of the council's aims to improve air quality in the city. By using technology to get more people into fewer cars, at Uber we are actively working towards a future where every car journey is a shared journey, made in a highly efficient vehicle – reducing congestion, improving air quality and offering a genuine alternative to private vehicle ownership in urban areas.</p> <p>Whilst we support the council's aims - and applaud the council's foresight in supporting drivers to switch to zero and ultra-low emission vehicles by providing substantial discounts or full exemptions from licensing fees as a way of offsetting the increased costs - we nevertheless believe the proposed timeline for private hire vehicle compliance may be too short and does not give drivers or operators sufficient time to allow for fleet renewal. This therefore has the potential to result in adverse and unfair impacts on private hire drivers and could undermine longer term attempts to significantly improve air quality in Cambridge.</p> <p>We therefore recommend that the implementation date of the new vehicle standards for private hire vehicles is moved back - coming into effect at the end of 2022 to help ensure that council policy is more closely aligned with the availability of suitable, affordable zero and ultra-low emission vehicles.</p> <p>Current charging infrastructure in Cambridge is insufficient to accommodate widespread adoption of zero and ultra-low emission vehicles. We therefore encourage the council 1 to engage with</p>		
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		<p>drivers and operators to identify a timeline for supporting the rollout of rapid - and in order to future proof the city, ultra-fast charging infrastructure across the city to enable the widespread adoption of zero and ultra-low emission vehicles. It is encouraging that Cambridge City Council were awarded OLEV funding for 21 chargers overall.² We would welcome the opportunity to meet with the council to outline how we might work with you to support this policy objective on issues such as where these will be located, when they will be installed and commissioned, and how the council will ensure and manage access by taxis and private hire vehicles (beyond the chargers in the Adam and Eve car park).</p> <p>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>We welcome this proposed change to licensing conditions as, notwithstanding our concerns regarding the council's proposed timetable for introducing zero and ultra-low emission vehicles highlighted above, it is likely to help drivers to better manage the current more limited availability, and higher capital cost, of zero and ultra-low emissions vehicles. Additionally, due to having fewer moving parts than petrol and diesel vehicles, zero emission vehicles experience less wear and tear and can therefore be expected to have longer operational lives than fossil fuel powered alternatives.</p> <p>1 https://www.zap-map.com/locations/cambridge-charging-points/</p> <p>2 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/780199/ulev-taxi-infrastructure-scheme-winners-with-funding-amounts.csv/preview</p> <p>4 Facilitating cashless payments</p> <p>Uber fully supports the aim of Cambridge City Council's card machine policy that was recently instated—namely that cashless payments are straightforward and available to all passengers. However we would request that the wording of the policy is amended slightly so that it can cover both app-based and traditional</p>		
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		<p>operators. For example, alternative wording could be: <i>'Vehicles must have the means to facilitate cashless payments'</i> Without specifying it has to be a card machine, the principle of the policy could then cover both app-based cashless payments and physical card machines. This would, we hope, future-proof the policy across all types of operators. Thank you once again for the opportunity to respond to this consultation, and please let me know if you wish to discuss any of the above further.</p>		
10	12/08/2019	<p>I write regarding the above consultation and would comment as floods,</p> <p>Item/1 As most private hire door signs already display the companies telephone number implementing this requirement will make little difference to the companies concerned. This would bring into line all private hire door signs and would also align Uber vehicles.</p> <p>Item/2 Extending the implementation date for all new vehicles to be zero or ultra low emission would be a relief to many proprietors who face having a very large onerous cost placed upon their business. This cost would have to be met by the customers by a very large increase in fares by the council and would not be appreciated by the public. This would be detrimental to the hackney carriage trade.</p> <p>Perhaps instigating a longer time frame by allowing Hy-brid vehicles to be licensed for say the next five years is a half way solution and would allow battery powered vehicle technology to become more competitive and thus more affordable for hackney carriage proprietors and also allow the bus companies and the council to align their green credentials with this imposition placed solely upon the hackney carriage trade.</p> <p>Item/3 This would make the purchasing of these expensive vehicles</p>	19/08/2019	Acknowledgment e-mail sent

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		<p>more affordable to the trade by allowing vehicles to be licensed say up to six years.</p> <p>I hope a common sense approach will be adopted by the committee and give due consideration to the above.</p>		
11	14/08/2019	<p>Commercial and Licensing Team</p> <p>I am replying to the consultation regarding the following</p> <p>"2 Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>When this policy was introduced in July 2018 the trade told the council and the licensing committee you are putting a date on something that is not ready. We the trade asked for you to wait for the technology to arrive and then put a date on it, but you ignored the trade.</p> <p>Now one year later the council has realised they were wrong to put the date of April 2020. Despite the council's incentive of a free licence to the first 50 wheel chair acceptable vehicles (WCAV) if they buy a zero emission electric vehicle (EV), the year has now elapsed and this offer has still not been taken up fully by the trade. There are many reasons we have not taken this up but mostly because it is not viable even if licensing give us a free licence.</p> <p>EVs are not ready for the hackney trade. The very nature of a hackney is it is available for immediate hire to any distance.</p>	19/08/2019	Acknowledgement e-mail sent

		<p>Heathrow is a round trip of 190 miles, Stansted is a round trip of 70 miles, but the latest Nissan Leaf is capable of 100 miles real road mileage - not the manufacturer's figure in their booklet of 170 mile range which does not take into account traffic and such luxuries as using air conditioning or the heater.</p> <p>An EV Nissan Leaf took a passenger from Cambridge station to Newmarket a round trip of 26 miles and the range on the dash showed 40 miles. The passenger was dropped off at his destination and half way back the vehicle ran out of battery. The driver had to call the AA at 10pm and wait 90 minutes for them. Drivers of EV vehicles are now refusing out of town work because the range of the vehicle is not viable.</p> <p>Nissan Leafs are the only EVs on the taxi fleet because Hyundai EV was a 52 week wait from time of order. I contacted Hyundai today 12-8-19 I was informed they have discontinued their EV range. You cannot buy one until the new Hyundai EV is released mid-September with no idea on order time.</p> <p>So we are left with a choice of one EV: the Nissan Leaf. I live in Huntingdon with a 40 mile round trip to Cambridge. I currently run a Toyota hybrid with a range of 480 miles and I fill up with fuel when the tank goes down to a range of 100 miles. The EV with range of 100 miles would use 40% on just my home to work journey. I will not be able to take the long jobs even with a full charge. I would not risk taking a member of the public to any airport as the variables of traffic, road closures, accidents and diversions cannot be ruled out on long trips. Are you aware the boot space on the Nissan EV is too small for luggage? It is so small you cannot put a folded down wheel chair in the boot this makes us look very unprofessional.</p> <p>A few days ago on Friday 9-8-19 two power stations failed in the UK. Major disruption was caused to the railway network with commuters unable to get home or to their connecting train. Taxis were used as part of the transport system by Greater Anglia to move the public in</p>		
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		<p>large numbers from Cambridge to King's Cross and Stansted Airport. This was not one or two taxis - this was large numbers. This was not an isolated incident, similar events happen throughout the year and with EV vehicles this would not be possible.</p> <p>The council has picked on the most efficient vehicles of the entire hackney taxi fleet by forcing saloon cars, which have been naturally changing to Hybrid over the last five years anyway because they're the most efficient. When a hybrid is stationary it is emitting zero emissions, and when a hybrid moves up on the taxi rank it does so on battery emitting zero emissions, and when a hybrid drives through the 20mph zone which is the whole city centre it is running on battery emitting zero emissions. Why would you not encourage hybrid instead of punishing us by forcing a change from a hybrid to an EV?</p> <p>You must listen to the trade. We simply cannot have something that does not work. This is our livelihood, you are putting a limit on the range a taxi can travel which puts a limit on my earnings. South cams will not be forced to have EV vehicles which means Cambridge hackneys are at a disadvantage you must put back the implementation date by two years to April 2022 and include hybrid vehicles in the policy with a review at the end of that period.</p>		
12	15/08/2019	<p>Dear Sirs ,</p> <p>I am writing in reply to your email regarding amendments to the Hackney carriage and private hire Licensing policy.</p> <p>I fully agree with point 1 and 3.</p> <p>On point 2 I do have a few observations.</p> <p>Zero and ultra low emissions are the way forward no doubt but I don't think that the vehicles and technology available are quite up to the job yet.</p>	19/08/2019	Acknowledgement e-mail sent

		<p>I agree that the current policy should be postponed until a late a date as possible or until the price and mileage range of a vehicle is more suited to the taxi trade.</p> <p>I believe that a realistic range at the moment is not a lot more than 100 miles which is just not practical being a hackney carriage driver like myself as It is not uncommon to get an instant long range fare from a rank or from the station where I have a permit. This means you have to either turn down the fare or worry about running out of battery power if you cannot find a charging point anywhere.</p> <p>I believe that we really need a range of 300-400 miles minimum on a full battery as some cars are worked by other drivers who operate a straight change over meaning the later driver would have to go out on a minimal charge so then limiting their possible jobs and having to have down time charging up.</p> <p>The choice of vehicle is pretty limited at the moment too and being 6ft 4"myself think that some of these are too small to sit in comfortably for hours at a time.</p> <p>Also the price of these vehicles at the moment is too high in my opinion to be justified in this job. This in turn leads to a shortage of used vehicles (particularly silver!) available.</p> <p>Many more charging point will be required too.</p> <p>Give it a few years and I think that like any new technology the prices will naturally come down as things progress and availability will be more widespread from more manufacturers.</p> <p>In conclusion I would think in another 4 or 5 years things will have progressed enough to implement this amendment.</p>		
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13	20/08/2019	<p>Dear Sir or Madam</p> <p>I am writing to express my concern about reports that the City Council is considering delaying the introduction of a requirement that all new taxi registrations be electric or plug-in-hybrid from April 2020.</p> <p>Air pollution is now widely recognised as a major contributor to ill-health. The Government's Committee on the Medical Effects of Air Pollutants (COMEAP) has highlighted that exposure to air pollution contributes to many thousands of deaths in the UK from cardiovascular disease, respiratory disease and lung cancer. Some years ago Cambridge City Council adopted an Air Quality Action Plan (AQAP) to address the problem.</p> <p>Since the adoption of this plan we have seen a reduction in air pollution. However, traffic studies, for example done for the Greater Cambridge Partnership (GCP), show that this desirable trend will reverse within the next few years without continuing efforts.</p> <p>I am a city resident living close to the station. I observe many, many taxis traveling along the roads of my neighbourhood. The percentage of traffic represented by taxis is even more intense within the historic city centre. I work for Cambridge University and supported the has recently adoption by the University of an ambitious Transport Strategy which includes a commitment to replace all of its fleet vehicles with electric vehicles (22 already EV).</p> <p>I recognise that ULEV taxis are not the complete solution and that the bus fleet emissions must also be addressed, but I strongly urge you not to send the wrong signals at what is a crucial point in time. Climate emergency is high on the public agenda right now and GCP are consulting on an ambitious charging Clean Air Zone. The requirement for new taxis to be ULEV has been signalled for at least 2 years and it is crucial that the Council continue to pursue its AQAP effectively.</p>	20/08/2019	Acknowledgement e-mail sent
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14	20/08/2019	I would like to object to the idea of not implementing the policy about requiring all taxis to be electric or hybrid. Air pollution is a major health issue and Cambridge would benefit hugely from this policy, particularly in the area around the station.	20/08/2019	Acknowledgement e-mail sent
15	20/08/2019	<p>Dear Sirs,</p> <p>I wish to protest at the apparent change of policy away from making hybrid or electric vehicles compulsory for taxis from April next year. As a local resident, I am appalled at the air quality in Station Square, Great Northern Road and Tenison Road – on a still day (especially in winter) you can actually taste the particulates as the taxi drivers keep their engines running, both when stuck in a queue and when waiting for customers at the station. But this is all part, of course, of the ludicrously bad planning of the traffic flows in the whole area.</p> <p>I'm looking forward to seeing the new plans for using Station Road (wide, and with almost no residents) for taxis as well as buses, put into practice, and very necessary pedestrian crossings installed on Station Road and at the junction of Great Northern Road and Tension Road. I also hope that, with taxis no longer turning right, the ludicrous 'kink' in Tenison Road can be straightened out again.</p>	22/08/2019	Acknowledgement e-mail sent
16	21/08/2019	<p>Dear Sir / Madam</p> <p>Our neighbourhood suffers some of the worst air pollution in Cambridge.</p> <p>As a resident of Petersfield my health is put at risk by pollution emitted by the large number of taxis in the area. I strongly support</p>	22/08/2019	Acknowledgement e-mail sent

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		the council policy of all new taxis and private hire vehicles being electric or plug in hybrid from April 2020. It is good for our health and helps fight climate change. I object to any extension of the deadline.		
17	21/08/2019	<p>Dear Sir/Madam,</p> <p>I am writing to express my full support for the current policy of requiring all taxis to be zero or ultra-low emissions by 1st April 2020 and for the age-limit of all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>It is important for councils to show commitment and robust leadership at this time of climate emergency.</p> <p>The council will have a big impact on CO2 emissions in the city with these policies - they should not be pressured into delaying these measures - there is not time to waste. The majority of the population of Cambridge will clearly be very supportive of these measures. If this consultation had been well-publicised, this would be clearly communicated.</p> <p>I live on [REDACTED] with around 70% of traffic being taxis. My son has recently been diagnosed with asthma - air quality is a huge issue for him. As well as helping the city meet climate targets, it will be of great benefit to children and adults who are also asthmatic.</p>	22/08/2019	Acknowledgement e-mail sent
18	21/08/2019	<p>Dear Sir/Madam,</p> <p>Dear Sir/Madam,</p> <p>I am writing to express my full support for the current policy of requiring all taxis to be zero or ultra-low emissions by 1st April 2020</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>and for the age-limit of all new Zero or Ultra-Low Emissions to be less than 4 years old.</p> <p>As head teacher of a large primary school on [REDACTED] I am keen that all measures should be taken to improve air quality. [REDACTED] is an area with particularly high levels of air pollution in the city. The levels are such that they impacted on the design of our school as we could not draw air from East Road for the school ventilation system.</p> <p>The impact of air pollution on children is well documented: https://www.theguardian.com/environment/2018/sep/18/school-run-air-pollution-children-black-carbon https://www.theguardian.com/environment/2019/mar/25/ban-cars-outside-uk-schools-air-pollution</p> <p>The council's current policy will help address these issues. It should not be delayed.</p> <p>Our governors and school community are working to tackle air pollution in our area. Governors have just issued a survey to the wider school community on tackling air quality and [REDACTED] has put itself forward to be one of the first schools to work with the County Council to tackle vehicle emissions in the school's vicinity. We therefore fully support all local government initiatives to tackle air quality. Delaying or watering down policies such as these would be a retrograde step.</p> <p>We urge the city council to show robust and determined leadership in this area and not be pressured into changing its stance.</p> <p>Yours sincerely,</p>		
19	21/08/2019	<p>Dear Sit /Madam</p> <p>I strongly believe the date of implementing zero and ultra-low</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>emission vehicle date should be extended for another 4 to 5 years , not because the council policy is wrong but simply the car market at the moment is not allowing taxi drivers to buy proper size cars with battery lasting long enough per charge which is very important for taxi business and obviously is completely different for private cars.</p> <p>I took my personal interest to check how the technology is going to change in few years as I can see in next two years the market will really start to pick up on electric and ultra-low emission cars. At the moment is only one car which could be suitable this is Kia e-Niro is doing comfortably 250 miles per charge but I was inform by the garage there is about one year waiting list for this car. New Nissan leaf model which is going to do similar mileage but is going to be on the market end of this year. Both of this cars won't be available on second hand market ,so for the private hire vehicle they are out of reach for the majority taxi drivers like me , I'm the taxi driver in Cambridge for the last 20 years.</p>		
20	21/08/2019	<p>Dear Sir/Madam</p> <p>I believe that implementation of electric and ultra-low vehicle should be postpone for another few years as there is no enough cars available on the market which are suitable to be taxi and they are still very expensive.</p>	22/08/2019	Acknowledgement e-mail sent
21	21/08/2019	<p>My name is [REDACTED], I am a resident in Cambridge City.</p> <p>My comments refer to amendment 2 of the proposed changes to Taxi Policy.</p> <p>I do not believe that there should be any delay to 'the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020'.</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>We are in a climate and ecological emergency. Emergencies require emergency action.</p> <p>Cambridge City must ensure that all public transport has zero emissions as soon as possible.</p> <p>The environmental and health risks from petrol and diesel emissions are becoming increasingly clear.</p> <p>Cambridge City Council should adhere to its stated objectives of: 1. The protection of the public; and 4. The protection of the environment</p>		
22	21/08/2019	<p>I wish to lodge my great concern at the proposal to extend the period that taxi companies have to ensure all their vehicles are zero or ultra low emissions. We are in a climate and ecological emergency and the council has declared they agree with the overwhelming body of scientific evidence that this is the case. Reducing emissions is urgent! Taxis form a large proportion of vehicles in Cambridge city so this change must not be delayed. The Council has a duty of care to the residents and the planet to do everything in its power to reduce emissions and this decision is firmly in your power.</p> <p>Do not delay this change or the blood of our children will be on your hands.</p> <p>Responding on behalf of my children and grandchildren</p>	22/08/2019	Acknowledgement e-mail sent
23	21/08/2019	<p>Re: Extending the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>It is very important that the implementation date of this policy is not extended. The Council has declared a climate and ecological emergency so any extension would represent the council ignoring its</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>own declaration. There is extensive evidence that urgent reduction of emissions is the only way to slow climate heating and avert climate and societal collapse. This significant policy is within the Council's power to effect and should be done without delay.</p> <p>Taxi firms have had a long time to make the required changes and have chosen not to bother. I am sure they consider they are such an important part of transport infrastructure (which they are not) that the Council will just bow down to their wishes, roll over and delay implementation. One could ask, "who is in charge here?" Surely it is the Council acting in the best interests of residents not for the profits of one small sector of business.</p> <p>The taxi firms do not wish to change their vehicles solely because they do not want to dent their profits. However, the effect of this urgently required change pales into insignificance beside the changes we will all need to make if emissions are not urgently reduced.</p> <p>As a long-standing Cambridge resident, parent and voter, I object most strongly to the implementation of this policy being delayed. Don not delay it.</p>		
24	21/08/2019	<p>Dear Cambridge City Council</p> <p>Re the above consultation: "The current policy states 1st April 2020 as the implementation date"</p> <p>Please keep this date as the implementation date.</p>	22/08/2019	Acknowledgement e-mail sent
25	21/08/2019	<p>I really think you need to stick to your current proposals.</p> <p>The telephone number is a good mechanism to deal with</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>safeguarding.</p> <p>The 2 points on emissions as really important too. As you know from your research, we have some very highly polluted streets. In fact, to the point of breaking EU law. That shows just how significant the issue is. We have schools all around town where children are being exposed to toxins that will have an effect on their lifespans. And it's not just children, but that should be enough.</p> <p>We really don't have any choice over this, again, as your research will have informed you. We need to clean up our street-level emissions. Whilst we really need to sort out all transport, taxis do form a large part of the journeys taken by motor vehicle, and is something that is in your remit.</p>		
26	21/08/2019	<p>Re the consultation. It is vital that you do not delay the date or change the allowable age of taxis included in the low/zero emissions regulations. Please do not succumb to pressures from taxi Firma - they have had years to adapt and change for this. The planet is burning and we need to sort out emissions asap.</p> <p>Thank you for doing the right thing for our planet and for all of us who live on it.</p>	22/08/2019	Acknowledgement e-mail sent
27	22/08/2019	<p>Given the phasing in period already given, I think it would be highly inappropriate to push back the deadline for ultra low/zero emission taxis. We are in a state of climate crisis, plus air quality in cities is low, so it would be unreasonable to further delay this essential measure.</p>	22/08/2019	Acknowledgement e-mail sent
28	22/08/2019	<p>I am writing in response to your consultation on amending the Hackney Carriage and Private Hire Licensing Policy. In particular, I would like to address the following point:</p>	22/08/2019	Acknowledgement e-mail sent

		<p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>Cabs and public transport account for a significant percentage of traffic on Cambridge's city streets. As a result, converting this traffic to low- or no-emission vehicles will have a significant effect on Cambridge's air quality, which, although improving, well exceeds the World Health Organisation's clean air guidelines. Air pollution is linked to severe health risks, as well as contributing to the climate crisis.</p> <p>In February of this year, Cambridge City Council declared a climate emergency and made zero- or low-emission taxis a key part of that declaration. What does it say for the Council's commitment to responding to this emergency if, less than a year later, it has abandoned this critical policy?</p> <p>Changing to low-emission alternatives may be costly, but it will be cheap compared to the costs of ongoing poor air quality. Parliament's own estimate places the ongoing costs of dealing with pollution-related diseases in the UK at up to £20 billion per year going forward -- and this does not include the damage to the economy caused by lost work hours.</p> <p>Vehicle emissions represent both a climate and a public health crisis. By regulating taxi emissions, the Council can make a significant impact on this crisis within a short period of time. I hope that you will remain committed to enforcing the existing deadline.</p> <p>I am writing merely as a concerned constituent, and not on behalf of anyone else, but I am sure that other residents of [REDACTED] and Cambridge share my view.</p>		
29	22/08/2019	I have recently signed the following petition on behalf of my family (2	22/08/2019	Acknowledgement e-mail sent

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		<p>children).</p> <p>https://democracy.cambridge.gov.uk/mgEPetitionDisplay.aspx?id=55</p> <p>“We the undersigned residents of the South Petersfield wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.”</p> <p>Whilst I recognise that the annual averages of NO2 at Mill Road fell below the legal limit of 40 micro grams per cubic metre of air, I would like to assert that averages can be misleading since they measure the whole time frame including periods of low traffic at night. I would imagine that air pollution at peak times would be much higher than the legal limit of 40mg.</p> <p>Furthermore, I live on [REDACTED] which, due to the evening (post 5pm) and Sunday parking policy on the street, most nights we have taxis sitting idling outside our house between 7pm and midnight waiting for their next fare. As these taxis are idling, they are not only emit noise but also pump out exhaust emissions into the atmosphere. Calling for electric taxis (including uber) would eliminate this.</p> <p>Please do not delay the new regulations that all taxis and private hire vehicles should be electric from April 2020.</p>		
30	22/08/2019	<p>Regarding the policies for taxis in Cambridge being considered, specifically point 2.</p> <p>If the government and this country is to have any hope of reaching</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>low emissions that we need to stop our planet descending into a venus-like overcooked environmental nightmare then we need to push forwards with policies sooner rather than later that support lower emissions and more "green" initiatives.</p> <p>Therefore I heavily object to any rescheduling of the implementation date for new saloon vehicles to be later than 1st April 2020. We should be pushing further and faster for these changes and showing the country how Cambridge leads the way.</p> <p>Cambridge resident of 15 years.</p>		
31	22/08/2019	<p>I have a few comments for the consultation.</p> <p>It sounds to me that the Cambridge City Council are watering down its requirements for low-emission taxis operating in Cambridge by extending the April 2020 deadline, potentially indefinitely. This is, frankly, pretty bad. The council has to be committed, and really committed, to reducing pollution and taxi traffic in Cambridge and extending the deadline does not do that.</p> <p>I hope (and this is unclear) there are ways in which individual taxi drivers can be helped to make that transition. If they had to get into debt to buy or lease their cars in the first place then have to change cars, this is poor policy planning and disrespectful to working people. Changes that benefit the environment cannot be done at the expense of others, particularly low-waged workers.</p> <p>That said, it seems to me that the council has not put public transport before taxis (which is vital for reducing pollution in Cambridge). The layout of the Cambridge central station says this very clearly. The very large taxi rank is immediately visible from the doors of the station but you have to walk quite far to catch a bus. The layout of the mini roundabout between the taxi rank, Great Northern Road, and the cycle car park is also so badly planned</p>	22/08/2019	Acknowledgement e-mail sent

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		because of the unevenness of the flow of traffic, especially around rush hour. The pollution levels on that road must be appalling.		
32	22/08/2019	<p>Dear Cambridge City Council,</p> <p>My name is [REDACTED] a Cambridge resident, and I am writing to you as part of the consultation regarding the proposals for Cambridge taxis.</p> <p>On the whole, I agree with your proposals, particularly the first proposal. However, I do not agree with the second proposal, to extend the implementation date for all new licensed vehicles to be zero or ultra-low emissions vehicles beyond 1st April 2020. Back in February, Cambridge City Council declared a climate emergency, highlighting the very real danger that we are all in as a result of climate change. Recent events such as wildfires in the Arctic and the Amazon have only served to highlight how desperate the situation is.</p> <p>In the face of such destruction, altering the implementation of an ultra-low emission taxi service in Cambridge may seem slightly futile. However, to postpone the implementation would send a strong message out to the UK and to the world in general that Cambridge is only paying lip service to the climate emergency, and does not care about the threat we are all under if we do not rapidly change our economies and lifestyles. By postponing the implementation, Cambridge City Council will commit itself to an undisclosed period of increasing air pollution and contributing to the destruction of any world that we as a species can live on. By retaining the current implementation date, in spite of market challenges, you will show commitment to the declaration of a climate emergency, and send the message that you care more about the lives of your constituents than you do about capitalist market pressures.</p> <p>As such, I ask that you do not postpone the implementation, and instead stand with the many activists, academics, and Cambridge</p>	22/08/2019	Acknowledgement e-mail sent

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		residents who are committed to doing every little thing they can to combat the oncoming climate disaster.		
33	22/08/2019	<p>To whom it may concern,</p> <p>Taxi companies have had more than enough time to adapt their business models to emission free vehicles. The Council has declared that climate change is an emergency and, I hope, realise that relaxing any targets to reduce the already over polluted and congested streets of this beautiful city will not only be morally wrong but a tragedy for our children and their children to come, if indeed, we as a society will still be here.</p> <p>I have a masters degree in Ecological Restoration, and have followed the science behind the issue of climate change closely. We, as a society have to act NOW and not put the interests of business before our own survival.</p> <p>If you do not act on the behalf of the citizens you serve, then who will?</p> <p>I, as a voter, council tax payer and father of two, do not want any watering down of the zero/ultra-low emissions policy.</p> <p>We need to cut our carbon pollution NOW in order to avert cataclysmic climate instability.</p>	22/08/2019	Acknowledgement e-mail sent
34	22/08/2019	<p>I am writing to express my concern about the proposal to delay the policy of new taxis and hire cars being electric by next April. We badly need to improve air quality in our streets. Old people and young people and those who are asthmatic suffer badly from air pollution. There are many premature deaths resulting from this.</p>	22/08/2019	Acknowledgement e-mail sent

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		Whilst sympathising with taxi drivers and the impact on their businesses, the introduction of the policy must not be delayed. The lives of many people depend on it		
35	22/08/2019	I live on [REDACTED] and am concerned about air quality. Whenever I wipe down my garden furniture, the particulates from the air can be clearly seen. My hedge is covered in black specks too. I am therefore disappointed that the policy to require new taxis and private hire cars to be electric has been delayed. Ideally, there would be better public transport to and from the station (buses are clearly secondary to taxis judging by the pole position the taxi stand has in front of the station).	22/08/2019	Acknowledgement e-mail sent
36	22/08/2019	As a resident of South Petersfield I wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.	22/08/2019	Acknowledgement e-mail sent
37	22/08/2019	<p>Air Quality & Taxis</p> <p>I would like to object to any change to the current policy of switching to fully electric or hybrid taxis. We need to clean up our air. As a resident of Petersfield we have a huge number of cabs up St Barnabas Road and the air quality as a result is poor.</p> <p>Please keep the current policy.</p>	23/08/2019	Acknowledgement e-mail sent

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38	22/08/2019	<p>I write to urge you to implement the Council policy to mandate that all new taxis and private hire cars are electric or plug-in hybrid from April 2020.</p> <p>Whilst this gradualist approach will only slowly improve air quality in the Petersfield area and around the station, it is better than an unspecified delay and an uncertain outcome of a consultation.</p> <p>The existing policy gives taxi and private hire operators plenty of time to phase in new clean vehicles, and as heavy road users and polluters they must bear their share of responsibility and cost in cutting pollution and improving air quality.</p> <p>Please register my objection to the proposed consultation, and my support for implementation of the existing April 2020 deadline policy.</p>	23/08/2019	Acknowledgement e-mail sent
39	22/08/2019	<p>In response to your consultation request, I urge that the council should resist pressure from taxi firms to delay the requirement for low or zero emission vehicles.</p> <p>These firms have had plenty of opportunity to take action and, since they constitute the majority of polluting traffic in many central areas, must make their fair share of contributing to improving Cambridge air quality alongside private drivers, buses and delivery vehicles.</p> <p>On a day when both the arctic and Amazon are literally burning, in part due to human caused climate change, it is urgent that we stop talking and start acting.</p> <p>If that isn't enough motivation then for a local viewpoint, it is essential that residents and their children are able to breath clean air; that tourists continue to visit a beautiful city; and, that Cambridge is seen as a modern, forward-looking city by entrepreneurs and</p>	23/08/2019	Acknowledgement e-mail sent

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		investors. With cabs spewing carcinogens onto the street, none of the above can come true.		
40	22/08/2019	<p>I am responding to the Taxi Policy consultation.</p> <p>Please do not water down air quality protections!</p> <p>All new licensed saloon vehicles must be zero or ultra-low emission by April 2020.</p> <p>Do not remove the age limit for zero or ultra-low emissions vehicles if that would result in dirtier air.</p> <p>Cambridge needs to reduce air pollution and increase air quality. The taxi trade must be part of that effort!</p>	23/08/2019	Acknowledgement e-mail sent
41	22/08/2019	<p>We are a family with 4 children who live in South Petersfield and am aware that our neighbourhood suffers some of the worst pollution in Cambridge.</p> <p>We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and we object to any change or delay in policy.</p>	23/08/2019	Acknowledgement e-mail sent
42	22/08/2019	<p>Please do not renege on your policy to insist that all taxis must be fully electric or plug in hybrid vehicles from April 2020.</p> <p>I am 74 and my wife has asthma. We do not want to move out of Cambridge because as we get older a closeness to facilities is important.</p> <p>However, as I am sure you are well aware, the atmosphere in our part of Cambridge is poor and will be shortening our lives.</p>	23/08/2019	Acknowledgement e-mail sent

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43	22/08/2019	<p>With regard to your proposals I have the following comments:</p> <p>I agree with the number of the taxi company being compulsory to the side of the taxi. I would ask, similar to CamCab, that a reference number is clearly displayed as opposed to needing to remember the whole licence plate number - which may be hard to read.</p> <p>I object to extending the implementation date of zero or low emission saloon vehicles and further object to this being limited to saloon taxi vehicles.</p> <p>Removing the age limit for zero emissions vehicles I agree as sensible, but not for low or ultra low emissions unless a set number of licences for these vehicles are agreed upon. Many low emissions vehicles will still cumulatively produce high levels of emissions.</p> <p>Also, that private hire outside of Cambridge City are restricted from working in Cambridge and that private hire and Hackney taxis are required to prove at least 50 hours cycling experience in the Cambridge City area to small side roads and main roads including the ring road every 5 years. This could be by an app on a mobile phone for example. It is important that potential and continuing drivers of Hackney and private hire are regularly put in a position where they can directly empathise with an extremely popular mode of transport it seems to find itself in conflict with.</p>		Acknowledgement e-mail sent
44	22/08/2019	<p>I am writing in response to your consultation on taxi licensing policy.</p> <p>I object to the proposal to extend or alter the implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission beyond 1st April 2020. I live in a neighbourhood near the main Cambridge railway station that suffers some of the worst air pollution</p>	23/08/2019	Acknowledgement e-mail sent

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		<p>in Cambridge. The policy of making all such taxis zero or ultra-low emission is one of the few policies (perhaps the only policy) the Council has to improve the severe pollution levels in my neighbourhood. There are lots of families here with young children who are particularly vulnerable to air pollution. There is no need to research the current vehicle market. If vehicles cost more than originally anticipated, then people should pay more for the taking a taxi and for damaging the environment, and this may further deter unnecessary use of taxis and encourage walking, cycling and catching the bus, which are better for the traveller's health and the local inhabitant's health, and will reduce congestion on the roads as well. Cambridge, a high tech hub and famous for its cycling around the world should lead the way in caring for and improving the environment.</p> <p>The current policy must be implemented as agreed. The Council should have the courage of its convictions and stand up to self-interested lobbying from the trade, who only wish to maximise the use of taxis in their own business interests.</p>		
45	23/08/2019	<p>I object to point 2 of the proposal. There is no need for the time for ultra low emissions vehicles to be extended. Targets for cutting emissions should not be being reduced or delayed, action is required now.</p>	23/08/2019	Acknowledgement e-mail sent
46	23/08/2019	<p>Dear Cambridge City Council,</p> <p>Regarding the proposal to extend the deadline for all Cambridge taxis to be Zero or Ultra-Low Emission (copied below), I would like to argue strongly for this existing deadline to be maintained.</p> <p>Currently there are many highly-polluting vehicles licensed as taxis in Cambridge, including large heavy diesel vehicles like Mercedes E-Class and Ford Transit, which by their nature emit more fumes than smaller vehicles.</p>	23/08/2019	Acknowledgement e-mail sent

		<p>This is our chance to finally tackle this problem! Taxi operators will not do this alone and need guidelines.</p> <p>As a resident of central Cambridge, with children who walk and cycle to school and college, I see first hand the kind of poor air quality that Cambridge residents are subjected to.</p> <p>Because they are on the street 24 hours a day, taxis produce far more pollution than private vehicles. It is of the utmost priority that taxis are made low-emission as soon as possible. This means no more diesel taxis.</p> <p>There are now plenty of vehicles available for the taxi trade to adopt, including Toyota hybrid vehicles and Nissan electric vehicles. If larger vehicles are needed for wheelchair users, the new London taxis should be adopted, which are low emission and designed for wheel chair use. There is no excuse for using polluting Ford Transit minibuses.</p> <p>Please, please stick to the existing deadline for introducing cleaner vehicles. Our children's lungs are at stake here.</p> <p>Best regards</p> <p>Re:</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p>		
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47	23/08/2019	<p>I must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>If you introduce a policy the it must be implemented.the health of the residents in tension road outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Can I also now request a electric charge point be placed on the pavement for my car by 2020. You will need to amend the yellow lines accordingly.</p>	23/08/2019	Acknowledgement e-mail sent
48	23/08/2019	<p>I must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>If you introduce a policy the it must be implemented.</p>	23/08/2019	Acknowledgement e-mail sent
49	23/08/2019	<p>Good afternoon,</p> <p>must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>The health of the all residents on tension road, myself and family included, outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Also, to counter reduced profits, slightly raised fares are the answer. This would be welcomed by passengers who will intern be helping save people from suffering awful diseases.</p> <p>I myself am looking to purchase an electric car in the future as this is the direction the world is heading, and they are very desirable now.</p> <p>See how the US has Tesla taxis, with operating companies and drivers still running at a huge profit.</p>	27/08/2019	Acknowledgement e-mail sent

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50	23/08/2019	<p>Three of us reside at [REDACTED] We urge the council to enforce the 2018 policy that the council introduced to encourage a switch to fully electric or plug in hybrid vehicles as taxis.</p> <p>2 of us are managing life with asthma. The pollution from the taxis has a negative impact on our health.</p> <p>Tenison Avenue is full of taxis at all times of the day:</p> <ol style="list-style-type: none"> 1. As a route to the station 2. As a parking place between shifts 3. As a resting place between jobs (often with the engine running) <p>The congestion in Tenison Avenue has increased since the new road layout at the station and as a result there is an increase in emissions in our community. Data has been presented by our Residents Association and it would be unfortunate if the positive steps taken by the council in 2018 were not implemented.</p>	27/08/2019	Acknowledgement e-mail sent
51	24/08/2019	<p>Dear Cambridge Council,</p> <p>I write as a resident on Occupation Road (name: [REDACTED]) regarding:</p> <p>Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020</p> <p>And</p> <p>The Council to consider the removal of the age limit for all new Zero</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>or Ultra-Low Emissions to be less than 4 years old</p> <p>Taxis form a large part of traffic on the roads and contribute to local air pollution as well as emitting carbon. I strongly feel that enforcing the plans as currently stated will have a positive effect for the local environment, be a positive and well received action by the council and raise awareness of the current climate emergency.</p>		
52	24/08/2019	<p>South Petersfield Residents Association has brought to my notice an issue regarding air pollution in this area. I live on one of the routes constantly in use as taxis make their way to the station.</p> <p>It has been reported that there is now a consultation re taxis moving to fully electric or plug in hybrid vehicles. The policy of not implementing a compulsory change next year is extremely distressing I , therefore , strongly object to a change or delay to this plan.</p> <p>Also I would like to comment on the pollution readings system. It would be far more effective to receive figures relating to the peak pollution times . The average readings cover night time low periods of time . This , of course , diminishes the high measurements that inevitably occur in the heavy journey periods. We , as residents , urgently need to know these concentrations.</p>	27/08/2019	Acknowledgement e-mail sent
53	24/08/2019	<p>Hi, i believe we do not have sufficient charging points for all taxi vehicle.</p> <p>The electric vehicle are too early at this stage and might only give us a maximum 200 miles .</p> <p>The cost is too high I cannot afford this price.</p> <p>I do believe it is the future but under the above circumstances I don't believe that now is the time.</p> <p>I think we should go hybrid for now.</p>	27/08/2019	Acknowledgement e-mail sent
54	24/08/2019		27/08/2019	Acknowledgement e-mail sent

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		<p>I am a resident of [REDACTED] and I am writing to object to the potential decision not to implement plans to enforce electrification (plug-in hybrid or electric) onto taxi companies in Cambridge. Pollution in and around central parts of the City and particularly around the station are appalling and getting significantly worse. The council needs to enforce this decision and not bow to pressure from taxi companies to delay.</p> <p>I look forward to your response.</p>		
55	24/08/2019	<p>I am a resident of Tenison Road and I have been very concerned for a number of years now about the rising levels of local air pollution in the area around the railway station and on Tenison Road. I have raised this several times with the Labour councillors and have been assured that the air quality will improve next April when the taxis in Cambridge are required to become hybrid or electric.</p> <p>I am therefore very concerned to hear that the Council now intends to carry out a Consultation with the taxi industry, which unsurprisingly, is seeking to delay the introduction of electric vehicles.</p> <p>I strongly object to this consultation process with taxi owners. Clearly this is a case of an industry lobby trying to have undue influence on policy making at the expense of residents of South Petersfield.</p> <p>I am a parent and feel that my children's right to walk and cycle in an area with good air quality must take precedence over the commercial interests of taxi owners.</p> <p>Please note my objection to any change or delay in the policy that makes electric or plug in hybrid taxis mandatory by April 2020.</p>	27/08/2019	Acknowledgement e-mail sent
56	25/08/2019	<p>As a resident in Tenison Rd, one of the roads recording unacceptably high average levels of NO2, I firmly support the</p>	27/08/2019	Acknowledgement e-mail sent

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		current policy to force all new taxis and private hire vehicles to be electric or plug in hybrid from next April. It would be irresponsible of the Council to water down or delay this proposal in any way. This is a residential street, inhabited by many elderly people and families with young children, groups particularly affected by adverse health effects of NO2 and other particles produced by diesel engines. The Council ought to push even further and faster in measures to reduce private traffic in this area.		
57	25/08/2019	<p>As a member of the public deeply concerned about the environment and specifically pollution in and around Cambridge, I feel strongly that this proposal in particular:</p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>should absolutely not be considered. The implementation date should remain 1st April 2020.</p> <p>We are in a state of climate emergency. There is no disputing the science showing this. It is the responsibility of Cambridge City Council to protect the people of Cambridge and beyond from further unnecessary harm.</p>	27/08/2019	Acknowledgement e-mail sent
58	25/08/2019	<p>Good morning.</p> <p>My name is [REDACTED] I am currently in my twenty second year driving a hackney carriage full time licensed by Cambridge City Council hence I consider myself able to give a constructive and balanced opinion regarding the proposals concerning door signs , age limits and low / ultra low emmision vehicles deemed suitable for use within an effective , safe and efficent transport service provided by the council within the city.</p>	27/08/2019	Acknowledgement e-mail sent

		<p>Personally I am in favour of zero/low immisions vehicles , but sadly for taxi use the technology is still in its infancy , perhaps in five years this will become satisfactory ? The electric vehicles available at the moment have been designed for the daily commute where the charging is carried out over night when electricity costs are minimal and then placed back onto charged the following morning on arrival at the work place. Many of my colleagues live in flats or rented properties so over night charging in this case would be impossible. My conversations within the trade presently reveal that those driving electric cars are not entirely happy using them. The major cause being what is known within the ECO car community as " range anxiety ". Short taxi journeys within the city may be good but anything else can become a proper headache. Recently I have witnessed drivers reject trips only as far away as Hitchin through fear of being unable to return safely due to insufficient battery charge.</p> <p>Here is a list of the main reasons I feel that the electric vehicles currently available are not suitable for use within the trade and why the 2020 implementation of zero / low immision saloon vehicles must be reconsidered , instead making the use of a hybrid vehicle mandatory when replacing a saloon car until such time as the fully electric option is fully useable as a viable taxi :</p> <p>(1) When plying for hire I am expected to be able to travel anywhere at a moments notice. This would not always be possible in an electric car. My ability to provide an instantly available service to the public would be greatly hindered. This would not be in a hybrid car.</p> <p>(2) Severe mileage / range limitations , these are reduced even more by wind direction , a face wind for example will cause greater power drain from the battery. Also gradient , steep hills use more battery power to negotiate During the winter months greater use of headlights , car heater , screen wipers , maximum passenger load , screen defrosting and climate control etc all reduce the mileage per charge - no good for use as a working vehicle. There has to be</p>		
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		<p>sufficient charging points installed around the whole city including Newnham , Trumpington , Arbury & the main railway station and these will need to be inspected daily by the service provider .</p> <p>(3) The main battery can degenerate up to 9% per year , therefore after a time a fully charged battery capacity will never be fully obtainable , battery replacement is extremely expensive.</p> <p>(4)The boot compartment is far too small for carrying large amounts of luggage I witnessed long stay summer school students turned away this summer having only two large cases this is not acceptable , foldable wheel chairs and buggies will not always fit into the boot. A family of four going on holiday will struggle with internal space making a very uncomfortable journey to the airports.</p> <p>(5)The electric cars by design are small in some cases far too "cosy" inside , I have watched three big men struggle to enter and all sit comfortably in the rear and then struggle even more while attempting to fasten the seat belts once again all making for a very uncomfortable journey .</p> <p>(6) The choice / range of vehicle is far too limited. For instance the latest plug-in Toyota Prius has only three passenger seats and is not finished in silver, the Mitsubishi Outlander plug-in is a massive four wheel drive SUV that I understand can not be charged from a normal household electricity socket.</p> <p>Providing any zero emission vehicle presented for licensing meets the high testing standards expected by the council and in order to encourage drivers to switch over before the current 2020 deadline should this be upheld. Due to the extremely prohibitive cost of new and hardly used cars surely by raising the entry age limit to six years makes good sense. After all the reduction of exhaust gases and the damage these cause is our greatest concern.</p> <p>In my opinion the best option for the trade and council to help</p>		
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		<p>reduce the city air pollution while still being able to provide a high quality service to ALL of the traveling public would be hybrid saloon cars . While driving in the city centre and the twenty mile per hour speed zone these would be running on electric.</p> <p>Regarding the door sign operators contact phone number I feel this should be mandatory.</p> <p>I hope all of this makes sense and you find it both constructive and useful.</p>		
59	25/08/2019	<p>I am absolutely horrified by the suggestion that the Council may delay the implementation of making all taxis fully electric or plug in hybrid vehicles by April 2020. This MUST be made compulsory by April 2020. I live near the station [REDACTED] and the change in air quality over the past couple of years has been very marked. I have developed asthma, and find that on many days my mobility is very impaired. I can FEEL the change in the air quality. I have discussed this with my doctors at Addenbrookes and they agree about the link between air quality and asthma, but say there is nothing they can do about it. Yet I am using up valuable NHS time and money and if the Council does not make it compulsory for taxis to be electric or hybrid as soon as possible, they will be colluding with this waste of resources. And for small children the long term effects do not bear thinking about.</p>	27/08/2019	Acknowledgement e-mail sent
60	26/08/2019	<p>As a resident of South Petersfield, I wish to point out that this neighbourhood suffers some of the worst air pollution in Cambridge, mainly because it is close to the station where taxis drive in and out at a rate of many thousands a day. I therefore strongly support the policy which would require all NEW taxis and private hire vehicles to be either electric or plug-in hybrid from April 2020. There should be NO DELAY in implementing this policy.</p>	27/08/2019	Acknowledgement e-mail sent
61	26/08/2019	Current plan on ultra low & electrical vehicles to be mandatory on	27/08/2019	Acknowledgement e-mail sent

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		<p>April 2020 is not correct due to battery life and lack of battery distance.If you look to the car market only Tesla would be suitable for this job but vehicle cost is £105.000.</p> <p>I heard on my occasions that drivers have refused many long journeys and the airports due to lack of battery and charging problems.Customers are sufferong as a result of this.</p> <p>I also believe that hybrid vehicles without charging should also be considered for the vehicle types.If you want a healty taxi service this implementation should be put back aprox 3 years until we have proper choice on electrical vehicles on the car market.</p>		
62	26/08/2019	<p>I am a resident in [REDACTED], and I am very concerned to hear that the council is considering dropping the compulsory change to electric taxis by April 2020.</p> <p>Since arriving in Cambridge I have developed Asthma (I never had problems before moving there 20 years ago) and my son now seems to be developing symptoms.</p> <p>The majority of the traffic in our area is taxis: please do not go back on a hard-won policy that will have a dramatic impact on the public health of our neighbourhood.</p>	27/08/2019	Acknowledgement e-mail sent
63	26/08/2019	<p>Dear Sir or Madam</p> <p>As you'll be aware, the Petersfield area suffers from some of the worst air pollution in Cambridge, with nearly 4,000 taxi journeys per day to and from the station, many being through this area where I live.</p> <p>Living here, it is easy to see why the pollution is so bad, with a steady flow of taxis going past my house, sometimes parking outside with the engine running for long periods of time - and at the station itself, queues of taxis wait, many with their engines running,</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>polluting the air.</p> <p>I'd like to object to any change in the policy to enforce a compulsory switch to fully electric or plug-in hybrid taxis from April 2020 – for the sake of my own family's health, fellow residents and the planet as a whole.</p>		
64	26/08/2019	<p>Dear Sir/Madam</p> <p>I has just been brought to my attention by a neighbour that the Environmental Health Manager is considering making amendments to the current policy as regards rules for taxis in Cambridge. This is very disappointing and worrying. We live on [REDACTED] which is a rat run for the taxis to travel between Mill Road and the Station. Already we find that we go out of our way to walk or cycle along [REDACTED] as the air and noise pollution are so unpleasant. It is also quite dangerous to cycle there.</p> <p>We are a family with 2 young children and know many other families who are just as concerned as we are about the pollution caused by the traffic load increase in our area. Some (although not all, some are very polite - allowing us to cross / giving way when we are on our bikes) of the drivers are also discourteous, not considering that this is a residential area. There are constant instances of road rage, honking horns unnecessarily. Neighbours parking cars are often intimidated by impatient drivers. There are regular traffic jams just outside our house. Few taxis seem to stick to the speed limit of 20 mph.</p> <p>We have double glazing and secondary glazing on all our windows facing the road, without this we would hear the constant noise of traffic. We are unable to open our windows at the front of the house as the fumes from the cars (majority taxis) would be too unpleasant and the noise is unbearable - this is particularly noticed during these hot summer months.</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>By removing:</p> <ol style="list-style-type: none"> 1. the requirement for operator telephone numbers to be displayed means that the individual drivers are less accountable. 2. the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020, would further delay the reduction of pollution on our street and area. 3. the age limit for all zero / ultra low emissions again would increase pollution in our area which houses many families and young children. <p>Already it has been proven that these emissions are damaging our lungs and especially our childrens' young lungs. These steps - to make drivers responsible for their behaviour, adding a requirement for all vehicles to be zero or ultra low emmission, and to enforce an age limit - should be the norm and non negotiable.</p>		
65	26/08/2019	<p>Dear Sir/Madam,</p> <p>I am e-mailing to ask you not to delay the Introduction of your policy on new taxi's and private hire cars beyond April 2020.</p> <p>As I understand it and remember it is around four years since the Government awarded a £100 million to a project called "Cambridge City Deal" to help sort out traffic in Cambridge. Thus far little has apparently been done to deal with the pollution issue and this initiative on Taxi's and Hire Cars marked a welcome start. A bit more urgency would be welcome. If you cannot spend money already allocated how do you expect Government to be sympathetic to further applications.</p> <p>My experience of added consultation is that this is a often device for postponing good decisions in the face of pressure and because the political will does not exist to carry through the decision in question.</p>	27/08/2019	Acknowledgement e-mail sent

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		<p>Taxi and Hire Car drivers as Sadiq Khan has found in London are amongst the most change resistant section of the community.</p> <p>The environment for those of us living in Petersfield ward needs to be improved and this is a good way to do this.</p>		
66	26/08/2019	<p>I am writing to express my concern about poor air quality in South Petersfield, and the danger this represents to residents and visitors.</p> <p>I am especially worried about children growing up in this polluted area.</p> <p>I have also encountered several adults who said they have developed asthma in middle age since moving to this part of the city from outside.</p> <p>In our road [REDACTED] we frequently get taxis "parked" illegally on double yellow lines, sitting with their engines on, waiting for a call. This really exacerbates the concentration of toxins around our houses.</p> <p>I urge you to stick with the policy of requiring all new taxis and private hire cars to be electric from April 2020.</p> <p>I also ask that you look for more carrots and sticks to hasten a change in this direction among established taxi owners.</p>	27/08/2019	Acknowledgement e-mail sent
67	26/08/2019	<p>Please keep the requirement for taxis to be electric</p>	27/08/2019	Acknowledgement e-mail sent
68	26/08/2019	<p>I would like to protest strongly at the news that the Council is considering delaying or cancelling its policy of requiring new taxis to be electric from April 2020. As a Petersfield resident I am concerned about the effects of pollution on me and my family, and as a citizen of the world I am deeply concerned about climate change. The Council has declared a climate emergency, and in an emergency</p>	27/08/2019	Acknowledgement e-mail sent

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		action has to be taken that inconveniences people. The extra burden on taxi drivers might be a reason not to act in normal times, but it is a very minor consideration in comparison with the extra burden on our children and grandchildren if we don't get our act together almost immediately.		
69	26/08/2019	<p>I am writing to urge the Council NOT to grant any delay to the compulsory switch to electric taxis.</p> <p>Air pollution is an increasing problem in the UK including Cambridgeshire and is especially harmful to the many children growing up in our city. The Petersfield community experiences a lot of taxi traffic on a daily basis and insisting that taxis must be electric would make a real difference in addressing problems of toxic air.</p> <p>It seems absurd that individual residents are paying to drive electric or hybrids (our family just shifted) when commercial operators that spend hours and hours driving on our streets are allowed to continue to pollute unnecessarily, despite available financial support towards shifting to cleaner driving.</p>	27/08/2019	Acknowledgement e-mail sent
70	26/08/2019	I object to the delay in the implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission. The implementation date should continue to be 1 st April 2020. A delay is inconsistent with the declared climate emergency.	27/08/2019	Acknowledgement e-mail sent
71	26/08/2019	I am writing to object to any change or delay in the planned taxi policy that requires the introduction of electric taxi vehicles. I strongly believe it is important to continue with the commitment to introduce electric taxi vehicles to limit the already unacceptably high emission levels in the Petersfield area of the city.	27/08/2019	Acknowledgement e-mail sent
72	26/08/2019			Acknowledgement e-mail sent

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		<p>Dear Cambridge City Council</p> <p>We understand that the policy to reduce unnecessary pollution by encouraging taxis and private hire cars to become electric or plug-in hybrids is under review, especially the element of compulsory change from April 2020.</p> <p>We object to this. Our part of Cambridge is already subjected to unnecessary and damaging air pollution. It is heavily-used by taxis. Though they may switch off their engines when standing in traffic or at traffic lights, starting puts an additional burst of pollution into the environment. The switch to electric or hybrid vehicles needs to be enforced, not relaxed.</p> <p>We also understand that the Cambridge City Council has no other stated policy for traffic pollution reduction than the switch to electric or hybrid cars for taxis and private hire cars. Another measure to reduce unnecessary pollution and exposure of other road users such as cyclists would be to allow turning left at junctions controlled by traffic lights when lights are red, provided no pedestrians or other traffic are crossing the joined road. This practice was commonplace 40 years ago and there's no reason why it can't be re-introduced now.</p> <p>Please acknowledge receipt of this email and keep us informed of progress and actions</p> <p>yours sincerely</p>		
73	27/08/2019	<p>I'm writing to let you know that I agree with the consultation.</p> <p>Thank you.</p>	27/08/2019	Acknowledgement e-mail sent
74	27/08/2019	<p>As a resident in South Petersfield I am always concerned about the ever increasing traffic in the area. We know that are nearly 4,000 taxi journeys a day in the train area. We suffer from some of the worst air pollution in Cambridge. We strongly support the policy that</p>	27/08/2019	Acknowledgement e-mail sent

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		ALL new taxis and private hire vehicles should be electric or plug in hybrid from April 2020 and object to any change or delay to this policy.		
75	27/08/2019	<p>To: Commercial and Licensing team, Environmental Services</p> <p>I would like to add my support to the petition supporting the policy that all new taxis and private hire vehicles should be electric or plug-in hybrid by the previously agreed date of April 2020., and object to any delay to this policy.</p> <p>It is not only the vehicles travelling to and from the station that causes air pollution, but also the practice of taxis hanging around the neighbourhood waiting for a call to the station. Incidentally we have noticed not only increased pollution from this practice, but also increased litter in the neighbourhood.</p>	27/08/2019	Acknowledgement e-mail sent
76	27/08/2019	<p>Good day,</p> <p>I write in reply to the consultation on the proposal: Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>I am in favour of deferring the implementation date for two years, and then reviewing the policy, because ZEV technology is not currently suitable for the taxi trade as a whole.</p> <p>Firstly, about the vehicles:</p> <ul style="list-style-type: none"> Currently there is a wide choice of vehicles available, but only about half a dozen are considered suitable by the trade (and of course City regulations) in terms of running costs, longevity, comfort, reliability and robustness. But there is just one ZEV vehicle available, the Nissan Leaf, 	27/08/2019	Acknowledgement e-mail sent

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		<p>and I do not think it is fit for purpose as a taxi, for reasons of initial cost, availability, luggage space, driving range and refuelling time. A taxi needs enough range to complete a full day's work without refuelling.</p> <ul style="list-style-type: none"> • There is also a plug-in hybrid LEV Toyota on the market, but I understand that no silver ones are available for purchase in the UK. The quoted electric range for the Prius is now 25 miles and I would use most of that commuting from my village. <p>Secondly, about the policy:</p> <ul style="list-style-type: none"> • It is claimed that about 15% of vehicle emissions in central Cambridge are caused by taxis. However a large proportion of those taxis are licensed with other authorities and outside the control of the City. I suggest the proportion of vehicles that can be controlled by this policy is only around 5%. • Cambridge City has, quite rightly, very strict licensing conditions for both vehicles and drivers. Yet the current licensing laws permit a taxi to be registered with any other local authority, and work in Cambridge. With the "electronic hail" they can even ply for hire as a Hackney, without local knowledge or regulation. This sidesteps Cambridge's good attempts to regulate the local trade. • My point is that by making it unviable to run a taxi licensed by Cambridge City Council, owners and drivers will licence with other authorities. The result of this will be counterproductive, as even fewer taxis will be regulated locally. <p>The trade is already moving away from diesel and converting to hybrid technology of its own volition, and I believe there will be a natural progression towards lower emission vehicles, and eventually ZEV. But the trade cannot move faster than the current state of the technology allows.</p>		
77	27/08/2019		27/08/2019	Acknowledgement e-mail sent

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		I have come to learn that the policy to make all taxis electric from April 2020 may be delayed. As an elderly resident of a street used regularly by taxis I strongly object to any change or delay to this policy as the evidence suggests that the degree of air pollution is not acceptable and getting worse with the increased taxi traffic to the station.		
78	27/08/2019	I'd like to add my support for all three options for amendments to taxi licensing policy. They seem like a reasonable, useful, and common sense things to do at this point. I would, however, expect the Council to be open t further amendments in the future should any of the assumptions and circumstances change.	27/08/2019	Acknowledgement e-mail sent
79	27/08/2019	I wish to express my concern that the council may be back tracking on it's decision to make taxis electric or hybrid by 2020. I understand that this date may be pushed into the future. As a resident of South Petersfield I am extremely worried by the climate emergency we face and also would like to see Cambridge become less polluted. The council should stick to it's original position and stand up and show that they were serious when they declared a climate emergency- be brave- lead the way please.	27/08/2019	Acknowledgement e-mail sent
80	27/08/2019	Dear Team , I am writing as a license holder with city council [REDACTED] With regard to the three points of the current consultation: 1. Agree that all door signs should have contact number and that this number be manned full-time. This is simply an aid to safeguarding which is very important these days. 2. Agree that council should revisit/revise implementation dates for ultra-low emission/electric vehicles as drivers need more	27/08/2019	Acknowledgement e-mail sent

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		<p>time to reasonably reach these targets in the current market place, including the market place for vehicles themselves.</p> <p>3. Strongly in favour of removing the 4 year limit. This has always been an unsound policy for the environmental side of things and thought should also be given to upper age limits for such vehicles too.</p>		
81	27/08/2019	<p>Dear Licensing,</p> <p>(1) I agree with your proposal to include the operators telephone number on the door sign , as this makes it much easier for a member of the general public to report a possible issue and/or a safeguarding problem with the operator immediately.</p> <p>(2) I think the council, s policy on EV and PHEV should be extended for a minimum of 12 months and I think 24 months would be better, as it appears to be a very slow process to get charging points up and running in Cambridge and the current vehicle technology(unless the driver spends a small fortune) no quite good enough yet.</p> <p>(3) Whenever I have challenged the councils policy on the new vehicle age limit of years I always been told it is down to emission's, this of course has never really been the case as a very high mileage car 3 years and 11 months old is always going to produce more emission's than a low mileage car that is 5 years old , but in case of an EV or PHEV there are no emission's . I can see no reason why EV or PHEV should not be licensed at 10 years old as it still has a 5 year life with your current finishing date of 15 years and whilst currently it may not help drivers to afford these vehicles yet as they have not been available for that long but as time goes on it will certainly help.</p> <p>(4) If the council changes the new vehicle policy age and the introduction of EV and PHEV by 24 months, I think we could</p>	27/08/2019	Acknowledgement e-mail sent

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		see a lot drivers changing to these vehicles of their own volition		
82	27/08/2019	<p>Sir,</p> <p>With regard to the licensing policy for taxis:</p> <ol style="list-style-type: none"> 1. A telephone number on the side of vehicles would be good for the public as well as operators. 2. "Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>This should be for all replacement vehicles, not just new vehicles to avoid replacements being hydrocarbon powered.</p> <ol style="list-style-type: none"> 3. I suggest consideration is given to increasing license fees on hydrocarbon fuel powered vehicles and lowered on electric vehicles. 4. Will more charging points be installed? 	27/08/2019	Acknowledgement e-mail sent
83	27/08/2019	<p>Hi Cambridge City Council Taxi Policy Team,</p> <p>I am writing as a local resident in response to your consultation on taxi licensing.</p>	28/08/2019	Acknowledgement e-mail sent

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		<p>I have no strong views on the inclusion of the phone number on the taxi door.</p> <p>I strongly oppose any plans to delay the implementation for zero emission/very low emission vehicles. I understand there can be long waiting times for electric vehicles but it is very important for the wellbeing of city residents, and globally as part of the response to the climate emergency, that these measures are not delayed. I therefore would prefer the council to keep the implementation date as it is and instead look at ways to support the taxi industry to meet this deadline.</p> <p>I support the removal of the age limit on vehicles as this may help speed the roll out as second hand electric vehicles become available. Relatively short range cars such as first generation Nissan Leafs may be suitable for use as taxis and would have zero exhaust emissions.</p> <p>I hope this helps and you are able to take my response into consideration when deciding what to do.</p>		
84	27/08/2019	<p>As a resident of Petersfield I am very concerned about the high level of air pollution in the station area.</p> <p>The policy that new taxis and private hire vehicles should be electric or plug-in hybrids from April 2020 must be upheld by the Council as a small measure to reduce this pollution. I object to any change or delay to this policy.</p> <p>As residents we should be told what the peak levels of pollutants are during the day as 24 hours averages are highly misleading.</p>	28/08/2019	Acknowledgement e-mail sent

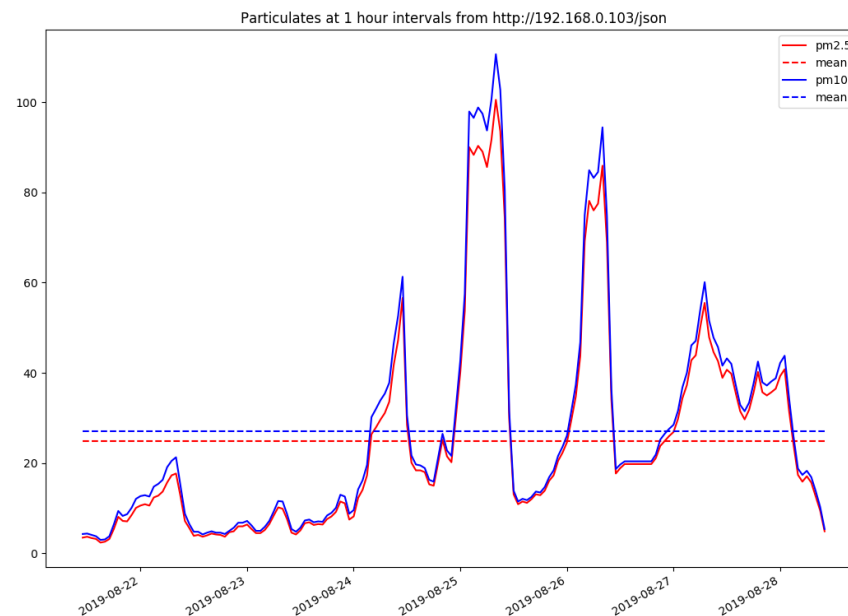
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85	27/08/2019	<p>Taxi Policy</p> <p>We write to register our concern that the Council's requirement that Cambridge taxis switch to electric or hybrid vehicles by April 2020 has been changed to a mere "consultation".</p> <p>As residents of Covent Garden and Cross Street, we experience heavy taxi movements every day and all day. We have long been concerned by the level of pollution to which we are and other residents in our area are constantly subjected.</p> <p>We urge the Council to persist with its compulsory requirement, and not to let itself be influenced by the interests of the taxi companies.</p>		
86	28/08/2019	<p>Dear Sir/Madam</p> <p>As a resident of South Petersfield, I wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. I strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.</p> <p>Yours sincerely</p>		
87	28/08/2019	<p>I am writing in distress regarding the zero emission policy for taxis . This needs to be put in place ASAP. With fires happening from Siberia to Brazil we need to take emergency action now.</p> <p>We al hope this will change.</p> <p>In concern for our children's future</p>	28/08/2019	Acknowledgement e-mail sent

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88	28/08/2019	<p>I am deeply concerned that the council is not taking its obligations regarding air quality seriously by proposing to relax the implementation period for forthcoming emissions standards.</p> <p>I am asthmatic and live in [REDACTED] Since the new station development, the local air quality has deteriorated significantly. There are frequently queues of taxis on nearby Great Northern Road, belching diesel fumes. They also overrank on Ravensworth Gardens, adding to the pollution and often blocking the street.</p> <p>I have been monitoring particulate levels 24/7 outside my house. Over the bank holiday weekend, levels of PM2.5 particulates were vastly in excess of the EU long term legal limit of 25 micro grams per cubic metre. On Sunday they hit over 100 micrograms, which are levels usually associated with the worst cities in China.</p> <p>That you are allowing this, and considering further dense development by the station, creating another “smog canyon” to make this even worse and simultaneously proposing continuing to allow large numbers of diesel taxis in the area, is dreadful. I have to sleep next to a HEPA filter now, with my windows closed, even on hot nights.</p> <p>By ignoring this problem, and by scaling back its plans to tackle pollution, the council leaves itself open to legal action. The levels we are experiencing now are probably killing people.</p> <p>I have attached a graph showing measured particulate levels over the last week. I am sure you will agree that an average level over twice the World Health Organisation regards as harmful, and peaking at ten times that level, is not something the council can afford to be complacent with.</p>	28/08/2019	Acknowledgement e-mail sent
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28/08/2019

It has come to my attention that the Cambridge City Council has issued a consultation with the view to not implementing the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020. As a resident of South Petersfield, I strongly object to any change or delay to this policy and urge the Cambridge City Council to acknowledge the level of air pollution we are dealing with on a daily basis in South Petersfield.

Please, do not delay the implementation of this policy.

28/08/2019

Acknowledgement e-mail sent

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90	28/08/2019	<p>The Councillors need to be made aware of the current situation.</p> <p>I was not consulted on the most recent policy change and only found out about the current consultation by chance.</p> <p>The last policy change has meant few Cambridge Taxis are TX5s or Eurotaxis. The current fleet of mainly of Mercedes and VWs have steep ramps and low height apertures and internal heights that means many disabled people cannot access them and I do not believe conform to national guidance. I have a copy of guidance the Department of Transport gave. Our license needs to demand great height apertures and internal heights.</p> <p>At the moment on the market I'm only aware of one MPV that can take a wheelchair and is electric (I'm unaware of hybrid options). This car would not conform to other Taxi regulations. I was informed by Dial-A-Ride that few low emission minibuses are offered and these are much more expensive the diesel ones.</p> <p>Obviously more vehicle options will arrive, however the Council's Equality Act duties and Equalities Impact Statement means that disabled access cannot be compromised to meet emission limits and that the only protected equities strand that you must favour in decision making is disabled people.</p>	29/08/2019	Acknowledgement e-mail sent
91	28/08/2019	I strongly agree with the consultation on the taxi policy	29/08/2019	Acknowledgement e-mail sent
92	28/08/2019	I understand the Council is consulting on delaying the switch to fully electric taxis. As a Petersfield Resident living on a road frequently used by taxis either exceeding the 20mph speed limit of sitting idling at the roadside, I wish to object in the strongest possible terms to any delay, and counter-propose an acceleration of the policy so as to ban all non-electric taxis from the area by a date no later than the	29/08/2019	Acknowledgement e-mail sent

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		<p>end of 2025. How can any slippage be in-keeping with the 2018 annual statement preface, 'we will pioneer plans to cut emissions ...', or is this, once again, simply an example of Labour's failure to follow through on commitments made in public.</p> <p>I look forward to your response.</p>		
93		<p>We protest most strongly against this proposal. Taxi owners were made aware of the policy in 2018. The harmful impact of diesel emissions on the health of residents is clear. It is extraordinary that the City Council should put the interest of taxi owners,(many of whom appear not even to live in the city) ahead of the health and wellbeing of it's residents and ratepayers.</p> <p>Incidentally it is most unsatisfactory that it has only been through the alertness of my Residents Association that we have become aware of this consultation exercise and of the closure date for responses, particularly when many of those affected may well be on holiday.</p>	29/08/2019	Acknowledgement e-mail sent
94	28/08/2019	<p>I am writing in response to the Council's consultation on taxi-licensing policy (https://www.cambridge.gov.uk/news/2019/08/27/council-consulting-public-and-trade-on-proposed-changes-to-cambridge-taxi-licensing-policy)).</p> <p>I would like to object strongly to the proposed delay to 2028 of a mandatory scheme that all new taxi licences be for zero or ultra-low emission vehicles (item 2 in the consultation, as reported on your website).</p> <p>Although I and my family live near to Mill Road, we do what we can to avoid it because of the often high levels of pollution caused by road traffic. At peak times the pollution is sufficient to trigger my</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>normally-mild asthma. And, as things stand, I would prefer to move home than expose my children to rush-hour emissions - as we must do each day on the walk to school.</p> <p>I do not recognise concerns, expressed in the consultation, regarding the market for zero or ultra-low emission vehicles. Nor does it seem logical to abandon this initiative when no other policies are in train.</p>		
95	28/08/2019	<p>Good afternoon,</p> <p>must add my objection to the intended removal of the policy to make taxi switch to electric taxi by 2020.</p> <p>The health of the all residents on [REDACTED], myself and family included, outweighs taxi company profits. If you fail to hold by the policy the I/we will hold you fully liable for any illnesses attributed to pollution.</p> <p>Also, to counter reduced profits, slightly raised fares are the answer. This would be welcomed by passengers who will intern be helping save people from suffering awful diseases.</p> <p>I myself am looking to purchase an electric car in the future as this is the direction the world is heading, and they are very desirable now.</p> <p>See how the US has Tesla taxis, with operating companies and drivers still running at a huge profit. we the undersigned resident [family of 4] south peterfield wish to pint out our objection as the pollution in the area will suffer if you withdraw the taxi policy to become green.</p>	29/08/2019	Acknowledgement e-mail sent
96	28/08/2019	<p>I am writing to ask that the Council retain its policy of insisting that all taxis and private cars be electric from April 2020.</p> <p>In addition has any thought been given to banning cars on Mill Road from Petersfield to the bridge or at the very least limiting car use in</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>some way?</p> <p>The council's (and the county council's) failure to tackle pollution in this city is truly shocking and compared very badly with cities across Europe</p>		
97	28/08/2019	<p>Given that Mill Road and Tenison Road have such high air pollution problems and the sheer volume of taxis using these streets, PLEASE support the policy that all new taxis should be electric or hybrid from April next year and please don't allow any delays or changes, PLEASE.</p>	29/08/2019	Acknowledgement e-mail sent
98	29/08/2019	<p>I would like to respond to consultation about taxi policy.</p> <p>nr 1 yes I think it's good idea to number for taxi company to be display on door of the car. it's easiest way customer can communicate with office.</p> <p>Nr 2 April 2020 it's too early for electric vehicle at the current market they are very expensive to buy and the range of its battery it's very limited. not enough if you get jobs out of town. Nr3 I don't think you should change age limit. at the moment we got young cars fleet. keep it that way.</p>	29/08/2019	Acknowledgement e-mail sent
99	29/08/2019	<p>I write to urge you not to alter or delay your existing policy, to require all taxis operating in the City, and in particular seeking access to Cambridge station, to be a fully electric or plug-in hybrid vehicle from next April.</p> <p>This laudable policy was created before the UK Parliament voted to deliver a zero carbon economy by 2050. That 2050 policy was adopted under a Conservative government, frequently criticised by the City Council for its anti-environmental approach. It would be</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>extraordinary if a Council consisting almost entirely of Labour or LibDem councillors contemplated overtly undermining such a policy, and could well be used to question the credibility of both parties.</p> <p>I understand that the Great Northern Road is already recording some of the highest pollution readings. This does not surprise me: a friend of mine , as a visiting Fellow at Clare College, spent a month living there and constantly complained of the appalling air she had to endure in and around her rented flat.</p> <p>I fail to understand why all taxis requiring station access are funnelled along this one narrow residential road, whilst banned from using the wider, mainly commercial, Station Road access. Particularly whilst this continues, the complete absence of any official pedestrian crossing facility anywhere along Great Northern Road remains a dangerous absurdity.</p>		
100	29/08/2019	<p>Hello</p> <p>I am writing to express my disappointment that the policy to insist all new taxis and private hire cars are electric from next April is possibly to be delayed purely due to pressure from taxi drivers.</p> <p>I live in [REDACTED] with my family. The road is used as a constant cut through by taxis. What is worse however, is that they often wait in the resident parking bays (with no permit) and leave their cars on, particularly in the winter when they want to keep their heaters running. This causes air pollution thus affecting the air quality.</p> <p>I would urge you to reconsider the choice to delay this policy.</p>	29/08/2019	Acknowledgement e-mail sent
101	29/08/2019		29/08/2019	Acknowledgement e-mail sent

		<p>I have the following feedback to give on the proposed changes to taxi policy:</p> <p>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles</p> <p><i>This seems completely sensible and a positive change.</i></p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p> <p><i>Given the current context of us being in a climate change emergency, I think it is clearly wrong to extend the date of requiring taxis to be zero or ultra low emission by eight years. Considering the social and economic damage of air pollution to extend the date of this requirement seems at best foolish, and at worst criminal.</i></p> <p>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p> <p><i>This seems completely sensible and a positive change. There is no environmental benefit to forcing vehicle owners to buy new vehicles</i></p>		
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		<i>if the emissions are zero or ultra low.</i>		
102	29/08/2019	<p>1- very good idea to have a phone number of the private hire company on aside of the car.</p> <p>2-It is too early to implement to have o emission cars or electric one.The technology is not there yet.they are expensive to buy.The boots are very small.They only do limited mileage and there are not enough charging points around.The implementation should be extended and be decided in few years time.</p> <p>3-The age limit should be no issue for the o emission cars as they don't pollute at all.</p>	30/08/2019	Acknowledgement e-mail sent
103	30/08/2019	<p>To Whom it May Concern,</p> <p>I am writing with regards to the upcoming review on policies relating to Hackney Carriage and Private Hire within the City.</p> <p>I note that the proposed implementation date for a requirement for new vehicles to be ULE or ZE is in April 2020. By way of proposing a change to this policy it suggests that the City Council feels that this date is too soon, and that any proposal will see it moved further back. If this change is made it will be a disappointment for the progress already made in this area.</p> <p>The growing emergency of global warming, climate change and levels of air pollution is one that cannot be ignored and delayed. The public, the Council, the City as a whole, the wider country and the world as a whole need to act sooner rather than later. Cambridge is a historic city and I assume the Council is fully aware that it is not a settlement designed for or well suited to personal motor vehicles as a primary means of transportation. Encouraging more journeys by foot, bicycle or bus should be a top priority, then we should be looking to EVs as widely as possible. This is especially true in areas</p>	30/08/2019	Acknowledgement e-mail sent

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		<p>where the Council has the ability to act to favour EVs, by regulating the taxi cars that can be licensed, encouraging bus companies to move to electrification, and by promoting public access charging points.</p> <p>I feel it worth noting that Cambridge has already had some successes in this area, with a visible number of EV taxis operating in the City, and as a % of total licensed cars, some 3 times higher than the national average for EVs in the UK motor pool. That is progress that we should celebrate and continue to encourage through a variety of means. I suggest that the Council consider other towns and cities that are making the move to EVs - in particular Coventry where the Council has encouraged the development of on-street rapid charging infrastructure in many areas, as well as initiating a network of slow-charging via the existing lighting system. For a city such as Cambridge, with many narrow streets unsuited for off-street charging, this would encourage taxi drivers and companies, as well as other residents to go electric sooner.</p> <p>As a city steeped in history, but driving into the future in manufacturing, the biosciences, robotics and digital technology it should be a matter of civic pride that we welcome visitors at places such as Cambridge Station with a vision of an electric future, that not only promotes a green environment across the world, but reduces the air pollution they experience here during their visits.</p> <p>I encourage the Council not to delay on this issue.</p>		
104	30/08/2019	<p>Dear Cambridge City Council</p> <p>I am writing in support of the petition to improve the air quality in Tenison Road and the nearby streets by legislating that taxis should be electric or at least hybrid vehicles. Gt Northern Road is by far the worst place for pollution and I fail to see why it was planned as a two-way road when Station Road is much wider and is very much under used nowadays. At least by making Gt Northern Road one</p>	30/08/2019	<p>I acknowledge and thank you for your response to the consultation, in regards to changes to the Hackney Carriage & Private Hire Taxi Licensing Policy.</p> <p>Your comments have been</p>

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		way it would cut the traffic pollution in half. As someone who crosses this dangerous road frequently with a push chair I have been waiting a long time for the promised crossing. When will this crossing be implemented?		<p>noted, and report will be going to Committee on Monday 30th September 2019.</p> <p>In regards to the crossing mentioned below, I am unable to answer your enquiry as crossings are managed by Highways at Cambridgeshire County Council. More information can be found on County council webpage.</p>
105	30/08/2019	<p>Dear Sir/Madam</p> <p>I am emailing in relation to the decision taken to defer the compulsory change to electric or hybrid taxis.</p> <p>I would urge you to reconsider this given the high N02 levels re order recently.</p> <p>The effect of this on health particularly heart and lung disease is well established and I understand a case relating traffic pollution levels directly to the death of a Young child is currently awaiting legal decision in London.</p> <p>The high volume of taxis is a major contributor to pollution in this area, and a policy of recommendation to switch rather than enforcement is clearly ineffective.</p> <p>I ask you to protect the health of residents and put them first.</p>	30/08/2019	Acknowledgement e-mail sent
106		<p>Dear sir/madam,</p> <p>Taxi Policy</p> <p>I am writing in regard to the poor air quality in and around the</p>	30/08/2019	Acknowledgement e-mail sent

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		<p>Cambridge station area, due to the traffic. We have some of the worst air quality in Cambridge. This is toxic and can be life-limiting as well as being unpleasant.</p> <p>The solution is to switch to fully electric vehicles. As most of the taxis are unwilling to change without serious encouragement, I would like to support the policy that all new taxis and private hire vehicles should be electric or plug-in hybrid from April 2020. I would strongly object to any change or delay in this policy.</p>		
107	30/08/2019	<p>Dear Cambridge city council,</p> <p>I live in [REDACTED] and have recently been informed that you were re-considering the policy that all new taxis should be electric or hybrid from April 2020. I am worried about this and would be very disappointed if this policy was indeed overturned or suspended.</p> <p>Given the current climate crisis and the fact that the station area has one of the worst record for air pollution in Cambridge, a significant amount of which is generated by the large number of taxis transiting through the area, I think the policy to impose at least hybrid if not fully electric cars by 2020 is the least the council can do. I do not understand why this policy is even being re-considered.</p> <p>May I also suggest that more should be done towards standardisation of plug and voltages for electric cars so charging points could be installed at taxi bank points? Charging points could also be installed on some residential parking bays so individual residents, even if they don't have private parking space, are also encouraged to switch to electric vehicles.</p> <p>Please, don't succumb to lobbying by taxi companies. The global climate emergency is such that bold action is needed now and cannot wait for another decade!</p>	30/08/2019	Acknowledgement e-mail sent

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108	30/08/2019	<p>I write to object to the delay of the policy that will force all taxis to be electric by April 2020.</p> <p>I live and work in two of the most polluted areas of Cambridge.</p> <p>Delaying this policy will only contribute to killing me and my family a bit faster by the inhalation of all the pollutants diesel engines emit.</p> <p>Please, keep the current policy as it is.</p>	30/08/2019	Acknowledgement e-mail sent
109	30/08/2019	<p>Hello,</p> <p>I agree with all proposals.</p> <p>Thanks</p>	30/08/2019	Acknowledgement e-mail sent
110	30/08/2019	<ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. <u>{ I AGREE }</u> 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. <u>{ I DONT AGREE }</u> 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old. <u>{ I AGREE }</u> 	30/08/2019	Acknowledgement e-mail sent
111	30/08/2019	<p>To whom it may concern;</p>	02/09/2019	Acknowledgement e-mail sent

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		I fully agree with all three proposals laid out and feel its the sensible way to move forward at the current time.		
112	30/08/2019	<p>Dear Cambs Council,</p> <p>As a resident who acquired 'adult onset asthma' as a result of living in Cambridge in an area that gets deluged with taxis at all times of day and night (off Mill Road) I have a particular interest in getting something done to reduce pollution here.</p> <p>The date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission should not be moved any later than April 2020 - earlier would be better.</p> <p>I agree with the concept of removing the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old as this should encourage more operators to use these vehicles.</p> <p>In addition I would ask for two things to happen: 1 - an idling ban in the city 2 - some mechansim to address the far larger numbers of South Cambs-licensed taxi/privatehire cars from continuing to pollute as they do now.</p>	02/09/2019	Acknowledgement e-mail sent
113	30/08/2019	I agree with all the policy on taxi consultation.	02/09/2019	Acknowledgement e-mail sent
114	30/08/2019	<p>Hi</p> <p>I think I'll changes proposed by you are good changes.</p> <p>I support all three of them.</p>	02/09/2019	Acknowledgement e-mail sent
115	30/08/2019		02/09/2019	Acknowledgement e-mail sent

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		<p>I wish to object to the proposal to abandon the policy of requiring all new taxis and hire cars to be electric or plug in hybrid from April 2020.</p> <p>I live in [REDACTED] which normally has extremely high numbers of taxis passing our house and the pollution is seriously dangerous to health. South Petersjield has some of the worst air pollution in Cambridge and more needs to be done to tackle it.</p> <p>The voluntary policy with discounted registration fee has not worked as only 33 of the 449 vehicles targeted have switched. It is clear that this must become compulsory by April 2020 if it is to make any difference to air pollution levels.</p>		
116	30/08/2019	<p>Hello</p> <p>I wish to say I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent
117	30/08/2019	<p>I am writing to strongly object to the possibility that this Council will renege on the agreement to implement the compulsory change to electric driven taxis from next April.</p> <p>I do so, not as an ill informed nimby, but as an analytical chemist whose career has been deeply rooted in environmental science. I live in [REDACTED] and have for so many years been exposed to the impact of diesel fueled taxis. Many roads in the Petersfield area, in particular Tenison Road, Devonshire Road and Great Northern Road and the associated station area, have very high density residential accommodation and this segment of the Cambridge population is forced to accept the unacceptable, namely small carbon particles and nitrogen oxides from diesel cars. Research over recent years is crystal clear in pointing to the damage that the output from diesel cars in particular is imposing on the</p>	02/09/2019	Acknowledgement e-mail sent

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		<p>lifespan of all who are subjected to it. Diesels need to be dealt with in high density population areas as a matter of urgency. In Tenison Road we endure an extremely high percentage of taxis at the high traffic flow times, based mainly on close proximity to the Station. I have monitored this and at times the diesel taxis represent more than 80% of traffic in our road and in other roads such as the Great Northern Road I estimate this can be even higher. Residents observe that half the taxis driving down our Road have no passengers and it is obvious to us all that the diesel driven taxi business is both hugely inefficient and highly polluting at the same time.</p> <p>The planned transition to electric taxis in April next year will dramatically reduce the resident's exposure to the damaging diesel based pollutants.</p> <p>I recently invested more the £600 in a Dyson air purification system and I did this because the machine provided me with a means of analysing inside my house the individual components produced by diesel cars (mainly taxis) in Tenison Road, namely sub 2.5 and 10 micron carbon particles as well as volatile organic carbons and more importantly nitrogen dioxide. This was a good investment as it made very clear to me that in spite of living in a house set back from the pavement by 10 metres or so, and also in spite of the fact I have invested in quality replacement double glazed and well fitting windows, when I keep my windows closed I am still subjected to levels of nitrogen dioxide that are not good for the health of my family. I can see the rise and fall of nitrogen dioxide across the peak flow taxi traffic times. More importantly, for other houses in the area (the majority), which are located just a meter or two from the kerb and which don't enjoy such well sealed windows, their exposure to these toxins will be substantially higher. This is not acceptable when the main source of the pollutants is diesel taxis and the solution to this issue was highlighted by the council so long ago and the solution is available today.</p>		
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		<p>The sensible Council agreement was to migrate to electric taxis by April 2020. In areas of high density taxi traffic the impact of this change will be hugely significant. It must not be delayed.</p> <p>Electric taxis are available for delivery now, financing is available and there are no acceptable excuses available that outweigh the permanent damage that diesel fueled taxis are doing to the residents of the areas where taxi traffic dominates. Explain to our children and grandchildren why their health is being permanently damaged by inappropriate pressure being brought to bear on our democratically elected representatives and Council Officers by the taxi pressure groups who are attempting to delay making this vitally important transition to electric powered taxis.</p> <p>I look forward to listening to discussions at the meeting convened to discuss these proposals.</p>		
118	30/08/2019	<p>Hello,</p> <p>I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent
119	30/08/2019	<p>Dear Sir or Madam</p> <p>I am writing to express my support for the amendments proposed to the taxi policy.</p>	02/09/2019	Acknowledgement e-mail sent
120	30/08/2019	<p>I agree with all three proposals.</p>	02/09/2019	Acknowledgement e-mail sent

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121	31/08/2019	<p>Dear Licensing Committee,</p> <p>I am responding to the Hackney Carriage and Private Hire - Licensing Policy consultation on behalf of Smarter Cambridge Transport.</p> <p><i>On Point 3 (The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old):</i></p> <p>This is a perfectly reasonable change, and Smarter Cambridge Transport supports it.</p> <p><i>On point 2 (Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020):</i></p> <p>Taxis contribute significantly to pollution in Cambridge, especially in the city centre and around the main railway station. Therefore there is a strong public health need to phase in zero/ultra-low-emission vehicles ASAP. There seem to be two points at issue with this:</p> <p>1) Is it reasonable for taxi owners to bear the burden of the high purchase cost of such vehicles?</p> <p>If the 4-year replacement cycle is dis-applied (point 3), and the much lower operating costs (electricity and less complex maintenance) are taken into account, the whole-life cost of electric vehicles is likely to be lower, or at least not much higher, than a Euro 6 diesel or hybrid vehicle. Therefore, the problem is not the cost of the vehicle, but rather the high <i>up-front</i> cost. Could the council provide, or negotiate with a private-sector lender, a low-cost loan for taxi drivers to spread the cost?</p> <p>2) Is there a constraint on the supply of electric vehicles that makes it difficult or impossible for taxi owners to comply?</p>	02/09/2019	Acknowledgement e-mail sent
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		<p>There are reports that the waiting time for certain models of electric vehicles is as much as a year. Also, the electric/ULE MPV market is in its early infancy. Therefore the policy will need to include some flexibility to accommodate supply-side issues.</p> <p>Smarter Cambridge Transport urges the council to retain the current transition deadline, but to supplement the policy with a procedure by which licensees may apply individually for a deferral on reasonable grounds.</p> <p>For instance, if a licensee furnishes the council with proof of having placed an order for a vehicle that will not be supplied until after the deadline, that should be accepted as proof of acting in good faith and an extension granted.</p> <p>The council has a duty to implement its environmental policies as quickly as possible. Deferral should be a last resort, taken only when all other options are exhausted. Targeted assistance is likely to yield a more satisfactory outcome.</p> <p>Smarter Cambridge Transport is a volunteer-run think tank and campaign group. It was formed in 2015 to advance sustainable and integrated transport for the Cambridge region. It is run by a team of around 30 people, with a wide range of expertise and interests.</p>		
122	30/08/2019	<p>Hello,</p> <p>I agree with all three proposals.</p> <p>Thank you & regards.</p>	02/09/2019	Acknowledgement e-mail sent

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123	31/08/2019	<p>I am very concerned by the level of pollution in the area I live in [REDACTED] I understand that in 2018, the council introduced a policy to encourage a switch to fully electric or plug in hybrid vehicles for taxis that would become compulsory in April 2020.</p> <p>However, I understand there is a consultation with a view to not implementing the compulsory change next year.</p> <p>I would like to object this - I think that it is very important that change be compulsory from April 2020.</p> <p>Please could you note this.</p> <p>Many thanks for your help,</p>	02/09/2019	Acknowledgement e-mail sent
124	31/08/2019	<p>Dear Councillors,</p> <p>As a resident of [REDACTED] I am alarmed you are looking abandon the compulsory change for taxis to become electric vehicles by April 2020.</p> <p>Air and noise pollution is blighting our community, and Petersfield is affected in particular.</p> <p>Please ensure the health and wellbeing of all by taking action to reduce air pollution by making electric vehicles mandatory.</p>	02/09/2019	Acknowledgement e-mail sent
125	31/08/2019	<p>Dear Sir or Madam</p>	02/09/2019	Acknowledgement e-mail sent

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		<p>We are writing to you concerning the policy that all new taxis and private hire vehicles should be fully electric or plug in hybrid vehicles from April 2020. We strongly support this policy.</p> <p>We live in [REDACTED] at the [REDACTED], close to the [REDACTED]. We have lived here for 45 years. We have experienced first hand, especially over the last few years, the dramatic increase in the number (and the size) of taxi vehicles. With the developments at CB1, the routing of traffic and the changes to Tenison Road, many taxis use Covent Garden, Mill Street and Mawson Road as an alternative route. We have therefore suffered excessive noise, air pollution and in the evenings absurd parking problems. We feel that the very large number of taxis and private hire vehicles and their routing through this residential area - since the development of the station area - has caused significantly more pollution e.g. idling engines in the frequent traffic hold ups. In our location we have every evening taxis parked outside often with their engines running. The drivers take no notice of double yellow lines. All this adds to air pollution.</p> <p>It is essential that urgent steps are taken to minimise air pollution in our neighbourhood and we urge you to insist on taxis switching to fully electric or plug in hybrid vehicles from April 2020.</p>		
126	31/08/2019	<p>As a resident of South Petersfield I am very concerned about the level of pollution in our area. I am very much in favour of the policy that new taxis and private hire cars should be electric from next April and would urge you to ensure this policy is implemented.</p>	02/09/2019	Acknowledgement e-mail sent
127	31/08/2019		02/09/2019	Acknowledgement e-mail sent

		<p>I am emailing regarding deferring the requirement that taxis may only be electric or hybrid. I would urge you not to defer given the current high levels of pollution.</p> <p>For instance Gt Northern Road is residential and the AVERAGE NO2 level is 30 ug/m3 over a 24 hour period. However PEAK levels could well exceed 60 ug/m3 especially during rush hour traffic, where there is a stationary queue of mostly diesel taxis on this road; peak levels during the day will inevitably be dangerously high to make up for overnight when emissions are low or nonexistent.</p> <p>These areas are residential where vulnerable young children and elderly live. The effect of this NO2 and sub 10 micron particulate pollution on health, heart and lung disease in particular, is well established; I understand a case relating traffic pollution levels directly to the death of a young child is currently awaiting legal decision in London.</p> <p>The high volume of taxis is a major contributor to pollution in this area, and a policy of recommendation to switch rather than enforcement will clearly be ineffective if the taxi lobby does not want to accept the latter.</p> <p>I ask you to protect the health of residents and put them first.</p> <p>Yours sincerely [REDACTED]</p> <p>PS if the council cannot enforce a switch please could they direct Cambridge Station traffic up Station Road which is wide, open and without residential housing. Sending Station diesel traffic down Gt North Street verges in the criminal; it is narrow and tightly packed with residential housing.</p>		
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		PPS I am keen that this also applies to all buses and delivery vehicles .		
128	31/08/2019	Dear Sir or Madam I agree with all of the set out proposals.	02/09/2019	Acknowledgement e-mail sent
129	31/08/2019	Dear Sirs With reference to the following proposals, I agree with all three changes. <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old 	02/09/2019	Acknowledgement e-mail sent
130	31/08/2019	I am writing on behalf of the South Petersfield Residents Association with regard to the current consultation on taxi licensing and the proposed delay in implementing the introduction of electric and ULEV vehicles. Our Association would like to lodge the strongest possible objection to this change:- <ol style="list-style-type: none"> 1. Our neighbourhood suffers some of the worst pollution in 	02/09/2019	Acknowledgement e-mail sent

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		<p>Cambridge and I attach three documents detailing this:-</p> <ul style="list-style-type: none"> • The pollution map from the recent report presented to the Greater Cambridge Partnership prepared by Ricardo consultants. This demonstrates in graphic terms the level of NO2 pollution. • The table of monitor recordings provided to our Association by Dr Lewis of Environmental Health. This shows high readings which although are below the statutory limit are nevertheless damaging to our health. The City Council air quality action plan 2018 acknowledges this with the statement that 'air pollution is harmful to human health at all concentrations including below the legal limits' (page 16/17) <p>2. As a community much of the pollution in our area is as result of taxis both petrol and diesel.</p> <ul style="list-style-type: none"> • A table of a traffic count taken by members of our Association at the junction of Tenison Road and Great Northern Road on 13th January 2017. This shows that between 8.00 hours and 18.30 hours a total of 3712 taxi journeys were made to and from Cambridge Station with a majority being through our residential area. This clearly demonstrates that as a community we suffer more from taxi and private hire polluting vehicles than probably any other part of the City. <p>3. The policy of encouraging taxi owners to switch to electric or ULEV has not worked. Following a number of FOI requests to the City Council I have prepared the attached excel table below which demonstrates the poor take-up of this policy.</p>		
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	Cambridge taxi fleet as of July 2019				
	Diesel	petrol	old hybrid	ULEV	electric
Taxi	239	8	39	2	29
Private Hire	109	5	16	1	1
totals	348	13	55	3	30
total number of taxis and private hire				449	

Only 33 electric or ULEV vehicles out of a total of 449 licensed taxis and hire cars demonstrates that a statutory policy of compulsory switching is required as outlined in the report to the licensing committee in 2018.

In summary many residents in our area are **very** upset that the City Council seems to be even contemplating this change at all.

It has been reported that the owners of taxis are claiming that there is a delay in obtaining electric and ULEV vehicles but this is not corroborated by our research. There is now a wide range of available vehicles as demonstrated by the fact that there are 33 electric cars already licensed most of which are Nissan Leafs.

Further the owners will have received ample warning of this

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>proposed policy so if they have procrastinated in ordering vehicles this is not a reason for inflicting continuing pollution on our neighborhood.</p> <p>As local citizens we are strongly of the view that our health is suffering as a result of high pollution levels and to delay the only policy which will reduce this is totally unacceptable.</p> <p>I trust all these views will be included in your report to the licensing committee.</p> <p>(additional attachments for this email can be found in Appendix B1 and Appendix B 2)</p>		
131	31/08/2019	<p>Hello</p> <p>I agree all three proposals</p>	02/09/2019	Acknowledgement e-mail sent
132	31/08/2019	<p>Dear all,</p> <p>My response to the attached discussion is as below:</p> <p>I greatly support <u>all three proposed</u> moves to be made.</p> <p>I would like to make special mention to point number 2 to extend the implementation date of all new taxis to be zero or ultra emission <u>to as late as possible.</u></p> <p>I would propose this to be taken even as far as to 2028.</p> <p>Thank you for taking the time to collect this information.</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

133	31/08/2019	<p>Air Quality</p> <p>I understand that the Council has issued a consultation with a view to not implementing the compulsory change to new taxis and private hire cars to be electric by April 2020.</p> <p>I wish to voice my strong disagreement to this proposed change, and it's impact on Devonshire Road and the surrounding roads close to the Cambridge Station. I am also an asthma sufferer.</p> <p>Air Quality resulting from pollution in this area is already poor- the air is polluted both by the large number of taxis that use our road and the commercial vehicles that use Travis Parkins as well. Our external paint work is contaminated with diesel particulates. There are no monitoring devices on Devonshire Road. The recent road closure on Mill Road and the subsequent change to traffic movement on Devonshire Road in my opinion made a significant improvement to the quality of life from less noise pollution, and better air quality</p> <p>Today I saw two Uber cars on Ravensworth Gardens with diesel engines running and both drivers stood outside their cars, talking – their behaviours need to change. We regularly have to tell drivers of parked cars outside our house to turn off their engines whilst parked as the fumes are polluting our environment. Most respond positively to the request.</p> <p>I strongly support the existing policy to make a positive change to improve the air quality in this part of Cambridge, and the council should hold its line.</p>	02/09/2019	Acknowledgement e-mail sent
134	31/08/2019	<p>Dear Madam/Sir,</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>I write with reference to the "consultation" which I understand you have launched with regard to the licencing of taxis and private hire vehicles in the city.</p> <p>As a resident of [REDACTED] whose house is located near [REDACTED] and [REDACTED], I welcomed the Council's adoption of a policy to encourage the replacement of petrol & diesel hire vehicles with electric, plug-in or hybrid models.</p> <p>I am therefore concerned to learn that you now propose to delay implementation of this policy in 2020. I am, in fact, somewhat puzzled and surprised by this, bearing in mind the increasing evidence of the harm to people's health occasioned by Nitrogen Dioxide from diesel fumes and, indeed, the proposals in many cities to restrict diesel vehicle use.</p> <p>I appreciate that the level of diesel emissions may be of little concern in parts of the city, but in the Mill Road area and around the railway station it is clearly an increasing problem, particularly at certain times of the day. Given that one of the major routes used by taxis travelling to and from the railway station runs through this area, action to reduce the number of taxis using diesel and petrol engines is urgently needed. For the sake of the residents of this area - and the rest of the city - may I take this opportunity to encourage the Council to implement the policy decided in 2018?</p>		
135	31/08/2019	<p>Hello</p> <p>I am writing to you as I periodically use wheelchair accessible taxis in Cambridge - I use a powered wheelchair. I have only been made aware of this consultation document hence writing at such short notice and hope my comments have been received and recorded before the deadline.</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

		<p>I note that one of the proposals is to restrict issuing taxi licences to only taxi drivers / taxi companies operating electric vehicles and or ultra clean vehicles. Of course, this is commendable as a way of reducing air pollution, nevertheless (from the research I have undertaken into buying such a vehicle for myself) such vehicles are restricted to one or two models and these are still significantly more expensive than their conventional fuel equivalent models. Also, I've noticed that these vehicles (ie. VW and Mercedes converted vans for passenger / taxi use) have higher floors and slightly shortened height apertures meaning taller wheelchair users may struggle to get up the steep ramps, and then bash their heads getting into such vehicles. Over the years, I have used a number of taxis and different vehicles around Cambridge and other locations around the UK, and have noticed that some vehicles are much easier to get in and out of - we all appreciate that disabled people's needs vary significantly, however I have found that that bigger door entrances are much easier and avoid the risk to damaging myself, the taxi driver, the taxi or my wheelchair - and I am able to duck my head!</p> <p>As electric vehicles become more widely available (and hopefully more affordable) then taxi drivers / operators would therefore have more options when considering buying such a vehicle. Therefore perhaps consideration should be given by Cambridge City Council to extending the deadline for compliance to the proposed changes to taxi licencing until the vehicle market offers more choice.</p> <p>I would be very grateful if you could confirm receipt of this email.</p>		
136	31/08/2019	<ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be 	02/09/2019	Acknowledgement e-mail sent

		<p>Zero or Ultra-Low Emission, currently 1st April 2020.</p> <p>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>4. CDA Response to 1 : We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 : The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and the greed of the big companies bringing more drivers means less work for old drivers</p> <p>CDA Response 3: Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .</p> <p>https://www.cambridge.gov.uk/consultations/hackney-carriage-and-private-hire-licensing-policy</p>		
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APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

137	31/08/2019	Hello! I'm [REDACTED], hackney taxi, licence no [REDACTED]! Regarding your three proposals I would like to say YES, I agree! Well done! Regards, [REDACTED]	02/09/2019	Acknowledgement e-mail sent
138	31/08/2019	<p>Dear Taxi team, Please find our concerns from CAMBRIDGE TAXI DRIVER ASSOCIATION.</p> <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old <p>CDA Response to 1: We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council or operators by and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 :</p> <p>The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and so much competitor & more drivers means less work for all drivers.</p> <p>CDA Response 3:</p> <p>Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .</p>	02/09/2019	Acknowledgement e-mail sent

APPENDIX B – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

139	31/08/2019	<p>Dear policy makers,</p> <p>Electric car taxis are not the answer to solve the pollution problem in Cambridge.</p> <p>City council have hundreds diesel vans, lorries and buses as well as tens of thousands private vehicles that polluting more than taxis. We taxi drivers are already dramatically renewing our vehicles from conventional diesel to hybrid vehicles. I believe we are well ahead than policy makers in order to sense the environmental health. Unfortunately electric vehicles are not suitable for every taxi drivers. They are good for some solo drivers who work town only. Some drivers work for long distance and airports, some vehicles have two shifts. Therefore it wouldn't be fit for everyone. We are aware the environmental problem and they are better for our economy as well. We would get it without your order.</p> <p>Imagine every saloon taxis are only electric vehicles. When railways don't work for some reason (the weather is too hot, too cold, too much rain, too much snow, essentials rail works, sick train drivers, strikes etc which are often happens) how on earth electric vehicles drivers can take those passengers to London, Kings Lynn or another long distance places. Because not every electric vehicles would have full of battery can drive without stopping for charging.</p> <p>I believe you should consider those things and postpone the date of April 2020. Eventually we will get them when they have either better mileage covers or rapid charge facilities.</p> <p>(I have some ideas to reduce the pollution to discuss if you are interested in)</p>	02/09/2019	Acknowledgement e-mail sent
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29/8/18

Dear Sir/Madam,

I write in response to the Consultation regarding Licensed Saloon vehicles to be Zero or Ultra Low emission by April 2020.

My main concern is that a real opportunity to improve the environmental credentials, image and overall efficiency of the Cambridge Hackney Taxi fleet is about to be missed!

The fact that even with the incentive of a Free License ~~to~~ less than 50 Hackneys have changed from their large (often ex-commercial) and ageing vehicles ~~most~~ to Electric Vehicles, must highlight the inadequacies of the Electric Vehicles, and the concerns of the drivers.

The Trade simply would not function properly with a fleet of Electric cars! The only real proposition is the Nissan Leaf and the Realistic distance range is wholly inadequate, and luggage capacity virtually non-existent; making it not suitable for most of the work we are asked to carry out.

Please bear in mind that the early Nissan Leaf on Private Hire was able (with the help of the booking company/operator) to "plot about" between jobs like Dot to Dot

Whereas a Hackney Carriage must carry out it's job, and then return (often empty) to the nearest rank. The point being much less than 50% of its mileage is ~~efficient~~ work actual

Combine these shortcomings of the vehicles with a charging network that is still in its infancy and the whole job becomes unviable!

Pushing for the Trade to become Electric before the Vehicles or Charging network is ready risks damaging the reputation of the Trade or even making it unviable. There will be problems with refusing jobs of any distance, or any direction, or any luggage etc etc

Please don't read my response this far as negative towards Electric Vehicles. I do understand where policy is heading and I am well aware of (and share) the Public Health concerns. In time I hope the vehicles will improve sufficiently and the coverage of the charging network will allow for a fully functioning Taxi Service. Until that time Hybrid Vehicles are the way to go.

If you could allow Hybrid Vehicles to continue to operate, or even provide some incentive for drivers to switch to them,

I expect you would see a real demand for that! Hybrid cars being taken up on a large scale would make a much bigger difference to the air quality in our City Centre(s) than Taxi Drivers resisting Electric because the market is not ready, and hanging on to their diesels for as long as possible.

Things are moving quickly in this area and I feel your initial proposal to move the Taxi Fleet towards Electric AND HYBRID by 2025 was probably realistic. Sadly, pushing for Zero Emissions in 6 months is not...

I hope these ^{points} ~~views~~ will help to clarify the "Trades" point of view for the purpose of your consultation.

Yours faithfully,



Traffic and pedestrian count Great Northern Road 13/01/2017

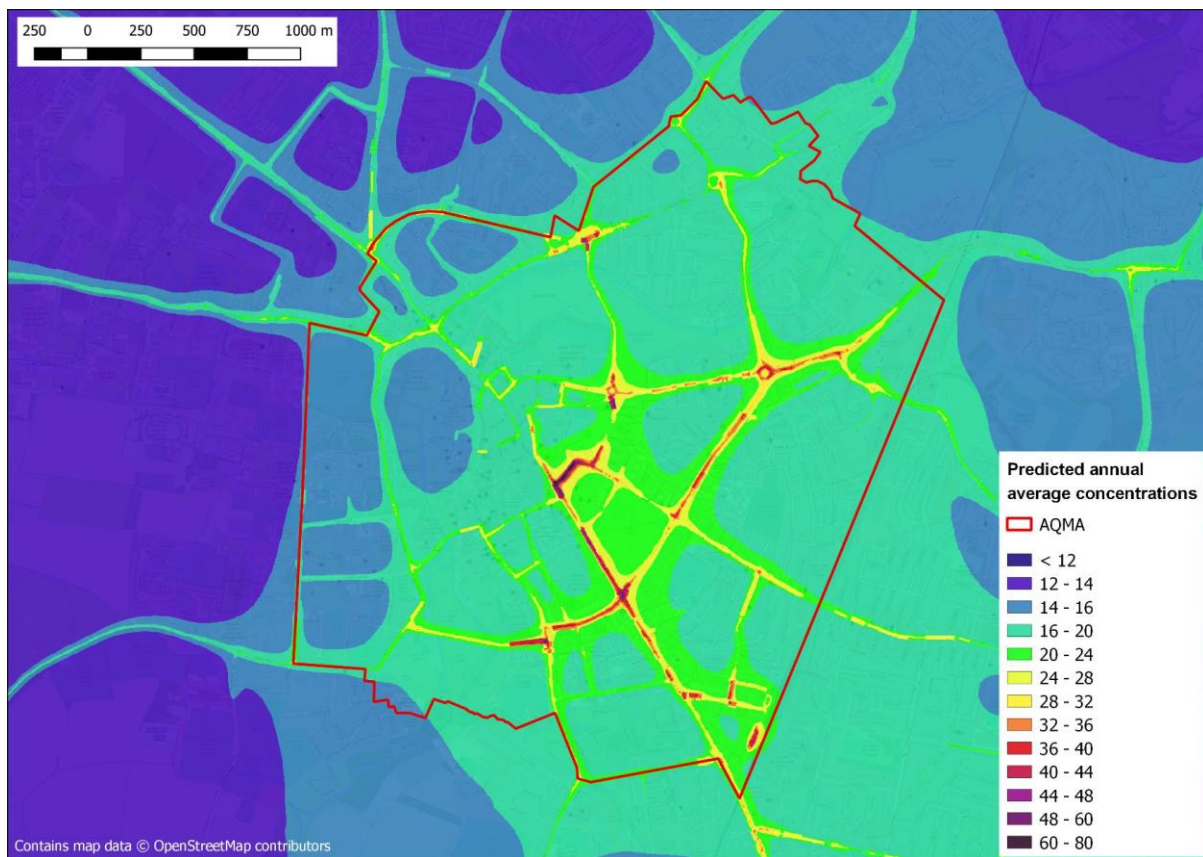
Traffic and pedestrian count Great Northern Road 13/01/2017										
Time	cyclists		Pedestrians crossing	Cars	Taxis	Trade Vans	Heavy Goods		Near Misses	TTC per 30 min
8.00	49		92	54	127	3	2			186
8.30	51		90	46	121	5	6			178
9.00	45		46	64	215	16	2			297
9.30	26		21	58	273		11		5	342
10.00	16		32	64					2	64
10.30	14		16	59	172	14	11			256
11.00	10		50	93	125	15	8			241
11.30	10		52	72	134	18	3			227
12.00	12		65	70	130	0	9		3	209
12.30	18		45	75	150	36			2	261
13.00	0		160	71	149				1	220
13.30	36			29	121	26	2			178
14.00			61	34	136	5	1			176
14.30	6		41	31	164	14	2			211
15.00	5		33	35	162	1	2			200
15.30	14			50	165	12				227
16.00	68		123	51	179					230
16.30	67		159	122	374					496
17.00	34		48	123	183					306
17.30	35		44	152	200					352
18.00	43		71	109	206					315
18.30	31		65	151	226					377
Total		590	0	1314	1613	3712	165	59	0	5549
Average per 30 mins		26.8	0.0	59.7	73.3	168.7	7.5	2.7	0.0	252.2
Average per hour		53.6	0.0	119.5	146.6	337.5	15.0	5.4	0.0	504.5
Cars Taxis Trade Vans total										
5549										

Where the figure is 0 no data was collected

TTC Per 30 min = Total Traffic Count per 30 min slot.

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Annual average NO2 concentrations, central Cambridge, 2017, $\mu\text{g.m}^{-3}$



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CB1/Station Road/Tenison Road air pollution readings

		National Air Quality Objective	2011 annual mean	2012 annual mean	2013 annual mean	2014 annual mean	2015 annual mean	2016 annual mean	2017 annual mean	2018 annual mean
Station Road Continuous Monitor (S106 funded, managed by Brookgate)	Nitrogen dioxide	40 micrograms per cubic metre		33	31	29	29	27	28	27
	PM 10	40 micrograms per cubic metre		29	23	26	24	18	18	15
	PM 2.5	25 micrograms per cubic metre		11	11	11	8	9	9	9
Station Road 1, opp. Jupiter House	Nitrogen dioxide	40 micrograms per cubic metre	39	37	32	34	31	35	30	26
Station Road 2, east of Tenison Road	Nitrogen dioxide	40 micrograms per cubic metre	43	36	29	31	31	35	22	22
Tenison Road 1, near 96	Nitrogen dioxide	40 micrograms per cubic metre	30	29	25	28	23	23	21	23
Tenison Road 2, near Ravensworth	Nitrogen dioxide	40 micrograms per cubic metre	30	29	25	27	27	27	25	22
Great Northern Road	Nitrogen dioxide	40 micrograms per cubic metre						26	33	30
Station Place (bus stops)	Nitrogen dioxide	40 micrograms per cubic metre						36	32	31
Station Square (taxi ranks)	Nitrogen dioxide	40 micrograms per cubic metre								31

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Cambridge City Council Equality Impact Assessment (EqIA)



This tool helps the Council ensure that we fulfil legal obligations of the [Public Sector Equality Duty](#) to have due regard to the need to –

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Guidance on how to complete this tool can be found on the Cambridge City Council intranet. For specific questions on the tool email Helen Crowther, Equality and Anti-Poverty Officer at equalities@cambridge.gov.uk or phone 01223 457046. Once you have drafted the EqIA please send this to equalities@cambridge.gov.uk for checking. For advice on consulting on equality impacts, please contact Graham Saint, Strategy Officer, (graham.saint@cambridge.gov.uk or 01223 457044).

1. Title of strategy, policy, plan, project, contract or major change to your service:
HACKNEY CARRIAGE AND PRIVATE HIRE ULTRA-LOW and ZERO EMISSION VEHICLE POLICY
2. Webpage link to full details of the strategy, policy, plan, project, contract or major change to your service (if available)
Not available
3. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?
<p>The overall objective of this policy is to improve air quality and thus public health in Cambridge.</p> <p>There is a need to reduce polluting emissions to improve poor air quality in City Locations dominated by emissions from buses, taxis and service vehicles. This must be achieved whilst maintaining sufficient levels of access and capacity for travel in the City, for the vehicles using those areas.</p> <p>This can only be achieved by intervening to ensure uptake of Ultra-low and Zero emission technologies within those private hire and hackney carriage vehicle fleets.</p> <p>One current strategy to increase the amounts of Ultra-low and Zero emission vehicles to taxi fleet licensed with Cambridge City Council includes;</p> <p>A set date for all New Licensed Saloon vehicles to be Ultra-Low or Zero emission, currently 1 April 2020.</p> <p>However, at present there is question if the above date is too premature. It is proposed that the set date be extended to 1 April 2021.</p> <p>The benefit of increasing the number of Ultra-low and Zero emission vehicles within Cambridge Taxi fleet cannot ignored, however its implementation is also dependant on factors outside Council control e.g. range of available Ultra-low and Zero emission vehicles.</p> <p>Cambridge City Council continue to monitor emission levels within Cambridge to ensure levels continue to decrease. At present levels within Cambridge do not exceed National Air Quality Objective (NAQO) recommendations.</p>
4. Responsible Service

5. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)

- ☒ Residents of Cambridge City
- ☒ Visitors to Cambridge City
- ☒ Staff

Please state any specific client group or groups (e.g. City Council tenants, tourists, people who work in the city but do not live here):

None, other than above.

6. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)

- ☐ New
- ☐ Major change
- ☒ Minor change

7. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service? (Please tick)

- ☒ No
- ☐ Yes (Please provide details):

8. Has the report on your strategy, policy, plan, project, contract or major change to your service gone to Committee? If so, which one?

This policy decision is going to Licensing Committee September 30 2019.

9. What research methods/ evidence have you used in order to identify equality impacts of your strategy, policy, plan, project, contract or major change to your service?

None

10. Potential impacts

For each category below, please explain if the strategy, policy, plan, project, contract or major change to your service could have a positive/ negative impact or no impact. Where an impact has been identified, please explain what it is. Consider impacts on service users, visitors and staff members separately.

(a) Age - Any group of people of a particular age (e.g. 32 year-olds) , or within a particular age range (e.g. 16-24 year-olds) – in particular, please consider any safeguarding issues for children and vulnerable adults

In the long run this will benefit the elderly and very young, as they are more likely to be negatively impacted by poor air quality.

(b) Disability - A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities. (In this section please also include impacts of policies on carers.)

Will benefit those with existing health conditions, especially those with cardio-vascular problems, as they are more likely to be negatively impacted by poor air quality.

(c) Sex – A man or a woman.

No impact identified specific to this equality group.

(d) Transgender – A person who does not identify with the gender they were assigned to at birth (includes gender reassignment that is the process of transitioning from one gender to another)

No impact identified specific to this equality group.

(e) Pregnancy and maternity

There is some evidence indicating that poor air quality can lead to low birth weight so the policy could have a positive impact in preventing this.

(f) Marriage and civil partnership

No impact identified specific to this equality group.

(g) Race - The protected characteristic 'race' refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

No impact identified specific to this equality group.

(h) Religion or belief

No impact identified specific to this equality group.

(i) Sexual orientation

No impact identified specific to this equality group.

(j) Other factors that may lead to inequality – in particular – please consider the impact of any changes on low income groups or those experiencing the impacts of poverty

11. Action plan – New equality impacts will be identified in different stages throughout the planning and implementation stages of changes to your strategy, policy, plan, project, contract or major change to your service. How will you monitor these going forward? Also, how will you ensure that any potential negative impacts of the changes will be mitigated? (Please include dates where possible for when you will update this EqlA accordingly.)

Not applicable

12. Do you have any additional comments?

N/a

13. Sign off

Name and job title of lead officer for this equality impact assessment: Wangari Njiiri, Environmental Health and Licensing Support Team Leader.

Names and job titles of other assessment team members and people consulted:

Yvonne O'Donnell, Environment Health Manager

Date of EqlA sign off:

Date of next review of the equalities impact assessment: September 2021

Sent to Helen Crowther, Equality and Anti-Poverty Officer?

☒ Yes

☐ No

Date to be published on Cambridge City Council website (if known):



1 Item

1.1 HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE TAXI POLICY

To:

Licensing Committee [30/09/2019]

Report by:

Yvonne O'Donnell , Environmental Health Manager

Tel: 01223 - 457951 Email: yvonne.odonnell@cambridge.gov.uk

Wards affected:

All

1. Introduction / Executive Summary

- 1.1 Under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended), Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.
- 1.2 The Hackney Carriage and Private Hire Licensing policy (the 'policy') was produced in order to provide the Council, its officers, the trade and the public with appropriate guidelines that put the Council's licensing requirements into practice in a clear and transparent manner. In exercising its discretion in carrying out its regulatory functions, the Council shall have regard to the Hackney Carriage and Private Hire Licensing policy document.

- 1.3 The current Hackney Carriage & Private Hire Licensing Policy applies to all drivers, vehicles and operators and was last updated in July 2019.
- <https://www.cambridge.gov.uk/media/5431/hackney-carriage-and-private-hire-licensing-policy.pdf>
- 1.4 The trade has made contact with Environmental Health Manger enquiring why the requirement of contact details being displayed on operator door signs has not been enforced. (Appendix A).
- 1.5 Within the Hackney Carriage and Private Hire vehicle taxi policy it states *“Private Hire vehicles: Must display door signs which detail the name and contact information of the Operator fulfilling the booking, along with the notification of ‘Private Hire: Pre-booked only’.*
- 1.6 Hackney Carriage and Private Hire vehicle handbook states *“both the driver and front passenger doors in a prominent position, the name and contact details of the Operator fulfilling the booking must be displayed”.*
- 1.7 At present the meaning of “contact information” and “contact details” can describe a variety of contact methods including website, app, and telephone number.
- 1.8 After consideration, the decision to go out for consultation was made. The consultation would look at amending the current policy requirement, to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles. Consultation document can be found in Appendix B.
- 1.9 The Consultation took place from 1 August 2019 until 31 August 2019, 44 responses were received and can be found in Appendix C.

- 1.10 Members are now requested to review responses received during public consultation and determine, if there should be a mandatory requirement for Operator door signs to have a contact telephone for their Private Hire vehicles.
- 1.11 Members are also requested to consider timescale for implementation.

2. Recommendations

- 2.1 Members of the Licensing Committee are recommended to consider consultation responses and agree;
- 2.1.1 To amend the policy to require the mandatory display of a contact telephone number on operator door signs for private Hire Vehicles.
- 2.1.2 Operators to provide door signs with their telephone number to private hire drivers/vehicles that are registered with them.
- 2.1.3 All vehicles that are registered with an operator, to display door sign with contact telephone number as of 1 January 2020.

3. Background

- 3.1 Cambridge City Council has responsibility for licensing Hackney Carriage, Private Hire and Dual Licence Drivers as well as vehicle proprietors and Private Hire Operators within the City.
- 3.2 In doing so, Cambridge City Council seeks to promote the following objectives that impact on the Hackney Carriage and Private Hire trades:
- i) The protection of the public;
 - ii) The establishment of professional and respected hackney carriage and private hire trades;
 - iii) Access to an efficient and effective public transport service;
- and
- iv) The protection of the environment

- 3.3 Under the powers conferred to Cambridge City Council under the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976, (as amended), the Hackney Carriage and Private Hire Licensing policy document (the 'policy') was produced in order to provide the Council, and Council Officers, who are required to administer the licensing function, with appropriate guidelines within which to act.
- 3.4 The policy is designed to put the Council's licensing requirements into practice and assist in the delivery of a transparent, accountable and efficient licensing service. It additionally, assists in ensuring that both the trade and the public have a document that fully explains the licensing procedures to all parties in a clear and transparent manner.
- 3.5 Cambridge City Council taxi licensing team is available for members of the public and trade to contact. Contact can be for a variety of reasons including raising complaints against drivers and/ or vehicles, in addition to raising concerns.
- 3.6 Cambridge City Council is only available during core working hours Monday to Friday. This means that members of the public or trade cannot make contact with office staff, Friday evening to Monday morning, in addition to public bank holidays.
- 3.7 Taxi services are a 24 hour service, 7 days a week, which means, at any time members of the public may come across an issue they wish to raise. If this is to occur during council non- office hours, this leaves a delay in addressing reports or complaints from customers. A delay in addressing particular issues may leave members of the public at risk for example, a report of vehicle having one rear light not working.
- 3.8 The addition of a telephone number on operator door sign will provide any member of the public, not only those who enlisted the operator, a means of contacting the operator at any time they may witness an issue or have concerns regarding a driver, or vehicle. This is especially important during the non-council office hours.

- 3.9 It is important that customers have the option to contact the private hire operator directly via a telephone number.

4. Implications

a) Financial Implications

Costs of updating private hire door signs with operator telephone number will be borne by operators.

b) Staffing Implications

Existing staff resources will absorb the review of the policy, along with any changes arising from the review.

c) Equality and Poverty Implications

Nil.

d) Environmental Implications

Nil.

e) Procurement Implications

Nil.

f) Community Safety Implications

Cambridge City Council has a duty to provide a safe and secure taxi service. The Council has a responsibility to review, consult and publish the Hackney Carriage and Private Hire Licensing Policy on a regular basis, or it could be believed that the Authority's policy is not sound. The addition of contact telephone number on door signs provides members of the public additional means of reporting concerns, which can then be looked into quickly.

5. Consultation and communication considerations

- 5.1 Consultation was held from 1 August 2019 to 31 August 2019.

- 5.2 The consultation was advertised through a variety of means including

- Email to license holders;
- Taxi Trade Forum – July 2019;

- E-mail to the trade and Key stakeholders; and
- Publication on the City Council website.

5.3 Consultation document can be found on as (Appendix B)

5.4 All feedback was encouraged from license holders, taxi trade and key stake holder. All comments are to be considered as part of the review and in preparation of the final policy document.

6. Background papers

No background papers were used in the preparation of this report.

7. Appendices

Appendix A – E-mail from the Trade

Appendix B – Consultation Document

Appendix C – Consultation responses

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact Wangari Njiiri , Environmental Health and Licensing Support Team Leader, tel: 01223 - 458533, email: wangari.njiiri@cambridge.gov.uk.

Appendix A

From: Gavin Witt <gavinwitt@panthertaxis.co.uk>
Sent: 19 July 2019 10:11
To: Yvonne ODonnell <Yvonne.ODonnell@cambridge.gov.uk>
Cc: Alex Beebe <Alex.Beebe@cambridge.gov.uk>; Alex Nix <Alex.Nix@cambridge.gov.uk>
Subject: RE: Safeguarding

Yvonne,

I recently sent you an email in relation to safeguarding regarding that Cambridge City Council do not require an operator to display a telephone number on their door signs. This suggestion was shared to me and seems to be incorrect as upon my own further investigations into your licencing policy it clearly states on more than one occasion that the contact details of an operator must to be displayed on the door signs of all private hire vehicles.

This legal requirement/ condition can be found in both the Cambridge City Council Hackney Carriage and Private Hire Licencing Policy July 2019 and the Hackney Carriage and Private Hire Taxi Handbook July 2019, this policy was passed by the members so surely this needs to be enforced with immediate effect.

For clarification, this information can be found under section 4, page 21 of the Taxi and Private hire Handbook and under section 18.7 (ii) in the licensing policy.

It cannot be argued against that this requirement of contact details being displayed is so that there is a way for the general public who may witness a breach of conditions and or an immediate safeguarding issue a means of registering a complaint or making a disclosure quickly, effectively and properly. Raising a safeguarding issue is fundamental to ensuring the safety of customers and it is more often than not a bystander (non-customer) who we rely on to report such concerns – at Panther, we have lots of examples of this. There is no point in the council bringing in all these proposed safeguarding measures like tinted windows (so the public can see into a vehicle), CCTV and even training over 500 drivers on safeguarding if there is no means to report a safeguarding concern for the public and your policy clearly states that Operators have shared obligations to safeguarding. It is my opinion that this is the exact reason that this legal requirement/condition is in the policy so that the responsibility can be shared, especially considering that most vulnerable adults are transported when the council offices are closed.

Is it the case that this has been missed or do the council not enforce this element of the legal policy/ condition? Are the council appointed garage aware of this licencing condition and are they failing vehicles that do not display this information?

I look forward to your thoughts at your earliest convenience to what I see as an urgent matter.

Kindest Regards

Gavin Witt

From: Gavin Witt [<mailto:gavinwitt@panthertaxis.co.uk>]
Sent: 16 July 2019 10:32
To: 'Yvonne ODonnell' <Yvonne.ODonnell@cambridge.gov.uk>
Cc: 'Alex Beebe' <Alex.Beebe@cambridge.gov.uk>; 'Alex Nix' <Alex.Nix@cambridge.gov.uk>
Subject: Safeguarding

Yvonne,

It has recently come to my attention that Cambridge City Council do not require an operator to display a telephone number on their door signs, is this really correct and do you have any plans to change this to ensure that operators obligations towards safeguarding are maintained, How would I report a safeguarding issue to an operator who does not display this information ?

Regards

Gavin Witt,
Operations Manager.

Panther Taxis Ltd,
Convent Drive,
Waterbeach,
Cambridge.
CB25 9QT.
Tel. (01223) 715715
Fax. (01223) 715716
Web www.panthertaxis.co.uk



This e-mail and any attachments are strictly confidential and are for the intended addressee(s) only. If you have received it in error you must not disclose, copy, distribute or otherwise act on its contents. Please destroy or delete immediately all received copies of the e-mail and any attachments, whether stored electronically, physically or otherwise and notify the sender as soon as possible on 01223 715715.

In order to improve our customer service we may record or monitor calls to our office. Panther Taxis Ltd act as agent for the self employed drivers.

Hackney Carriage & Private Hire – Licensing Policy

Introduction and Background

Cambridge City Council has responsibility for licensing Hackney carriage, Private Hire and Dual Drivers, proprietors and operators within the City.

In doing so, Cambridge City Council seeks to promote the following objectives that impact on the Hackney Carriage and Private Hire trades:

- i. The protection of the public;
- ii. The establishment of professional and respected hackney carriage and private hire trades;
- iii. Access to an efficient and effective public transport service; and
- iv. The protection of the environment

Cambridge City Council has adopted the provisions of the Local Government (Miscellaneous Provisions) Act 1976, which governs the licensing of Private Hire Vehicles, Private Hire Operators and drivers. The adoption of this act also encompasses the adoption of the Town Police Clauses Act 1847, which governs the licensing of Hackney Carriages.

The Hackney Carriage and Private Hire Licensing Policy applies to all drivers, vehicles and operators. The policy is intended to ensure that both the trade and the public have a document that fully explains the Council's Licensing requirements in context for all parties in a clear and transparent manner.

The current policy has been in effect since the 16th July 2019; however, the Environmental Health Manager has had numerous communications with the trade regarding making amendments to the current policy. These include;

1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs.
2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020.
3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old

Consultation

Cambridge City Council is conducting a consultation to review the proposed changes to the policy. This will ensure that it complies with governmental best practice guidance and will provide protection for the public using the service.

The consultation is open to the members of the taxi and private hire licensing trade, public and stakeholders. The closing date for submitting consultation responses is the end of **Saturday 31st August 2019 11.59pm.**

All feedback is encouraged and all comments will be considered as part of the review and in preparation of the final policy document.

The results of the consultation exercise will be put to Members at the next Licensing Committee on 30th September 2019 to take account of the feedback from the trade and other stakeholders in order to consider any amendments to the Hackney Carriage and Private Hire Licensing Policy.

Any comments that you forward to the Licensing Authority should clearly state your name and any organisation or persons you may be responding on behalf of.

Please send your response:

- By email to taxi@cambridge.gov.uk please include the words 'Taxi Policy' in the subject field; or
- In writing to Commercial & Licensing Team, Environmental Services, Cambridge City Council, and PO Box 700, Cambridge, CB1 0JH.

Summary of Proposals

1	<p>Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles.</p> <p>Members of the public may wish to make telephone contact with operator regarding a driver or vehicle. If a contact telephone number is displayed, it provides members of the public another means of making contact with operator. This supports in the safeguarding of members of the public, as concerns and complaints are reported and dealt with promptly.</p>
2	<p>Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p>

3	<p>To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p>
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APPENDIX C – CONSULTATION RESPONSES – REVIEW OF THE HACKNEY CARRIAGE & PRIVATE HIRE LICENSING POLICY

Response Number	Date Received	Comment	Date Responded	Response
1	02/08/2019	<p>Dear Sir</p> <p>In relation to proposal 1. Re : Requirement to have phone number of operator on door signs for phv's. Despite good intentions, I do not see how this would work in relation to Uber as you order a taxi via the app without using a phone number. As a driver, I do not even know what their phone number is so I imagine it would be difficult for members of the public to call them . I would expect strong opposition from Uber to have to take phone calls but that in itself may be a good reason for going ahead with this proposal.</p> <p>In terms of public safety, I support this proposal because in the event of an issue the Operator ought to be able to be called.</p> <p>Furthermore, would it not be a better idea to have the phone number of the Licensing Authority, in this case yourselves, because this would enhance public safety far more than having the Operator's number. This is because you are less partial and would take stronger action.</p>	02/08/2019	Acknowledgement e-mail sent
2	05/08/2019	<p>Many thanks for sending me the information about the current consultation about the Hackney Carriage and Private Hire - Licensing Policy.</p> <p>Whilst the Partnership Boards have not expressed views in relation to points 2 and 3, they have expressed concerns about safety as noted in point 1.</p> <p>They would be very keen to ensure that phone numbers are</p>	05/08/2019	Acknowledgement e-mail sent

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		<p>promoted on the sides of taxis.</p> <p>Many people are aware that the best way of resolving a problem is directly with the companies involved rather than going straight to the Council.</p> <p>Whilst this will not resolve all problems, indeed more serious issues should go straight to the Council, but will create a greater level of transparency and responsiveness.</p>		
3	07/08/2019	<p>I support all 3 proposals.</p> <p>It is important for p/h to wear company door signs that clearly display a phone number in case of emergency or complaints to the company.</p> <p>It should then be the said company's duty to pass these complaints onto to licensing.</p> <p>The zero/low emissions policy needs to be looked at again in greater depth.</p> <p>In last months autotrader there were only 2 cars for sale in the whole country that met the zero emissions and colour requirements specified.</p> <p>Furthermore,there are simply not enough charging points available for the size of the current Hackney and p/h fleet.</p> <p>Add the 1200 or so Southcbs p/h that currently work in Cambridge and the situation would simply be impossible.</p> <p>The idea of dropping the minimum 4 years old limit on newly licensed zero/low emission vehicles would be common sense and very welcome.</p>	08/08/2019	Acknowledgement e-mail sent
4	07/08/2019		08/08/2019	Acknowledgement e-mail sent

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		<p>Good day</p> <p>I agree with the new policy proposals for the taxi policy.</p>		
5	07/08/2019	<p>Taxi policy</p> <p>Hi I agree with all 3 Proposals</p>		Acknowledgement e-mail sent
6	08/08/2019	<p>I support your 3 proposals in your current consultation.</p> <p>I think April 2020 is far too soon especially as there are not enough charging points, which if made available should be only for city use and not south Cambs drivers, also the number of electric multi seaters is very limited. We need more time to allow the market to catch up.</p>	08/08/2019	Acknowledgement e-mail sent
7	12/08/2019	<p>Thank you for giving us the opportunity to respond to your consultation.</p> <p>I attach our response below. I am heading out of the office until the end of the month, but I am ccing my colleague [REDACTED] should you wish to follow up on any of the points raised.</p> <p>ATTACHED content:</p> <p>Thank you for providing us with the opportunity to respond to the Cambridge City Council's consultation on proposed</p>	19/08/2019	

changes to the Private Hire and Hackney Carriage policy and conditions.

Cambridge City Council has a significant opportunity to make considerable improvements to its private hire licensing regime, and we welcome the approach that is being taken to consult with the trade in considering those improvements.

The council plays an important role in ensuring that the taxi and private hire industry is trusted, and meets the needs of local communities. However, regulation must be proportionate and well targeted. Best regulatory practice requires an assessment of whether any interventions are justified by specific and legitimate policy objectives.

We believe that local licensing requirements should be regularly re-assessed with this in mind, and the current consultation exercise is an important step in doing so. Please find our response below - if you would like to discuss any of the points further please don't hesitate to contact me.

1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles.

This proposed change would require door signs to include 'the name and telephone number of the Operator fulfilling the booking'. This requirement does not reflect that increasingly bookings can be made via other channels including e-mail, website or via an app - and therefore requiring the inclusion of a telephone number may be redundant. We believe the condition should be updated to reflect the variety of ways in which passengers can now make a booking for a private hire vehicle.

Moreover, many other councils have actually taken policy in the opposite direction, removing the requirement of a telephone number from their requirements.

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As described by a senior licensing manager at Southampton City Council (in an email to me on August 5 2019, which he has given permission for me to share): *“In 2015 we decided to alter our conditions on the display of a telephone number. When we examined the policy we realised that it was an unfair condition to force the display of a number as not all vehicles are booked this way. Additionally there is no way we could enforce the fact that the number would be answered. Therefore if we were ever challenged by an applicant on this there would be a high risk of the policy being overturned as the justification was weak.” “Instead we require the phone number or web domain (that could be an email address). This has proved successful and we have had no complaints from the public regarding not being able to contact an operator in the event they wish to complain.”*

Brighton and Hove City Council, removed the requirement for operators to have a telephone numbers on the external livery in 2018, allowing instead for an operator name and/or phone number; *“[Permitted door signs]...should be 30cms by 46cms in size with white lettering, containing only the words “PRIVATE HIRE” and “PRIOR BOOKING ONLY” and a single telephone number or; company name of the operator (as approved by the Director)... If door signs are displayed a roof sign must also be displayed showing the same single telephone number or;company name/logo matching the door sign on the vehicle on the front and back of the roof sign.”*

[Emphasis added] (Section 150.5
[https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/\\$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.p](https://phantom.brighton-hove.gov.uk/Published/C00000116/M00009219/AI00070116/$20181120101423_017981_0061188_BlueBook5thEdition3.docxA.ps.p)

df).

The external livery is often used as a means of contacting the operator for a number of different reasons: most commonly to make a booking, very rarely to make a complaint. It would therefore be very confusing to customers to be pointed to a phone number from which they are unable to book a vehicle. Although there are other councils with similar policies with whom we hold a licence, they take the reasonable view to allow us to put the URL or relevant App store icons in lieu of a telephone number.

Therefore we would propose that an operator provides 'contact information' on door signs, should you still consider this necessary, such as a telephone number, website or email address.

2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission.

In principle, we are very supportive of the council's aims to improve air quality in the city. By using technology to get more people into fewer cars, at Uber we are actively working towards a future where every car journey is a shared journey, made in a highly efficient vehicle – reducing congestion, improving air quality and offering a genuine alternative to private vehicle ownership in urban areas.

Whilst we support the council's aims - and applaud the council's foresight in supporting drivers to switch to zero and ultra-low emission vehicles by providing substantial discounts or full exemptions from licensing fees as a way of offsetting the increased costs - we nevertheless believe the proposed timeline for private hire vehicle compliance may be too short and does not give drivers or operators sufficient time to allow for fleet renewal. This therefore has the potential to result in

adverse and unfair impacts on private hire drivers and could undermine longer term attempts to significantly improve air quality in Cambridge.

We therefore recommend that the implementation date of the new vehicle standards for private hire vehicles is moved back - coming into effect at the end of 2022 to help ensure that council policy is more closely aligned with the availability of suitable, affordable zero and ultra-low emission vehicles. Current charging infrastructure in Cambridge is insufficient to accommodate widespread adoption of zero and ultra-low emission vehicles. We therefore encourage the council 1 to engage with drivers and operators to identify a timeline for supporting the rollout of rapid - and in order to future proof the city, ultra-fast charging infrastructure across the city to enable the widespread adoption of zero and ultra-low emission vehicles. It is encouraging that Cambridge City Council were awarded OLEV funding for 21 chargers overall.² We would welcome the opportunity to meet with the council to outline how we might work with you to support this policy objective on issues such as where these will be located, when they will be installed and commissioned, and how the council will ensure and manage access by taxis and private hire vehicles (beyond the chargers in the Adam and Eve car park).

3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old.

We welcome this proposed change to licensing conditions as, notwithstanding our concerns regarding the council's proposed timetable for introducing zero and ultra-low emission vehicles highlighted above, it is likely to help drivers

<p>Page 244</p>		<p>to better manage the current more limited availability, and higher capital cost, of zero and ultra-low emissions vehicles. Additionally, due to having fewer moving parts than petrol and diesel vehicles, zero emission vehicles experience less wear and tear and can therefore be expected to have longer operational lives than fossil fuel powered alternatives.</p> <p>1 https://www.zap-map.com/locations/cambridge-charging-points/</p> <p>2 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/780199/ulev-taxi-infrastructure-scheme-winners-with-funding-amounts.csv/preview</p> <p>4 Facilitating cashless payments</p> <p>Uber fully supports the aim of Cambridge City Council's card machine policy that was recently instated—namely that cashless payments are straightforward and available to all passengers.</p> <p>However we would request that the wording of the policy is amended slightly so that it can cover both app-based and traditional operators. For example, alternative wording could be:</p> <p><i>'Vehicles must have the means to facilitate cashless payments'</i></p> <p>Without specifying it has to be a card machine, the principle of the policy could then cover both app-based cashless payments and physical card machines. This would, we hope, future-proof the policy across all types of operators.</p> <p>Thank you once again for the opportunity to respond to this consultation, and please let me know if you wish to discuss any of the above further.</p>		
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<p>8</p> <p>12/08/2019</p>	<p>I write regarding the above consultation and would comment as follows,</p> <p>Item/1 As most private hire door signs already display the companies telephone number implementing this requirement will make little difference to the companies concerned.</p> <p>This would bring into line all private hire door signs and would also align Uber vehicles.</p> <p>Item/2 Extending the implementation date for all new vehicles to be zero or ultra low emission would be a relief to many proprietors who face having a very large onerous cost placed upon their business. This cost would have to be met by the customers by a very large increase in fares by the council and would not be appreciated by the public. This would be detrimental to the hackney carriage trade.</p> <p>Perhaps instigating a longer time frame by allowing Hy-brid vehicles to be licensed for say the next five years is a half way solution and would allow battery powered vehicle technology to become more competitive and thus more affordable for hackney carriage proprietors and also allow the bus companies and the council to align their green credentials with this imposition placed solely upon the hackney carriage trade.</p> <p>Item/3 This would make the purchasing of these expensive vehicles more affordable to the trade by allowing vehicles to be licensed say up to six years.</p>	<p>19/08/2019</p>	<p>Acknowledgment e-mail sent</p>
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		I hope a common sense approach will be adopted by the committee and give due consideration to the above.		
9	15/08/2019	<p>Dear Sirs ,</p> <p>I am writing in reply to your email regarding amendments to the Hackney carriage and private hire Licensing policy.</p> <p>I fully agree with point 1 and 3.</p> <p>On point 2 I do have a few observations.</p> <p>Zero and ultra low emissions are the way forward no doubt but I don't think that the vehicles and technology available are quite up to the job yet.</p> <p>I agree that the current policy should be postponed until a late a date as possible or until the price and mileage range of a vehicle is more suited to the taxi trade.</p> <p>I believe that a realistic range at the moment is not a lot more than 100 miles which is just not practical being a hackney carriage driver like myself as It is not uncommon to get an instant long range fare from a rank or from the station where I have a permit.</p> <p>This means you have to either turn down the fare or worry about running out of battery power if you cannot find a charging point anywhere.</p> <p>I believe that we really need a range of 300-400 miles minimum on a full battery as some cars are worked by other drivers who operate a straight change over meaning the later driver would have to go out on a minimal charge so then</p>	19/08/2019	Acknowledgement e-mail sent

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Page 247		<p>limiting their possible jobs and having to have down time charging up.</p> <p>The choice of vehicle is pretty limited at the moment too and being 6ft 4" myself think that some of these are too small to sit in comfortably for hours at a time.</p> <p>Also the price of these vehicles at the moment is too high in my opinion to be justified in this job. This in turn leads to a shortage of used vehicles (particularly silver!) available.</p> <p>Many more charging point will be required too.</p> <p>Give it a few years and I think that like any new technology the prices will naturally come down as things progress and availability will be more widespread from more manufacturers.</p> <p>In conclusion I would think in another 4 or 5 years things will have progressed enough to implement this amendment.</p>		
10	20/08/2019	<p>I would like to object to the idea of not implementing the policy about requiring all taxis to be electric or hybrid. Air pollution is a major health issue and Cambridge would benefit hugely from this policy, particularly in the area around the station.</p>	20/08/2019	Acknowledgement e-mail sent
11	20/08/2019	<p>Dear Sirs,</p>	22/08/2019	Acknowledgement e-mail sent

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Page 248		<p>I wish to protest at the apparent change of policy away from making hybrid or electric vehicles compulsory for taxis from April next year. As a local resident, I am appalled at the air quality in Station Square, Great Northern Road and Tenison Road – on a still day (especially in winter) you can actually taste the particulates as the taxi drivers keep their engines running, both when stuck in a queue and when waiting for customers at the station. But this is all part, of course, of the ludicrously bad planning of the traffic flows in the whole area.</p> <p>I'm looking forward to seeing the new plans for using Station Road (wide, and with almost no residents) for taxis as well as buses, put into practice, and very necessary pedestrian crossings installed on Station Road and at the junction of Great Northern Road and Tension Road. I also hope that, with taxis no longer turning right, the ludicrous 'kink' in Tenison Road can be straightened out again.</p>		
12	21/08/2019	<p>Dear Sir /Madam</p> <p>I strongly believe the date of implementing zero and ultra-low emission vehicle date should be extended for another 4 to 5 years , not because the council policy is wrong but simply the car market at the moment is not allowing taxi drivers to buy proper size cars with battery lasting long enough per charge which is very important for taxi business and obviously is completely different for private cars.</p> <p>I took my personal interest to check how the technology is going to change in few years as I can see in next two years</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>the market will really start to pick up on electric and ultra-low emission cars.</p> <p>At the moment is only one car which could be suitable this is Kia e-Niro is doing comfortably 250 miles per charge but I was inform by the garage there is about one year waiting list for this car. New Nissan leaf model which is going to do similar mileage but is going to be on the market end of this year. Both of this cars won't be available on second hand market ,so for the private hire vehicle they are out of reach for the majority taxi drivers like me , I'm the taxi driver in Cambridge for the last 20 years.</p>		
13	21/08/2019	<p>I really think you need to stick to your current proposals.</p> <p>The telephone number is a good mechanism to deal with safeguarding.</p> <p>The 2 points on emissions as really important too. As you know from your research, we have some very highly polluted streets. In fact, to the point of breaking EU law. That shows just how significant the issue is. We have schools all around town where children are being exposed to toxins that will have an effect on their lifespans. And it's not just children, but that should be enough.</p> <p>We really don't have any choice over this, again, as your research will have informed you. We need to clean up our street-level emissions. Whilst we really need to sort out all transport, taxis do form a large part of the journeys taken by motor vehicle, and is something that is in your remit.</p>	22/08/2019	Acknowledgement e-mail sent

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<p>15</p> <p>Page 250</p>	<p>22/08/2019</p>	<p>I have recently signed the following petition on behalf of my family (2 children).</p> <p>https://democracy.cambridge.gov.uk/mgEPetitionDisplay.aspx?id=55</p> <p>“We the undersigned residents of the South Petersfield wish to point out that our neighbourhood suffers some of the worst air pollution in Cambridge. We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and object to any change or delay to this policy.”</p> <p>Whilst I recognise that the annual averages of NO2 at Mill Road fell below the legal limit of 40 micro grams per cubic metre of air, I would like to assert that averages can be misleading since they measure the whole time frame including periods of low traffic at night. I would imagine that air pollution at peak times would be much higher than the legal limit of 40mg.</p> <p>Furthermore, I live on Guest Road which, due to the evening (post 5pm) and Sunday parking policy on the street, most nights we have taxis sitting idling outside our house between 7pm and midnight waiting for their next fare. As these taxis are idling, they are not only emit noise but also pump out exhaust emissions into the atmosphere. Calling for electric taxis (including uber) would eliminate this.</p> <p>Please do not delay the new regulations that all taxis and</p>	<p>22/08/2019</p>	<p>Acknowledgement e-mail sent</p>
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		private hire vehicles should be electric from April 2020.		
15	22/08/2019	<p>Dear Cambridge City Council,</p> <p>My name is [REDACTED] a Cambridge resident, and I am writing to you as part of the consultation regarding the proposals for Cambridge taxis.</p> <p>On the whole, I agree with your proposals, particularly the first proposal. However, I do not agree with the second proposal, to extend the implementation date for all new licensed vehicles to be zero or ultra-low emissions vehicles beyond 1st April 2020.</p> <p>Back in February, Cambridge City Council declared a climate emergency, highlighting the very real danger that we are all in as a result of climate change. Recent events such as wildfires in the Arctic and the Amazon have only served to highlight how desperate the situation is.</p> <p>In the face of such destruction, altering the implementation of an ultra-low emission taxi service in Cambridge may seem slightly futile. However, to postpone the implementation would send a strong message out to the UK and to the world in general that Cambridge is only paying lip service to the climate emergency, and does not care about the threat we are all under if we do not rapidly change our economies and lifestyles. By postponing the implementation, Cambridge City Council will commit itself to an undisclosed period of increasing air pollution and contributing to the destruction of any world that we as a species can live on. By retaining the current implementation date, in spite of market challenges,</p>	22/08/2019	Acknowledgement e-mail sent

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		<p>you will show commitment to the declaration of a climate emergency, and send the message that you care more about the lives of your constituents than you do about capitalist market pressures.</p> <p>As such, I ask that you do not postpone the implementation, and instead stand with the many activists, academics, and Cambridge residents who are committed to doing every little thing they can to combat the oncoming climate disaster.</p>		
16	22/08/2019	<p>We are a family with 4 children who live in South Petersfield and am aware that our neighbourhood suffers some of the worst pollution in Cambridge.</p> <p>We strongly support the policy that all new taxis and private hire vehicles should be electric or plug in Hybrid from April 2020 and we object to any change or delay in policy.</p>	23/08/2019	Acknowledgement e-mail sent
17	22/08/2019	<p>With regard to your proposals I have the following comments:</p> <p>I agree with the number of the taxi company being compulsory to the side of the taxi. I would ask, similar to CamCab, that a reference number is clearly displayed as opposed to needing to remember the whole licence plate number - which may be hard to read.</p> <p>I object to extending the implementation date of zero or low emission saloon vehicles and further object to this being limited to saloon taxi vehicles.</p>		Acknowledgement e-mail sent

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<div> <div>Page 253</div> <div>18</div> </div>		<p>Removing the age limit for zero emissions vehicles I agree as sensible, but not for low or ultra low emissions unless a set number of licences for these vehicles are agreed upon. Many low emissions vehicles will still cumulatively produce high levels of emissions.</p> <p>Also, that private hire outside of Cambridge City are restricted from working in Cambridge and that private hire and Hackney taxis are required to prove at least 50 hours cycling experience in the Cambridge City area to small side roads and main roads including the ring road every 5 years. This could be by an app on a mobile phone for example. It is important that potential and continuing drivers of Hackney and private hire are regularly put in a position where they can directly empathise with an extremely popular mode of transport it seems to find itself in conflict with.</p>		
	26/08/2019	<p>As a resident of South Petersfield, I wish to point out that this neighbourhood suffers some of the worst air pollution in Cambridge, mainly because it is close to the station where taxis drive in and out at a rate of many thousands a day. I therefore strongly support the policy which would require all NEW taxis and private hire vehicles to be either electric or plug-in hybrid from April 2020. There should be NO DELAY in implementing this policy.</p>	27/08/2019	Acknowledgement e-mail sent
19	27/08/2019	<p>I'm writing to let you know that I agree with the consultation. Thank you.</p>	27/08/2019	Acknowledgement e-mail sent
20	27/08/2019	<p>I'd like to add my support for all three options for</p>	27/08/2019	Acknowledgement e-mail sent

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		amendments to taxi licensing policy. They seem like a reasonable, useful, and common sense things to do at this point. I would, however, expect the Council to be open t further amendments in the future should any of the assumptions and circumstances change.		
21	27/08/2019	<p>Dear Team ,</p> <p>I am writing as a license holder with city council [REDACTED]</p> <p>With regard to the three points of the current consultation:</p> <ol style="list-style-type: none"> 1. Agree that all door signs should have contact number and that this number be manned full-time. This is simply an aid to safeguarding which is very important these days. 2. Agree that council should revisit/revise implementation dates for ultra-low emission/electric vehicles as drivers need more time to reasonably reach these targets in the current market place, including the market place for vehicles themselves. 3. Strongly in favour of removing the 4 year limit. This has always been an unsound policy for the environmental side of things and thought should also be given to upper age limits for such vehicles too. 	27/08/2019	Acknowledgement e-mail sent
22	27/08/2019	<p>Dear Licensing,</p> <p>(1) I agree with your proposal to include the operators telephone number on the door sign , as this makes it</p>	27/08/2019	Acknowledgement e-mail sent

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<p>Page 255</p>		<p>much easier for a member of the general public to report a possible issue and/or a safeguarding problem with the operator immediately.</p> <p>(2) I think the council, s policy on EV and PHEV should be extended for a minimum of 12 months and I think 24 months would be better, as it appears to be a very slow process to get charging points up and running in Cambridge and the current vehicle technology(unless the driver spends a small fortune) no quite good enough yet.</p> <p>(3) Whenever I have challenged the councils policy on the new vehicle age limit of years I always been told it is down to emission's, this of course has never really been the case as a very high mileage car 3 years and 11 months old is always going to produce more emission's than a low mileage car that is 5 years old , but in case of an EV or PHEV there are no emission's . I can see no reason why EV or PHEV should not be licensed at 10 years old as it still has a 5 year life with your current finishing date of 15 years and whilst currently it may not help drivers to afford these vehicles yet as they have not been available for that long but as time goes on it will certainly help.</p> <p>(4) If the council changes the new vehicle policy age and the introduction of EV and PHEV by 24 months, I think we could see a lot drivers changing to these vehicles of their own volition</p>		
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<p>23</p> <p>Page 256</p>	<p>27/08/2019</p>	<p>Sir,</p> <p>With regard to the licensing policy for taxis:</p> <p>1. A telephone number on the side of vehicles would be good for the public as well as operators.</p> <p>2. "Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research."</p> <p>This should be for all replacement vehicles, not just new vehicles to avoid replacements being hydrocarbon powered.</p> <p>3. I suggest consideration is given to increasing license fees on hydrocarbon fuel powered vehicles and lowered on electric vehicles.</p> <p>4. Will more charging points be installed?</p>	<p>27/08/2019</p>	<p>Acknowledgement e-mail sent</p>
<p>24</p>	<p>27/08/2019</p>	<p>Hi Cambridge City Council Taxi Policy Team, I am writing as a local resident in response to your</p>	<p>28/08/2019</p>	<p>Acknowledgement e-mail sent</p>

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		<p>consultation on taxi licensing.</p> <p>I have no strong views on the inclusion of the phone number on the taxi door.</p> <p>I strongly oppose any plans to delay the implementation for zero emission/very low emission vehicles. I understand there can be long waiting times for electric vehicles but it is very important for the wellbeing of city residents, and globally as part of the response to the climate emergency, that these measures are not delayed. I therefore would prefer the council to keep the implementation date as it is and instead look at ways to support the taxi industry to meet this deadline.</p> <p>I support the removal of the age limit on vehicles as this may help speed the roll out as second hand electric vehicles become available. Relatively short range cars such as first generation Nissan Leafs may be suitable for use as taxis and would have zero exhaust emissions.</p> <p>I hope this helps and you are able to take my response into consideration when deciding what to do.</p>		
25	28/08/2019	I strongly agree with the consultation on the taxi policy	29/08/2019	Acknowledgement e-mail sent
26	29/08/2019	<p>I would like to respond to consultation about taxi policy.</p> <p>nr 1 yes I think it's good idea to number for taxi company to be display on door of the car. it's easiest way customer can communicate with office.</p>	29/08/2019	Acknowledgement e-mail sent

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		<p>Nr 2 April 2020 it's too early for electric vehicle at the current market they are very expensive to buy and the range of its battery it's very limited. not enough if you get jobs out of town.</p> <p>Nr3 I don't think you should change age limit. at the moment we got young cars fleet. keep it that way.</p>		
27	29/08/2019	<p>I have the following feedback to give on the proposed changes to taxi policy:</p> <p>1. Amend the policy to require the mandatory display of a contact telephone number on operator door signs for Private Hire Vehicles</p> <p><i>This seems completely sensible and a positive change.</i></p> <p>2. Extend the policy's implementation date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</p> <p>The current policy states 1st April 2020 as the implementation date. Officers to complete research on the current vehicle market to consider if implementation date should be extended, and advise new implementation date based on research.</p> <p><i>Given the current context of us being in a climate change emergency, I think it is clearly wrong to extend the date of requiring taxis to be zero or ultra low emission by eight years. Considering the social and economic damage of air</i></p>	29/08/2019	Acknowledgement e-mail sent

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<div>Page 259</div> <div>28</div>		<p><i>pollution to extend the date of this requirement seems at best foolish, and at worst criminal.</i></p> <p>3. To remove the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old</p> <p>Currently the policy states that all new vehicles must be less than 4 years old to be licensed as a Cambridge City Council vehicle. The reason for this was to ensure that the newer vehicles are less polluting. However with the new Zero and Ultra Low Emission vehicle standards within the policy, this age limit would not be necessary.</p> <p><i>This seems completely sensible and a positive change. There is no environmental benefit to forcing vehicle owners to buy new vehicles if the emissions are zero or ultra low.</i></p>		
	29/08/2019	<p>1- very good idea to have a phone number of the private hire company on aside of the car.</p> <p>2-It is too early to implement to have o emission cars or electric one.The technology is not there yet.they are expensive to buy.The boots are very small.They only do limited mileage and there are not enough charging points around.The implementation should be extended and be decided in few years time.</p> <p>3-The age limit should be no issue for the o emission cars as they don't pollute at all.</p>	30/08/2019	Acknowledgement e-mail sent
29	30/08/2019		30/08/2019	Acknowledgement e-mail sent

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		<p>Hello,</p> <p>I agree with all proposals.</p> <p>Thanks</p>		
30	30/08/2019	<p>1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. <u>{ I AGREE }</u></p> <p>2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. <u>{ I DONT AGREE }</u></p> <p>3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old. <u>{ I AGREE }</u></p>	30/08/2019	Acknowledgement e-mail sent
31	30/08/2019	<p>To whom it may concern;</p> <p>I fully agree with all three proposals laid out and feel its the sensible way to move forward at the current time.</p>	02/09/2019	Acknowledgement e-mail sent
32	30/08/2019	I agree with all the policy on taxi consultation.	02/09/2019	Acknowledgement e-mail sent
33	30/08/2019	<p>Hi</p> <p>I think I'll changes proposed by you are good changes.</p>	02/09/2019	Acknowledgement e-mail sent

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		I support all three of them.		
34	30/08/2019	Hello I wish to say I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
35	30/08/2019	Hello, I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
36	30/08/2019	Dear Sir or Madam I am writing to express my suport for the ammendments proposed to the taxi policy.	02/09/2019	Acknowledgement e-mail sent
37	30/08/2019	I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent
38	30/08/2019	Hello, I agree with all three proposals.	02/09/2019	Acknowledgement e-mail sent

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		Thank you & regards.		
39	31/08/2019	Dear Sir or Madam I agree with all of the set out proposals.	02/09/2019	Acknowledgement e-mail sent
40	31/08/2019	Dear Sirs With reference to the following proposals, I agree with all three changes. <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old 	02/09/2019	Acknowledgement e-mail sent
41	31/08/2019	Hello I agree all three proposals	02/09/2019	Acknowledgement e-mail sent

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42	31/08/2019	<p>Dear all,</p> <p>My response to the attached discussion is as below:</p> <p>I greatly support <u>all three proposed</u> moves to be made.</p> <p>I would like to make special mention to point number 2 to extend the implementation date of all new taxis to be zero or ultra emission <u>to as late as possible.</u></p> <p>I would propose this to be taken even as far as to 2028.</p> <p>Thank you for taking the time to collect this information.</p>	02/09/2019	Acknowledgement e-mail sent
43	31/08/2019	<ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old 	02/09/2019	Acknowledgement e-mail sent

4. **CDA Response to 1** : We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .

CDA Response 2 :

The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and the greed of the big companies bringing more drivers means less work for old drivers

CDA Response 3:

Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd .
Zero or Ultra-Low Emissions car should be kept plated as long it passes its MOT And COC .

<https://www.cambridge.gov.uk/consultations/hackney-carriage-and-private-hire-licensing-policy>

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<p>44</p> <p>Page 265</p>	<p>31/08/2019</p>	<p>Dear Taxi team, Please find our concerns from CAMBRIDGE TAXI DRIVER ASSOCIATION.</p> <ol style="list-style-type: none"> 1. Adding a requirement for the operator telephone number to be displayed on Private Hire Vehicle door signs. 2. Council to re-consider the implementation date for the requirement of all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission, currently 1st April 2020. 3. The Council to consider the removal of the age limit for all new Zero or Ultra-Low Emissions to be less than 4 years old <p>CDA Response to 1: We don't see any need for the door sign and the company number on the door sign or the car as its private hire cars customer knows exactly who they booking with. Members of public can use car reg and call the council or operators by and raise their concern to the taxi licensing authorities. And if the customer who privately booked already knows the company number and how to approach the company .</p> <p>CDA Response 2 : The current policy states 1st April 2020 but we think it should be 2030 as the electric cars are so expensive and their no guarantee for earning money as the trade is slow and so much competitor & more drivers means less work for all drivers.</p> <p>CDA Response 3: Zero or Ultra-Low Emissions cars are very expensive and putting age limit on their use on taxi is absurd . Zero or Ultra-Low Emissions car should be kept plated as long it passes its</p>	<p>02/09/2019</p>	<p>Acknowledgement e-mail sent</p>
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		MOT And COC .		
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