



Cambridge City Council Licensing Committee

Date: Monday, 11 September 2023

Time: 10.30 am

Venue: Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ

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

Agenda

Member's Licensing & Enforcement verbal update

9.00 to 10.00 AM - **Council Chamber**

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (Pages 3 - 14)
- 4 Public Questions
- 5 Vehicle Age Requirements for Hackney Carriage and Private Hire Vehicles (Pages 15 - 46)

Licensing Committee Members: McPherson (Chair), Bird (Vice-Chair), Bennett, Carling, Griffin, Levien, Moore, Nethsingha, Pounds and Wade

Alternates: Davey, Hauk and Tong

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LICENSING COMMITTEE20 March 2023
10.30 am - 12.14 pm**Present:** Councillors McPherson (Chair), Bird (Vice-Chair), Divkovic, Gilderdale, Page-Croft, Robertson, Scutt, Levien and Davey

Also present (virtually) Councillor Bennett

Officers

Environmental Health Manager: Yvonne O'Donnell

Legal Adviser: Paul Weller

Committee Manager: Sarah Steed

Producer: Chris Connor

Also present (virtually) Alan Parr (Legal Advisor)

FOR THE INFORMATION OF THE COUNCIL**23/9/Lic Apologies**

Apologies were received from Councillor Carling and Councillor Davey attended as alternate.

Councillor Bennett attended the meeting virtually via Microsoft Teams, it was noted that Councillor Bennett could contribute to debate but would not be able to vote.

23/10/Lic Declarations of Interest

Name	Item	Interest
Councillor Levien	23/15/Lic	Personal: Had had a meeting with Taxi Drivers but no opinion had been expressed.
Councillor Scutt	23/15/Lic	Personal: A member of the taxi trade had spoken with them just before the meeting started but no opinion had been expressed.
Councillor Divkovic	23/15/Lic	Personal: A member of the taxi trade had spoken with them just before the meeting started but no opinion had been expressed.

23/11/Lic Minutes

The minutes of the meeting held on 30 January 2023 were approved as a correct record and signed by the Chair.

Post meeting note: It was noted that the minutes for the 30 January 2023 meeting had not been re-set for the new calendar year (2023). The minutes would be re-numbered after the meeting to start from 23/1/Lic to 23/8/Lic respectively.

23/12/Lic Public Questions

Public Speaker 1

- i. Was speaking as an individual, several drivers had asked him to speak. Had been a taxi trade representative in the past.
- ii. The CCTV issue began in 2017, the current council policy required the installation of a public facing camera in taxis. Only 5% of Local Authorities required the installation of CCTV in taxis and 3 Local Authorities disallowed CCTV in taxis. The introduction of CCTV was requested by two people making representations to the Licensing Committee to introduce CCTV in taxis.
- iii. Noted that the consultation regarding the introduction of CCTV started before covid and questioned if it was fit for purpose now. A formal complaint had been submitted regarding the consultation process with reference to the costing exercise.
- iv. No impact report had been considered for those in receipt of benefits or who used foodbanks. 4-5 weeks ago the costing exercise was detailed by 2 lines in the officer's report.
- v. 300 hackney carriage vehicles would need to install CCTV at £444 each which totaled £133,000. The cost to the taxi trade (including those vehicles licenced by South Cambridgeshire District Council) would cost £888,000 plus fitting costs.
- vi. The council's specification for CCTV was 9 pages in length.
- vii. There was no demonstration of the need for CCTV.
- viii. The specification for CCTV was important in the event the footage needed to be used as evidence in a court case.
- ix. The requirement to install CCTV was not a condition on a licence it was put straight into the Council's taxi policy. This took away a person's right to appeal against this requirement; questioned this approach.

The Licensing & Enforcement Manager responded:

- i. Consultations regarding CCTV had been undertaken on a number of occasions since 2017. The consultation had been reviewed in January 2022 following the introduction of new statutory guidance regarding proportionality and reasonableness. A report was presented to the Full Licensing Committee in October 2022. The CCTV specification was also tabled at this meeting.

Public Speaker 2

- i. Was the Chairman of Cambridge City Council Licensed Taxis.
- ii. In 2017 a person holding themselves out to be a trade representative requested the introduction of CCTV in taxis. 250 people from the taxi trade signed a petition opposing this, but this was not considered. Drivers were not happy to have this policy. Hundreds of drivers were outside the council building protesting.
- iii. Circumstances had changed since 2017; there had been a pandemic and a war taking place in Ukraine. The requirement for CCTV should be reviewed; did not think it was fit and proper for the current time.
- iv. Only 5% of councils had introduced CCTV in taxis, that was 15 / 278 councils. The data was available from www.gov.uk. Questioned why Cambridge was within the 15 councils who had introduced CCTV. Council's created policies if there was a need for them. Questioned if there was a real need for mandatory CCTV in Cambridge.
- v. In 2021/22 Cambridge was chosen as the safest place in the UK.
- vi. The Council and the Police agreed that incidents in taxis were minimal; therefore questioned the need for CCTV.
- vii. Had been in contact with CCTV providers provided by the Council. The providers had raised concerns about the installation of CCTV in certain vehicles as there were no fuse boxes for the power supply. Had also been in touch with car dealerships who advised that CCTV was classed as a modification and that modifications to vehicles which were not fitted by their engineers would invalidate the warranty for a new vehicle.
- viii. Drivers should be able to decide whether or not to install CCTV; alternatively, drivers only had to install CCTV if they received a number of complaints.
- ix. Depending on the outcome of the decision, their members would contribute to a legal fund to appeal the decision.

The Licensing & Enforcement Manager responded:

- i. The policy to require the installation of CCTV in taxis was reviewed in January 2022 against the new statutory guidance. Considered the policy was fit for purpose.
- ii. The council was not providing suppliers for the installation of CCTV. The council had provided the specification for CCTV, it was a matter for the taxi trade to choose who to install the CCTV, the only requirement was that the CCTV was installed in accordance with the specification.

Public speaker 3

- i. Was representing Cambridge Taxi Driver Union.
- ii. Felt the committee had been misled into adopting the CCTV policy based on representations from a few individuals.
- iii. The CCTV policy was not in line with Government recommendations.
- iv. The council did not identify a legitimate identified need with the introduction of CCTV. There was no such need in Cambridge.
- v. Noted a comment made by the Chair of Licensing Committee that 'incidences in Cambridge taxis and private hire vehicles were rare'.
- vi. Felt the CCTV policy should be reviewed annually to ensure that it was still necessary. Noted that the Committee had agreed to review the CCTV policy every 5 years, with the first review to take place in 2029; queried why the first review was scheduled to take place in 6 years' time.
- vii. The council's policy regarding CCTV was ambitious but not based on a serious identified pressing need as required by the Update to Surveillance Camera Code of Practice.
- viii. Queried whether the Committee understood the way of life of those who would be affected by their decision as a high proportion of those affected were from a different ethnic community.

The Licensing & Enforcement Manager responded:

- i. Advised members that due process had been followed, this had been checked with the Legal, Information Governance and Procurement Team. The Statutory Guidance (Update to Surveillance Camera Code of Practice as updated 12 January 2022) regarding 'pressing need' had been followed. A report was brought to the October 2022 Licensing Committee which contained evidence around the City and South Cambridgeshire crimes rates within the taxi trade provided by the Police.

Public speaker 4

- i. Was the Vice-Chair of Cambridge City Council Licensed Taxis, had been in the trade for 30 years.

- ii. The CCTV proposals came from 2 people who were taxi drivers. Noted those individuals did not own their own taxi vehicles and were no longer in the trade.
- iii. Expressed security concerns regarding products made in China.
- iv. Had not spoken to any driver who felt that CCTV should be implemented at their cost. Had 2 years of next to no work during the pandemic. Had not been able to save money for a new taxi vehicle. Was aware of drivers who had to rely on food banks to feed their families.
- v. The installation of CCTV in new vehicles could invalidate the vehicle's warranty.
- vi. Noted that the actual installation of CCTV within a vehicle would mean that vehicle couldn't be used for 1-2 days.
- vii. Felt CCTV should only be required where for e.g. 3 or more complaints were made against a driver or a point system could be introduced.
- viii. The implementation of CCTV should be delayed for a year.
- ix. Asked the Committee to reconsider requiring the introduction of CCTV.

Public speaker 5.

- i. Was a hackney carriage driver, had been in the taxi trade for 12 years and it was their first-time attending Licensing Committee. Would speak about CCTV.
- ii. Main concern was around passenger privacy. Did not believe passengers discussing matters would want their conversation to be recorded.
- iii. Drivers would not have access to the CCTV footage.
- iv. The taxi trade was yet to recover from the covid pandemic. The consumer price index had risen by 8.8%. Their rent had increased, which was on top of the increase in cost of electricity, gas, water, council tax, fuel etc. The cost of the CCTV equipment would be unaffordable for most drivers.
- v. Noted reference to crime rates being reduced when CCTV was introduced in taxis; asked where that data could be found?
- vi. Queried if there was a pressing need to justify the introduction of CCTV and if the public were consulted.
- vii. Asked 3 members of the public if they would like CCTV in taxis they said they would be ok. Then gave specific examples of situations such as someone discussing business when travelling / nursing mother then all 3 said they would not like CCTV in taxis.
- viii. Noted a third party would hold the CCTV data. Asked if the council would require the contractor's employees who handled the CCTV data to have an enhanced DBS check undertaken? Asked what would happen if there was a data breach? Did the council have funds to deal with any financial

penalty or legal requirement. Was there a policy in place to deal with these scenarios. Had the council trained employees in these scenarios.

The Licensing & Enforcement Manager responded:

- i. The pressing need for CCTV was contained within the officer report which went to the October 2022 Licensing Committee.
- ii. Confirmed there would be no audio recorded from the CCTV unless the driver or passenger chose to press a button to initiate audio recording.
- iii. The data controller for the CCTV was the City Council. Only named officers within the council would be able to access the CCTV recordings and these would only be accessed if an incident arose where the CCTV needed to be viewed.

Public speaker 6.

- i. Was a hackney carriage driver and was prepared to support the other drivers to take this matter to court as agreed with the points which had been raised.
- ii. Could not afford to install CCTV.
- iii. Asked where they could get a loan to help pay for the installation cost of the CCTV.
- iv. Said that the difference in cost to install CCTV in a saloon car compared to a wheelchair accessible car was high.
- v. Thanked officers and Councillors who attended the Taxi Forums but did not think these should go 'online'.
- vi. Noted that there were a lot of people protesting outside the building and 2 city organisations who represented taxi drivers and drivers themselves had attended the Committee that day to speak against the requirement to install CCTV.
- vii. Noted in the future that there may be congestion charge introduced for travel in Cambridge.
- viii. Noted that the taxi trade were one of the largest transportation modes in Cambridge and they were willing to work with the council.

Councillor Thittala Varkey attended the meeting and made the following comments:

- i. There were 3 elements for consideration with regards to the requirement to install CCTV in taxis 1) cost 2) GDPR 3) cultural impact on service users.
- ii. The report stated that the cost to install CCTV in taxis would cost between £300-500 in a small car but in the case of a van understood the cost to be in the region of £1500.

- iii. The trade was still recovering from the impact of the covid pandemic and had a significant impact on their standard of living. The council's policy would require those with taxi's vehicles to incur £500-1500 expenditure. Felt the council should provide assistance.
- iv. Questioned if jobs would have to be turned down if passengers did not want to be recorded.
- v. Questioned if consultation with service users was undertaken for e.g., with elderly residents and those living in care homes.
- vi. Questioned if consultation was undertaken with taxi drivers.
- vii. Questioned if the Police supported the installation of CCTV in taxis.
- viii. Noted an example where a woman of muslim faith would not work with her husband when there was a requirement for inward facing CCTV cameras required as part of County Council transportation contract.
- ix. Asked the Committee to postpone implementation of CCTV for 2 years.

Councillor D.Baigent attended the meeting and made the following comments:

- i. Had met with 15 taxi drivers the day before and felt that taxi drivers did not understand what was happening.
- ii. Taxi drivers were an essential service in the city and were struggling following the covid pandemic.
- iii. Listed a number of issues raised by the drivers:
 - a. Concerns about security regarding products made in China.
 - b. Who would have access to the CCTV data?
 - c. The Tesla car would interfere with CCTV.
 - d. Nissan advised that if CCTV was installed in new vehicles this would invalidate the car's warranty.
 - e. The Police won't act on evidence provided by CCTV.
 - f. Cost of CCTV – some people in the taxi trade were of Muslim faith and understood that that their faith did not permit them to borrow money if interest was charged. This meant the full cost had to be provided upfront.
 - g. Asked for a delay to the implementation of CCTV in taxis for further discussions to take place with the taxi trade.

The Licensing & Enforcement Manager responded:

- i. CCTV data would only be accessed by a limited number of officers, and it would not be accessed by anyone else.
- ii. If the vehicle was being used for personal use, then the CCTV could be switched off.
- iii. Taxis were a form of public transport and other forms of public transport had CCTV for example trains, buses and the underground.

Under paragraph 4.2.1 of the Council Procedure Rules, the Chair used

their discretion to alter the order of the agenda items. However, for ease of the reader, these minutes will follow the order of the published agenda.

23/13/Lic Tinted windows in Licenced Vehicles

The Committee received a report from the Environmental Health Manager regarding changes to current window tint requirements in both hackney carriage vehicles and private hire vehicles.

In response to a Member's questions the Environmental Health Manager said the following:

- i. All hackney carriage and private hire vehicles would have to have CCTV from 1 September 2023. Where CCTV was installed in accordance with the Council's CCTV specification, that vehicle would be exempt from rear passenger window tint requirements.

The Committee:

Resolved (unanimously) that:

- i. Vehicles installed with CCTV (meeting/exceeding Cambridge City Council specification), are exempt from council rear passenger window tint requirements.
- ii. Vehicles with no CCTV installed within vehicle must have rear passenger windows which do not have more than the maximum tint of 70%, and must let through a minimum of 30% light.
- iii. Only vehicles with manufactured tinted windows, meeting above standard will be approved to be licensed (in absence of CCTV).
- iv. Film tinted windows will not be approved to be licensed.
- v. Front windscreen and Front passenger and driver windows to meet national legal requirement.

23/14/Lic CCTV financial options

The Committee received a report from the Environmental Health Manager updating Members on the work officers had undertaken to explore possibilities for financial support options to assist CCTV implementation.

In response to Members' questions the Environmental Health Manager said the following:

- i. Due to procurement rules the Council was not able to recommend companies who could install CCTV in taxis. The Council provided a

CCTV specification; it was a matter for taxi vehicle owners to ensure that any installation of CCTV was done in accordance with the specification.

The Committee:

Noted that officers had investigated possible financial options for installation of CCTV and unfortunately there was no financial support available from the agencies. However, companies did offer some financial options to support with the payment for CCTV implementation.

23/15/Lic CCTV in Hackney Carriage and Private Hire vehicles

The Committee received a report from the Environmental Health Manager regarding the postponement of the mandatory installation of CCTV within Hackney Carriage and Private Hire vehicles to 1 September 2023.

The Committee made the following comments:

- i. Noted the financial hardships experienced by taxi drivers.
- ii. CCTV would protect the safety of both drivers and passengers.
- iii. Noted that a taxi driver had emailed members of the Committee in advance of the meeting with their concerns which had been raised at the meeting by public speakers.
- iv. Felt CCTV footage would have assisted members at Licensing Sub Committee hearings.
- v. The cost of installing CCTV had been discussed at Taxi Forums and also noted that there was a cost to replace tinted windows in taxis if the window tint did not meet the Council's specification. Commented that it may cost less to install CCTV rather than replace tinted windows; and referred to recommendation 2.1.1 of the 'Tinted windows in Licensed Vehicles' report (minute ref: 23/13/Lic) which provided that 'Vehicles installed with CCTV (meeting / exceeding Cambridge City Council specification) were exempt from council rear passenger window tint requirements'.
- vi. Queried if taxi vehicle owners could achieve reduced costs for the installation of CCTV if they explored a 'group buy' option.
- vii. Noted that there were limited Sharia financial products for lower value loans, a number of taxi drivers had used Abbey Food Bank. Noted a number of taxi drivers had not been able to access covid grant / funding.
- viii. Asked the Committee to consider a longer deferral period for the installation of CCTV.

In response to Members' questions the Environmental Health Manager said the following:

- i. The CCTV recording would be held on a computer hard drive and would only be accessed if there was an incident which required the images to be viewed by a Licensing Officer. The CCTV would be managed in the same way that the Council managed CCTV for other services.
- ii. Reassured Members that the CCTV specification was compatible with EV vehicles and that they had checked that the installation of CCTV should not drain an EV's battery. Would follow up the specific issue which had been raised regarding Tesla model 3 vehicle.
- iii. Officers awaited the outcome of the consultation on the Government's Statutory Guidance on Taxis which was looking at reviewing whether CCTV should be a legal requirement.

The Committee:

Resolved (by 7 votes in favour to 2 against) that:

- i. The implementation of CCTV in licensed vehicles in a phased and manageable approach be postponed to the 1st September 2023.
- ii. Any grant of a new vehicle licence or renewal of an existing licensed vehicle from 1st September 2023, vehicle must be fitted with CCTV. This would see all licenced vehicles installed with CCTV by 31st August 2024.

The meeting ended at 12.14 pm

CHAIR

LICENSING COMMITTEE

25 May 2023
4.57 - 4.57 pm

Present: Councillors McPherson (Chair), Bird (Vice-Chair), Bennett, Carling, Griffin, Levien, Moore, Nethsingha, Pounds and Wade

FOR THE INFORMATION OF THE COUNCIL

23/16/Lic Appointment of Sub Committees

The Licensing Sub Committees will comprise 3 members and will be taken from the membership of the Licensing Committee.

The Licensing Sub Committees will be organised by the Committee Manager as and when required.

The meeting ended at 4.57 pm

CHAIR

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Hackney Carriage and Private Hire Vehicle Age Policy

To: Licensing Committee 11/09/2023

Report by:

Yvonne O'Donnell , Environmental Health Manager

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

Wards affected:

All

1) Introduction / Executive Summary

- 1.1 The purpose of this report is to consider a recent petition received from a trade representative (Appendix A). The petition requests the council look at current vehicle age limits.
- 1.2 Request:
 - Increasing the age limit for currently licensed hackney carriage vehicles to 11 years
 - Wheelchair accessible vehicles should be minimum of Euro 6 standard instead of the 4 year limit
- 1.3 Following the request, officers made the decision that although this request is specific to Hackney Carriage vehicles, the council would

consider request for both Hackney Carriage and Private Hire Vehicles.

- 1.4 The inclusion of vehicle age limits within policy of licensed vehicles has been based on the need to ensure vehicles comply with a minimum standard of emissions and also on the understanding, licensed vehicles are utilised significantly more than household vehicles. As vehicles are utilised significantly more, these vehicles will emit greater overall emissions.
- 1.5 The councils policy aims to support the 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 however, achieved whilst maintaining sufficient levels of access and capacity for travel in the City, for the vehicles using those areas.
- 1.6 In order to support the councils aims for reducing pollution within the city, an intervention was formulated to support and ensure the uptake of ultra-low and zero emission technologies within those vehicle fleets.
- 1.7 In October 2016 Members amended the Hackney Carriage and Private Hire Policy to include a commitment to implement changes to increase the uptake of ultra-low and zero Emission vehicles, such as hybrid and electric.
- 1.8 This included amending policy to incentivise the licensing of ultra- low emission. These included:
 - plug in hybrid vehicles
 - extended range electric vehicles (E-REV)
- 1.9 In addition zero emission vehicles:
 - electric only vehicles
 - fuel cell vehicles (e.g. hydrogen)

- 1.10 Since the incentives, to increase the above type vehicles was introduced and implemented in 2020, due to Brexit, Covid -19 pandemic and the crisis in Ukraine, the availability and affordability of such vehicles became difficult. This led to the introduction and approval of licensing standard hybrid vehicles, following Licensing Committee in 2022 for a two year period.
- 1.11 Although the availability of electric, and ultra-low vehicles has been looked into and addressed, the availability of wheelchair accessible vehicles (WAV) has also seen difficulties in availability.

2) Recommendations

- 2.1 Members of the Licensing Committee are recommended to approve the amendment of the Hackney Carriage and Private Hire licensing policy and handbook, in relation to age limits as follows, with immediate effect;
- a) Removing the 4 year minimum age limit for newly licensed vehicles. Therefore, amended policy states;
- i) a new vehicle licence will not be granted in respect of a vehicle unless it meets the Euro 5 standard or higher.
- b) Increasing the age limit for licensed vehicles from less than 9 years old to less than 11 years old. Therefore, amended policy states;
- ii) a vehicle licence will not be renewed unless the vehicle is less than 11 years old.

The above recommendations are only applicable to petrol and diesel and Standard hybrid vehicles.

3) Background

- 3.1. In March 2015 the City Council set a policy direction for pursuing a low emission strategy for Buses and Taxis within Cambridge over a period of 10 years through its Air Quality Action Plan.
- 3.2 In pursuance of this aim for Taxis, the Council’s Environmental, Quality and Growth team successfully won a bid from the Central Government Office for Low Emission Vehicles (OLEV) to provide funding to support a rapid electric charging infrastructure for Taxis.
- 3.3 As part of the bid process, the Council was granted a funded Taxi Scheme Feasibility Study which was completed in March 2016 and gave recommendations in order to support the local environment policy for taxi licensing.
- 3.4 Currently, the Hackney Carriage and Private Hire Licensing Policy as agreed at Licensing Committee in October 2016 and later amended by members in June 2022 for environmental interventions within the taxi fleet is outlined in the table below:

Item	Option	Rationale	Timeframe/ Implementation
1	Licence Fee Exemption for Zero emission, Vehicles	Full Licence Fee Exemption is available for Zero Emission Vehicles ONLY. The exemption could potentially be for up to 5 years. This is dependent on funding availability.	With effect from 1 April 2018
2	Licence Fee Discount for Ultra-Low Emission Vehicles (not standard hybrids)	50% Licence Fee discount is available for Ultra-Low emission vehicles. The exemption could potentially be for up to 5 years. This is dependent on funding availability.	With effect from 1 April 2018
3	Extended Age Limit for Zero Emission Vehicles	Zero Emission Vehicles can have an age limit of up to 15 years.	With effect from 1 April 2018

		This is subject to obtaining a Certificate of Compliance every 6 months.	
4	Extended Age Limit for Ultra-Low Vehicles (not standard hybrids)	Ultra-Low emission vehicles can have an age limit of up to 12 years. This is subject to obtaining Certificate of Compliance every 6 months.	With effect from 1 April 2018
5	A set date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission	This allows proprietors/ potential proprietors to focus on planning to move to Zero or Ultra Low emission vehicles by a set date.	With effect from 1 April 2020
5a	A set date for new Saloon Vehicles standard hybrids with emission levels of less than 120g/km of CO2	This is a temporary inclusion whilst there is a lack of availability of electric and ultra-low vehicles. A new standard hybrid vehicle licence will not be granted in respect of a vehicle unless it is less than 4 years old. A vehicle licence for standard hybrid vehicles will not be renewed unless the vehicle is less than 9 years old.	With effect from June 2022 to June 2024 when it will be reviewed
6	A set date for all Licensed Saloon Vehicles to be Zero or Ultra-Low Emission (Battery electric vehicles and plug in hybrids only)	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.	By December 2028
7	To reduce the total % of Wheelchair Accessible Vehicles within the Hackney Carriage Fleet to 50%	The % of Wheelchair Accessible Vehicles (WAV) to be reduced to 50% within the fleet. Proprietors will be offered the chance to 'give up' their Wheelchair Accessible Vehicle on the	With effect from 1 April 2018

		<p>condition it is replaced with a Zero emission saloon vehicle.</p> <p>This will reduce the number of wheelchair accessible taxis from 213 to 163.</p>	
8	A set date for all Wheelchair Accessible Vehicles to be Ultra-Low or Zero Emission as and when the market allows	<p>Further to option 7 (above), currently the market does not provide Ultra-Low or Zero Emission Wheelchair Accessible Vehicles.</p>	By December 2028. Subject to review in 2026
9	To restrict City Centre Access to Ultra-Low and Zero Emission Licensed Vehicles only	<p>This is an important factor in ensuring compliance with the Ultra-Low and Zero Emission criteria.</p> <p>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.</p>	By December 2028

3.5 To support the Councils Air Quality Action Plan minimum age limits and Euro Standards will be maintained and new policy incentives to encourage the uptake of zero and ultra-low emission vehicles will be implemented over a ten year period:

iii) 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.

iv) a vehicle licence will not be renewed unless the vehicle is less than 9 years old and it meets Euro 4 standard or higher.

v) from 1 April 2020 all new licenced saloon vehicles will need to be zero or ultra-low emission vehicles.

vi) from June 2022 to June 2024 all new Saloon Vehicles to be either Zero or Ultra-Low Emission (plug- in) or standard hybrids with emission levels of less than 120g/km of CO2.

vii)by 31 December 2028 all licensed saloon vehicles will be zero or ultra-low emission vehicles.

viii) by 31 December 2028 all wheelchair accessible vehicles will be zero or ultra-low emission as and when the market allows (this is subject to review in 2026).

ix) by 31 December 2028, the City Centre will restrict access to zero and ultra-low emission licensed vehicles only.

3.6 Due to the current policy, the proposed amendment to policy does not impact age limits for Electric and Ultra-low emission vehicles.

3.7 The current recommendations are only applicable to current and newly licensed petrol, diesel and standard hybrid vehicles.

3.8 For currently licensed vehicles on the fleet. This includes;

- HCV; 49 saloon and 122 Wheelchair accessible vehicles (WAV) and 46 standard hybrid vehicles
- PHV 28 standard hybrid vehicles and 38 petrol/ diesel Private Hire Vehicles (PHV)

3.9 A consultation was conducted between 4th August and 27th August 2023, to collect views to proposed vehicle age amendments (Appendix B). A total of 170 responses were received to survey in addition to 72 comments (8 comments were not in reference to current amendments)

3.10 82% of responders agreed to increasing maximum age limit for vehicles to be licensed from less than nine years old to less than 11

years.

- 3.11 75% of responders supported the removal of the requirement that any new vehicle licence will not be granted in respect of a vehicle unless it is less than four years old
- 3.12 The recommendation follows on from the councils previous, exemption to policy in which vehicles due for renewal between 19 July 2021 and 18 July 2023, that would otherwise be deemed too old to renewal, were granted 1 additional year on their vehicle. This was following the Covid pandemic to provide licence holders additional time to generate funds to purchase new vehicles.
- 3.13 Increasing the vehicle maximum age for vehicles to 11 years, will support with additional time to generate funds to purchase new vehicle. The vehicle will still be required to complete two certificates of compliance (COC) a year to ensure the vehicles safety.
- 3.14 Removing the 4 year minimum age limit for new vehicles, will increase the number of second hand vehicles available to purchase for proprietors. It will also support Hackney Carriage Vehicle proprietors in their search for vehicles which meet the council livery.
- 3.15 The majority of vehicles impacted by this change are HCV WAV (Paragraph 3.7), removing the 4 year age limit will increase purchase choice for those within the trade. Currently, there at 16 vacant plates (4 have been offered out) and 12 plates 'on hold' pending the purchase of a new vehicle as previous vehicle was too old to renew or vehicle written off. With more choice of vehicles and various price ranges, the council hope to increase the number of WAV on the road.

4) Implications

a) Financial Implications

There have been no council financial implications identified.

There will be financial implications for proprietors within the trade. For those owning current petrol and diesel vehicles and hybrid will be able to continue to license their vehicle for an additional 2 years, enabling them to save monies towards new vehicles.

Those looking to purchase new vehicles, will have more choice to select from other than vehicles only under 4 years of age.

b) Staffing Implications

There are no staffing implications.

c) Equality and Poverty Implications

An EQIA has been completed - Appendix C

d) Net Zero Carbon, Climate Change and Environmental Implications

The proposals have been assessed with a Nil rating, stating the proposal has no climate change impact. Rating is based on; this proposal will have more of an impact on wheelchair accessible vehicles. The current policy for zero emission/hybrid/ultra-low emission vehicles does not apply to WAV due to the WAV market.

e) Procurement Implications

No procurement implications

f) Community Safety Implications

All vehicles will still be required to meet all the mandatory mechanical fitness tests. Mechanical fitness checks in the form for Certificates of Compliance will be required to be competed twice a year.

5) Consultation and communication considerations

A public consultation was undertaken to seek comments and feedback from the trade and other stakeholders in relation to the proposed age limit amendments (Appendix B).

Consultation was held from 4th August 2023 – 27th August 2023.

Members of the trade were e-mailed advising of the consultation. Consultation was advertised in the council consultation platform Citizenlab.

A total of 170 (with 72 additional comments (8 of which were not in reference to current proposals) responses were received (Appendix B)

6) Background papers

- a) Cambridge City Council's Hackney Carriage and Private Hire Licensing Policy
- b) Cambridge City Council's Hackney Carriage and Private Hire Licensing Handbook
- c) Hackney Carriage and Private Hire Licensing Policy: Licensing Committee Report – 17 October 2016
- d) Amendment to Environmental Consideration of the Hackney Carriage and Private Hire Taxi Policy – June 2022

7) Appendices

Appendix A – Summary of Petition from Cambridge city Licenced Taxis and Cambridge Taxi Drivers union

Appendix B – Consultation survey results

Appendix C – EqiA

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 - 453833, email: wangari.njiiri@cambridge.gov.uk.

Appendix A

Petition

Increasing the age limit for current licenced Hackney carriage vehicles to 11 years

Wheelchair-access vehicles should be a minimum of Euro 6 instead of the 4 year age limit.

To ensure personal identifiable data is not disclosed the petition has been removed.

However, the petition has been signed by 159 Hackney Carriage Drives/proprietors licensed with Cambridge City Council in support of the two proposals.

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Appendix B – Consultation responses

	Do you support the proposed increase to the maximum age limit for vehicles to be licensed from less than nine years old to less than 11?	Do you support the removal of the requirement that any new vehicle licence will not be granted in respect of a vehicle unless it is less than four years old?	Any other comments?	Response Date
1	Yes	No		04/08/2023
2	Yes	No		04/08/2023
3	Yes	Yes		04/08/2023
4	Yes	Yes		04/08/2023
5	No	Yes		04/08/2023
6	Yes	Yes		04/08/2023
7	Yes	Yes	N/A	04/08/2023
8	Yes	Yes		04/08/2023
9	Yes	No		04/08/2023
10	Yes	Yes		04/08/2023
11	Yes	No		04/08/2023
12	Yes	Yes	License plate should be removed, should be like London private hire, a sticker, cctv requirement should be removed, not all the customers are comfortable with it	04/08/2023
13	Yes	Yes		04/08/2023
14	Yes	Yes		04/08/2023
15	Yes	Yes		04/08/2023
16	No	No		04/08/2023
17	Yes	Yes		04/08/2023
18	Yes	Yes		04/08/2023
19	Yes	Yes		04/08/2023
20	Yes	Yes		04/08/2023

Appendix B – Consultation responses

21	No	No	All new vehicles should be fully electric or plug in hybrids no age restrictions, wheelchair vehicles should be licensed as combustion engine of any age but must be at least euro 6 engine.	04/08/2023
22	Yes	Yes	extend age of vehicle especially wheel chair and multis as they cost a lot more too purchase if not they will decrease in time and if you look over the past 5 years you will see im right	04/08/2023
23	Yes	Yes	I believe those changes will also apply (must apply) to traditional hybrid vehicles.	04/08/2023
24	Yes	Yes	Age limits are unnecessary. The overall condition of the vehicle should be given priority. A twelve year old vehicle if maintained correctly can be far more superior and roadworthy , in better condition than a similar vehicle that's half it's age and mileage having been neglected , not serviced or received any regular and correctly performed maintenance.	04/08/2023
25	No	Yes		04/08/2023
26	Yes	Yes	Remove the age limit for both. Thanks	04/08/2023
27	Yes	No		04/08/2023
28	Yes	Yes		04/08/2023
29	Yes	Yes		04/08/2023
30	Yes	Yes		04/08/2023
31	Yes	Yes		04/08/2023
32	Yes	Yes	Above should be implemented immediately. Help with loss of earnings due to lockdown and covid.	04/08/2023
33	Yes	Yes	Electric cars age can even be longer than 11 years considering their environmental friendliness.	04/08/2023
34	Yes	Yes	It will be the best decision in the history of Cambridge taxis! The Licensing Committee will receive the respect and consideration of our taxi drivers! Congrac! Regards,	04/08/2023
35	Yes	Yes	This is a very sensible solution to many of the taxi trade challenges. Taxis are generally better maintained than private vehicles of the same age. Having 2 COC tests a year helps to ensure the safety and condition of vehicles	04/08/2023
36	Yes	Yes		04/08/2023

Appendix B – Consultation responses

37	Yes	Yes	Please approve the decision to increase the age limit for new taxis This will help us with our budgets when buying a vehicle for taxi use	04/08/2023
38	Yes	Yes		04/08/2023
39	Yes	Yes	I do not support the silver colour with a green stripe or the installation of cameras	04/08/2023
40	Yes	Yes		04/08/2023
41	Yes	Yes	Cars are now built a massively better and engines and filter out pollutants and body's even on 11+ years old cars are exultant rarely have any rust Also will give better choices to fined silver cars if you are able to look over 4 years are mor3 readily available	04/08/2023
42	Yes	Yes		04/08/2023
43	Yes	Yes		04/08/2023
44	Yes	Yes		04/08/2023
45	Yes	Yes	I have been a licenced Cambridge taxi driver for over 20 years but I can't afford a new car in the current climate. If these restrictions on age don't change, I will have to switch to South Cambs.	04/08/2023
46	Yes	Yes	We should consider keeping Hybrid for at least 6 more year's until we can get more mileage rang on them.	04/08/2023
47	Yes	No		04/08/2023
48	Yes	Yes		04/08/2023
49	Yes	Yes	I think extending the registration of self-charging hybrid vehicles will help the taxi trade to choose from a wider range of vehicles available on the market.	04/08/2023
50	Yes	Yes	Support financially the drivers who struggle to pay for cctv cameras installation costs.	04/08/2023
51	Yes	Yes		04/08/2023
52	Yes	No		04/08/2023
53	Yes	No		04/08/2023
54	Yes	Yes		04/08/2023
55	Yes	Yes	As long as the vehicle is passing the mot it should be licensed. I think increasing the age limit is a good idea especially with the cost of living is at its highest at the moment.	04/08/2023

Appendix B – Consultation responses

56	Yes	Yes	With the current cost of living crisis and economic uncertainty and the incredible expense of the requirements for taxi vehicles, these proposed changes would create a significant impact for drivers like myself and ease some of the financial hardships we are all facing	04/08/2023
57	Yes	Yes		04/08/2023
58	Yes	Yes		04/08/2023
59	Yes	Yes	Can you please remove the colour restrictions on hackney carriage because we have very less choice in order to find right car.	05/08/2023
60	Yes	Yes		05/08/2023
61	Yes	Yes	it is very expensive buy new or 4 cars take wheelchair	05/08/2023
62	Yes	No	As you know low range electric vehicle are not suitable for taxi services high range electric vehicle are also very expensive. Can we change electric vehicle to highbried vehicle please?	05/08/2023
63	Yes	Yes	I also believe that current licensed vehicles that would meet the new proposed criteria should also be allowed to be licensed for the extra 2 years	05/08/2023
64	Yes	Yes		05/08/2023
65	Yes	Yes	Decrease to inflation we all should do minimum spending maximum savings to help reduce interest rate and mortgage.	05/08/2023
66	Yes	Yes		05/08/2023
67	Yes	Yes		05/08/2023
68	Yes	Yes	It's very hard at the moment with the trade and everyone being under a financial strain and would help many people if the proposed increase of the age limit goes ahead!..	05/08/2023
69	No	No	All new vehicles should be older than 3 years old.And max. age should be no more than 5 years.Unless the vehicle in question is fully electric.In which case, it can be up to 10 years old when first registered.And can be maintained for 15 years.This puts the emphasis on non-emitting vehicles, due to fewer moving parts and lack of emissions then they can be maintained for longer.	05/08/2023

Appendix B – Consultation responses

70	Yes	Yes		05/08/2023
71	Yes	Yes	Please help us remove the silver colour livery.	05/08/2023
72	Yes	Yes		05/08/2023
73	Yes	Yes		05/08/2023
74	Yes	Yes		05/08/2023
75	Yes	Yes		05/08/2023
76	Yes	Yes		05/08/2023
77	Yes	Yes		05/08/2023
78	Yes	Yes		05/08/2023
79	Yes	Yes		06/08/2023
80	Yes	Yes		06/08/2023
81	Yes	Yes	In these times we less barriers to to people who want to earn a living.	06/08/2023
82	Yes	Yes		06/08/2023
83	Yes	Yes		06/08/2023
84	No	No	The restrictions should be heightened for ICE vehicles and relaxed for EVs. i.e. for ICE vehicles then the max. age should be 5 years and automatically refused if older than 3 years. But for EVs then the max. age should be 20 years and automatically accepted if less than 10 years old.	07/08/2023
85	Yes	Yes		07/08/2023
86	Yes	Yes		07/08/2023
87	Yes	Yes		07/08/2023
88	Yes	Yes		08/08/2023
89	Yes	Yes	get rid of all electric cars requirement its daft	08/08/2023
90	Yes	No	My personal opinion at list age 7 years old hybrid are plug in & electric Like south Cambridgeshire Concil did any age euro 6 All drive getting badge from south Cambridgeshire Concil because so easy mot once a year and they all driver working in Cambridge city also	08/08/2023

Appendix B – Consultation responses

			Cambridge city Concil safeguarding so hard please please make safeguarding easy so much stress for drivers including me	
91	Yes	Yes	Even the proposed restrictions are onerous.	08/08/2023
92	Yes	No		08/08/2023
93	Yes	No	Due to Covid-19 and increasing expenses it is very hard to buy less than four years old vehicle. Vehicles must be hybrid, plug in and fully electric. For the new car just change less than four years to less than 7 yrs	09/08/2023
94	No	No	There is currently a worldwide problem with rising global temperatures and rising carbon emissions. Permitting even older taxis and private hire cars to operate in Cambridge will exacerbate these problems. Cambridge City Council has a policy to reduce carbon emissions and move to electric vehicles for its own fleet. It is totally against Council policies to permit taxis and private hire vehicles to operate in the way proposed.	09/08/2023
95	Yes	No	All taxis should be EV	09/08/2023
96	Yes	No	Should be 6years at least	09/08/2023
97	Yes	Yes		10/08/2023
98	Yes	Yes		10/08/2023
99	No	No	This is an attempt by the taxi trade to water down the environmental benefits of the current rules. The City Council should not be pandering to the taxi lobby. Taxis cause enormous pollution within Cambridge.	10/08/2023
100	Yes	Yes		10/08/2023
101	Yes	Yes	Living costs are very high. Earning have come down massively It will be a great help for us taxi drivers if we get this support from the council	10/08/2023
102	Yes	Yes		10/08/2023
103	Yes	Yes	An increase in age for taxis must be the common sense approach as the council COC test's keep an eye on a taxis fit for use, 6 monthly.	10/08/2023
104	No	Yes		10/08/2023
105	Yes	Yes	If the car is passing the strict MOT conditions and physically is sound then there should be no restrictions. As the council keeps on issuing licences	11/08/2023

Appendix B – Consultation responses

			which increae the number of drivers and reduce the income. Financially difficult time. So any little help will be appreciated. Thanks	
106	Yes	Yes		11/08/2023
107	Yes	Yes	I support this, and would endorse further extensions also. The most environmentally harmful part of a vehicles life is it's manufacture. Prolonging the serviceable life of a vehicle is a positive step for the environment, and a good measure to support business.	11/08/2023
108	Yes	No	New licencees should factor in these potential chrges in their business plans.	11/08/2023
109	Yes	No	I agree to cctv in veichle to monitor legal lawful professionalism	11/08/2023
110	Yes	Yes	To encourage zero emissions wav vehicals ie Levv Txe a higher age of upto 10 years for first registration of second hand vehicles would be affordable to Cambridge cabbies.	11/08/2023
111	Yes	Yes	living crisis and car prices are rocket high at the moment it really hard to afford new vehicles this days. Many thanks	11/08/2023
112	No	No	All new taxis should be zero emissions.	12/08/2023
113	No	No		12/08/2023
114	No	No		12/08/2023
115	Yes	Yes		12/08/2023
116	Yes	Yes		12/08/2023
117	No	Yes		12/08/2023
118	Yes	Yes		12/08/2023
119	Yes	Yes	Seems to me that the actual emissions and state of repair are far more important than the age of a vehicle. (My car is 19 years old and still meets the London ULEZ standard for example.) Scrapping vehicles also has an environmental cost. So I am very much in favour of the proposals (and think they could go even further).	12/08/2023
120	No	No	Vehicles plying for hire do large mileages and should be of the highest possible standard for safety and emissions, l've not ageing.	12/08/2023
121	No	Yes		12/08/2023

Appendix B – Consultation responses

122	Yes	Yes	We need taxis in Cambridge and I support these proposals to give them some leeway to continue using their vehicles until there financial environment improves.	12/08/2023
123	No	No	Think about the kids and the air they breath. More important.	12/08/2023
124	No	No		12/08/2023
125	Yes	Yes	Hi I m ***** taxi driver .After long pandemic and bad financial year now Ukraine war business has been so much affected .on top buying a new vehicle is soo expensive. Although After buying spend soo much money to bring vehicle on road ,(whilechair exc+roof sign , green strip ,cameras,Taxi mitter),if council consider 5/6yeays old vehicle can use as a taxi then we can afford to buy a vehicle.Please consider extra few year old vehicle .Thanks to Cambridge City Council to listen to me. *****	13/08/2023
126	Yes	Yes	i think with the crisis we went through with the covid time and how the car price increased the last few years it good to have extra year for the age of car for help us recover the bussines.	13/08/2023
127	Yes	Yes	An additional consideration is the climate cost of forcing new vehicles.	13/08/2023
128	Yes	Yes		13/08/2023
129	Yes	No	As the EV market grows, suitable vehicles will become available second hand. This requirement would make owning a taxi financially unviable.	13/08/2023
130	Yes	Yes		13/08/2023
131	Yes	Yes		13/08/2023
132	Yes	No		13/08/2023
133	Yes	Yes		13/08/2023
134	No	No		13/08/2023
135	No	Yes	The council should consider ensuring that all public service vehicles i.e. hackney carriages, private hire (inc Uber), buses, trams etc. to become zero emission by 2030. This allows over 6 years for all parties to prepare.	13/08/2023

Appendix B – Consultation responses

136	No	Yes		14/08/2023
137	Yes	No	Cars are so good these days, any vehicle up to 10 years old would be good enough	14/08/2023
138	No	Yes	Should be modern clean tact's some are a disgrace	14/08/2023
139	Yes	Yes	I am a ***** for ***** and sit on the *****	14/08/2023
140	No	No	Why? People are scrapping to make a living now, why impose more restrictions, more cost. I do believe that council officials live in cloud cuckoo land. Ps I am mot a taxi driver I am a nurse.	14/08/2023
141	No	No		14/08/2023
142	Yes	Yes		14/08/2023
143	No	Yes	Taxis and hire cas do significantly more milegae in our city than other vehicles so they need to be electric and as low polluting as possible. Extending the age allowed for these cars would mean allowing petrol and diesel taxis and hire cars being used for longer.	15/08/2023
144	No	No	I think this will put a lot of people out of work. All cars in England have an mot so should be safe anyway	16/08/2023
145	Yes	Yes		16/08/2023
146	Yes	Yes		16/08/2023
147	Yes	Yes		16/08/2023
148	Yes	Yes		17/08/2023
149	Yes	Yes	At a time when most people are struggling to keep thie head above water why would one think about making it difficult for taxi drivers who are only going to pass the cost onto us. In addition, no one wants to wait around for a taxi forever because of a shortage of available taxis. Currently, electric vehicles batteries don't allow for long journeys and will only deteriorate over time. Surely, the batteries will pollute the atmosphere when they are retired as they will contain dangerous chemicals. In conclusion, yes I support the extension and the 4 year rule.	17/08/2023
150	Yes	Yes		18/08/2023
151	Yes	Yes	Provide monetary compensation to EV taxis who are now paying more than 120% for charging since the price per kWh went up from £0.25 to £0.59.	19/08/2023

Appendix B – Consultation responses

152	Yes	No	You need to publish an estimate of the impact. Blanket removal of an age restriction is just asking for people to abuse the system. If 4 y is too tight, raise the limit.	19/08/2023
153	Yes	Yes		19/08/2023
154	Yes	Yes		20/08/2023
155	No	No	There are too many taxis in Cambridge.	20/08/2023
156	Yes	Yes		20/08/2023
157	Yes	Yes		20/08/2023
158	Yes	Yes		20/08/2023
159	Yes	Yes		21/08/2023
160	Yes	Yes		21/08/2023
161	No	No		23/08/2023
162	Yes	Yes	From a business point of view the proposed increase to the maximum vehicle licence will go some way to help my business recover from the covid lockdown period of 2020/2021. My vehicles historically are replaced over a four year rolling period as such the above two years provided next to no profit and therefore no monies could be saved towards replacement vehicles. The above proposal will make up for this short fall.	23/08/2023
163	Yes	Yes	Any vehicle irrespective of age is tested (coc) twice yearly by the council',as such if that vehicle passes these tests it is ok/safe to be used as a hackney carriage.	24/08/2023
164	No	No	We don't want horrible old knackered cars as taxis.	25/08/2023
165	Yes	Yes	This is good positive change in saving Cambridge City asset that are HCV WAV. EQUALITY is very important in the world ruled by money.	26/08/2023
166	Yes	Yes	I'm happy to hold my vehicle 11 years on this taxi business and car registration age would be at least 6 years old, thanks	26/08/2023
167	No	No		26/08/2023

Appendix B – Consultation responses

			<p>I had reason to complain to ***** in June/July this year about the dreadful state of the taxi we were given. I emailed both ***** . *****as well as *****</p> <p>All emails using a different email address beginning with ***** will have been recorded and accessible? please let me know and I will forward them</p> <p>The taxi in question was 14 years old? Not sure why your taxi age dates are different. This for us was a Cambridge to Heathrow pre booked taxi.</p> <p>Please can you clarify</p>	
168	Yes	No		26/08/2023
169	Yes	Yes		26/08/2023
170	No	No		26/08/2023

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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 Kate Yerbury, 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 Vehicle Age Policy

2. Webpage link to full details of the strategy, policy, plan, project, contract or major change to your service (if available)
Consultation information can be found on : Project • Taxi vehicle age requirements (citizenlab.co)
Licensing report can be found at Licensing Committee report

3. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?
<ul style="list-style-type: none">• Increase the maximum age limit for vehicles to be licensed from less than nine years old to less than 11.• Remove the requirement that any new vehicle licence will not be granted in respect of a vehicle unless it is less than four years old. <p>The above requests will only affect currently licensed and newly licenced diesel and petrol vehicles (most of which are wheelchair accessible vehicles (WAV)) and standard hybrid vehicles.</p> <p>We do not see these proposals as having a significant negative impact on our Air Quality Action Plan.</p>

Furthermore, changes will offer owners a greater choice of vehicles they can licence and may also improve the number of wheelchair accessible vehicles (WAV) within the fleet due to increase choice.

4. Responsible service

Environmental Health , Environmental and Public Health, Communities

5. Who will be affected by this strategy, policy, plan, project, contract or major change to your service?

(Please tick all that apply)

- Residents
- Visitors
- 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):

Hackney Carriage vehicles (HCV) and Private hire vehicle (PHV) licence proprietors

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

- 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)

- Yes
- No

If 'Yes' please provide details below:

N/A

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 on Monday 11th September 2023

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?

E-mails from members of the trade advising difficulties purchasing vehicles due to the increasing cost of new WAVs.

Officer observation, which shows that the numbers of vacant HCV plates available to be licenced with vehicles is increasing. This has led to a reduction in the total number of licensed WAVs.

Review of responses to consultation on taxi vehicle age requirements (although this did not show any consistent trends in relation to the equality impacts of the proposed policy changes).

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 - Please also consider any safeguarding issues for children and adults at risk

No impacts have been identified specific to this equality group

(b) Disability

In the last year we have received e-mails from members of the trade, advising they are seeing an increase in the price of WAV. This in addition to the increased cost of living has led to many expressing they are unable to purchase and licence new vehicles, once their current licence expires.

Furthermore, officers have seen an increase in the number of vacant Hackney Carriage Vehicle plates. The council through a Demand Survey which looks at any unmet demand, is able to limit the number of HCV they licence within the city. Currently Cambridge City Council has a limit of 321 HCV plates. Currently there are 16 Vacant plates, this means the number of WAV currently licenced has lowered, despite there being available plates available to be licenced. This means there a fewer WAV on the roads supporting disabled people that require larger vehicles.

The policy change being proposed will have a positive impact on disabled people. It will offer proprietors more choice to licence new WAV i.e. instead of only being able to purchase a vehicle that is less than 4 years old, they can look to purchase a vehicle that is less than 11 years old (vehicles will only be licenced if they are less than 11 years old). The cost of older vehicles is lower making it less prohibitive to purchase vehicles that can be licenced as WAV. Furthermore, currently licenced WAV will have an additional couple of years to their licence if proposal implemented to increase the maximum age limit for vehicles to be licensed from less than nine years old to less than 11.

(c) Gender reassignment

No impacts have been identified specific to this equality group

(d) Marriage and civil partnership

No impacts have been identified specific to this equality group

(e) Pregnancy and maternity

No impacts have been identified specific to this equality group

(f) Race – Note that the protected characteristic ‘race’ refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins.

No impacts have been identified specific to this equality group

(g) Religion or belief

No impacts have been identified specific to this equality group

(h) Sex

No impacts have been identified specific to this equality group

(i) Sexual orientation

No impacts have been 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**
- **Groups who have more than one protected characteristic that taken together create overlapping and interdependent systems of discrimination or disadvantage. (Here you are being asked to consider intersectionality, and for more information see: https://media.ed.ac.uk/media/1_159kt25q).**

Vehicle proprietors of Standard Hybrid vehicles, petrol and diesel vehicles (predominately WAV) who may be struggling with poverty will have more choice in licensing new vehicles, which will enable them to work and gain income, and will also mean that they can keep their vehicle licenced for additional time. For those currently licenced, an additional 2 years will enable them to save additional monies to purchase new vehicle.

--

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.)

If the proposed policy is agreed, this EqlA will be reviewed in 12 months. The EqlA will consider if changes have impacted other groups and if there has been an increase in the number of licensed HCV.

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: Helen Crowther, Equality and Anti-Poverty Officer and David Kidston, Strategy and Partnerships Manager

Date of EqlA sign off: 30 August 2023

Date of next review of the equalities impact assessment: 30 August 2024

Date to be published on Cambridge City Council website:

All EqIAs need to be sent to the Equality and Anti-Poverty Officer at equalities@cambridge.gov.uk

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