



## Cambridge City Council Licensing Committee

**Date:** Monday, 24 June 2024

**Time:** 10.30 am

**Venue:** Council Chamber, The Guildhall, Market Square, Cambridge, CB2 3QJ [access the building via Peashill entrance]

**Contact:** [democratic.services@cambridge.gov.uk](mailto:democratic.services@cambridge.gov.uk), tel:01223 457000

### Agenda

Member's Licensing & Enforcement verbal update

9.00 to 10.00 AM - **Committee Room One**

- 1 Apologies
- 2 Declarations of Interest
- 3 Minutes (Pages 3 - 8)
- 4 Public Questions
- 5 Standard Hybrid Vehicle Report (Pages 9 - 56)

**Licensing Committee Members:** McPherson (Chair), Bird (Vice-Chair), Bick, Blackburn-Horgan, Clough, Griffin, Moore, Pounds, Wade and Young

**Alternates:** Bennett, Davey and Flaubert

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- Website: <http://democracy.cambridge.gov.uk>
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- Phone: 01223 457000

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**The full text of any public question must be submitted in writing by noon two working days before the date of the meeting or it will not be accepted. All questions submitted by the deadline will be published on the meeting webpage before the meeting is held.**

Further information on public speaking will be supplied once registration and the written question / statement has been received.

**LICENSING COMMITTEE**

29 January 2024

10.00 - 11.30 am

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

**Officers**

Environmental Health Manager: Yvonne O'Donnell

Environmental Health and Licensing Support Team Leader: Luke Catchpole

Committee Manager: Sarah Steed

Meeting Producer: James Goddard

**Present virtually:**

Legal Advisor: Elizabeth Lanlehin

**FOR THE INFORMATION OF THE COUNCIL**

**24/1/Lic Apologies**

Apologies were received from Councillor Nethsingha.

**24/2/Lic Declarations of Interest**

No declarations of interest were made.

**24/3/Lic Minutes**

The minutes of the meeting held on 11 September 2023 were approved as a correct record and signed by the Chair.

**24/4/Lic Public Questions**

It was noted that the rules around public speaking had changed and there was now a requirement to provide the text of any public question 2 days in advance of the meeting. The Chair exercised their discretion to permit members of the public to ask their questions despite not providing the text in advance of the meeting but reminded the members of the public about the new requirements for any future meeting that they would attend.

Question 1 (from the Vice-Chair of Cambridge Licensed Taxis which represented about 162 licensed drivers in Cambridge)

- i. In relation to the proposed charges (agenda item 5 - Annual Review of Licensing Fees and Charges 2024-25), did not have an issue with charges being increased by 11% as taxi meters had been increased by this value last year. Queried why some increases in charges were higher than this percentage value increase. The one-year Hackney Carriage licence charge increase stood out as this had been increased by 200-300%. Queried this level of increase.

The Environmental Health Manager responded:

- i. Increases to fees were made to reflect the true cost of running the taxi licencing service. Some fees had increased more than others. Noted that following a consultation with the Chair of the Committee that the Annual Driver's Licence fee had been reduced. This service was run on a cost recovery basis, the fees were adjusted to ensure that the Council recovered costs for running the service.

Supplementary Question

- i. Asked that the charges were made publicly available.
- ii. Asked if the extension of hybrid vehicle licensing was going to be discussed today. The trade welcomed the extension.

The Environmental Health Manager responded:

- i. Noted that the fee structure for taxi licence had been published within the Committee report: [Agenda for Licensing Committee on Monday, 29th January, 2024, 10.30 am - Cambridge Council](#)
- ii. A report regarding hybrid taxi vehicles would be considered by the Committee and was item 6 within the agenda.

## **24/5/Lic      Annual Review of Licensing Fees and Charges 2024-25**

The Committee received a report from the Environmental Health Manager.

The report set out the revised fees and charges for licences and associated items, which were proposed to be made with effect from 1st April 2024. The approved charges would be submitted to Full Council to note on 15th February 2024.

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

- i. Advised that fees were set on a cost recovery basis. Fee levels were not set to make a profit.
- ii. Agreed to discuss with the Chair how information could be provided to the taxi trade which set out the average cost increases for fees.

The Committee:

**Resolved (unanimously):**

- i. To approve the level of the fees and charges with effect from 1 April 2024, as set out in Appendix E of the officer's report.
- ii. To request officers to communicate changes with members of the public, businesses and taxi trade.

**24/6/Lic Environmental Consideration for Taxi and Private Hire Licensing Policy**

The Committee received a report from the Environmental Health Manager.

The purpose of the report was to consider the Environmental Considerations Vehicles Policy within the Hackney Carriage and Private Hire vehicle fleet and review the decision effective from June 2022 to allow saloon vehicles standard hybrids with emission levels of 120g/km of CO<sub>2</sub> to be licensed until June 2024, when the situation would be reviewed.

The Committee:

**Resolved (unanimously):**

- i. To remove the inclusion of standard hybrid saloon vehicles within the policy with emissions levels of less than 120g/km of CO<sub>2</sub> with effect from June 2024.

**24/7/Lic Cumulative Impact Assessment**

The Committee received a report from the Environmental Health and Licensing Support Team Leader.

The report advised that the Cumulative Impact Assessment was published in March 2021 as a stand-alone document and needed to be reviewed every 3 years.

Members were advised that the recommendation would be a recommendation to Council to approve the Cumulative Impact Assessment as set out in Appendix C of the officer's report.

The Committee:

**Resolved (unanimously) to recommend to Council:**

- i. To approve the draft Cumulative Impact Assessment attached to the officer's report as Appendix C taking into consideration the results of the public consultation exercise as summarised in Appendix D of the officer's report and the information provided by Cambridge Constabulary and Public Health as attached in Appendix E of the officer's report.

The meeting ended at 11.30 am

**CHAIR**

**LICENSING COMMITTEE**

23 May 2024  
5.25 - 5.30 pm

**Present:** Councillors McPherson (Chair), Bird (Vice-Chair), Blackburn-Horgan, Clough, Griffin, Moore, Pounds, Wade and Young

**FOR THE INFORMATION OF THE COUNCIL**

**24/8/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.

An updated list of the responsibilities delegated to the Sub Committees was set out in the 23 May (11.05am) meeting Information Pack. [Agenda for Council on Thursday, 23rd May, 2024, 11.05 am - Cambridge Council](#)

The meeting ended at 5.30 pm

**CHAIR**

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## AMENDMENT TO ENVIRONMENTAL CONSIDERATION OF THE HACKNEY CARRIAGE AND PRIVATE HIRE TAXI POLICY

**To:**

Licensing Committee 24/06/2024

**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 The purpose of this report is to review the decision made by the Licensing Committee on 29<sup>th</sup> January 2024 regarding the Environmental Considerations vehicles policy within the Hackney Carriage and Private Hire vehicle fleet. The decision made confirmed that as of 30<sup>th</sup> June 2024, all saloon vehicle standard hybrids with emission levels of 120g/km of CO<sub>2</sub> would no longer be licensed by Cambridge City Council. This was in line with the decision made in June 2022 to allow standard hybrid vehicles to be licensed until June 2024.
- 1.2 The taxi trade have requested via a petition signed by 177 taxi drivers and 10 impact statements that the decision made on 29<sup>th</sup> January 2024 to be reviewed and for the licensing of standard hybrid vehicles to be extended past June 2024 to June 2026

## **2. Recommendations**

2.1 Members of the Licensing Committee are recommended:

- i) to confirm the decision made on 29<sup>th</sup> January 2024 and remove the inclusion of standard hybrids within the policy with emissions of less than 120g/km of CO<sub>2</sub> with effect of 30<sup>th</sup> June 2024.
- ii) to note that 14 standard hybrid vehicles are affected by the policy from 1 July to 30 June 2026 – the date the trade have suggested to delay implementation.
- iii) to agree the Environmental Considerations part of the Hackney Carriage and Private Hire Licensing Policy as attached to this report as Appendix A.

## **3. Background**

3.1 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.

3.2 This can only be achieved by intervening to ensure uptake of Ultra-low and Zero emission technologies within those vehicle fleets.

3.3 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.

3.4 Under the current policy, vehicles which are Ultra-Low emission are:

- Plug in hybrid vehicles (less than 75g/km of CO<sub>2</sub>)
- Extended Range electric vehicles (E-REV) (less than 75g/km of CO<sub>2</sub>)

3.5 Zero emission vehicles are those which emit no emissions during their operation. These vehicles are:

- Electric only vehicles
- Fuel cell vehicles (e.g. hydrogen)

- 3.6 The UK government has a long term vision for all new cars and vans to be zero emission by 2040 and for nearly every car and van to be zero emission by 2050. These recommendations fit with national policy.
- 3.7 The Central Government Office for Low Emission Vehicles (OLEV) provides funding to support a rapid electric charging infrastructure for taxis.
- 3.8 Financial support for rapid charging infrastructure for taxis was committed by the City Council at Full Council in February 2016.
- 3.9 The Policy was implemented in 2018, and in April 2020 all new Licensed Saloon Vehicles were to be Zero or Ultra-Low Emission
- 3.10 However, due to Brexit, the pandemic, the crisis in Ukraine, the availability of such vehicles were becoming more difficult to obtain, and there was also a waiting period of up to a year to purchase those type of vehicles and therefore to support the taxi trade there was a need to build in flexibility into the policy to allow standard hybrids with emissions of less than 120g/km of CO<sub>2</sub>.
- 3.11 Saloon Vehicles standard hybrids with emission levels of less than 120g/km of CO<sub>2</sub> were allowed to be licensed with effect of June 2022 until June 2024 when it would be reviewed.
- 3.12 A review took place and evidence indicated that the availability and waiting time to obtain electric or ultra-low emission vehicles had improved. In addition, the relative cost of electricity has been falling, which has improved the real or inflation adjusted cost of operating an electric vehicle.
- 3.13 On 29<sup>th</sup> January 2024, members of the Licensing Committee unanimously voted to remove the inclusion of standard hybrid saloon vehicles within the policy with emissions levels of less than 120g/km of CO<sub>2</sub> with effect of June 2024. A copy of the minutes from the meeting is attached to this report as Appendix B.
- 3.14 Following communications with the trade over this decision, members of the trade met with the Chief Executive, the chair of the Licensing

Committee and the Environmental Health Manager on the 25<sup>th</sup> March 2024 to discuss the decision made and the impact it would have on the trade.

3.15 Ahead of this meeting further information was collated by the Environmental Health Manager and this was presented at the meeting on 25<sup>th</sup> March 2024. The table of findings is attached to this report as Appendix C. A further search was carried out on 11<sup>th</sup> June 2024 and showed the following average cost for the following vehicles:

- Electric; Nissan; Silver; 5,000 miles to 50,000 miles; 2013 onwards; **£12,819**
- Ultra-Low Plug In; Toyota; Silver; 5,000 miles to 50,000 miles; 2013 onwards; **£32,140**
- Standard Hybrid; Toyota Corolla; Silver; 5,000 miles to 50,000 miles; 2013 onwards; **£18,550**

3.16 At the meeting it was agreed that the trade would provide any further evidence which could give additional context about how this decision would impact drivers. The trade were given until 17<sup>th</sup> May 2024 to submit additional information.

3.17 By the 17<sup>th</sup> May 2024, 10 impact statements had been provided. These statements are attached to this report as Appendix D. The main points raised in the impact statements are the financial difficulties that this decision would cause the trade and replicate the concerns raised in the petition. Some of the impact statements also question the effectiveness of ultra low vehicles compared to standard hybrid vehicles in regards the emissions and the actual impact this has on air quality.

3.18 Also by the 17<sup>th</sup> May 2024, a petition was received. The petition was signed by 177 taxi drivers, who strongly oppose the decision to extend the June 2024 deadline for standard hybrid vehicles due to the financial implications on drivers and their families. A copy of the petition is attached to this report as Appendix E.

3.19 South Cambridgeshire District Council have a section on Environmental Considerations as part of their Hackney Carriage and Private Hire Policy. Their policy states that all Hackney Carriage and Private Hire vehicles licensed by South Cambs will be zero or ultra-low emission by 1<sup>st</sup> December 2028. The same date is also set for all Wheelchair Accessible Vehicles to be zero or ultra-low emissions. This would tie in with our current policy of restricting City Centre Access to ultra-low and zero emission licensed vehicles only by December 2028. South Cambs currently licence around 1400 vehicles, with the vast majority being Private Hire Vehicles.

## **4. Implications**

### **a) Financial Implications**

*Page: 5*

There are no financial implications for the Council.

### **b) Staffing Implications**

There are no staffing implications.

### **c) Equality and Poverty Implications**

There will be a positive impact on public health, in particular benefitting those who live in areas of poor air quality.

### **d) Net Zero Carbon, Climate Change and Environmental Implications**

The proposals have been assessed with a Medium Positive +M rating – This will reduce the overall use of Fossil Fuels and will reduce local CO<sub>2</sub> and polluting emissions as we will require emissions to be less than 75g/km of CO<sub>2</sub>.

### **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**

Any of the incentives and the vehicles involved would be required to meet all the mandatory and mechanical fitness tests.

There would be some benefit to community health which would be as a result from the improvements in pollutant levels.

## **5. Consultation and communication considerations**

## **6. Background papers**

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

## **7. Appendices**

Appendix A - Proposed Environmental Interventions table for Hackney Carriage and Private Hire Taxi Policy

Appendix B – Minutes from Licensing Committee on 29<sup>th</sup> January 2024

Appendix C – Table of Findings presented at meeting on 25<sup>th</sup> March 2024

Appendix D – Impact statements from trade

Appendix E – Petition from trade

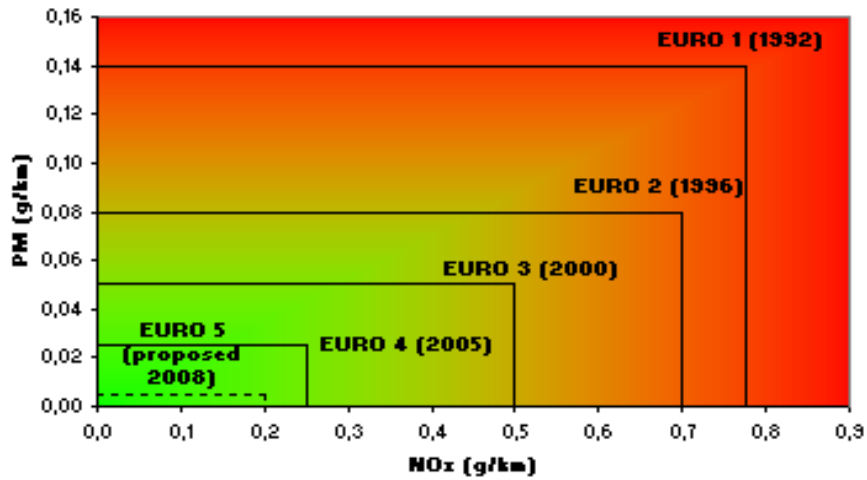
## **8. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact Luke Catchpole, Environmental Health and Licensing Support Team Leader, tel: 01223 - 457818, email: [luke.catchpole@cambridge.gov.uk](mailto:luke.catchpole@cambridge.gov.uk).

## **29.0 ENVIRONMENTAL CONSIDERATIONS**

- 29.1 The DfT guidance suggests that authorities may wish to consider how far the vehicle licensing policy can and should support local environmental policies that the Licensing Authority may have. They may also decide to set vehicle emissions standards by promoting cleaner fuels. Local licensing authorities may also wish to note that a review carried out by the National Society for Clean Air and Environmental Protection in 2005 found taxis were more likely than other vehicles to fail emissions tests.
- 29.2 Cambridge City Council considers that every effort should be made to improve the efficiency of vehicles licensed to operate in the city by reducing the emissions of pollutants such as Nitrous Oxides, Particulate Matter and Carbon Dioxide.
- 29.3 The European Union has introduced stricter limits on pollutant emissions from light road vehicles, particularly for emissions of nitrogen oxides and particulates.
- 29.4 In order to limit pollution caused by road vehicles, this Regulation introduces common requirements for emissions from motor vehicles and their specific replacement parts (Euro 5 and Euro 6 standards).

### NOx and PM emission standards for diesel cars



**Figure 1** – Chart showing the implementation dates of successive Euro Standards and the Nox and PM levels for each of those standards

EURO STANDARD	DATE	NOX (G/km)	PM (G/ km)
Euro 1	July 1992		0.14
Euro 2	January 1996		0.08
Euro 3	January 2000	0.50	0.05
Euro 4	January 2005	0.25	0.02
Euro 5	September 2009	0.18	0.00
Euro 6	September 2014	0.08	0.00



**Table 1** – Table showing the implementation dates of successive Euro Standards and the Nox and PM levels for each of those standards.

- 29.5 Cambridge City declared an Air Quality Management Area in 2004 because of predicted levels of nitrogen dioxide. An Air Quality Management Area (AQMA) is an area identified by Local Authorities where the statutory UK air quality objectives are being, or are expected to be breached up to the end of 2005, AQMAs are areas where levels of air pollution are higher than they should be (as defined by central government).
- 29.6 Levels of nitrogen dioxide in central Cambridge remain above the National Objectives; an Air Quality Action Plan was first adopted in 2005 and a more comprehensive version adopted in 2010. In 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.
- 29.7 The 2015-25 Air Quality Action Plan includes a strategy to reduce polluting emissions to improve poor air quality in Cambridge City and to develop taxi licensing policies 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, whilst maintaining sufficient levels of access and capacity for travel in the City.
- 29.8 The following potential incentives and regulatory policies, which are designed to encourage and reward the uptake of Ultra- low emission and electric vehicles within the taxi fleet, were consulted upon and agreed by Members on 19<sup>th</sup> March 2018:

Item	Option	Rationale	Timeframe/ Implementation
1	<b>Licence Fee Exemption for Zero emission, Vehicles</b>	<p>Full Licence Fee Exemption is available for Zero Emission Vehicles ONLY.</p> <p>The exemption could potentially be for up to 5 years.</p> <p>This is dependent on funding availability.</p>	<b>With effect from 1 April 2018</b>
2	<b>Licence Fee Discount for Ultra-Low Emission Vehicles (not standard hybrids)</b>	<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>	<b>With effect from 1 April 2018</b>
3	<b>Extended Age Limit for Zero Emission Vehicles</b>	<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>	<b>With effect from 1 April 2018</b>
4	<b>Extended Age Limit for Ultra-Low Vehicles (not standard hybrids)</b>	<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>	<b>With effect from 1 April 2018</b>
5	<b>A set date for all new Licensed Saloon Vehicles to be Zero or Ultra-Low Emission</b>	<p>This allows proprietors/ potential proprietors to focus on planning to move to Zero or Ultra Low emission vehicles by a set date.</p>	<b>With effect from 1 April 2020</b>
6	<b>A set date for all Licensed Saloon Vehicles to be Zero or Ultra-Low Emission (Battery electric vehicles and plug in hybrids only)</b>	<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>	<b>By December 2028</b>

7	<b>To reduce the total % of Wheelchair Accessible Vehicles within the Hackney Carriage Fleet to 50%</b>	<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 condition it is replaced with a <b>Zero emission saloon</b> vehicle.</p> <p>This will reduce the number of wheelchair accessible taxis from 213 to 163.</p>	<b>With effect from 1 April 2018</b>
8	<b>A set date for all Wheelchair Accessible Vehicles to be Ultra-Low or Zero Emission as and when the market allows</b>	Further to option 7 (above), currently the market does not provide Ultra-Low or Zero Emission Wheelchair Accessible Vehicles.	<b>By December 2028. Subject to review in 2026</b>
9	<b>To restrict City Centre Access to Ultra-Low and Zero Emission Licensed Vehicles only</b>	<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>	<b>By December 2028</b>

29.9 Taxi and Private Hire Handbook, provides further information in regards to Ultra-low and Zero emission vehicles.

29.10 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:

- i) a new vehicle licence will not be granted in respect of a vehicle unless

it meets the Euro 5 standard or higher.

- ii) a vehicle licence will not be renewed unless the vehicle is less than 11 years old.
- iii) from 1 April 2020 all new licenced saloon vehicles will need to be zero or ultra-low emission vehicles.
- iv) by 31 December 2028 all licensed saloon vehicles will be zero or ultra-low emission vehicles.
- v) 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).
- vi) by 31 December 2028, the City Centre will restrict access to zero and ultra-low emission licensed vehicles only.

29.11 To further support the uptake of Ultra- Low and Zero Emission vehicles, on 30 September 2019, Members agreed no maximum age limit for newly licensed Ultra- Low and Zero Emission vehicles.

29.12 With the previous 9-year age limit for petrol and diesel vehicles, this will mean that by 2017/18 all the internal combustion fleet licensed will be to Euro 5 or 6. The extended age allowance for low emission vehicles reflects their low pollution and supports improvements to air quality in Cambridge.

29.13 The term `new` means any vehicle that is being licensed for the first time with Cambridge City Council (i.e. a complete new license) or where a license is issued on a particular vehicle and then surrendered and subsequently an application to license the same vehicle is made.

29.14 Encouraging better maintenance of vehicles could reduce emissions

from licensed vehicles further, it is intended that this aspect be tackled through education and promotion.

- 29.15 The Authority recognizes that low emission vehicles can have a positive impact on the environment and any application receives for other low and ultra-low emission vehicles will be considered on its own merits.

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**LICENSING COMMITTEE**

29 January 2024

10.00 - 11.30 am

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

**Officers**

Environmental Health Manager: Yvonne O'Donnell

Environmental Health and Licensing Support Team Leader: Luke Catchpole

Committee Manager: Sarah Steed

Meeting Producer: James Goddard

**Present virtually:**

Legal Advisor: Elizabeth Lanlehin

**FOR THE INFORMATION OF THE COUNCIL****24/1/Lic Apologies**

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**24/2/Lic Declarations of Interest**

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The Environmental Health Manager responded:

- i. Increases to fees were made to reflect the true cost of running the taxi licencing service. Some fees had increased more than others. Noted that following a consultation with the Chair of the Committee that the Annual Driver's Licence fee had been reduced. This service was run on a cost recovery basis, the fees were adjusted to ensure that the Council recovered costs for running the service.

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The Environmental Health Manager responded:

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- ii. A report regarding hybrid taxi vehicles would be considered by the Committee and was item 6 within the agenda.

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The report set out the revised fees and charges for licences and associated items, which were proposed to be made with effect from 1st April 2024. The approved charges would be submitted to Full Council to note on 15th February 2024.

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



- i. Advised that fees were set on a cost recovery basis. Fee levels were not set to make a profit.
- ii. Agreed to discuss with the Chair how information could be provided to the taxi trade which set out the average cost increases for fees.

The Committee:

**Resolved (unanimously):**

- i. To approve the level of the fees and charges with effect from 1 April 2024, as set out in Appendix E of the officer's report.
- ii. To request officers to communicate changes with members of the public, businesses and taxi trade.

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**24/7/Lic Cumulative Impact Assessment**

The Committee received a report from the Environmental Health and Licensing Support Team Leader.

The report advised that the Cumulative Impact Assessment was published in March 2021 as a stand-alone document and needed to be reviewed every 3 years.

Members were advised that the recommendation would be a recommendation to Council to approve the Cumulative Impact Assessment as set out in Appendix C of the officer's report.

The Committee:

**Resolved (unanimously) to recommend to Council:**

- i. To approve the draft Cumulative Impact Assessment attached to the officer's report as Appendix C taking into consideration the results of the public consultation exercise as summarised in Appendix D of the officer's report and the information provided by Cambridge Constabulary and Public Health as attached in Appendix E of the officer's report.

The meeting ended at 11.30 am

**CHAIR**

**Table is a comparison from a search of Autotrader on 19<sup>th</sup> March 2024.**

**Search criteria:**

**Type of vehicle – Estate, Hatchback, Saloon and MPV**

**Age: 2013 and newer**

**Mileage: Up-to 50,000 miles**

**Doors: 5 door**

**Current fleet make up and most popular make:**

**Electric – we have 61 electric vehicles licensed and the most popular vehicle make is Nissan with 26.**

**Ultra-low (plug-in) – we have 33 ultra low vehicles and the most popular vehicle make is Hyundai with 8, Toyota with 6 and Mercedes with 6.**

**Standard Hybrid – we have 89 standard hybrid vehicles licensed and the most popular make is Toyota with 74.**

	<b>Electric</b>	Nissan (Electric)	<b>Ultra Low (Plug in)</b>	Hyundai (Ultra Low)	Toyota (Ultra Low)	Mercedes (Ultra Low)	<b>Standard Hybrid</b>	Toyota (Standard Hybrid)
No. available nationwide	7800	1295	2407	88	38	182	7015	3422
No. of Silver available nationwide	352	87	143	15	2	19	637	404
Lowest Price	£3650	£3650	£9650	£13490	£11495	£14499	£6000	£7270
Highest Price	£168000	£36140	£79999	£22368	£28650	£61509	£40770	£37395
No. available within 50 miles of Cambridge	1786	238	473	24	18	58	1466	721
No. of Silver available nationwide	91	13	30	3	1	4	128	71
Lowest Price	£3900	£4650	£9995	£14250	£11495	£16458	£6750	£8200
Highest Price	£168000	£36140	£66750	£28650	£28650	£61509	£40455	£37395
Performance	Nissan leaf: <b>3-5miles/kwh</b> - AVG MK2 Leaf: <b>3.6 miles/kwh</b>		Hyundai Ioniq – 2016-22 model Plug in Hybrid:				Toyota Prius 2016-2022 model real world MPG:- <b>50.94 Miles Per Gallon</b> (combined)	

		All Electric miles /kwh: Average <b>4.15 mile/ kwh</b>				
		Real World MPG (Petrol) <b>70.6 MPG</b>				
Cost Per Mile comparison	Cost per mile (Domestic Energy Price Cap 24.5p/kwh):  <b>6.8p/mile</b>  Cambridge Taxi rate Rapid charge (57p/kwh):  <b>15.8p/mile</b>  *OVO EV 'Charge Anytime' - smart tariff (7p/kwh)  <b>1.94p/mile</b>	Cost per mile (Domestic Energy Price Cap 24.5p/kwh): electric  <b>5.9p/mile</b>  Cambridge Taxi rate Rapid charge (57p/kwh): Electric  <b>13.7p/mile</b>  Cost per mile @ £1.50 /litre petrol <b>9.6p/mile</b>			Cost per mile @ £1.50 /litre  <b>13.4p/mile</b>	
Battery Range	Nissan Leaf Range by model year:  2011-2015: <b>84 miles</b>  2016: <b>84-107 miles</b>	Hyundai Ioniq 2016-2022  <b>All electric range 39 miles</b>	Toyota Prius Plug in Hybrid	Mercedes-Benz C 300 e Plug-in Hybrid All Electric	na	na

	2018: <b>150 miles</b>  2019: <b>226 miles</b>  2022: <b>239 Miles</b>	<b>Combined Range 660 miles</b>	All electric range: <b>15.5 miles</b>	range: <b>34miles</b>		
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Performance Data Sources: Green Car Guide / Auto Express

## Age Requirements of Vehicle

The policy allows a vehicle licence to be renewed if the vehicle is less than 11 years old.

Research has been carried out to show when the current licensed vehicles would reach the 11 year age limit.

	<b>Standard Hybrid HCVs</b>	<b>Change from current total</b>	<b>Standard Hybrid PHVs</b>	<b>Change from current total</b>	<b>Petrol or Diesel HCVs (not including WAVs)</b>	<b>Change from current total</b>	<b>Petrol or Diesel PHVs</b>	<b>Change from current total</b>
<b>All</b>	<b>52</b>	<b>N/A</b>	<b>31</b>	<b>N/A</b>	<b>44</b>	<b>N/A</b>	<b>33</b>	<b>N/A</b>
<b>30<sup>th</sup> June 2024</b>	<b>52</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>43</b>	<b>-1</b>	<b>32</b>	<b>-1</b>
<b>30<sup>th</sup> June 2025</b>	<b>50</b>	<b>-2</b>	<b>31</b>	<b>0</b>	<b>40</b>	<b>-4</b>	<b>29</b>	<b>-4</b>
<b>30<sup>th</sup> June 2026</b>	<b>40</b>	<b>-12</b>	<b>29</b>	<b>-2</b>	<b>35</b>	<b>-9</b>	<b>23</b>	<b>-10</b>
<b>30<sup>th</sup> June 2027</b>	<b>33</b>	<b>-19</b>	<b>27</b>	<b>-4</b>	<b>25</b>	<b>-19</b>	<b>15</b>	<b>-18</b>
<b>30<sup>th</sup> June 2028</b>	<b>26</b>	<b>-26</b>	<b>24</b>	<b>-7</b>	<b>7</b>	<b>-37</b>	<b>1</b>	<b>-32</b>
<b>30<sup>th</sup> June 2029</b>	<b>19</b>	<b>-33</b>	<b>23</b>	<b>-8</b>	<b>4</b>	<b>-40</b>	<b>1</b>	<b>-32</b>
<b>30<sup>th</sup> June 2030</b>	<b>14</b>	<b>-38</b>	<b>19</b>	<b>-12</b>	<b>0</b>	<b>-44</b>	<b>0</b>	<b>-33</b>

Based on the above information, between the 1<sup>st</sup> July 2024 and 30<sup>th</sup> June 2025, only 2 standard Hybrid vehicles would not have the licence renewed due to the age of the vehicle. By 30<sup>th</sup> June 2026 a further 12 Standard Hybrid Vehicles would be too old to renew the licence. This is 14 Standard Hybrid vehicles out of the 372 total vehicles on the fleet that would be impacted by the change and have to find a different type of vehicle to licence.



To Yvonne O'Donnel, Robert Pollock, Mike Davey and the Licensing Committee

Dear sirs

Thank you for meeting with the trade in April to discuss our concerns about the impact of the council deciding not to extend the standard hybrid vehicle deadline to 2026.

As you requested we have compiled impact statements from drivers so you can review your decision.

We hope you took notice of the points raised and the problems that were pointed out with the vehicle survey that was done to support not extending the deadline. We also hope you now accept that the whole argument of not supporting an extension (the back bone of which was the vehicle survey) which stated that scrapping the 4 year limit meant more electric and ultra low emissions were available on the market was based on incorrect information. The trade has provided evidence from the council's taxi handbook that the 4 year age limit didn't apply to EV or ultra low emission vehicles and Taxi licensing has acknowledged the mistake and now agrees the 4 year age limit didn't apply to these vehicles.


The trade has explained before in face to face discussions and in writing the issues drivers have with current electric vehicles and as a consequence drivers of such vehicles face crippling financial burdens.

As most of the impact statements mention, the choice for standard hybrid vehicles over electric and ultra low emission vehicles is down to these vehicles being much more affordable and cost effective for struggling sole traders who are still feeling the impact of economic hardship stemming from the consequences of the COVID epidemic.

In the recent weeks there has been a panic amongst some drivers trying to replace vehicles that are in excellent condition and still have a few years left on their taxi age limit. This is due to the fear of having to pay higher costs for less reliable electric vehicles or plug-in hybrids if they wait to replace vehicles after June 2024.

This is adding unnecessarily to the financial debts and mental stress drivers already face. Allowing standard hybrid vehicles with an extended deadline for another 2 years will have minimal impact on Cambridge's air quality but it will have a huge impact on allowing struggling families to reduce their financial burdens and thus ease the mental stress that drivers are facing. We, especially appeal to the councilors on the Licensing Committee representing political parties who claim to take the impact on living standards seriously to show your unequivocal support in extending the standard hybrid vehicle deadline for at least a minimum term of two years to ease the burden on those who rely on you to look out for the less well off.

Kind R

  
Ahmed|Karaahmed (CCLT Chairman)  
On behalf of the Cambridge taxi trade

(From H2026)

FAO: Taxi licensing and the licensing committee

**An impact statement regarding the licensing committee's decision to vote against extending the standard hybrid deadline for taxis**

I am currently driving a self charging Toyota Prius (2016 model) as a Cambridge licensed hackney carriage. The vehicle has proven to be the most reliable and cost effective vehicle I have driven.

When the 11 year age limit was introduced with the promise of support for extending the standard hybrid vehicle deadline it was a real sigh of relief as it gave me an extra 2 year breathing space to be able catch up on debts that I have incurred since the COVID lockdowns without having to worry about borrowing more money to replace my taxi.

These debts were as a result of borrowing money to pay everyday living expenses such as food costs, council tax, utility bills and other everyday expenses along with business costs such as Taxi insurance, station fees, license fees and regular vehicle maintenance costs.

**Over the last few years for most months my income has averaged below the minimum wage so it's been a real struggle to keep up with rocketing living costs and increasing costs on debts and my mortgage as more bills pile up.**

To me the initial age extension and standard hybrid deadline extension promise meant I could drive my current vehicle for an extra 2 years with the hope to be able to replace it with a similar but improved model in this period rather than worrying about trying to replace it before the end of June.

I understand the council's goal to improve emissions in the city. Being someone who does worry about climate change and the impact it's already having, especially on the developing countries, I accept we all have some responsibility to minimise the factors causing the devastation to our planet and the threat to our future generations as well the other species we share our planet with.

But I believe the current decision not to extend standard hybrids won't make much difference to Cambridge's air quality.

Taxi licensing is aware that Cambridge licensed (hackney and private hire) vehicles are now a minority ( I would estimate around 20%) of the total licensed vehicles that are operating in Cambridge as most are licensed from other more lenient and 'cheaper to license' authorities.

My current vehicle CO2 emission is 89g/km, the current requirements for an ultra low emission plugin vehicle is less than 75g/km (and please note these manufacturer figures are for plug-in vehicles that have a fully charged battery, batteries that only give around 30 miles of mileage.ie once the battery charge is used up unless the driver has time to recharge it the vehicle emissions will be much higher than a standard hybrid as it will be operating as an average petrol combustion engine vehicle.),

So extending the deadline to allow a handful of standard self charging hybrid vehicles to have taxi licenses after June won't make much difference to Cambridge's air quality.

**More importantly the council must also take into account that the decision not to extend the standard hybrid deadline is disproportionately affecting the least well off drivers and their families as they can't afford to replace standard hybrid vehicles before June 2024.**

**The decision for drivers to choose standard hybrid vehicles over electric vehicles or plug in (ultra low emission) hybrids is down to affordability. The cost of EV and plug-in vehicles are generally much higher to purchase, maintain and run.**

Drivers and the council have seen examples of those who are struggling with such vehicles due their higher purchase prices, running costs (including extortionate charging costs) and expensive maintenance costs especially in reference to the unreliability of batteries which cost huge amounts of money to replace.

**So wanting to be able to replace a self charging standard hybrid vehicle with a similar model after June 2024 is not a lifestyle choice, it's a choice for economic survival.**

**For this reason I ask the council to take seriously the financial impact on living standards and the consequential psychological stress the decision not to extend the standard hybrid deadline is causing drivers and their families, and to urgently reverse their decision to give struggling families like mine a breathing space to clear already burdening debts.**

Kind regards

Mohammed Irfan (Plate 26)

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## Hybrid policy

1 message

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Andy Vines 

Tue, Apr 23, 2024 at 3:50 PM

To: AHMED 

Taxi licensing

I am writing to inform you of the repercussions of the hybrid policy for saloon cars not being extended

Although the age limit is 11 years old From first registration there are many factors that we as a profit making small business have to take into account

Reliability and cost of repair are the 2 biggest considerations not age limit although modern cars are much more reliable then 20,30,40 years ago and they can last longer and do far more miles then in the past but also can cost astronomical amounts of money to repair

The most popular saloon taxi was the Toyota Auris hybrid I say was because it has been discontinued and replaced by the Toyota corolla hybrid which now makes the corolla the most popular taxi

A replacement battery for the Auris is £1800 on average these need replacing at 170,000 miles the Auris Regenerative braking system will cost around £5000 to replace the corolla replacement parts prices are not yet known as the corollas are still relatively new

As you can see from a business sense it makes no sense to repair a 6 or 7 year old auris braking system that has a Mileage of 215,000

The sensible decision is to trade the car in for a newer model despite having 3 or 4 years left to run

My situation has been affected by the decision not to extend the hybrid policy

I live in Huntingdon with a round trip of 42 miles to & from Cambridge my journey on average is 40 minutes each way this is before i start my working day this makes ev totally unsuitable with plug in hybrid in practical plugging in for 4 hours fo 20 miles which is completely ridiculous

I owned a 2015 Toyota Auris with 215,000 miles, the renewal was in May 2024 the vehicle would of had 3 years more until 2027

Due to the hybrid policy not being extended I could not take the risk of the Auris breaking down and having expensive repair bills with only 3 years left to run and not being able to replace it with another hybrid after June 2024

So i purchased a brand new unregistered zero miles Toyota corolla hybrid at a cost of £26,000 the new car was registered the day before delivery to me on the 17th March 2024 on the 19th the meter was fitted on 21st the cctv was fitted on the 22nd it was tested at the council garage and passed on the 27th I was issued with my new plate and new licence

Despite buying a brand new vehicle when there was no need to and having it tested within a week of delivery I lose 1 year off my 11 age limit despite a turn around of a new vehicle in 9 days in to a taxi because it was registered before it was tested but it's impossible to test it before it's registered so I do not have 11 years I have 10 years on a brand new vehicle which makes no sense and is yet another disappointing licencing policy

If the policy had been extended I would not of changed my Auris having said that if my brand new 2024 Toyota corolla hybrid is hypothetically written off in an accident in November 2024

I will have to replace it with the vehicle I have done my utmost to avoid the plug in hybrid or after 34 years as a Cambridge city Hackney hand back the plate and go over to south cams or Wolverhampton and have a choice of any vehicle which is by far the better business decision they try to carry on with Cambridge city


In summary

Hopefully you now understand the age limit of a vehicle is not the big picture

All Cambridge city licensed Hackney Carriage saloon vehicles face all of the problems above

Andy Vines

Plate 35



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**Fwd: Hybrid Cars**

1 message

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**Farshid Ahyaee** [REDACTED]  
To: secretary cclt [REDACTED]

Tue, Apr 23, 2024 at 11:20 AM

Sent from my iPhone

Begin forwarded message:

**From:** Farshid Ahyaee [REDACTED]  
**Date:** 23 April 2024 at 10:54:48 BST  
**To:** Taxi <taxi@cambridge.gov.uk>  
**Subject:** Hybrid Cars

Good day

I'm writing to raise my concern regarding the deadline in June to stop purchasing hybrid cars for taxis.

I have owned a Toyota hybrid for the last four and half years and this one has been the best Car I have ever had.

They are low emission vehicles and good for the environment. The plug in hybrid cars are more expensive to buy and they give a very little run on electric, therefore most of drivers run them on self charging and the emission is exactly the same as normal hybrid vehicles.

I will be grateful if Taxi Licensing reconsider their decision regarding this matter and let the drivers to be able to buy a self charging vehicles for foreseeable future. Please consider that taxi drivers are going through a rough time less income and rising cost of living makes it harder to make the ends meet.

Regards F Ahyaee  
HCV 117

Sent from my iPhone

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## Standard Hybrid Vehicle Extension

1 message

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Kahraman Gul

Tue, Apr 16, 2024 at 10:09 PM

To:

To Cambridge City Taxi Licensing Committee,

I regret that hybrid cars will no longer be allowed to be used as taxis in the upcoming months.

I currently own a self-charging estate hybrid taxi with has another 3 more years and I am so pleased with it, I had two self-charging Toyotas before this one. I hope my future cars will be keep same as like this. My current vehicle is in excellent condition and has no issues.

However, since the period for purchasing self-charging hybrid vehicles will end in June, I feel compelled to change my car. I am unsure of what to do, and I am struggling with this decision. I have been working in the taxi trade for over 10 years and have tried various car brands for this job. Toyota's hybrid model is the most reasonable and affordable for this line of work, and I do not wish to switch to a different brand. Also, plug-in hybrid cars are more expensive than self-charging hybrid vehicles. If I want to stay in my current situation I need to buy a new self-charge hybrid vehicle before the deadline. I am feeling stressed because I have renewed my mortgage recently and my monthly mortgage payments have increased by £350. I do not have any savings to buy a new vehicle. I need to go to finance and I have to pay interest and interest rates are very high on these dates. If I keep my current vehicle until its expiry date I will miss out on the opportunity to purchase another self-charging vehicle. Instead, I will have to replace it with a plug-in hybrid car, which is not my preference. Furthermore, there is no difference in emissions between plug-in hybrid cars and self-charging hybrid cars because people often fail to charge the plug-in hybrid cars and use them like a regular self-charging car.

I hope you will change your current decision regarding self-charging hybrid vehicles and approve us to purchase self-charging hybrid vehicles permanently in the future.

Kind regards

Kahraman Gul  
DDL 175  
HCV 068

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**MR Cihan Bashan**

17th April 2024

**Taxi Licensing**

Mandela House,4 Regent Street  
Cambridge  
CB21BY

Dear Sir/Madam,

I write this letter regarding the proposed extension for self-charging vehicles for taxis.I have been taxi driver and taxi plate proprietor in Cambridge for 11 odd years.I believe that it's extremely important to have our say,voice our concerns and highlight our expectations with current proposals.I confirm that I have been using self-charging vehicle as a taxi .It has been over 9 years and it's still running without any issues or problems. I also confirm that my vehicle has been tested by Council's garage over all those years and never failed any MOT testing

I support the proposal for the following reasons;

Firstly it is financially feasible for us to have self-charging hybrid vehicles as they are more affordable to purchase.Giving the fact that I have just came out of my finance agreement for the current model.It will be extremely challenging to purchase plug in hybrid and full electric vehicles as the price tag is way higher than self charging vehicles.Therefore it presents a enormous financial burden for me as I still recover from COVID -19 damages.

Secondly they are extremely reliable for taxi usage.There are considerable number of self charging hybrid vehicles in the market.



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Lastly it will be impossible for me to charge my vehicle as I live in maisonette flat and no front drive to park my vehicle. I will have to rely on pretty expensive public charging stations which will not be cost effective for taxi business in a longer run.

For the reasons mentioned above I would be happy if you could consider them while you decide on the proposal.

Please do not hesitate to contact me if you need further information about this matter.

Thank you

Sincerely,

**Mr Cihan Bashan**

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## Re Extension of licence for self hybrid vehicles

1 message

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saifullah khan

Wed, May 8, 2024 at 7:40 AM

To: Secretary Co

Sent from Yahoo Mail Plate 48.

Dear Sir/Madam.

Im extremely disappointed. After receiving recent outcomes from Cambridge City, licensing committee decision on stanstard Hybrid cars won't be allowed further extension from the current date of June 2024 expiry. I don't see what negative impact would make by having 10 or 12 self hybrid vehicles on the road.

Living costs have risen in Cambridge along the economic situation, and still, our income is relatively low post covid . I'm dismayed that the taxi licensing authority didn't consider its taxi driver's difficulties of purchasing vehicles at times when such a high cost and its all impact. Buying silver colour is difficult as it I'm one of those drivers who has been affected by the decision . My financial expenses have risen due to the cost of living gone up ,My current car has two years till reach the limit but because of the new change I may need to replace the vehicle with higher payments well as going into borrowing finance ,not to mention insurance premium has risen I probably be paying additional £500 more on my current insurance then previously.

It's would have been reasonable for authority to extend aleast by further 4 years while economic and living costs are be adjusted.

The standard hybrid vehicles are not many in number in Cambridge carriage taxis. Our choice of purchasing has narrowed to just 2 emissions .

I'm hoping that the taxi licensing authority will reconsider their decision again and put some real sense of understanding rather than making the decision based on popularity. The decision has not been thought through throughly.

Cambridge taxi licensing authority should be supporting taxi trade and its drivers.

I look forward to hearing from you .

Your Sincerely

Saifullah Khan

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## Hybrid vehicles

1 message

Eddie Holland 

Wed, May 8, 2024 at 6:09 PM

To: Taxi <taxi@cambridge.co.uk>

Cc: secretary cclt <

I write regarding the councils decision not to allow Hybrid vehicles to be licensed as hackney carriages after June 2024.

These vehicles are the most cost effective, reliable and affordable cars on the market whilst being very low emitters of harmful gases.

I have been a Hackney carriage proprietor/driver since 1991 and cannot remember a worse time to be operating in, the two years lockdown due to covid and the last year or so hitting everyone financially due to the cost of living crisis which has severely impacted our trade and led to a reduction in takings. With high interest rates which have increased rent/mortgages payments many of us have had to find extra funds to cover these along with increases in heating/electric and food prices, we feel this is totally the wrong time to force us to buy very expensive fully electric /plug in hybrid vehicles who's range does not give us enough flexibility to cover the average daily mileage we require without having to charge at very expensive charge points once again costing us more money and lost time.

Electric and plug in vehicles are expensive to buy and force buyers into taking on finance at high rates of interest and once you have taken this on the stress and pressure to pay off the cost is a a big worry at present rates of increases and can easily lead to mental health issues. According to the Money Mail motoring special on electric vehicles dated Wednesday 1/5/2024 advised against purchasing these vehicles outside of the manufacturers warranty period which is eight years from new as the battery power pack can be very expensive to renew.

Examples given were the Nissan Leaf new battery £12,780, Tesla £15000 which is ticking time bomb for owner operators again more pressure to earn more in a declining market at we are in. Given the above purchasing one of these is high risk, what lays ahead no one knows because they are not long term proven, so at best you would have to buy at least a four year old car and keep it until its eight years old to negate the above.

Again this then vastly reduces the vehicles available to us and increases the initial cost of a suitable vehicle.

When you change your vehicle you have to find approximately £1500 on top of the vehicle cost to cover the council requirements to use it as a hackney carriage ie (cctv, meter, top sign, green stripes and door crests).

To further allow hybrid vehicles to be licensed would see a very minimal, unrecordable increase in air quality by 150 vehicles it would affect. The 1200 hire cars would not be effected along with many more vehicles entering and exiting the city each day many of which are operated by the city council and councillors as well.

Until ALL vehicles have a common required specification in regard to emissions this decision to not allow hybrid vehicles to carry on as hackney carriages is unfair to us as a minority of city road users and should be recinded and extended by at least 2 years and then re-evaluated.

Thank you for taking the time to read my plea and do hope you now further understand the position most of us are in and facing.

Our only other option would be to hand back our city hackney plates (42 are already back with city licensing) and then licence

Hybrid vehicles with other licensing authorities and use them in CAMBRIDGE city as hire cars with less onerous conditions attached.

Yours

E S Holland on behalf of 150 plus Hackney carriage owner/operators.

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## Self-charging car hybrids extention

1 message

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Martin <[REDACTED]> Wed, May 15, 2024 at 10:20 PM

To: Taxi <[REDACTED]>  
[REDACTED]

Dear Taxi License Authority,

I am writing this letter to express my support of extension of the decision of the possibility of registering as new Hackney Carriage self charging vehicles (hybrids).

I am driving Hackney Carriage since 2014 and every time we want to register new car as Hackney Carriage we have to go through so many obstacles. Every year our choice of car is getting smaller and smaller.

My present car with registration number FL16KNR Toyota Avensis replaced my VW passat 2011 because I was forced to buy new car to avoid buying expensive plugging, self charging car hybrid or electric. I should of drive my Vw Passat for another 2 years and then replaced but NO we were forced to replaced it.

And again ,now we are trying to avoid buying another expensive car ,avoid going in to debts because with 10% on loans interest we will not be able to cover our expenses.

At the current situation with the debts I have I will not be able to change my Vehicle before the dead line of end of June 2024.

With the policed you are accepting so easily without properly investigation how they will effect future taxi trade in Cambridge you are damaging the trade and less Licensed Hackney Carriage will be able to survive to renew their plates.

Please extend the registration of self-charging hybrids as new Hackney Carriage as long as possible.

Martin Iglev

DDL760

## Luke Catchpole

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**From:** John Rushforth <[REDACTED]>  
**Sent:** 04 May 2024 10:36  
**To:** Taxi  
**Subject:** Standard Hybrids

Hello.Regarding your decision not to allow the continued use of standard hybrid vehicles could I bring your attention to the specific case of taxi drivers who due to the ultra high cost of housing in Cambridge their only option is to live outside the city and in lots of cases many miles outside, for example Peterborough, Huntingdon,Haverhill , Saffron Walden .Now many of these drivers live in either flats or other accommodation unsuitable for home charging an electric vehicle and even if they could would still face a significant reduction in the vehicle's battery power after traveling in to work from these considerable distances.The problem would be exacerbated in the winter months with a bigger burden on the battery.My concern is that as more and more taxi drivers are being priced out of the area and the restrictive costs of new or nearly new EVS and plug in PHEVS will mean a drivers only option would be a very old EV with a heavily depleted battery and the driving range miniscule after taking into account the miles driven just to get into work. studies have shown some EV batteries depleting at a rate of 10% every 30,000 miles and the average electric range of a PHEV is about 30 miles.

Thank you , John Rushforth DDL913

Dear Yvonne O'Donnell and members of the licensing committee

We, the undersigned, strongly oppose the council's licensing committee's decision not to extend the June 2024 deadline for standard hybrid vehicles, as it will disproportionately impact taxi drivers who cannot currently afford to replace their older saloon vehicles.

The 11 year extension to age limits with the promise to extend the standard hybrid deadline provided a considerable breathing space for struggling drivers with the reassurance of not having to take on more loans to purchase a new vehicle whilst they struggle to clear post COVID debts.

The decision not to extend the deadline will impose significant financial strain on already struggling families. We urge the council to conduct an urgent review of this decision and consider the economic hardships faced by taxi drivers in Cambridge.


Kind re



Ahmed Karaahmed (CCLT Chairman)  
Signed on behalf of the Cambridge hackney trade

Cambridge Hackney and Private Hire Trade Petition

We, the undersigned, are strongly opposing the Council's decision not to extend the June 2024 deadline for standard hybrid vehicles due to the financial implications on drivers and their families.

Name	Badge Number	Signature
AHMED KARAHMED	DDL 382	
Martin Toplev	DDL 760	
NABIUL ALAM	DDL 620	
LIHAN BASHAN	DDL 679	
LUTHFUL RAHMAN	DDL 400	
Mahmud Kichiki	DDL 729	
Errol Ballantyne	DDL 259	
Saijebah KHAN	DDL 454	
YOUSUF OMAR	DDL 177	
PAUL CHESTER	DD 128	
Sayedur Rahman	DDL 186	
SYED HORUR	DDL 431	
SHAKIR AL	DDL 756	
E CHAPMAN	DDL 031	
ABU MURAD	DDL 852	
Chris Cox	DDL 471	
Mehmet YILMAZ	DDL 621	
FAHEEM NOUSHAD	DDL 897	
Tom Fell	DDL 919	
RASU POBA	DDL 324	
Johns Kus (Hodish)	DDL 923	
Fahmi Dargan	DDL 611	
ANOOPI NEELIKKAL	DDL 026	



Name	Badge Number	Signature
LUTHUR RAHMAN	DDL 680	
Abul Chowdhury	DDL 323	
Gulshan Chowdhury	DDL 450	
M. Bellah-Chowdhury	DDL 079	
NAZRUL	DDL 139	
A. Siddiqui	DDL 674	
A. WHITEHEAD	DDL 661	
Aziz Rehman	DDL 467	
ETAZ KHAN	DDL 399	
MD FARUQUEHUSSAINI	DDL 487	
A HAIDER	DDL 112	
Behman Kilic	DDL 041	
J FITZ	98	
R BIRBA	DDL 019	
ALBAN CERA	DDL 183	
Suleyman Cifo	DDL 526	
Nassim Chelbi	DDL 957	
LUTHUR JUBAK	DDL 335	
A KONCI	DDL 692	
M. I. GHAIB	DDL 468	
NAEEM - UDDIN		
ABUL HAQ	DDL 131	
<del>FARHAN</del> KHAN	DDL 933	
Paul Simpson	DDL 525	
GARY SALMONS	DDL 497	
AJUM ALI	DDL 327	
GASPAR TELU	DDL 514	

Name	Badge Number	Signature
MINIATRIBONJA	469 DDL 480	
Kahroshan Gul	68 DDL 175	
ASHRAF ALI	DDL 414	
KAMIL ZINIK	DDL 163	
ABDELKARIM Bounezaoui	DDL 811	
MANZUR ALI	DDL 786	
ABDULLA ALI	DDL 045	
Abakar Hurr	DDL 505	
Huseyin Sirensou	DDL 293	
DELAVAR BAKHTIAR	DDL 898	
NOFUR MIAH	DDL 332	
Kasim Ahmed	50644	
STEPHEN McLEAN	DDL 842	
ALAN KILKER.	DDL 669.	
Bernard McQuill	DDL 099	
Fatime Pabou	DDL 746	
Romous Boud	DDL 413	
Mohammed M Ravi	DDL 398	
Shamin Ahmed.	DDL 832	
ISAQ HEGGEM	DDL 290	
ZENE C BIBA	DDL 814	
MR. M. R.	DDL 871	
MARTIN CANN	DDL 088	
MR. M. B. ABM	DDL 630	
ABRIAN TOMA	DDL 849	
DANIEL SMITH	DDL 823	

Name	Badge Number	Signature
Shahidu Jaman	DDL 616	
Heeran Gajjar	DDL 036	
Rabul Ahmed	DDL 564	
Mohammed Foyso	DDL 651	
MOHAMMED IRFAN	DPL 204	
ANWAR MOKSUD	DDL 857	
Shuhubur Rahman	DDL 498	
SHAKIR HUSSAIN	DDL 632	
HAMZA ROSHID	DDL 886	
HARRY BULLEN	PDL 992	
Mohammad Ali	DDL 805	
A. RAHMAN	HCD = 13 (13)	
Mina Ali	DDL 089	
Rabiah HUSSAIN	DDL 016	
MARUF AHMED	DDL 752	
ANWAR UDDIN	DDL 513	
ABDOL HASAN	DDL 1009	
Nurman	DDL 584	
Stephen GEDRUP	943	
Jafar Khan	154	
Masum Sait	DDL 219	
WESLEY DIFRANCO	DDL 135	
ANDY VINES	DDL 271	
ALI AHMED MIAH	DDL 243	
Concok	247	

H. AHYAGG  
KEVIN DAY  
NAMEZ


DDL 268  
DDL 774  
DDL 858

Cambridge Hackney and Private Hire Trade Petition

We, the undersigned, are strongly opposing the Council's decision not to extend the June 2024 deadline for standard hybrid vehicles due to the financial implications on drivers and their families.

Name	Badge Number	Signature
<del>ABDELKRIM CHELI</del>	<del>DDL 598</del>	
ABDELKRIM CHELI	DDL 598	
MAKHA - MAKZAY	DDL 275	
KIAN ZAKI	DDL 285	
IREVOR TACHEN	DDL 565	
P PARKER	DDL 223	
ABUSAID	DDL 411	
M. J. AHMED	DDL 855	
MR. A. ZAMANI	DDL 425	
B. Shafiqawi	DDL 152	
F. Ahyase	DDL 484	
MOHD ASGOR ALI	DDL 556	
ABDUL KADIR	DDL 461	
Atclark M, al	DDL 181	
RAJUL AHMED	DDL 098	
SHAHID ASHRAF	DDL 728	
HASAN GAYGISI	DDL 036	
ISAK YASDAL	DDL 40	
SHAH SIDDIQUE	DDL 489	
Gemal SAUASOGLU	DDL 023	
Abraham <del>Handwritten</del>	DDL 412	

Name	Badge Number	Signature
ADMAN YOUSAF	DDL 436	
Yun YOLDAKH	DDL 004	
SALIM AHMED KHAN	DDL 061	
MD NAEEM BIN NIAZ	DDL 974	
MR S. MIAH	DDL 638	
A. S. SORKHAB	DDL 488	
AKRAM	DDL 976	
AMINUL	DDL 440	
A. MIAM	DDL 793	
JAKIR AHMED	DDL 905	
KEVIN CHRISTMAS	DDL 170	
MONTAZUL BULBUL	DDL 697	
MOTREANU GEORGE	DDL 954	
Abu Kader	DDL 761	
Yingling KARAMEL	DDL 221	
Abdul Muqith	DDL 226	
ASADUZ ZAMAN	DDL 298	
ZOHER ZARO	DDL 241	
Mohammed S	DDL 997	
Edo Holland	DDL 236	
<del>Oliver Karam</del>	<del>DDL 285</del>	
Ashraf	DDL 682	
OLIVER RAHMAN	DDL 285	
Peshro-H. Aziz	DDL 785	
KUTUB ALI	DDL 462	

Name	Badge Number	Signature
GARY SMITH-Howse	DDL 108	
ILKAR BAYRAM	DDL 710	
SHAHID ASHRAF	DDL 728	
M. NAWAZ	DDL 326	
K. MORTAMMID	HCU 506	
Mameel Bustos Qu	HCU 704	
BOKOR AHMED	DDL 721	
RAZU AHMED	DDL 826	
AMJAN FAROOQ	DDL 277	
SYED. A. ZAMRAT	DDL 668	
KAZI UDDIN	DDL 868	
Kamal Hussain	DDL 667	
SHIBBIR	DDL 066	
MD KAMRUL HASAN	DDL 056	
MS ALAM	DDL 523	
ANGUR ALAM	DDL 107.	
Hussain Miah	DDL 401	
Ibn Bassat	DDL 569	
FARID AILI	DDL 877	
SERIF REREGLO	HCU 537	
Z. Rahman	DDL 675	
A. Pottanay	DDL 501	

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Name	Badge Number	Signature
SYED AHMAD	DDL 949	
RASHID MEHMOOD	DDL 397	
MURAFFER FILICCI	DDL 130	
Nigel Lipson	DDL 742	
JUHER MUNNA	DDL-910	
SUNIL M. A. H.	DDL 827	
DELAVAR BAKHTIAR	DDL 898	

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