

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)

Hybrid policy

1 message

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



Fwd: Hybrid Cars


1 message

Farshid Ahyaee 
To: secretary cclt 

Tue, Apr 23, 2024 at 11:20 AM

Sent from my iPhone

Begin forwarded message:

From: Farshid Ahyaee 
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

Standard Hybrid Vehicle Extension

1 message

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

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.

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,

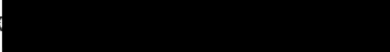
Mr Cihan Bashan

Re Extension of licence for self hybrid vehicles

1 message

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

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.

Self-charging car hybrids extention

1 message

Martin <>

Wed, May 15, 2024 at 10:20 PM

To: Taxi <>


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

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 driver's 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