

LICENSING COMMITTEE



Report subject	Electric and Hybrid Vehicles - Taxi and Private Hire
Meeting date	8 December 2022
Status	Public Report
Executive summary	BCP Council declared a climate emergency in 2019 and since then our policies have reflected our commitment to reducing harmful emissions. The Taxi and Private Hire Vehicle Policy 2021 was amended in 2022 and at that time the members of the Licensing Committee requested that officers propose additional wording to be included within the policy relating to hybrid and electrical vehicles.
Recommendations	It is RECOMMENDED that: Members either I. Agree with the proposed policy amendment or II. Reword the proposed policy amendment or III. Make no amendment to the policy
Reason for recommendations	<p>At its meeting on 10 March 2022 the Committee considered an update report on the implementation of the new BCP Taxi and Private Hire Vehicle Policy and in relation to Electric/Hybrid vehicles the Committee asked about actions to progress the current lack of provision or incentives to provide for these vehicles, prior to a full review of the policy in 2025.</p> <p>The Committee asked that officers prepare some wording to include in the policy to indicate that the Council is keen to work with the Trade to increase provision of electric and hybrid licensed vehicles.</p>

Portfolio Holder(s):	Cllr Bobbie Dove, Portfolio Holder for Community Safety and Regulation
Corporate Director	Jess Gibbons, Chief Operating Officer
Report Authors	Nananka Randle, Interim Head of Safer Communities
Wards	Council-wide
Classification	For Decision

Background

1. Taxis and Private Hire vehicles account for 4% of the UK's domestic transport greenhouse gas emissions despite only accounting for 0.93% of all registered cars. Due to their relatively high mileage, mostly urban journeys and vehicle ages, taxis contribute significantly to poor local air quality which impacts on the health of residents, pedestrians and other drivers.
2. BCP Council declared a climate emergency in July 2019. The BCP Council Taxi and Private Hire Vehicle Policy 2021-2025 addressed this by setting maximum age limits and minimum emission standards that must be met by all licenced vehicles.
3. At its meeting on 10 March 2022 the committee considered an update on the implementation of the BCP Council Taxi and Private Hire Vehicle Policy 2021. At this meeting the Committee members asked officers to prepare wording to include within the policy to indicate the councils commitment to supporting the licensing of electric and hybrid vehicles.
4. At this time there are 141 electric/hybrid vehicles licenced out of a fleet of 932 this is approximately 17% of our licenced fleet.
5. We are over time seeing more such vehicles coming onto the fleet as prices decrease and costs of running are competitive against petrol/diesel.
6. The number of charging sites throughout the conurbation is increasing, making access to charging locations much easier for the taxi trade.
7. The Sustainable Transport Policy Manager John McVey has provided insight into the current position and advises that the current electric vehicle charge point (EVCP) installation programme is providing a good geographical spread of chargers across the conurbation, building on the 12 Rapid chargers already in place. These are located in car parks but will be supplemented by further on-street locations next year. The new EVCPs are mixture of Fast and Rapid chargers which include four Rapid 'hubs' which are banks of chargers providing multiple facilities there are 12 charging stations with more planned for installation later in the year. A full list of charging locations can be found on our website [Electric Vehicle \(EV\) Chargers \(bcpcouncil.gov.uk\)](https://www.bcpCouncil.gov.uk/electric-vehicle-ev-chargers).
8. In addition to this, all vehicles including taxis can access commercially provided EVCPs at some supermarkets, privately operated car parks and pub car parks. Locations can be found using Zap Map: <https://www.zap-map.com/live/>.

9. Vehicle owners can also charge at home, which will be the cheapest way. Vehicle range is increasing so this could be sufficient in a lot of cases.
10. The costs of charging sites are not set by the Council but by the charging provider. The providers does do not offer variations in fees except for members vs non members. Fuelling electric cars continues to work out cheaper per mile than conventional vehicles even with recent energy price rises.
11. The current BCP Council, Taxi and Private hire licensing fee structure covers the cost of the service, spread evenly across the types of licence issued; a rebalance to support lower emission vehicles in line with the principles of protecting the environment and public health will be included in the review of the Policy in 2025.
12. As such we will include the following wording within the current policy under Section 9 Vehicle emission requirements and add a new paragraph at 9.5
We propose (wish) to encourage the take up (use) of low emission vehicles while discouraging high emission fossil fuelled vehicles in our fleet. This may include introducing differing vehicle licensing fees for hybrid electric and ultra-low emission vehicles and high emission vehicles. We will seek to examine the feasibility of this by working with the taxi trade, to examine options that are available, with a view to differentiating the licence fees paid by vehicle type when the policy is fully reviewed in 2025
13. As we move forward the licensing team will continue to engage with the taxi trade in this matter and ensure it is a standing item on future trade liaison meetings.

Options Appraisal

14. Members are asked to consider this wording and to
 - a. Accept the wording as proposed
 - b. Amend the wording
 - c. Do not include any additional wording

Summary of financial implications

15. Not applicable

Summary of legal implications

16. Not applicable

Summary of human resources implications

17. Not applicable

Summary of sustainability impact

18. The proposed wording is a commitment to encouraging the use of electric and hybrid vehicles to reduce vehicle emissions and promote more sustainable transport options.

Summary of public health implications

19. Reducing vehicle emissions and encouraging the use of more sustainable vehicles will reduce the amount of roadside emissions residents and visitors are

exposed to. By making the fleet cleaner we will be making the air healthier to breathe.

Summary of equality implications

20. Not applicable

Summary of risk assessment

- 21. Reducing income from fees by encouraging the use of electric and hybrid vehicles could result in a reduction of income, if the reduction is not off balanced by higher fee income from non-electric/hybrid vehicles.
- 22. If not carefully managed this could result in a reduction in licensing officer resource to offset the reduction of income.

Background papers

Energy Saving Trust – A step-by-step guide for local authorities on transitioning the taxi trade to electric vehicles

[Transitioning-the-taxi-trade-to-electric-vehicles-A-step-by-step-guide-for-LAs-Final-v1-1.pdf \(energysavingtrust.org.uk\)](#)