

Clean Air Zone Standards and Taxi Licensing

Subject to the approval of the FBC for the CAZ C+ preferred option it is the intention that the Sheffield City Council Licensing Service will seek approval from Licensing Committee to consult on adopting within the Hackney Carriage (HCV) and Private Hire (PHV) Licensing conditions the same engine standards as set out for the Clean Air Zone.

Taxi Licensing Policy

Subject to consultation and formal consideration and approval by Licensing Committee the proposed standards sought to be adopted would be:-

- For **newly licensed vehicles** the engine standards would be:
 - HCV's must be either LPG or Full Electric
 - PHV's must be Euro 4 petrol-hybrid (or better) or full electric

With:

- A 15 year age limit for newly licensed HCV's - if the vehicle is maintained to an high standard (Passing all tests first time) vehicles can be extended annually by application
 - A 9 year age limit for newly licensed PHV's - if the vehicle is maintained to an high standard (Passing all tests first time) vehicles can be extended annually by application
- For **existing licensed vehicles** changes to the maximum age limit:
 - HCV's – A change to the maximum age limit to 10yrs (reduced from the current 15yr maximum)
 - PHV's – A change to the maximum age limit to 8yrs (reduced from the current 9yr maximum)

Summary

Changes to licensing policies are not, and have never intended to be, the tool to deliver the changes required to achieve significant upgrades to the Taxi fleet in Sheffield to meet Clean Air targets. Whilst the reduction in age limits would accelerate the replacement of the fleet, with the reduction in maximum age of Hackney Carriage Vehicles meaning that 586 of 781 vehicles (75%) would need to upgrade their vehicle by 2021, achieving compliance through our Preferred Option has primarily been based on the response to the CAZ charging zone and the packages of financial support to be provided to facilitate and incentivise drivers to upgrade.

From our Local Behavioural research the number of taxi drivers that, following the introduction of a CAZ, would respond by upgrading their vehicle was found to be 82%.

The level of financial support is another key factor in potential for taxi drivers to upgrade the initial response to the consultation, it is clear that Taxi drivers to upgrade that appropriate financial support and incentives must be available.

Compared with a number of the other mandated CAZ places, we are proposing more substantial packages of support for Taxis in order to deliver the higher Taxi standards we are consulting on, whilst also maintaining our accessibility standards for wheelchair users. We believe that from the engagement we have had with the Taxi Trades that this level of support to taxi drivers will be essential in delivering the changes required in the shortest possible time.