What considerations have been in relation to Euro 6 vehicles?

Based on our analysis to date the standards for taxis that will be required are proposed as:

Hackney Black cabs will need to be LPG fitted or pure electric vehicles / with range extenders and PHV will need to be either Petrol Hybrid vehicles or pure electric.

Cllr Jack Scott made a promise that the scheme would not go ahead without funding – is this true?

We have applied to Government for funding as part of our OBC and FBC. We have been directed by Government to take action on Air Quality that delivers compliance with EU Threshold levels. Part of the process will be securing funding that means we can deliver these actions. Our discussions with Government on the funding we have requested.

The proposed loan scheme is not feasible for the older drivers – has this been thought through?

In the light of our discussions, this is being further considered, and we will be considering how lease schemes might work.

Why have 81% of private cars not been considered as part of the scheme?

If we tackle 19% of vehicles which have 50% of the emissions this will lead to compliance. As you are aware, the significant majority of vehicles on our roads are cars but buses, taxis, HGVs and LGVs cause disproportionately more NOx pollution and they crisscross our area with multiple trips. So, if we want to make an impact quickly, we need to clean up the biggest polluters:

<table>
<thead>
<tr>
<th>Fleet Split</th>
<th>% of Fleet (F)</th>
<th>% NOx (N)</th>
<th>“Fleet Specific Impact” (NxF)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Car</td>
<td>81%</td>
<td>50%</td>
<td>0.6</td>
</tr>
<tr>
<td>LGV &lt;3.5t</td>
<td>13%</td>
<td>26%</td>
<td>2.0</td>
</tr>
<tr>
<td>Taxi (Hackney &amp; PHV)</td>
<td>3%</td>
<td>4%</td>
<td>1.3</td>
</tr>
<tr>
<td>Bus</td>
<td>1%</td>
<td>5%</td>
<td>5.0</td>
</tr>
<tr>
<td>OGV &gt;3.5t</td>
<td>3%</td>
<td>15%</td>
<td>5.0</td>
</tr>
</tbody>
</table>

* The higher the value, the greater the polluting impact

Is a mixed fleet being considered as part of the retro-fit package?

We need to understand what you mean by “mixed fleet”?

We have licensing standards that people need to meet. What we are currently considering is a retro-fit option for hackney black cabs to be re-engined, i.e., replace the diesel with a petrol engine, and convert to LPG. We are aware that there are challenges achieving this for non-TX type vehicles, e.g., Euro cab, never-the-less we are looking into the possibility / suitability of their conversion to LPG.

TFL had a phased approach- is this being considered in Sheffield?

We have been directed to achieve compliance in the shortest possible time, which is why we are looking at options to support people to move to ultra low emission vehicles. Through consultation we will be asking for suggestions on phasing or sunset periods, which we will then consider.
• The support packages for private hire vehicles are less than that for Hackney’s – why is this?

The cost of a newer PHV is less than for a HCV. For Hackney Carriages we are aware that there is currently a very limited range of electric vehicles available on the market that, meets our current licensing standards and AQ requirements. We are therefore considering an LPG retrofit option for appropriate vehicles as well as loan incentive options and need to retain vehicles with disabled access;

• Why are you not allowing Euro 6 for private hire vehicles

The feasibility study requires that we need higher emissions reduction and therefore a low emissions vehicles standard is proposed.

• The Trade is not investing in new vehicles at present as they are unsure of future proposals – this is having a detrimental impact on drivers.

This is appreciated. The standards that different vehicles will need to meet to be compliant with our proposed CAZ standards (and not charged) will form part of our consultation on our preferred option. We will be seeking views on the proposed standards and we will then be considering all responses fully before then setting out our final preferred option and submitting our Final Business Case to Government by the end of 2019.

• What models have been done in relation to NOx and the Euro VI specification?

We have used JAQU guidelines to run these through transport and air quality models using DEFRA published Emissions Factors Toolkit to determine vehicle NOx emissions / pollutions.

• Air cleaning units have been installed London – are these being considered in Sheffield?

We are not sure what you mean? Can you please point to examples?

• Have charging points and zones been considered?

Yes, we have secured Early Measures Fund for purchase and installation of 12 rapid electric chargers (24 plug points). We have also secured further funding from the OLEV Taxi Infrastructure bid for additional 10 rapid electric chargers (20 plug points) – these are mainly for taxi use. All the chargers will be located within and around the city centre area, mainly as hubs in Council car parks. The Council’s planning policy is also being used to condition the installation of additional rapid chargers, especially in the city centre area, e.g., the Heart of the City II development. We will be launching a taxi trial lease scheme that will involve up to 10 electric vehicles (could be more). 2 electric vehicles (A1 Taxi) are currently in use locally and we are keen that taxi drivers use these as soon as possible.

• The Manchester dealership which deals with electric hackneys is closing – are the Council aware?

We will check with LEVC for alternative dealership within our area.
• Feel there is a massive financial burden being put on drivers and families are worried about the future

We are legally obliged to reduce NO₂ pollution below the legal limit in the shortest possible time. Our analysis showed that to achieve compliance in the shortest possible time will require a charging element because we could not deliver schemes which achieved a significant mode-shift in the time available. The Government is offering us a one-off access to Government money to help us implement these options but there’s a limit to it and they definitely won’t pay for everything that we want. We need to be creative but realistic about what can be funded and see this as an opportunity to clean the air and invest in sustainable taxi industry in Sheffield. The law – State Aid rules - mean that there are restrictions on how we financially support drivers. We’ll need to test our proposals against this.

• The available vehicles are not practical for use in Sheffield City Council

It is expected that further vehicles will come onto the market as the technology becomes more prominent. We are keen that as many HC drivers as possible experience using an electric cab through the electric taxi trial.

• More options need to be considered and further work with the trade is necessary.

We are keen to keep up discussions with the trade throughout the consultation.

• There’s a need for the Council to share their findings

Our findings can / will be made available.

• Will the loans offered to drivers be credit scored?

Work is still being done in relation to loans, funding and credit score. Many considerations are being explored.

• Have all vehicle types been considered, such as ice-cream vans, funeral cars, non-emergency vehicles etc.?

They are all being considered.
• Has the Council been directed or advised on what standards need to be achieved?
  
  Directed

• What are the current levels of pollution?
  
  Worst areas are around the Train Station and Arundel Gate

• Where does Sheffield sit in comparison to other cities?
  
  The Government has produced a league table – this can be made available.

  Cities have been grouped together where they face similar AQ challenges. Birmingham and Leeds have already secured funding. Birmingham are proposing a CAT D.

• What proposals are Rotherham putting forward and is there a cross-over with Sheffield?
  
  Rotherham have 3 specific locations that have exceedances to EU Threshold levels of NOx. Specific measures are proposed in the areas. Additional funding is being sought for Bus Fleets in Rotherham. HGV restrictions and changes to bus routes are proposed.

• Why are Sheffield not going straight for a CAT D?
  
  The instruction from Government is that we need to achieve value for money. Should Government not support our current proposals there is still a risk or moving towards a CAT D.

• What packages to support drivers are available?
  
  Many considerations being explored To support drivers to either upgrade their existing vehicle or move to a new cleaner vehicle.

• Many of the HCV's are not able to be retrofitted to LPG – Euro Cabs not suitable. Only 31 Hackney Carriage's available for retrofitting looking at current data.
  
  We will be reviewing any information presented and refining the current incentive offers.

• Why has the new HCV age limit been put at 12?
  
  There is a requirement to demonstrate value for money. This is not set in stone and comments will be taken on board.

• How much work has been done in relation to loan packages and will there be credit checks? Will they be secured?
  
  Work still being done in relation to loans and funding. Loan criteria will be part of this process as will be defining the other details of the application process.

• How will the replacing of vehicles work?
  
  Need understanding from consultation about vehicles and finance constraints.
• Concerns raised over consultation.

When the consultation is launched we will be seeking everyone’s views and are keen that all taxi drivers respond to the online consultation. We have had meetings with taxi representatives and will continue to do.

• Can the loan periods be increased as 5 years is too short?

More information needed in this regard and something that needs to be understood better. Nothing is set in stone and we will consider the potential of this.

• What are the emissions criteria?

Criteria and the proposal of no more than 95 grams/kilometre from 2020 reflecting Regulation (EC) No 443/2009 setting emission performance standards for new passenger cars as part of the Community’s integrated approach to reduce CO2 emissions from light-duty vehicles.

• SCC have current vehicle standards that limit the number of vehicles available to purchase; has this been considered?

All HCV’s are currently Wheelchair accessible and it is hoped that this can be sustained. It is hoped that more vehicles come onto the market as the technology becomes more prominent.

• What considerations have other authorities taken on board in relation to Hackney Carriage vehicles?

Different authorities are proposing different standards, in a similar way that the taxi licensing standards are different in different places.

• The current HCV spec needs to change to meet new CAZ standards.

The CAZ standards will be driving the changes to the cleanliness of taxi vehicle emissions. This is separate from licensing of taxis but we will be reviewing changes to the Hackney Carriage licensing standards in 2019.

It’s clear that different LAs are using different standards.

• Is 2021 set in stone? – Can taxi exemptions apply as in London?

The consultation will ask questions around exemptions. LA’s can set exemptions but more modelling on numbers required. The direction from Government is to address all exceedances in the shortest possible time.

• Trade is looking towards a Euro 6 standard – not feasible for hybrids and electrics.

There is no significant improvement from Euro 4 to Euro 6 for HCV.

• Are the test and modelling results available to view?

Modelling results can be made available.
- Are the consultation questions available to view?
  Still in draft form but can be made available.

- Is there any support for private hire companies?
  No proposals have come forward from Government. There’s a need to understand what incentives are required.

- What is the likely timeframe for answers from Government after the Business Case has been put forward?
  It is hoped an answer will be forthcoming around Xmas, part of the process for securing funding will be competitive.

- Will there be future meetings with the trade after the consultation?
  Yes, keen to keep up discussions.

- Where will the income from the scheme be spent?
  Restrictions on where money can be spent; no decisions have been made yet. No decisions on loans, capital and funding.

- Multiple options for funding should be available, such as supporting companies as well as individual drivers.
  We are open to discussions on what this may involve.

- Where does the funding for cameras and infrastructure come from?
  Grant from Central Government.

- There should be a clearer split between HCV and PHV’s.
  Govt recommendations have placed them together, they are both classed as taxis.

- Where are charging points going to be located? There needs to be consultation with trade reps.
  Proposals can be circulated. This will be through licensing colleagues.

- Will there be changes to HCV ranks?
  No changes proposed. Can't locate charging on many ranks due to infrastructure constraints.