

Licensing Committee

29 February 2024



Lewes District Council

Time and venue:

10.30 am in Room 209/210 on the Second Floor, The Marine Workshops, Railway Quay, Newhaven, East Sussex, BN9 0ER.

Membership:

Councillor Roy Clay (Chair); Councillors Paul Mellor (Deputy-Chair) Ian Alexander, Christine Brett, Paul Davies, Nikki Fabry, Freddie Hoareau, Nick Kortalla-Bird, Sean MacLeod, Wendy Maples and Joa Saunders

Quorum: 3

Published: Wednesday, 21 February 2024

Agenda

1 Minutes (Pages 5 - 10)

To confirm and sign the minutes of the previous meeting held on 14 December 2023 (attached herewith).

2 Apologies for absence

3 Declarations of interest

Disclosure by councillors of personal interests in matters on the agenda, the nature of any interest and whether the councillor regards the interest as prejudicial under the terms of the Code of Conduct.

4 Urgent items

Items not on the agenda which the Chair of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances as defined in Section 100B(4)(b) of the Local Government Act 1972.

5 Written questions from councillors

To deal with written questions from councillors pursuant to Council Procedure Rule 12.3 (page D8 of the Constitution).

6 Supporting the transition to lower or zero emission vehicles in the taxi and private hire sector (Pages 11 - 52)

Report of the Chief Executive.

7 Date of next meeting

To note that the next meeting of the Licensing Committee is scheduled to be held on Thursday 13th June, in Rooms 209/210, Marine Workshops, Newhaven, commencing at 5pm.

Information for the public

Accessibility:

Please note that the venue for this meeting is wheelchair accessible and has a hearing loop to help people who are hearing impaired. If you would like to use the hearing loop please advise Democratic Services (see below for contact details) either in advance of the meeting or when you arrive so that they can set you up with the relevant equipment to link into the system.

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Public participation:

Please contact Democratic Services (see end of agenda) for the relevant deadlines for registering to speak on a matter which is listed on the agenda if applicable.

Information for councillors

Disclosure of interests:

Members should declare their interest in a matter at the beginning of the meeting.

In the case of a disclosable pecuniary interest (DPI), if the interest is not registered (nor the subject of a pending notification) details of the nature of the interest must be reported to the meeting by the member and subsequently notified in writing to the Monitoring Officer within 28 days.

If a member has a DPI or other prejudicial interest he/she must leave the room when the matter is being considered (unless he/she has obtained a dispensation).

Councillor right of address:

A member of the Council may ask the Chair of a committee or sub-committee a question on any matter in relation to which the Council has powers or duties or which affect the District and which falls within the terms of reference of that Committee or Sub-Committee.

A member must give notice of the question to the Head of Democratic Services in writing or by electronic mail no later than close of business on the fourth working day before the meeting at which the question is to be asked.

Other participation:

Please contact Democratic Services (see end of agenda) for the relevant deadlines for registering to speak on a matter which is listed on the agenda if applicable.

Democratic Services

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Licensing Committee

Minutes of meeting held in Room 209/210 on the Second Floor, The Marine Workshops, Railway Quay, Newhaven, East Sussex, BN9 0ER on 14 December 2023 at 10.33 am.

Present:

Councillor Roy Clay (Chair).

Councillors Ian Alexander, Nikki Fabry, Nick Kortalla-Bird, Wendy Maples, Paul Mellor (Deputy-Chair) and Joa Saunders.

Officers in attendance:

Jo Dunk (Regulatory Services Lead) and Michele Wilkinson (Lawyer (Housing & Regulatory)), Chandran Nair (Finance Business Partner) and Elaine Roberts (Committee Officer).

9 Election of Chair

Nominations were invited for the role of Chair. Councillor Maples proposed and Councillor Alexander seconded Councillor Clay for the role.

Resolved (unanimous): That Councillor Roy Clay become Chair of the Licensing Committee.

10 Election of Deputy Chair

Nominations were invited for the role of Deputy Chair. Councillor Maples proposed and Councillor Fabry seconded Councillor Mellor for the role.

Resolved (unanimous): That Councillor Mellor become Deputy Chair of the Licensing Committee.

11 Minutes

Minutes of the previous meeting, held 22 June 2023, were approved as an accurate record.

12 Apologies for absence

Apologies were received from Councillors Brett, Davies, Hoareau and MacLeod.

13 Declarations of interest

There were no declarations of interest.

14 Urgent items

There were none.

15 Written questions from councillors

The Chair confirmed that no written questions had been received.

16 Approval of Licensing Fees 2024/2025

Joanna Dunk, Lead for Regulatory Services (LRS), presented the report which outlined a proposal for Licensing Fees for April 2024-April 2025. Chandran Nair (Finance Business Partner) attended remotely via Teams in support.

The Committee considered the report. Following comments and queries by Members, Officers clarified that:

- Fees and charges were apportioned between different types of licences. As the operators' accounts were not in deficit no increases had been set.
- Re-tests were charged separately.
- Certain licence fees were set by statute, rather than the Local Authority.
- Not all camping activity required a licence.

Officers explained the differences between personal licences and business licences for skin piercing and tattooing.

Following queries around the reduced total income projection for 2024/25 compared to 2023/24, despite fee increases, Officers explained this was due to the expected decrease in DBS checks. The LRS agreed to add in the necessary breakdown information and explanation to the documentation.

Resolved (unanimous):

To recommend to Full Council approval of the Licensing Fees, as set out in Appendix 1 of the report, to apply from 1 April 2024.

17 Hackney Carriage and Private Hire Guidance Consultation Results

Joanna Dunk, Lead for Regulatory Services (LRS), presented the report and Members of the Committee considered the responses received from the consultation and the proposals for changes to the Lewes District Council's Hackney Carriage and Private Hire Guidance (as per recommendations 1 and 2 of the Report).

In making its decisions, the Committee considered the contents of the report and the appendices, including the feedback from the consultation, and responses from Officers during the meeting. Officers clarified the differences between hackney and private hire, the legal framework that Local Authorities must operate within, the benefits of the knowledge test, the national guidance, and decision-making process. In relation to audio recording, Officers provided

information on the role of the data controller, cost implications, different local authority requirements, national and officer guidance and the extent to which audio should be permitted.

The Committee considered each proposal for change in turn, as outlined in Section 4 of the report:

Proposal: To introduce a Private Hire-only licence for new applicants. The proposal was put to a vote and rejected (For: 0; Against: 6; Abstain: 1)

Resolved - To not implement the proposal.

Proposal: To revise the penalty points scheme.

Resolved (unanimously) - To accept the proposal.

Proposal: To introduce a Customer and Driver Charter (Report Appendix 8).

Resolved (unanimously) - To agree the introduction of the Charter, as drafted in Appendix 8 of the report, with the caveat that certain amendments be made to the 'Drivers Rights' Section, the amendments to be drafted by officers and agreed with Chair prior to publication.

Proposal: That audio recording should be permitted and, if permitted, to recommend the extent of the permission.

Resolved (unanimously) - To permit audio recording, but limited to:

- Vehicles driven during home to school journeys; and
- With the use of a trigger switch to turn audio on (for use by driver and/or passenger).

Proposal: All licensed vehicles to carry a spare wheel or an appropriate alternative in the boot of the vehicle and the necessary tools to fit the spare wheel.

Resolved (unanimously)- To accept the proposal.

Proposal: That the Council will not license any vehicle that has been classed as written-off in any category.

Resolved (For: 6; Against: 0; Abstain: 1) - To accept the proposal.

Proposal: Drivers shall sign up to the Disclosure and Barring Service.

Resolved (unanimously) - To accept the proposal.

Proposal: A grant of a licence will be subject to a tax code check being made with the HMRC. This is to ensure all drivers are registered correctly for tax purposes.

Resolved (unanimously) - To accept the proposal.

Proposal: In relation to the English Language Proficiency Test, that any person found cheating on the test will be disqualified and will not be granted a licence for at least three years.

Resolved (unanimously) - To accept the proposal.

Proposal: To introduce a Privacy Notice.

Resolved (unanimously) - To accept the proposal.

Proposal: That drivers undertake GDPR training.

The proposal was put to a vote and rejected (For: 0; Against: 6;

Abstain: 1)

Resolved – That the proposal be rejected.

Proposal: That drivers / licence holders undertake Safeguarding Awareness training every three years.

Resolved (unanimously) - To accept the proposal.

The Committee then proposed three additional changes to the Guidance:

- a. Inclusion of a link to useful safeguarding training resources;
- b. Inclusion of link to suicide awareness training resources; and
- c. That Officers investigate the availability of relevant guidance regarding use of fire extinguishers in taxis, and that if a change to the Guidance was needed as a result, this be considered a 'minor change', and made by the Senior Specialist Advisor in agreement with the Chair.

Resolved (unanimously): To agree the three additional changes as above.

In the course of discussions, Officers confirmed that a study was underway regarding air quality issues and a report would come to the Committee in 2024. Officers explained that a full consultation had preceded the Council's adoption of white taxis (originally agreed by Licensing Committee on 14 February 2019), which was an approach taken by many local authorities to help the public distinguish between hackney and private hire taxis and confirmed that the topic had prompted only a very small minority of comments in the recent consultation.

The Committee then considered recommendations 3 and 4 from the Report:

RESOLVED (unanimously):

1. To delegate the Senior Specialist Advisor to take the necessary steps to implement any changes (including those approved above), to produce the final Guidance and publish it on a date to be agreed with the Chair of the Licensing Committee; and
2. That the Guidance should be reviewed every three years.

18 Date of next meeting

The Regulatory Services Lead Officer informed the Committee that the next meeting was expected to be in the first quarter of the new year, and that Officers would confirm the date via email.

The meeting ended at 1.25 pm

Councillor Roy Clay (Chair)

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Agenda Item 6

Report to:	Licensing Committee
Date:	29th February 2024
Title:	Supporting the transition to lower or zero emission vehicles in the taxi and private hire sector.
Report of:	Chief Executive
Ward(s):	All
Purpose of report:	For Members to consider the results of the study into supporting the transition to lower and zero emission vehicles
Officer recommendation:	(1) The Licensing Committee agrees that the Hackney Carriage and Private Hire Licensing Guidance be amended so that new and relicensed vehicles defined by the Vehicle Certification Agency as low, hybrid, ultra-low or zero emission vehicles shall be age exempt.
Reasons for recommendations:	To support the transition to lower and zero emission vehicles
Contact Officer(s):	Name: Joanna Dunk Post title: Lead for Regulatory Services E-mail: jo.dunk@lewes-eastbourne.gov.uk Telephone number: 07342065628

1 Introduction

- 1.1 Lewes District Council is responsible for the licensing of drivers, vehicles and operators in relation to the hackney carriage and private hire trade.
- 1.2 In exercising its discretion in carrying out its licensing functions, the Licensing Authority shall have regard to the Hackney Carriage and Private Hire Licensing Guidance.
- 1.3 The current Hackney Carriage and Private Hire Licensing Guidance applies to all drivers, vehicles and operators and was implemented on the 4th April 2022.

2 Background

- 2.1 On 7th July 2022 the Licensing Committee agreed that a taxi survey (referred to originally as a feasibility study) to support the transition to low and zero emission vehicles be undertaken for the taxi and private hire sector in Lewes. The study took place between May to July 2023 across all authorities in East Sussex. The Energy Savings Trust was granted funding from Defra for this activity on behalf of local authorities. There was no cost implication to Lewes District Council.

297 responses to the survey were received across East Sussex, 85% of engagement was from the taxi trade.

2.2 The results of the taxi survey undertaken for Lewes and Eastbourne are presented in Appendix 1. Members are asked to note that page 8 of the results shows that hybrid vehicles are listed as popular vehicles for both private hire and hackney carriage vehicles.

2.3 The Department of Transport Taxi and Private Hire Best Practice Guidance has been recently updated on 17th November 2023. In relation to vehicle age the guidance states;

“The setting of an arbitrary age limit may be inappropriate, counterproductive and result in higher costs to the trade and ultimately passengers. For example, a maximum age for first licensing may have adverse unintended consequences. A 5-year-old used electric vehicle will produce less emissions than a new Euro 6 diesel or petrol car – enabling the trade to make use of previously owned vehicles will assist it to transition more rapidly to zero emission vehicles and improve air quality.

Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.

2.4 Members are advised that there are 64 chargepoint (7kw fast) installed or scheduled to be installed in Lewes District Council carparks. Lewes District Council now have 5 sites for charge points of vehicles in Lewes District in Bay Bue Newhaven; Mountfield Road and Lower East Street in Lewes; Sutton Road and West Street in Seaford. There are five additional sites for Barcombe, Friars Walk and West Street (Needlemakers), Phoenix Causeway and Saxon Lane in Lewes which will be completed in 2024.

2.5 Lewes District Council continues to work in partnership with colleagues from East Sussex County Council in supporting the increased take up of electric vehicles.

2.6 Members are asked to note that plug in taxi grants are also available by government. The plug in taxi grant is an incentive scheme which is designed to support the uptake of purpose built ULEV taxis. The scheme offers a discount on eligible taxis of up to a maximum of £7,500 or £3,00.

<https://www.gov.uk/government/publications/plug-in-taxi-grants-eligibility-and-applications/plug-in-taxi-grant-eligibility-and-applications>

3 Recommendations

3.1 The following is the recommended change, at page 6 of the Hackney Carriage and Private Hire Licensing Guidance, under section ‘Maximum age of vehicle’:

Recommended amended text to read:

For new and relicensed vehicles defined by the Vehicle Certification Agency as Low Emission, Hybrid, Ultra Low Emission Vehicles and Zero Emission Vehicles shall be age exempt.

4 Financial appraisal

4.1 There are no financial implications with this report.

5 Legal implications

5.1 The Legal Section considered this Report on 8 February 2024 (Iken 12711-LDC-MW).

6 Risk Management Implications

6.1 There are no implications around risk.

7 Equality analysis

7.1 There are no implications around equalities.

8 Environmental sustainability implications

8.1 This report supports a more sustainable environment and reduction of emission of vehicles.

9 Appendices

9.1 Appendix 1 - Taxi Survey Results

10 Background papers

10.1 1. [Licensing Committee Agenda Reports Pack, 7 July 2022.](#)
Specifically Item 7: Supporting the transition to low vehicle or zero emission vehicles in the taxi and private hire sector Report and Appendices (pages 9-102)

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energy
saving
trust

Page 15

East Sussex taxi & private hire survey

Final report

Abby McDougall

Oct 2023



Overview

This report contains a summary of the results from the East Sussex engagement survey, a fleet profile for Eastbourne & Lewes and recommended next steps to encourage the uptake of electric vehicles. The report is split up into the following sections:

1. **Fleet profile**
2. **Characteristics**
3. **Driving patterns**
4. **Opinions on electric vehicles (EVs)**
5. **Key recommendations**



Section 1

Fleet profile

(Lewes & Eastbourne only)

Page 17

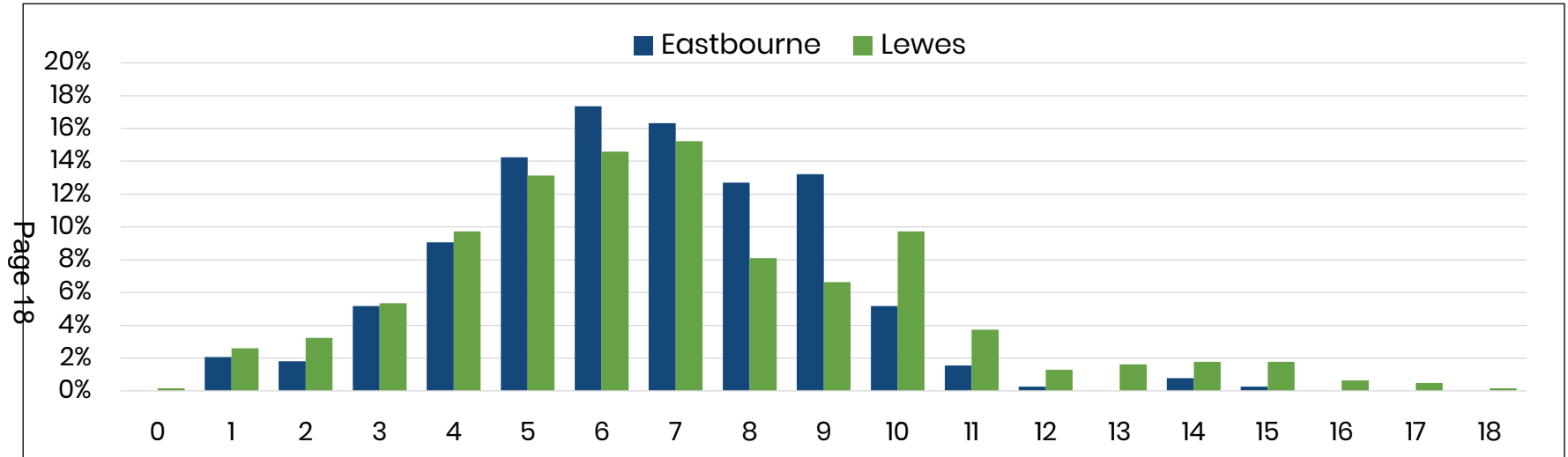
How old are vehicles?

What fuel types make up the total fleet?

Which vehicle models are most popular?

Age profile by licensed location

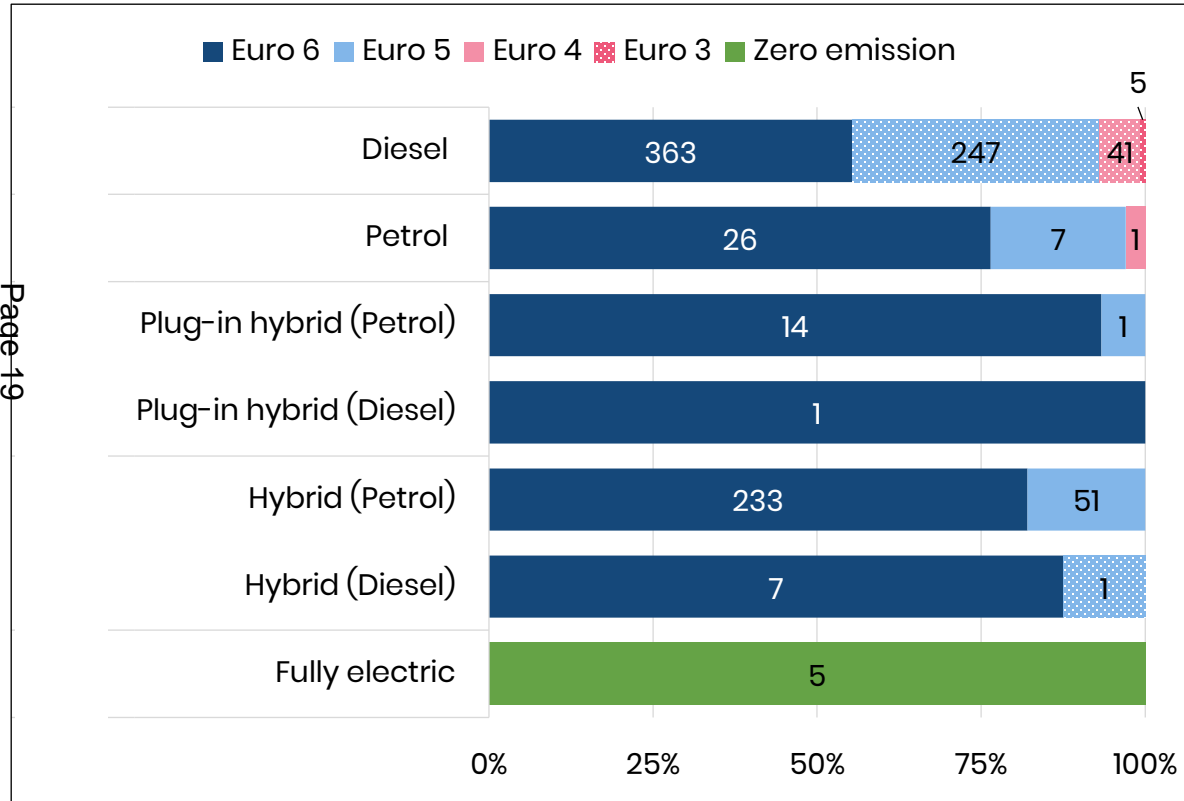
(Lewes & Eastbourne only)



- Four in five vehicles (80%) are over 5 years old.
- The average age of all vehicles is just over 7 years old.
- One in five vehicles (21%) in Lewes are over 10 years old, compared to 8% in Eastbourne.

Fuel types and ULEZ compliance

(Lewes & Eastbourne only)



- **Data shown applies to vehicles licensed by Lewes & Eastbourne only.** The other authorities did not provide vehicle details.
- **Nearly one in three vehicles (29%) would not be compliant** with London's Ultra Low Emission Zone (ULEZ).
- **Currently only five fully electric vehicles.**

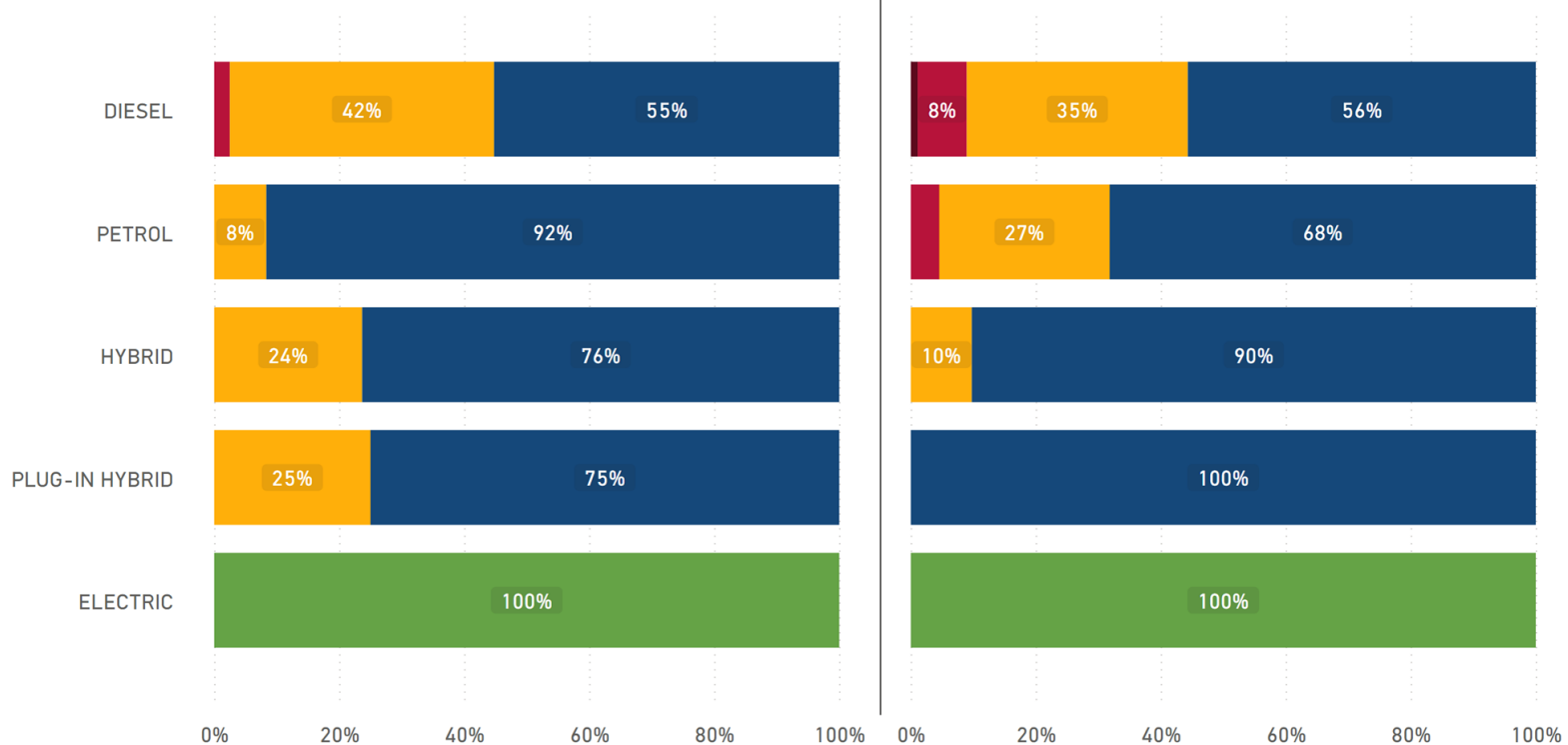
Euro status by licensing authority

(Lewes & Eastbourne only)

Euro status Euro 3 Euro 4 Euro 5 Euro 6 Zero emission

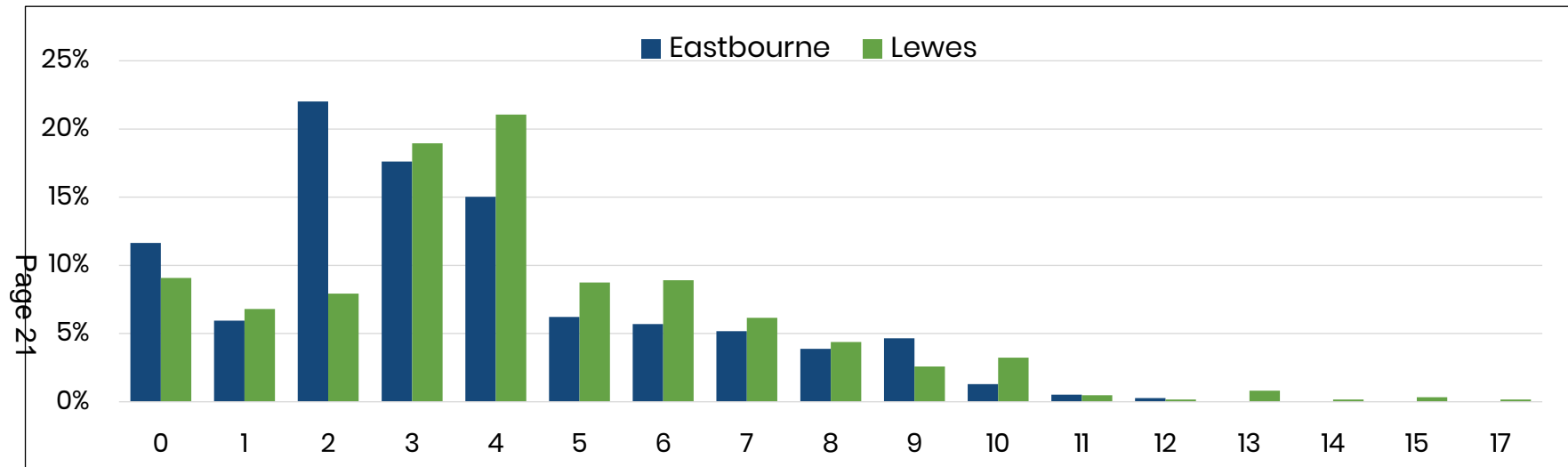
Eastbourne

Lewes



Age when purchased by current owner

(Lewes & Eastbourne only)



- Two in five vehicles (40%) in Eastbourne were less than 3 years old when acquired by their current owner (as estimated using the last change to the vehicle logbook or “V5C”).
- Vehicles in Lewes appear to be slightly older when acquired by their current owner.

Popular vehicles

(Lewes & Eastbourne only)

Total vehicles (by make) licensed by each authority

Make	Eastbourne	Lewes	Total
TOYOTA	143	73	216
SKODA	59	65	124
MERCEDES-BENZ	34	71	105
FORD	12	42	54
VOLKSWAGEN	13	39	52
HYUNDAI	19	28	47
RENAULT		41	41
VAUXHALL	7	18	25
AUDI	1	13	14
BMW	3	10	13
Total	291	400	691

Page 22

Most popular vehicles by licence type

Private Hire	No. licensed	Hackney Carriage	No. licensed
Toyota Prius Hybrid	79	Toyota Prius Hybrid	16
Skoda Octavia	75	Skoda Octavia	15
Mercedes E-Class	73	Toyota Auris Hybrid	14
Toyota Auris Hybrid	58	Ford Mondeo	14
Renault Master	41	Hyundai Ioniq Hybrid	12

Section 2

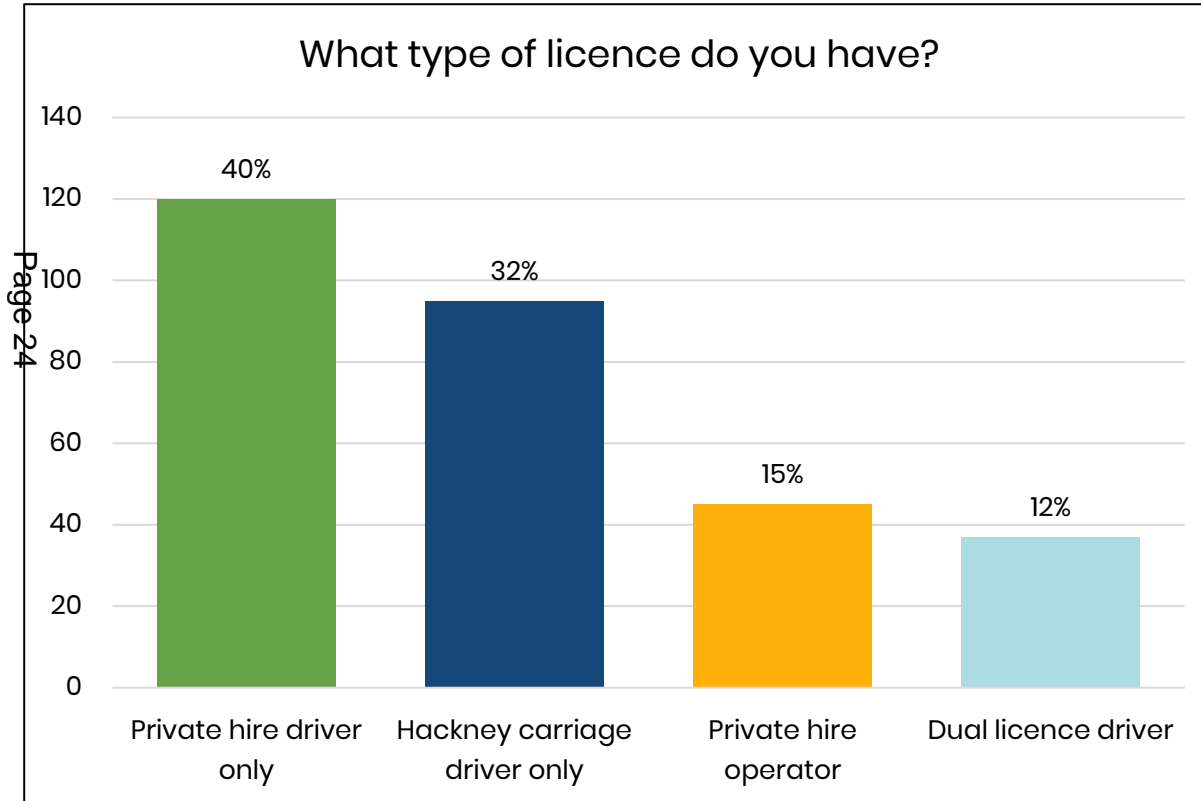
Characteristics

Page 23

Who responded to the survey?

What vehicles do they drive or operate?

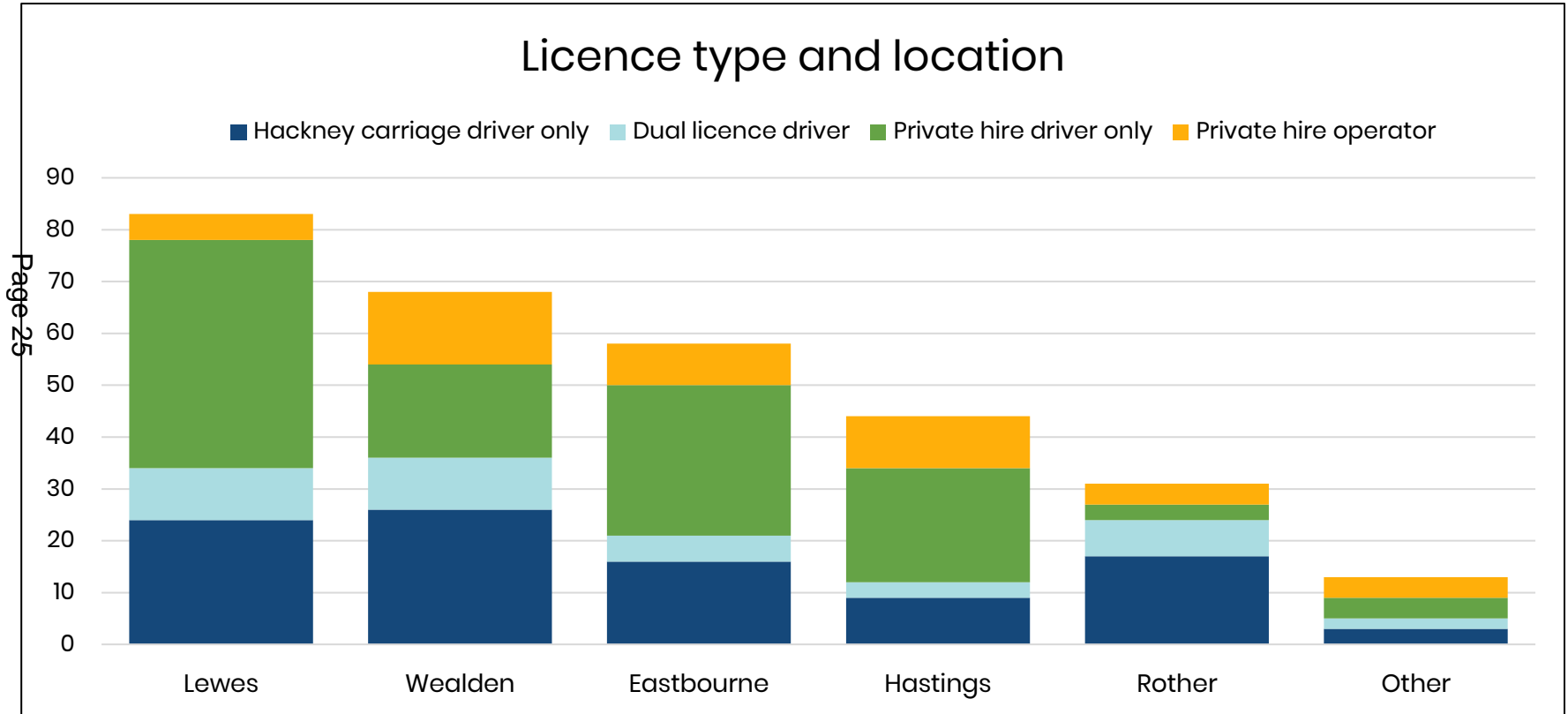
Licence types



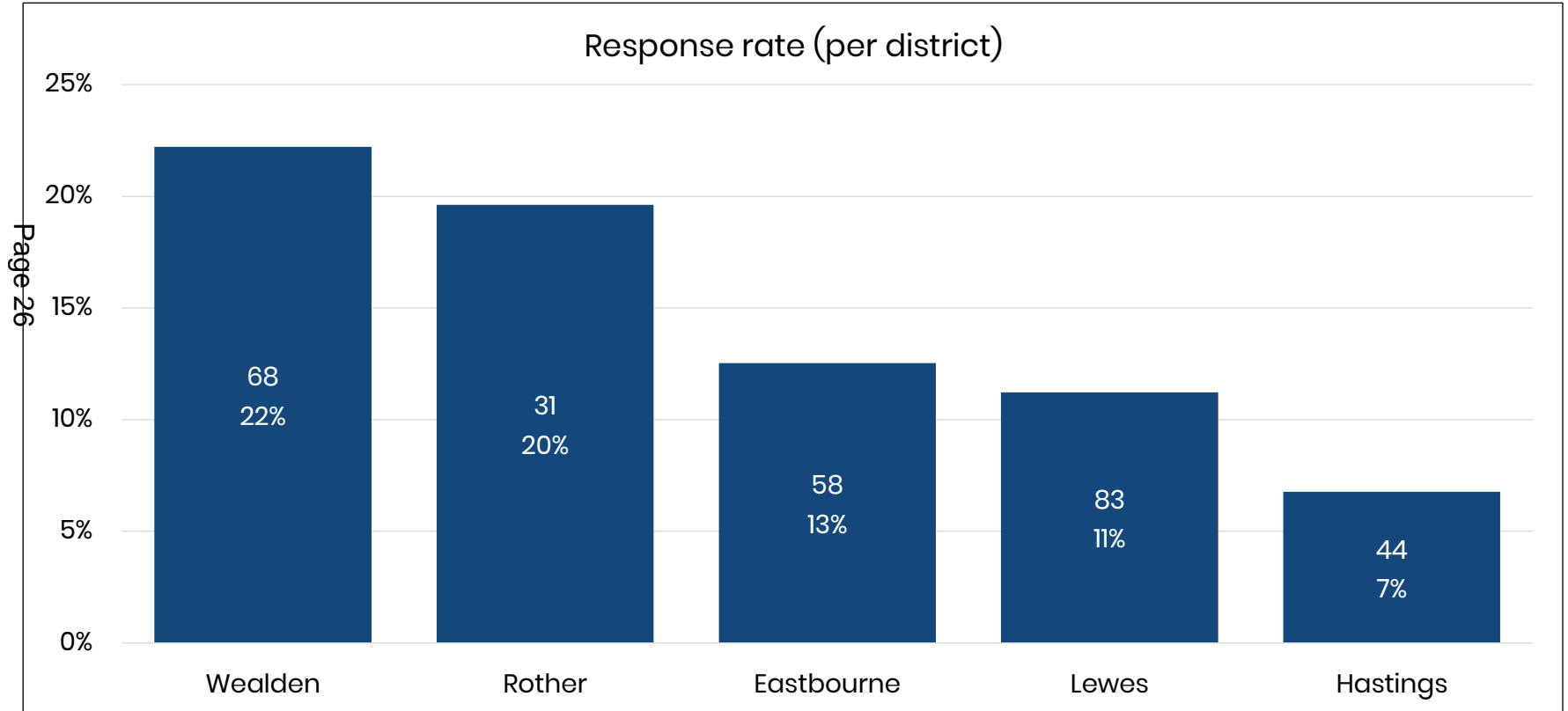
- 297 responses
- Estimated 13% response rate*
- 85% of responses were from drivers
- More than four in five operators (84%) also selected they have a driver licence

* Based on an estimated 2,317 drivers licenced in 5 districts across East Sussex.

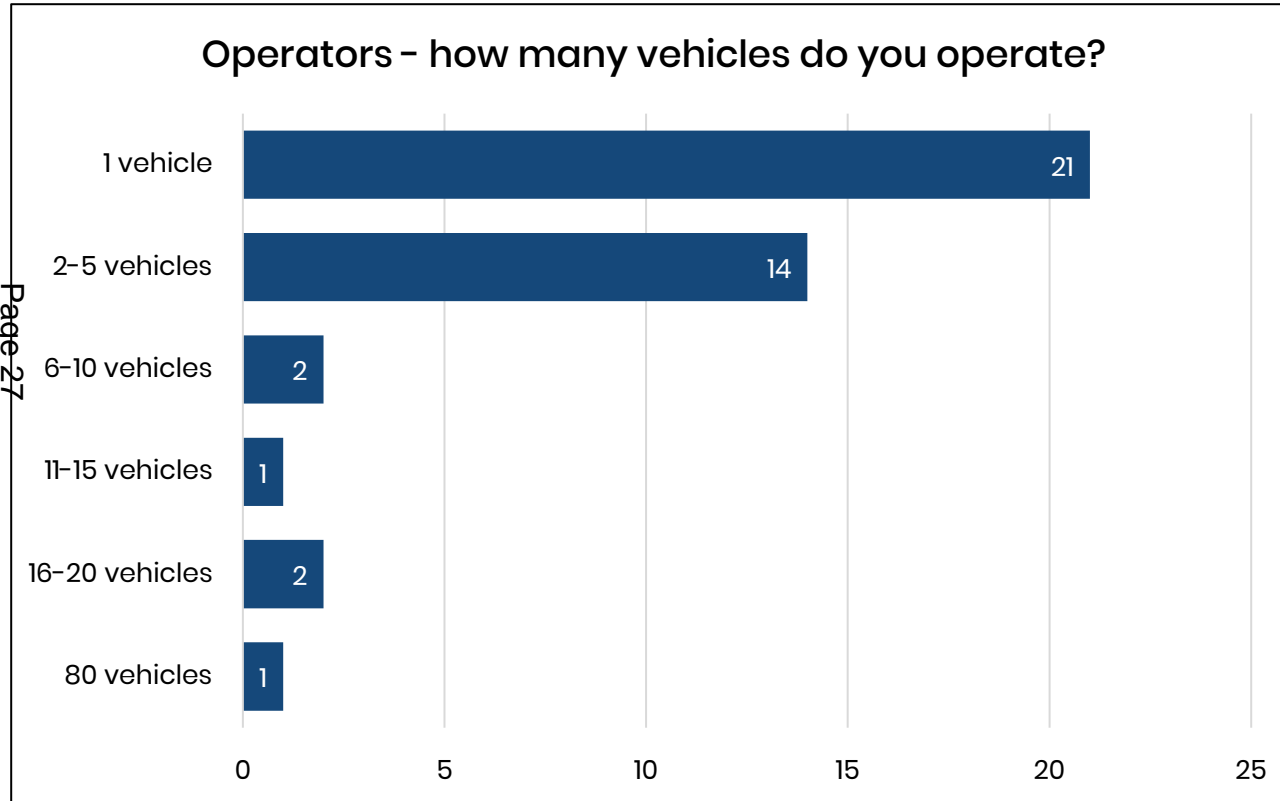
Where are you licensed?



Response rates

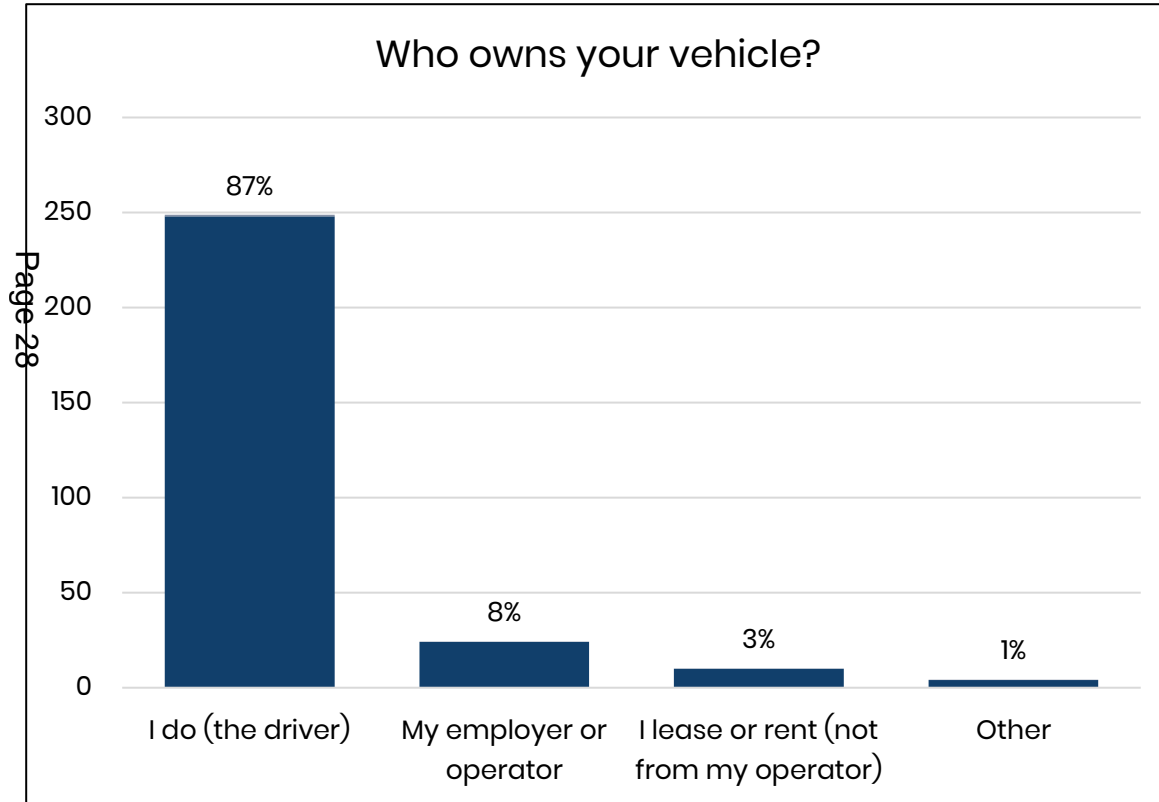


Operators – fleet size



- 21 operators who responded are running just one vehicle
- Collectively, those who responded to the survey are operating 209 vehicles
- 9 of these operators (20%) have minibuses on their fleet.

Who owns your vehicle(s)?



- **Vehicle ownership** impacts who will be responsible for, or able to make, decisions about switching a vehicle to an electric vehicle (EV).
- High driver ownership (87%) shows that understanding drivers' opinions and barriers will be key to transitioning the trade to cleaner vehicles.

Section 3

Driving patterns

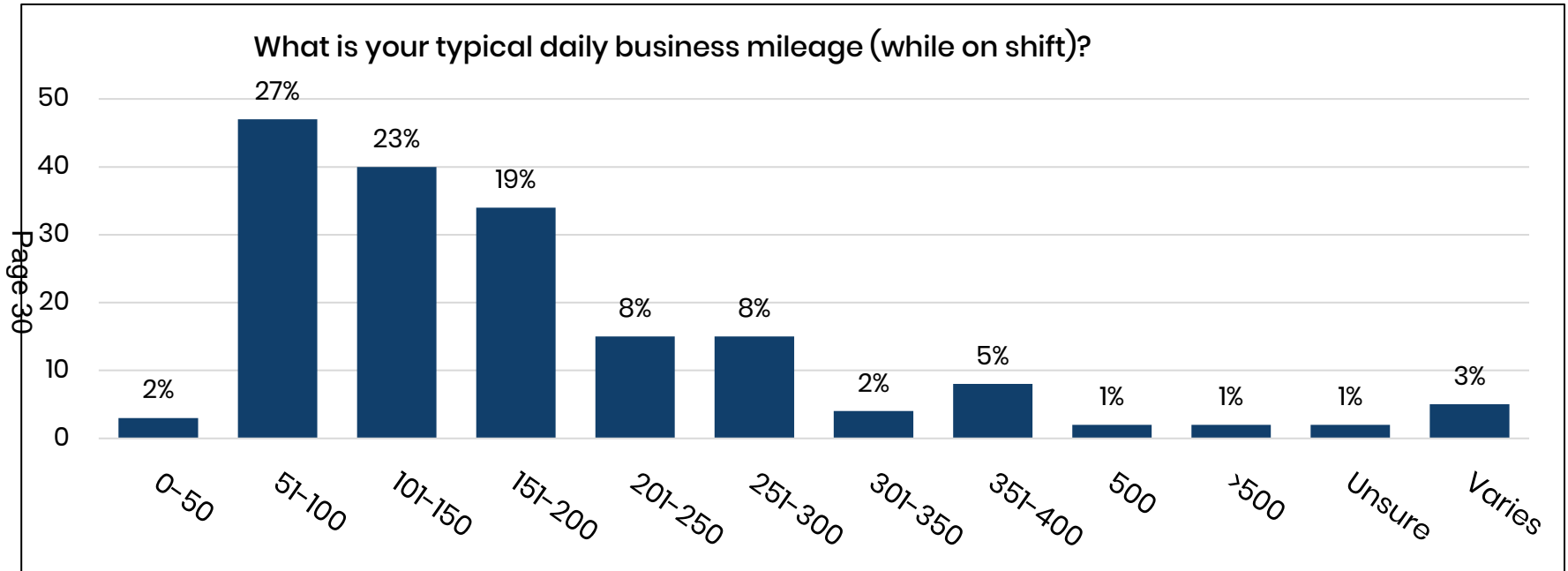
Page 29

How far are vehicles travelling, and where?

Where are vehicles kept while not on shift?

Popular taxi ranks

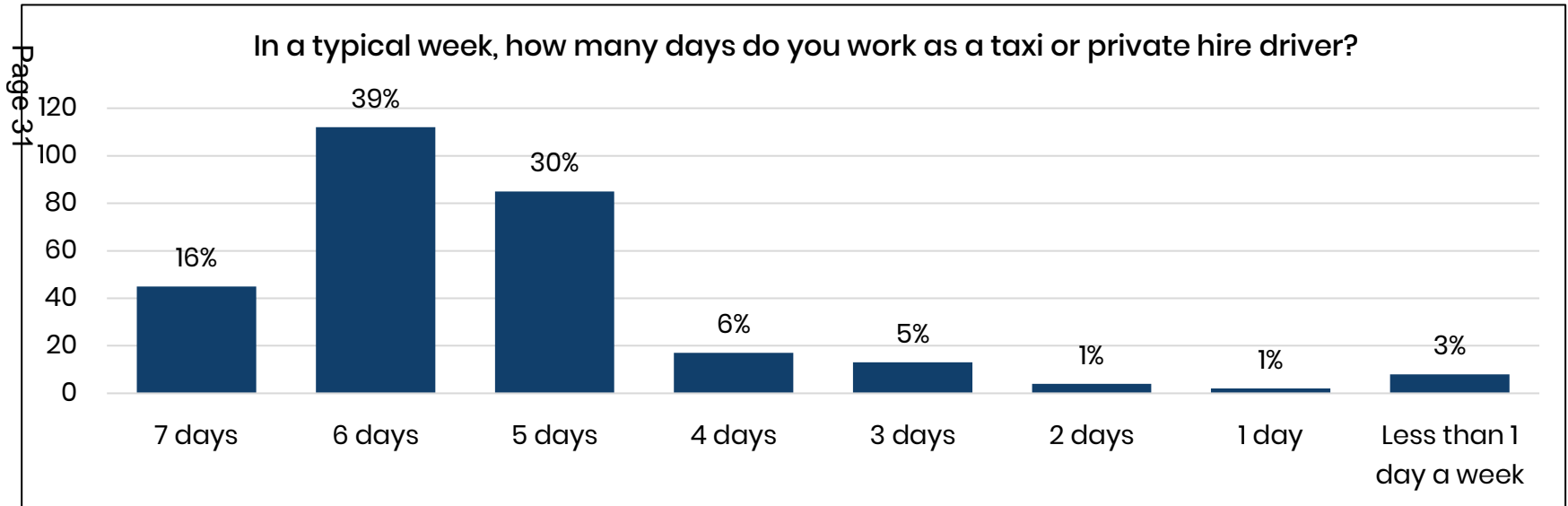
Daily mileage – drivers



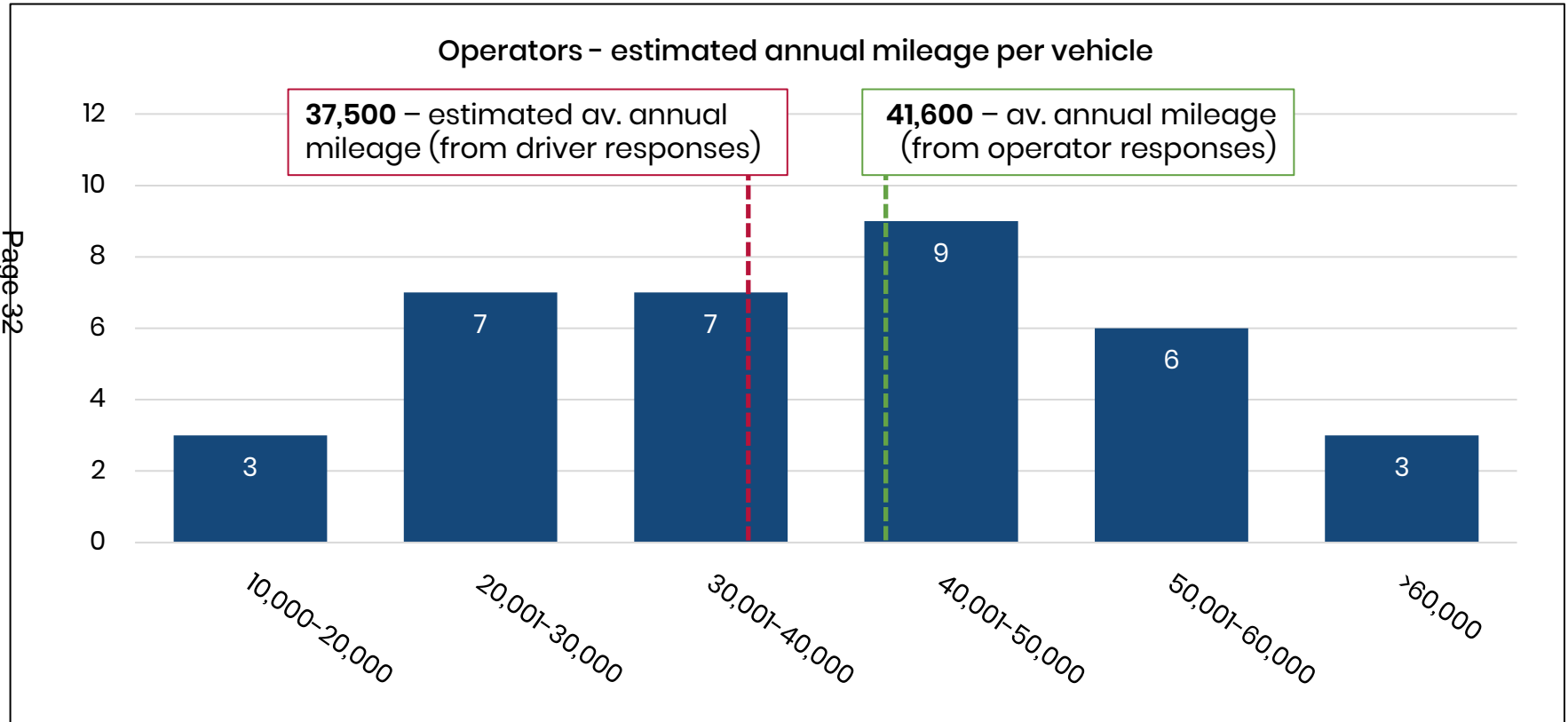
- The average (median) daily mileage while on shift is between 101-150 miles
- 70% of drivers travel less than 200 miles in a typical shift

Working days & annual mileage

- More than four in five (85%) work as a taxi or private hire driver at least 5 days a week
- Estimated **average annual mileage of 37,500 miles** based on an average of 6 working days a week (over 50 weeks) and 125 miles per day.

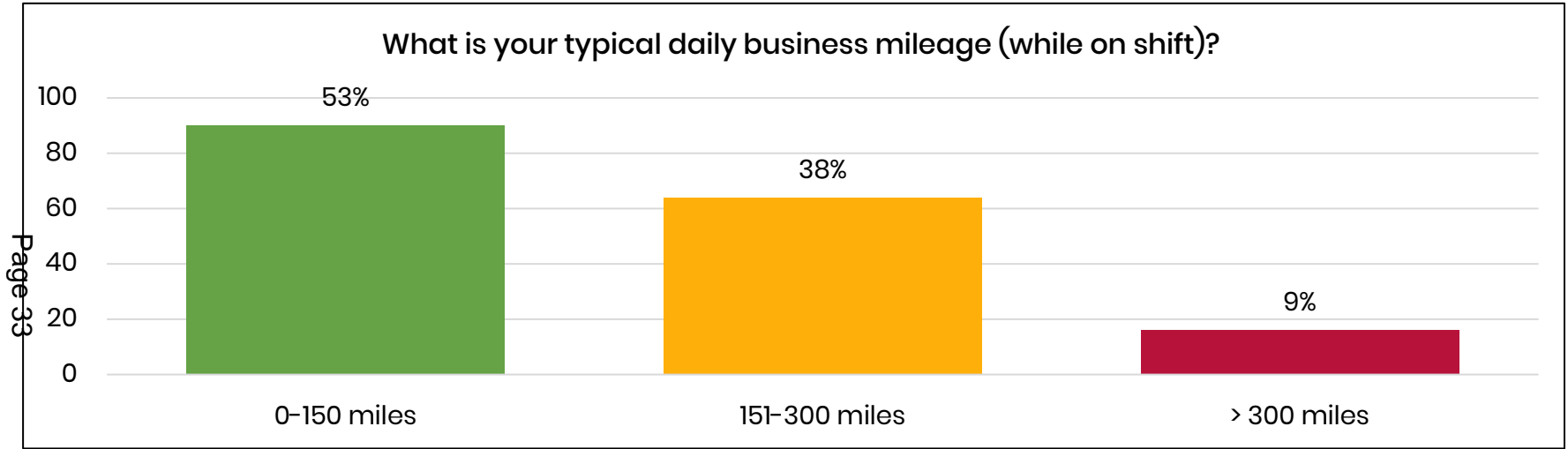


Annual mileage – operators



Charging required during shifts

What is your typical daily business mileage (while on shift)?



Based on an average EV range of 150 miles:

53% would likely **not need to charge** during their shift

38% would likely need **one full recharge** during their shift

9% might need **two or more full recharges** during their shift

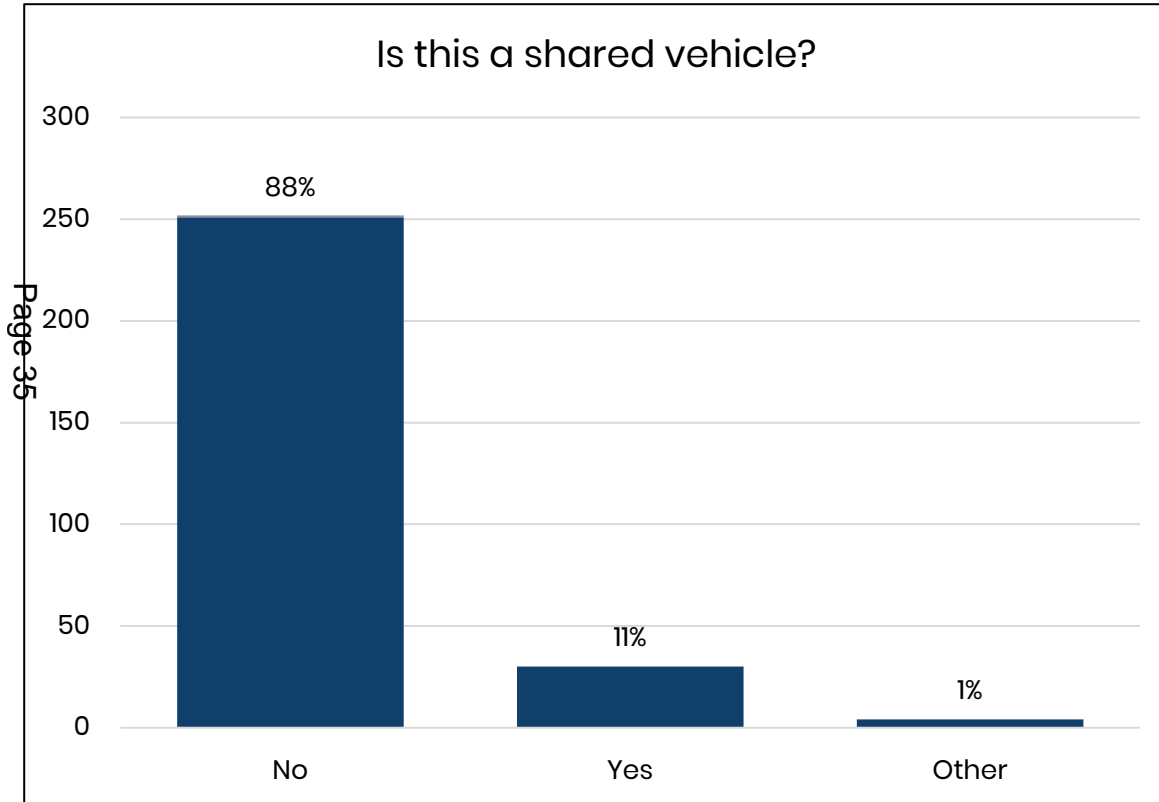
Rapid charging – 50 kW

- **30 minutes** plugged into a 50 kW rapid chargepoint could add roughly **50-75 miles of additional range** to these EVs

Page 34

Vehicle	Range added using a 50 kW chargepoint (in miles)			
	60 min	45 min	30 min	15 min
Skoda Enyaq iV 80	135	101	68	34
MG MG5 EV Long Range	143	107	71	36
Ford Mustang Mach-E ER	123	92	62	31
Tesla Model 3 Performance	152	114	76	38
Citroen e-SpaceTourer M	98	73	49	24
Peugeot e-Rifter Long	107	80	53	27

Shared vehicles

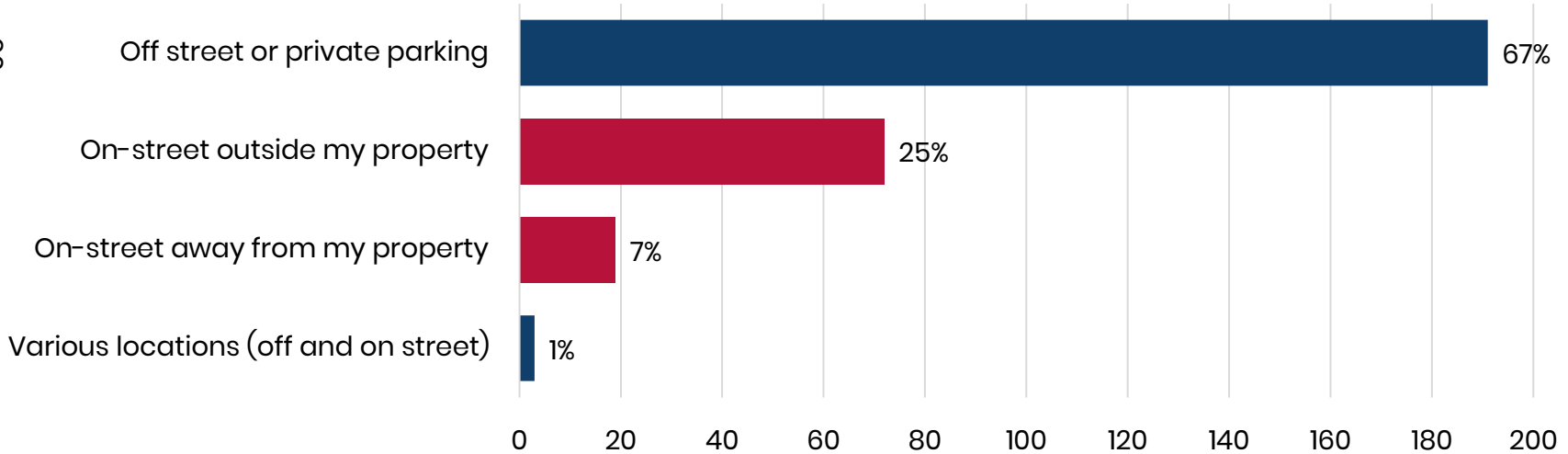


- **Shared vehicles** may regularly be used by another taxi driver or for an entirely different purpose (e.g. the driver's personal use).
- Shared use will affect the overall mileage and time available for charging a vehicle outside of a shift – both impact how easy it is to switch a vehicle to an EV.

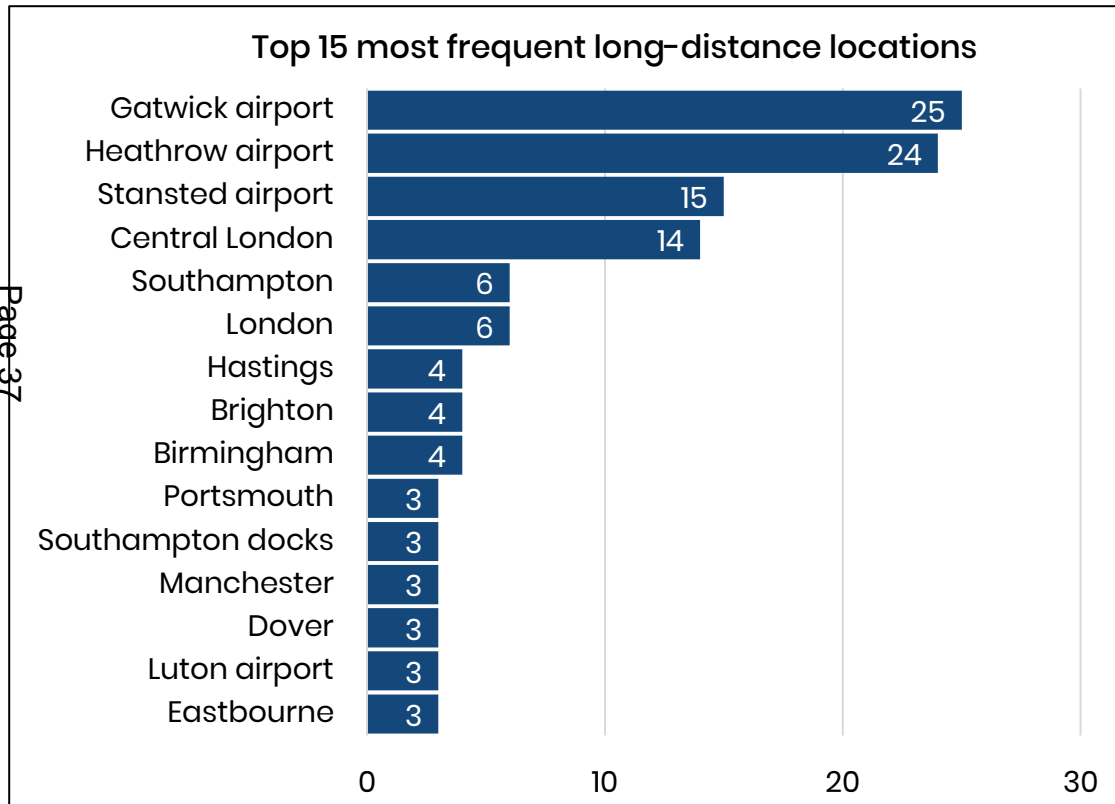
Parking while off-shift

- One in three (32%) park their vehicle in a **public location** while not on shift.
- These drivers would be likely to rely on slow public charging nearby.

Where is your vehicle kept when not on shift?



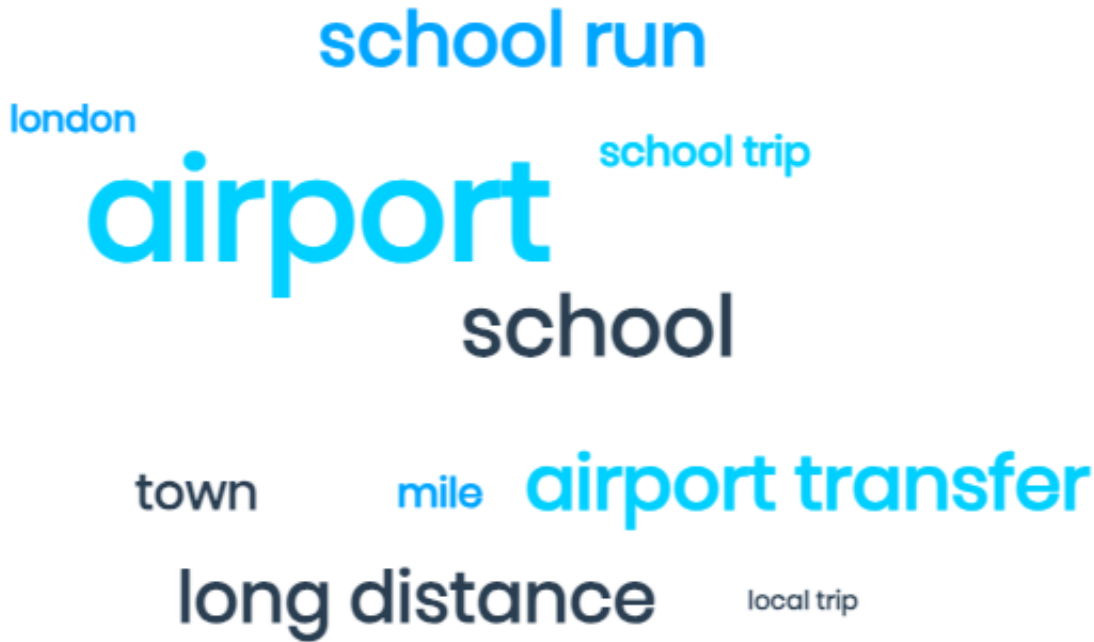
Frequent long-distance fares



- **107 unique locations** (top 15 shown here).
- Major London airports dominated responses to this question.
- From 29 August 2023, the London Ultra Low Emission Zone (ULEZ) will expand to cover Greater London. This will affect drivers with non-compliant vehicles* travelling to Heathrow Airport.

*Vehicles must be a minimum of either Euro 4 petrol or Euro 6 diesel to be [compliant](#) with the London ULEZ.

What kind of trips do you do?



- **252 responses provided.** This was an open text question. The word cloud shown here pulls out common words that were provided.
- “Airport” or “airport transfer” were mentioned 88 times.
- “School” or “school run” were mentioned 49 times.

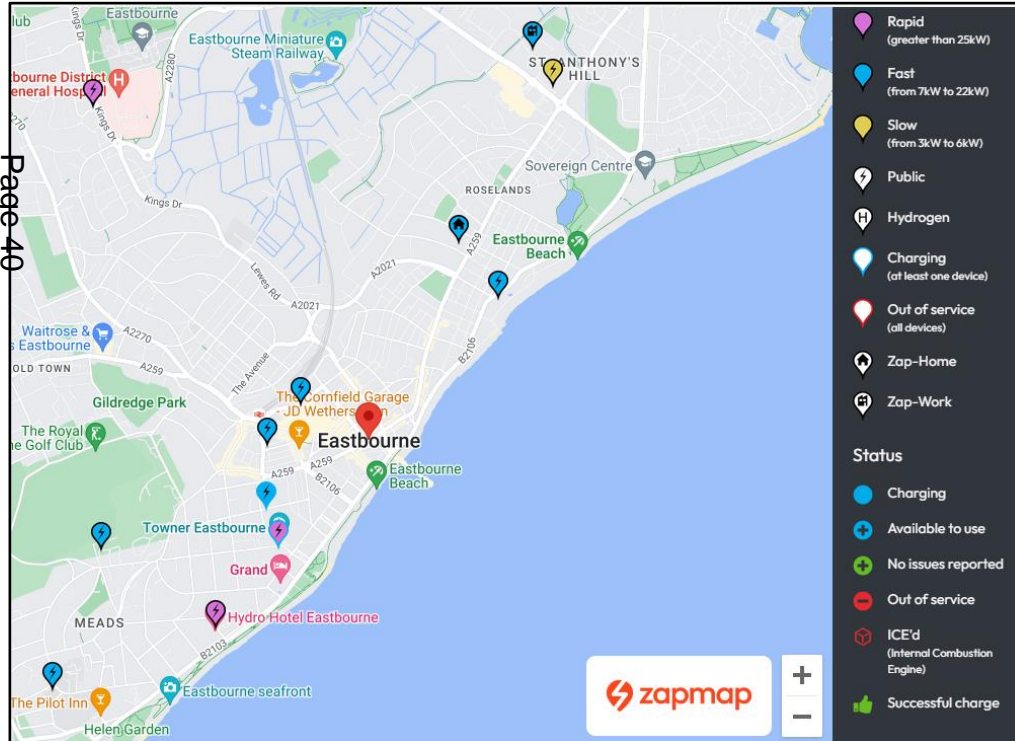
Popular taxi ranks – top 15 sites

Taxi rank	Mentions
Old Orchard Road, Eastbourne	23
High Street, Hailsham	19
Bolton Road, Eastbourne	16
Havelock Road, Hastings	14
Devonshire Road, Bexhill on Sea	12
Town Hall Square, Bexhill on Sea	11
Station Approach, Seaford	11
Queens Road (Priory Meadow)	11

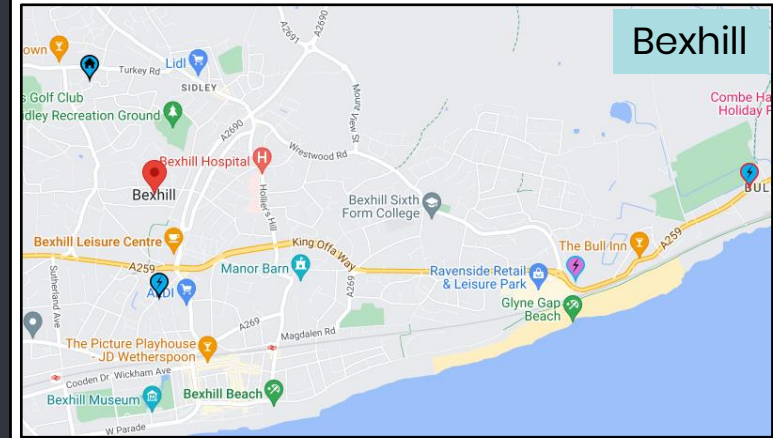
Taxi rank	Mentions
Newhaven Railway Station	10
George Street, Hailsham	9
Croft Road, Crowborough	8
Broad Street, Seaford	8
Dacre Road, Newhaven	8
De La Warr Parade, Bexhill on Sea	7
Hastings Train Station	6
<i>Another rank not listed (various)</i>	<i>71</i>

Existing infrastructure via Zapmap

Eastbourne



Page 40



Section 4

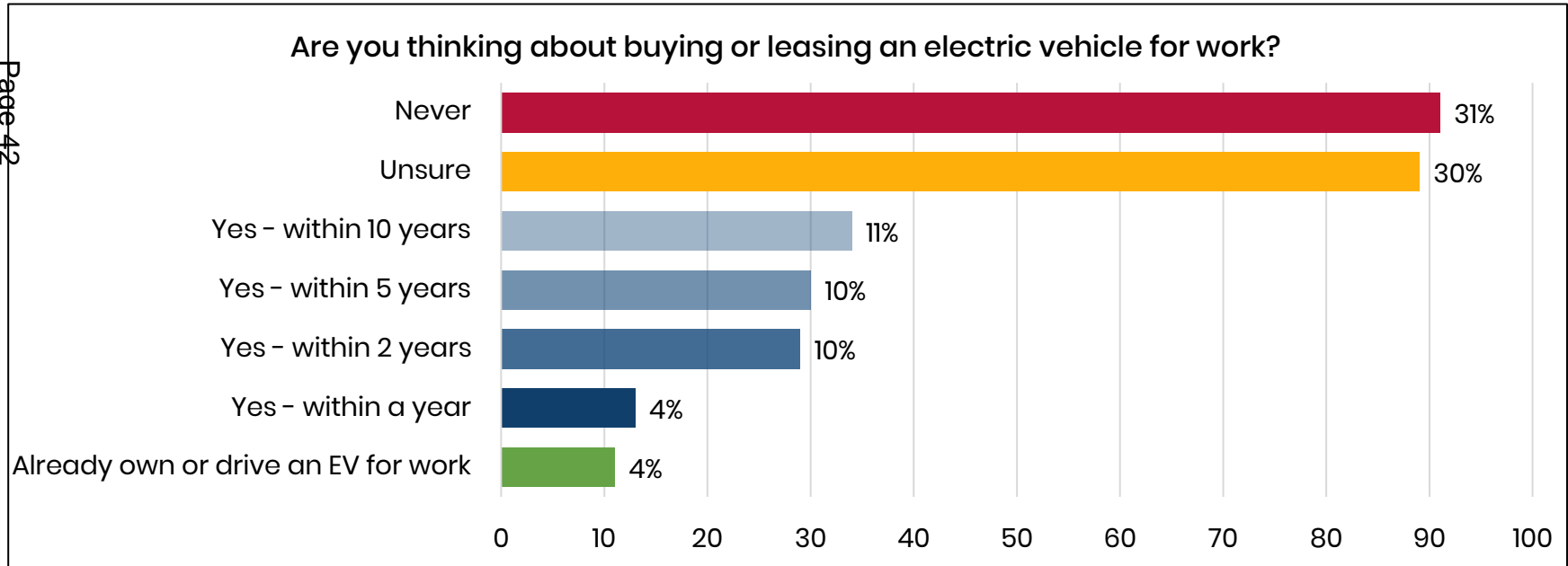
Opinions on EVs

Page 41

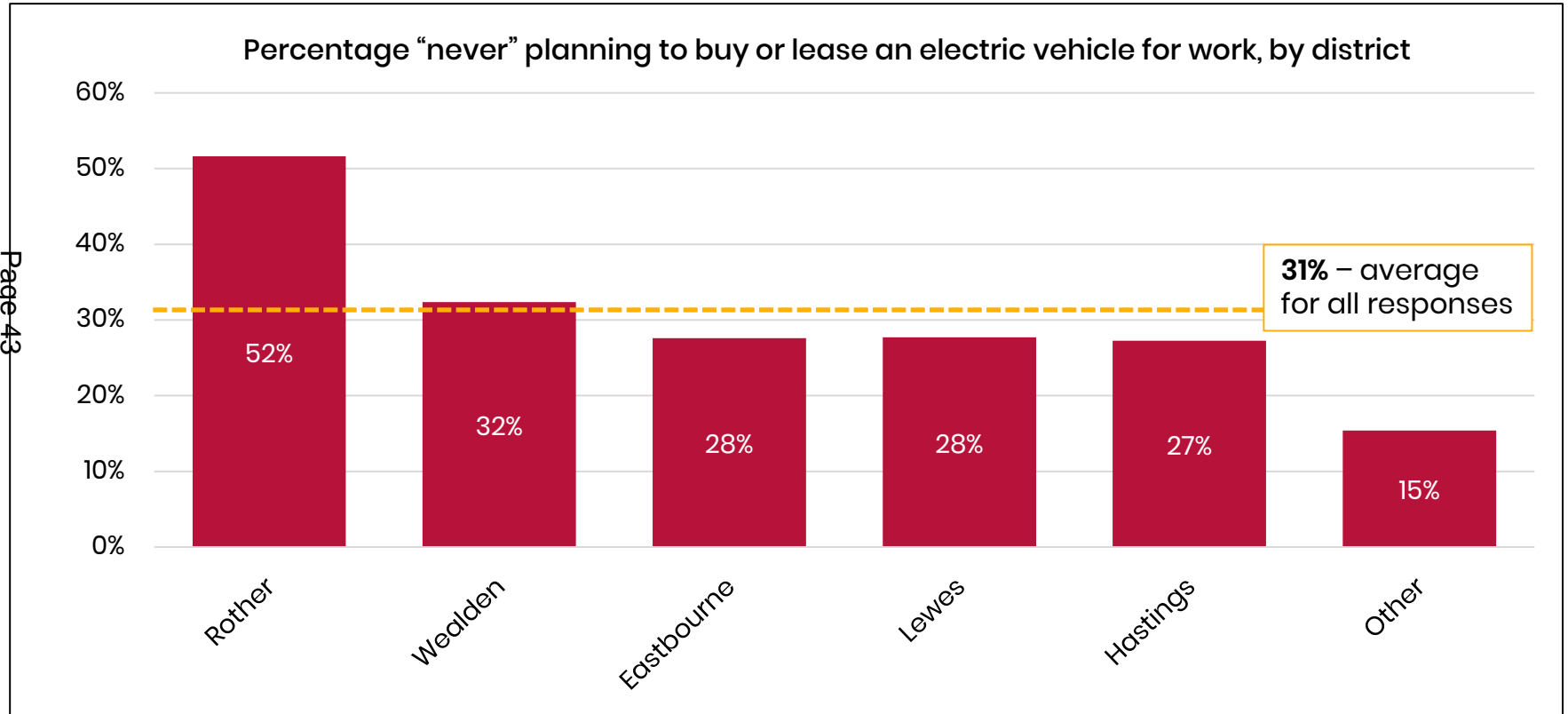
Benefits or challenges for existing EV drivers
What's preventing others from switching?
What would encourage them to switch?

Plans to switch to EV

- One in three (36%) plan to switch to an EV in the next 10 years or sooner.
- **Nearly one in three said they will never make the switch to an EV.**

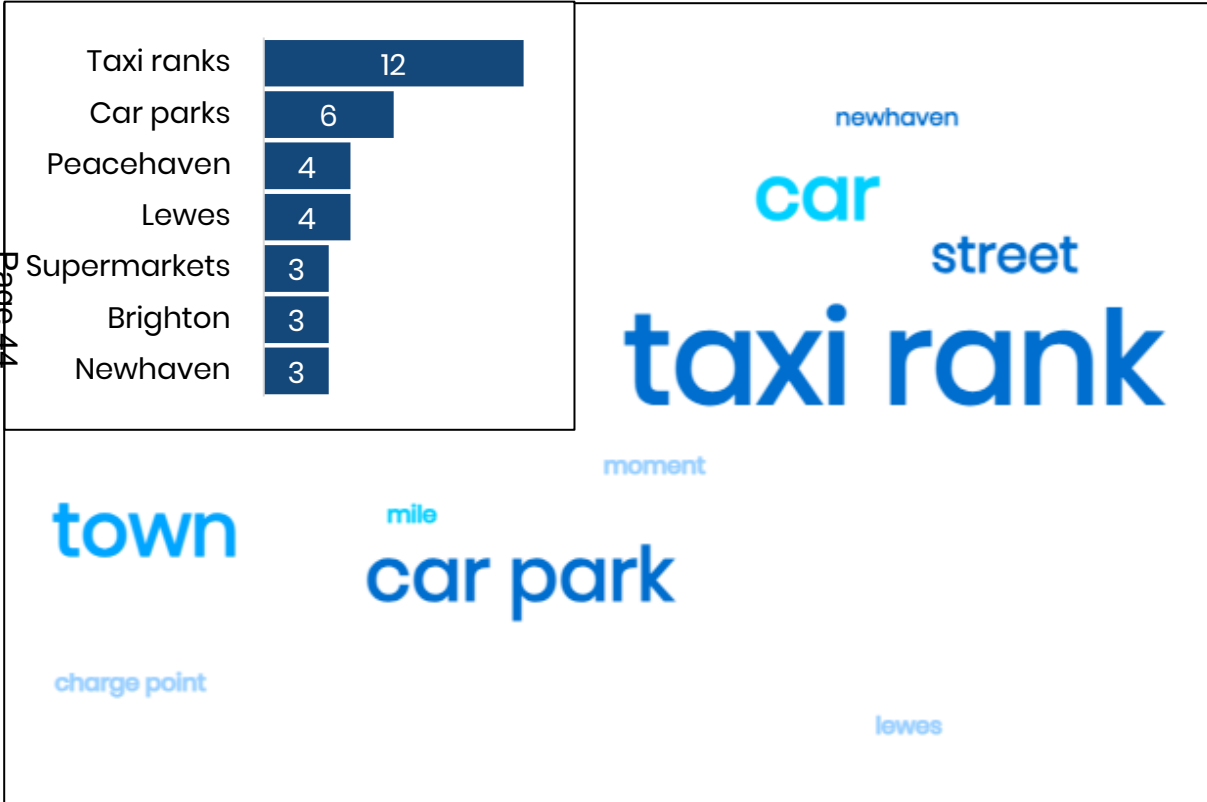


Plans to switch by district



Suggested chargepoint locations

Where would you like to see chargepoints installed?



- **111 responses provided.** This was an open text question. The word cloud pulls out common words that were provided.
- The inset chart is based on summarised responses to identify key themes from the open text responses.

Have you experienced any benefits or challenges from switching to an EV?

- 11 respondents to the survey are already operating an EV.

Good – 7 comments

- Considerable savings
- Extended age limit [Lewes DC]
- Avoid paying ULEZ or road tax
- Much easier to drive
- Quieter and cleaner
- Customers are more comfortable

Bad – 4 comments

- “If you can find a charge point working, it’s nearly always occupied and slow at charging”
- Downtime at charging stations
- Issues with hybrid or plug-in hybrid vehicles: limited battery size

111 general comments – recurring themes:

CHARGEPOINT AVAILABILITY

- “Lack of investment in charging infrastructure is the biggest barrier to switching to EV”.
- Regular queues of drivers waiting to charge at existing chargepoints.
- “Waiting around for charging points to become available will be a costly exercise”.
- Live in a flat so cannot charge at home overnight – public infrastructure “is just not there”.
- *From an operator who currently operate 57 hybrid vehicles:* Unlikely EVs will work for them as “few would have access to charging at home”.

Page 46

RANGE

- EVs are good for local, short distance jobs but not for long distances.
- True mileage of EVs are lower than the manufacturers’ claims.
- The range of an EV minibus is about 100 miles – can’t cover my school run both ways.

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111 general comments – recurring themes (cont.):

COST TO PURCHASE (& RUN)

- Suitable EVs (i.e. with long enough range or larger vehicles) are too expensive.
- Cost of charging at public chargepoints is increasing.
- “Will have to spend a fortune every 2-3 years on replacement batteries.”

LOCAL ISSUES

- Several mentioned knowing drivers who switched to an EV and have since switched back to petrol.
- Affordable EVs (e.g. Hyundai Ioniq, Nissan Leaf) may not meet council rules on boot space.
- Working as a taxi driver for over 24 years I have seen a big drop in work.
- “Needs to be huge discounts for taxi drivers and charging points for taxi drivers only.”
- “The current age limit within Rother... does not make it cost effective to own an EV!”

Section 5

Key recommendations

Page 48

Suitable EV alternatives

Next steps & recommendations

Suitable EV alternatives

The following EVs have been identified as suitable alternatives to vehicles that are currently popular among taxi and private hire drivers in East Sussex (based on data for Eastbourne & Lewes):

Vehicle model	Potential EV alternative	Used vehicle cost*	Range (from EV Database)
Skoda Octavia / Ford Mondeo	MG MG5 EV	£12k - £34k	205 miles
Toyota Prius / Auris	Nissan Leaf	£5k - £35k	145-210 miles
Mercedes E-Class	Tesla Model 3	£19k - £54k	235-300 miles
Renault Master	Citroen eSpaceTourer / Vauxhall Vivaro-e Life Combi	£26k - £35k £23k - £36k	115 miles

*Used vehicle costs sourced from [AutoTrader](#) based on vehicles nationally available as of 31 October 2023. These costs are illustrative and will vary depending on location and availability at the time of searching.

Key recommendations & Next steps



Provide independent advice to drivers and operators

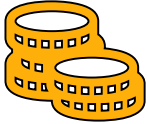
- Raise awareness of the current EV market e.g. suitable models available, their typical range, how long they take to charge and their realistic running costs.
- Provide advice on how and where to purchase second-hand EVs, such as visiting reputable dealerships.
- Provide guidance on using Zap-Map and other chargepoint location websites.



Build confidence in local charging infrastructure

- Build a better understanding of where the one in three drivers without access to off-street parking are based across East Sussex.
- Engage with private chargepoint operators and council colleagues responsible for EV charging infrastructure to ensure:
 - Drivers without access to off-street parking have access to reliable slow public charging,
 - Rapid charging is widely available in popular destinations and close to key taxi ranks and rest-stops.

Key recommendations & Next steps



Explore opportunities for financial support

- Raise awareness of existing grants available for purchasing EVs and associated charging infrastructure. For example: [Plug-in grant for Taxis](#), [EV Chargepoint grant for renters and flat owners](#), [Workplace Charging Scheme](#).
- Explore introducing additional financial incentives for taxi and private hire drivers to support the business case of switching to an EV. This could include:
 - Extending (or removing) age limits for EVs to enable drivers to purchase more affordable second-hand vehicles
 - Grants or subsidies to purchase new or second-hand EVs
 - Cheaper charging at public chargepoints



Further engagement with drivers & operators

Based on 297 responses to the survey:

- 24% would attend an online workshop (34% said maybe)
- 15% would attend an in-person workshop (33% said maybe)

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