

**Report to:** Licensing Committee

**Date:** 16<sup>th</sup> January 2023

**Title:** Further supporting the transition to lower emission vehicles or zero emission vehicles in the taxi and private hire sector.

**Report of:** Director of Service Delivery

**Ward(s):** All

**Purpose of report:** For Members to consider further interim measures to supporting the transition to lower emission vehicles in the taxi and private hire vehicle sector.

**Officer recommendation:** (1) The Licensing Committee agrees that, as an immediate incentive, the Hackney Carriage and Private Hire Licensing Guidance, be amended so that low emission and hybrid vehicles may have an extended licence span.

**Reasons for recommendations:** For the Licensing Committee to consider steps to transition to lower emission vehicles in the taxi and private hire sector.

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## 1 Introduction

- 1.1 Eastbourne Borough 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 4 April 2022. (See Appendix 1.)

## 2 Background

- 2.1 On the 7 July 2022 Eastbourne Borough Council agreed that a feasibility study into all options to support the transition to low and zero emission vehicles be undertaken for the taxi and private hire sector in Eastbourne. The process of setting up a feasibility study has begun with initial meetings taking place across East Sussex. The Energy Savings Trust has been granted funding from Defra for this activity on behalf of Local Authorities. As a result, it is not anticipated

that there will be a cost implication to Eastbourne Borough Council. The study should take a maximum of three months. A start date has yet to be confirmed.

- 2.2 Following the decision taken on the 7<sup>th</sup> July 2022 by the Eastbourne Licensing Committee to extend the age of vehicles of ultra low emission and zero emission status to 15 years a number of enquiries have been received regarding vehicles which fall out of these definitions. Namely low emission vehicles and hybrid vehicles.
- 2.3 Ultra low emission vehicles are currently defined as having less than 75 grams of CO<sub>2</sub> per kilometre from the tail pipe.
- 2.4 The UK vehicle Certification Agency currently defines a low emission vehicle as one that produces less than 100g of CO<sub>2</sub> for every kilometre travelled.
- 2.5 In light of the uncertain timeframe for a feasibility study to be completed Members are asked to consider a further incentive to encourage a transition to lower emission vehicles in Eastbourne.

### **3 Recommendations**

- 3.1 Members are asked to agree that, as an immediate incentive, the Hackney Carriage and Private Hire Licensing Guidance, be amended so that low and hybrid emission vehicles may also have an extended licence span. On the basis that a feasibility study will be undertaken this change to the Guidance may be seen as an interim measure until the results of that study are known and considered by the Licensing Committee at a future date
- 3.2 The following are the recommended changes, at page 6 of the Guidance, giving effect to 3.1 above:
  - i) An addition inserted - For new and relicensed vehicles defined by the Vehicle Certification Agency as **Low Emission, Hybrid**, Ultra Low Emission Vehicles and Zero Emission Vehicles shall not be more than 15 years old in age.

### **4 Financial appraisal**

- 4.1 On the basis that a feasibility study will be undertaken this change to the Guidance may be seen as an interim measure until the results of that study are known and considered by the Licensing Committee at a future date.

### **5 Legal implications**

- 5.1 The Legal Section considered this Report on 7 December 2022 (Iken-11519-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 and Private Hire Guidance (see Agenda Item 8, Appendix 1).

**10 Background papers**

10.1 [Licensing Committee Report on Supporting the Transition to Low Vehicle or Zero Emission Vehicles - 7<sup>th</sup> July 2022](#)