

**Report to:** Licensing Committee

**Date:** 12 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(s):** (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 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 4 April 2022 (See Appendix 1 on Agenda Item 7).

## **2 Background**

- 2.1 On the 7 July 2022 Lewes District 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 Lewes District. 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. Therefore it is not anticipated that there will be a cost implication to Lewes District 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 July 2022 by Lewes District 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 CO2 per kilometre from the tail pipe.
- 2.4 The UK vehicle Certification Agency currently defines a low emission vehicles as one that produces less than 100g of CO2 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 Lewes.

### **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 that 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 20 December 2022 (Iken-11521-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 attached to Agenda Item 7 on the agenda)

**10 Background papers**

10.1 [Licensing Committee Report - 7 July 2022](#)