

Agenda

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General Purposes Licensing Committee

This meeting will be held on:

Date: **Monday 5 February 2024**

Time: **6.15 pm**

Place: **Long Room - Oxford Town Hall**

For further information please contact:

Celeste Reyeslao, Committee and Members Services Officer

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Committee Membership

Councillors: Membership 15: Quorum 5: No substitutes are permitted.

Councillor Mary Clarkson (Vice-Chair)

Councillor Mark Lygo

Councillor Rae Humberstone

Councillor Jemima Hunt

Councillor Louise Upton

Councillor Naomi Waite

Councillor Diko Walcott

Councillor Dr Christopher Snowton

Councillor Katherine Miles

Councillor Jo Sandelson

Councillor Lois Muddiman

Councillor Rosie Rawle

Councillor Edward Mundy

Councillor Imogen Thomas

Councillor Barbara Coyne

Apologies and notification of substitutes received before the publication are shown under *Apologies for absence* in the agenda. Those sent after publication will be reported at the meeting. Substitutes for the Chair and Vice-chair do not take on these roles.

Agenda

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1 Election of Chair for the remainder of the Council Year 2023-24	
2 Apologies for absence	
3 Declarations of interest	
4 Licensed Vehicles Emission Standards Amendment	9 - 74
<p>The Executive Director for Communities and People had submitted a report to consider a delay to the introduction of new emission standards for Hackney Carriage Vehicles licensed by this Authority.</p> <p>Recommendations: That the General Purposes Licensing Committee resolves to:</p> <ol style="list-style-type: none">1. Consider the request made by City of Oxford Licenced Taxicab Association to delay the introduction of ultra-low emission standards for Hackney Carriage Vehicles licensed by this Authority;2. Consider the results of a public consultation and statements submitted;3. Consider the contents of this report and options set out in it;4. Agree any amendments to the current emission standards for Hackney Carriage Vehicles licensed by this Authority; and5. Agree that any such amendments be recommended to Council for adoption.	
5 Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers, Sex Establishments and Street Parties: Licence Fees and Charges for the 2024/25 financial year	75 - 82
<p>The Executive Director for Communities and People has submitted a report to seek agreement of the licence fees for 2024/25 where the Council has discretion over the level of fee charged.</p> <p>Recommendation: That the General Purposes Licensing Committee resolves to:</p> <ol style="list-style-type: none">1. Agree the licence fees and charges for 2024/25 as set out in the Appendix 1 and recommend them to Council.	

6 Miscellaneous Licensing: Fees and Charges for the 2023/24 financial year

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The Executive Director for Communities and People has submitted a report to seek agreement of the licence fees for 2024/25 where the Council has discretion over the level of fee charged.

Recommendations: That the General Purposes Licensing Committee resolves to:

1. **Agree** the licence fees and charges for 2024/25 as set out in Appendix 1 as amended by appendix 2 and recommend them to Council.

7 Minutes of the previous meeting

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Recommendation: to approve the minutes of the meeting held on 25 September 2023 and extraordinary meeting held on 4 December 2023 as true and accurate records.

8 Dates and times of meetings

The Committee is scheduled to meet at 6.00pm on the following dates:

- 20 May 2024
- 23 September 2024
- 10 February 2025
- 19 May 2025

Information for those attending

Recording and reporting on meetings held in public

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Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed "Declarations of Interest" or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your* employment; sponsorship (ie payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member "must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself" and that "you must not place yourself in situations where your honesty and integrity may be questioned". The matter of interests must be viewed within the context of the Code as a whole and regard should continue to be paid to the perception of the public.

Members Code – Other Registrable Interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing** of one of your Other Registrable Interests*** then you must declare an

interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Members Code – Non Registrable Interests

Where a matter arises at a meeting which ***directly relates*** to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under Other Registrable Interests, then you must declare the interest.

You must not take part in any discussion or vote on the matter and must not remain in the room, if you answer in the affirmative to this test:

“Where a matter affects the financial interest or well-being:

- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest You may speak on the matter only if members of the public are also allowed to speak at the meeting.”

Otherwise, you may stay in the room, take part in the discussion and vote.

*Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member’s spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

** Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person’s quality of life, either positively or negatively, is likely to affect their wellbeing.

*** Other Registrable Interests: a) any unpaid directorships b) any Body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority c) any Body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

To: General Purposes Licensing Committee
Date: 5th February 2024
Report of: Executive Director for Communities and People
Title of Report: Licensed Vehicles Emission Standards Amendment

Summary and recommendations	
Purpose of report:	To consider a delay to the introduction of new emission standards for Hackney Carriage Vehicles licensed by this Authority
Corporate Priority	Enable Inclusive Economy, Pursue a Zero Carbon Oxford
Policy Framework	Air Quality Action Plan, Low Emission Strategy, Sustainability Strategy
Recommendations: That the General Purposes Licensing Committee resolves to:	
<ol style="list-style-type: none"> 1. Consider the request made by City of Oxford Licenced Taxicab Association to delay the introduction of ultra-low emission standards for Hackney Carriage Vehicles licensed by this Authority. 2. Consider the results of a public consultation and statements submitted 3. Consider the contents of this report and options set out in it 4. Agree any amendments to the current emission standards for Hackney Carriage Vehicles licensed by this Authority; 5. Agree that any such amendments be recommended to Council for adoption. 	

Appendices	
Appendix 1	GPL Committee Report January 2019
Appendix 2	COLTA request to delay the current HCV emission standards
Appendix 3	Responses to a Public Consultation
Appendix 4	Oxfordshire County Council representation
Appendix 5	Oxford City Council Sustainable Team representation

Introduction and background

1. On 23rd January 2019 the General Purposes Licensing (GPL) Committee approved the recommendation to introduce new emission standards for Hackney Carriage

Vehicles (HCV) licensed by this Authority to reduce emissions in the taxi fleet and to improve air quality in the City.

2. It was acknowledged that Oxford City centre has high levels of toxic nitrogen dioxide, which contributes to diseases including cancer, asthma, stroke and heart disease; and, to around 40,000 deaths in the UK every year.

The GPL Committee report can be found in **Appendix 1**.

3. The current HCV emission standards, as adopted by the Council, are:

A. From 1st January 2020 all renewal HCV applications must meet the EURO 4 standard as minimum; and, with immediate effect all new HCV applications must meet either the EURO 4, EURO 6 or ULEV standard as a minimum (EURO 5 vehicles are not considered to meet that standard);

B. From 1st January 2022 all new HCV applications must meet ULEV standard or at least Euro 4 if replacing an existing Euro 4, Euro 5 or Euro 6 due to the vehicle being written off by an insurance company or is a temporary courtesy vehicle due to repairs;

C. From 1st January 2025 all new and renewal HCV applications must meet the Ultra-Low Emissions Vehicle standard

Date From	Renewal HCV Applications	New HCV Applications:
Renewal – 1st January 2020 New – Immediately	All HCV must meet EURO 4 emission standard	All HCV must meet EURO4, EURO 6 or ULEV emission standard (EURO 5 vehicles will not be considered to meet this standard)
1st January 2022	All HCV must meet EURO 4 emission standard	All HCV must meet ULEV standard, *or at least Euro 4 if replacing an existing Euro 4, Euro 5 or Euro 6 due to the vehicle being written off by an insurance company or is a temporary courtesy vehicle due to repairs
1st January 2025	All HCV must meet ULEV standard	All HCV must meet ULEV standard

4. The Authority can confirm that first two phases of the agreed emission standards in points A and B have been complied with. As a result, 71 HCV's with Euro standards 1,2 and 3 were upgraded to Euro 4. Currently the Taxi fleet is a combination of 73 vehicles with Euro 4 standards, 2 vehicles with Euro 6 and 34 vehicles which meet the ULEV standard.

City of Oxford Licensed Taxicab Association (COLTA) request

5. On 29th November 2023 City of Oxford Licensed Taxicab Association (COLTA) submitted a formal request to the Licensing Authority requesting for the final phase of the Council HCV emission standards to be extended by three (3) years. The current Council standard sets out that *'From 1st January 2025 all new and renewal HCV applications must meet the Ultra-Low Emissions Vehicle standard'*

- COLTA provided various explanations in their request to consider delaying the final stage of the current emission standards implemented in 2019. The main reasons point to a financial and economic difficulties within the taxi trade

The final formal request can be found in **Appendix 2**.

Public Consultation

- Consideration of any substantial changes regarding the licenced trade provisions should be consulted at a local level in a form of public consultation, involving the trade, members of public, stakeholders and any other interested groups and individuals.
- The Authority conducted a public consultation regarding the proposed extension of the last phase of the HCV emission standards as requested by COLTA to provide members with the outcome prior to determination. The public survey was live for consultation for two weeks. It was aimed at all members of public, trade, customers, stakeholders, who could respond and make a comment. The consultation was based online. It was advertised on Council website and various social media. Participants would have submitted their responses online.

Total responses to the survey: **426**

Do you support the current requirement? Or would you support delaying the ULEV Taxi requirement?

Option	Total	Percent
I support the current requirement for all Taxis to be ULEV by January 2025	45	10.56%
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	21	4.93%
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)	7	1.64%
I support delaying the requirement for all Taxis to be ULEV by three years (January 2028)	350	82.16%
Not Answered	3	0.70%

What is the main reason for you choosing the above answer?

Option	Total	Percent
Financial	227	53.29%
Emissions	62	14.55%
Personal	47	11.03%
Vehicle	32	7.51%
Supporting Taxi Trade	299	70.19%
Not Answered	3	0.70%

9. The majority of respondents who supported the current emission standards or one year delay provided 'emissions' as the main reason. Respondents who supported a three-year delay mainly provided 'financial' or 'personal' as a reason.

The full responses can be found in **Appendix 3**.

Stakeholders' representations

10. Oxfordshire County Council Transport and Infrastructure Officer provided a statement in relation to the public consultation in response to the question of whether they support the current HCV emission standard requirements or if they would support delaying the final phase of the requirements for up to three years.
11. The statement said that *'The County Council appreciates there is a balance to be struck between emissions standards and the financial realities facing the HCV and PHV trades... However, air quality remains a pressing public health concern, so we encourage the city council to be as ambitious as possible in setting emissions standards and would **urge the shortest possible delay to the "zero-emission capable" requirement**, especially after the planned implementation date for the wider ZEZ (if the scheme is approved following consultation).'*

The full statement can be found in **Appendix 4**.

12. Oxford City Council Environmental Sustainability Team also provided a statement and a set of data for consideration.
13. Whilst providing data comparison relating to vehicle costs and emissions, the statement noted that *'Consideration for the licensing decision should include finding the right balance to continue to deliver cleaner air, taking into account the overall emissions contribution that is made by Hackney trade, in the context of the service they provide and the current economic climate.'*

Full statement including the data can be found in **Appendix 5**.

14. Additional joint statement has been provided by Councillor Anna Railton, the Cabinet Member for Zero Carbon Oxford and Climate Justice and Councillor Louise Upton, Taxi Licensing Portfolio Holder stating the following:

"The purpose of the current licencing requirements is to both improve air quality in the city (especially the city centre) and to decarbonise Oxford's transport. We appreciate that the increase in charging costs and of interest rates makes it harder to afford an electric HC, but our expectation that non-electric HCs will have to pay charges to enter the ZEZ from 2025/26 (and we all hope the cost of electricity is going to drop).

COLTA have asked for a three-year extension, we recommend a compromise position of a 1 year extension over the recommendation from 2019, in light of the current elevated charging prices."

Recommendations and option of emission standards for Hackney Carriage Vehicles (HCV) licensed by this Authority

15. To help address the high levels of toxic nitrogen dioxide in some city centre streets, HCV emissions standard were introduced by the Council in 2019 in consultation with the City of Oxford Licensed Taxi Association (COLTA) and feedback from drivers and owners that have attended the Council's capacity building workshops.
16. The first two phases of the emission standards (paragraph 3) were implemented successfully. These standards have been very effective, reducing emissions from the HC trade by approximately 50%. This is a significant achievement and shows the general commitment by the trade to electrify their vehicles.
17. The last phase of the current emission standards is due to commence on 1st January 2025, requiring all new and renewal HCV to meet the Ultra-Low Emissions Vehicle standard.
18. In light of the request received from COLTA, the Committee members are requested to consider the following options having in mind details contained in this report and appendices:
 - A. Retaining the current requirement for all Taxis to be ULEV by January 2025.
 - B. Delaying the requirement for all Taxis to be ULEV by **one year** (January 2026)
*Recommended by Oxford City Council Environmental Sustainability Officers and City Cllrs for Cabinet Member for Zero Carbon Oxford and Climate Justice and Taxi Licensing Portfolio Holder
 - C. Delaying the requirement for all Taxis to be ULEV by **two years** (January 2027)
 - D. Delaying the requirement for all Taxis to be ULEV by **three years** (January 2028)
*As requested by the Taxi trade Oxford Licensed Taxicab Association (COLTA)

Financial implications

19. Since the implementation of the HCV emission standards in 2019 the affordability of the ULEV Taxis has worsened recently, with the cost for power and interest rates increasing. The cheapest way to electrify is to purchase a second-hand LEVC e-TX. Costs of operation are estimated to be approx. £2k higher than operating a diesel fuelled Euro 4 (TX4) per annum.
20. The original Emissions Pathway anticipated ZEZ cost implications for HCVs and PHVs fuelled conventionally. Based on a ZEZ access cost in 2025 of £8 per day and 250 journeys into the ZEZ per annum, this would offset the price differential between the second hand TX4, and a second hand LEVC TX of approx. £2k per annum. Meaning that proprietors who purchase second hand LEVC taxi would benefit financially for not having to pay the daily ZEZ charge of £8, against conventionally fuelled taxis.

Legal issues

21. The Local Government (Miscellaneous Provisions) Act 1976 at sections 47, 48 and 51 allows the Licensing Authority to attach to vehicle licences such conditions as it considers 'reasonably necessary'. Improving standards in vehicle safety and air quality are relevant factors in this respect.
22. Improving air quality is in the interests of all persons and therefore no separate equalities assessment is considered necessary.

Report author	Anna Dumitru
Job title	General Licensing Team Leader
Service area or department	Community Services
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To: General Purposes Licensing Committee
Date: 23rd January 2019
Report of: Head of Community Services
Title of Report: Licensed Vehicles Emission Standards

Summary and recommendations	
Purpose of report:	To recommend introduction of emission standards for Hackney Carriage Vehicles and amend the vehicle age limit for Private Hire Vehicles licensed by this Authority
Corporate Priority	Vibrant Sustainable Economy, A Clean and Green Oxford
Policy Framework	Air Quality Action Plan, Low Emission Strategy, Sustainability Strategy
Recommendations: That the General Purposes Licensing Committee resolves to:	
<ol style="list-style-type: none"> 1. Approve the recommended option for introduction of new emission standards for Hackney Carriage Vehicles licensed by this Authority; 2. Approve the recommended amendment to vehicle age criteria for licensing of new Low and Ultra Low Emission Private Hire Vehicles; 3. Agree that such proposals be recommended to Council for adoption. 	

Appendices	
Appendix 1	Supporting Measures
Appendix 2	Full Analysis

Introduction and background

1. Oxford City centre currently has high levels of toxic nitrogen dioxide, which contributes to diseases including cancer, asthma, stroke and heart disease; and, to around 40,000 deaths in the UK every year. Emissions from licensed vehicles contribute to these high levels.
2. Oxford has the potential for a great offer to its visitors, residents and businesses: a world class, clean, modern fleet of Hackney Carriage and Private Hire Vehicles.
3. Currently Oxford licensed Hackney Carriage fleet has an old age, polluting profile - the fleet consists 100% of diesel vehicles: 51% are older than 15 years, with the six oldest vehicles being 19 years old. Over half of the fleet are Euro standard 3 and lower.

4. 81% of the fleet would not meet the current Oxford Low Emission Zone standards (Euro 5 for buses), if it were extended to include taxis.
5. Trip patterns indicate that taxi emissions are largely generated within the central areas of Oxford.
6. None of the existing licensed vehicles are zero-emissions capable and none meet the proposed Zero Emission Zone (ZEX) standards. Reducing emissions in the taxi fleet presents an opportunity not only to improve air quality, but to showcase electric vehicles to our residents, businesses and visitors.
7. Oxford is not alone in taking these steps. For example: Coventry already require all newly licensed vehicles to be EURO 6 and will have a fully ULEV fleet by 2024; London have required all new applicants to be ULEV since January 2018; and, Dundee already has 94 pure electric (private hire) taxis operating in the city.
8. The overarching goals of the proposals in this report are:
 - That the economic impact on the Hackney Carriage trade respects their livelihood and builds resilience to global trends in mobility.
 - Achieving the urgent air quality improvement needed to meet Council targets for clean, safe air.
 - That Oxford City Council be a leader in sustainability, helping to attract investment and funding.

Go Ultra Low Oxford: Taxi scheme

9. The Hackney Carriage trade provides an important service, within our wider transport system, to meet the diverse needs of the residents, businesses and visitors to Oxford.
10. The global trend in mobility is towards rapid adoption of electric vehicles, especially in cities where new forms of mobility are concentrated and infrastructure investment is needed. Oxford City Council has been working to support the trade to build capacity and resilience to the forthcoming changes to our mobility to ensure the valuable services it provides are preserved for the future.
11. These measures include raising awareness of the benefits of low emissions vehicles, bringing the manufacturers to Oxford, capacity building workshops, financial incentives and investigation of the local investment case for ultra-low emissions purpose-built taxis. The summary of those measures can be found in **Appendix 1**. The Council continues to actively explore other sources of finance and support for the local trade.

Recommended option of emission standards for Hackney Carriage Vehicles (HCV) licensed by this Authority

12. To help address the high levels of toxic nitrogen dioxide in some city centre streets, options for an emissions standard were developed in consultation with the City of Oxford Licensed Taxi Association (COLTA) and feedback from drivers and owners that have attended the Council's capacity building workshops.

13. The proposals are based on the latest study of real world emissions by taxis¹ which show that EURO 5² models perform worse than EURO 4 and EURO 3 models, and are comparable to EURO 2 models. The proposals are therefore designed to avoid new EURO 5 vehicles applications, in order to ensure a real world emissions improvement is achieved in the journey towards a fully zero emissions capable fleet. **Appendix 2** describes and assesses the options, accounting for the overarching goals described above.

14. The recommended requirement:

- A. From 1st January 2020 remove the current requirement for new Hackney Carriage Vehicle (HCV) applications where the maximum age for a new vehicle to obtain a licence is “less than five years of age”
- B. From 1st January 2020 all renewal HCV applications must meet the EURO 4 standard as minimum; and, all new HCV applications must meet either the EURO 4, EURO 6 or ULEV standard as a minimum (EURO 5 vehicles are not considered to meet that standard);
- C. From 1st January 2022 all new HCV applications must meet ULEV standard or at least Euro 4 if replacing an existing Euro 4, Euro 5 or Euro 6 due to the vehicle being written off by an insurance company or is a temporary courtesy vehicle due to repairs;
- D. From 1st January 2025 all new and renewal HCV applications must meet the Ultra-Low Emissions Vehicle standard

Date From	<u>Renewal</u> HCV Applications	<u>New</u> HCV Applications:
1 st January 2020	All HCV must meet EURO 4 emission standard	All HCV must meet EURO4, EURO 6 or ULEV emission standard (EURO 5 vehicles will not be considered to meet this standard)
1 st January 2022	All HCV must meet EURO 4 emission standard	All HCV must meet ULEV standard, or at least Euro 4 if replacing an existing Euro 4, Euro 5 or Euro 6 due to the vehicle being written off by an insurance company or is a temporary courtesy vehicle due to repairs
1 st January 2025	All HCV must meet ULEV standard	All HCV must meet ULEV standard

15. The dates that EURO standards come into effect can vary: e.g. a manufacturer may be producing EURO 4 qualifying vehicles for a “transition period” before the official date that the standard comes into effect. For the purposes of this emission standard the following table describes how the emission standard of a vehicle will be assessed. Where there are “transition periods” the table assumes the highest Euro standard possible.

¹ Dallmann et al (2018). Available from: <https://www.trueinitiative.org/media/597524/true-london-rs-report-fv-20181214.pdf>

² Euro Standards are increasingly stringent exhaust pollution limits for new car models, introduced by the European Union in the early 1990s, starting with Euro 1. The current Euro Standard is Euro 6.

First DVLA Vehicle Registration Date	Standard assumed
From 1 st July 1992	Euro 1
From 1 st January 1996	Euro 2
From 1 st January 2000	Euro 3
From 1 st January 2005	Euro 4
From 1 st September 2009	Euro 5
From 1 st September 2014	Euro 6

16. A vehicle will be considered to meet the Ultra Low Emissions Vehicle standard if it meets the UK government's definition of an Ultra Low Emission Taxi (as of November 2018) "Taxis - These vehicles are purpose-built taxis and have CO2 emissions of less than 50g/km and can travel at least 112km (70 miles) without any emissions at all."²
17. Any applicant who believes that their vehicle meets a higher emissions standard than indicated by the requirements, as set out in the table above, may submit evidence to the Council. Where reasonable evidence is provided, officers may agree the appropriate emissions standard for that vehicle and issue a licence.

Amendment of vehicle age limit for first licensing of new Low and Ultra Low Emission Private Hire Vehicles

18. Oxford City Council licensed Private Hire fleet is currently considerably younger and less polluting than licensed Hackney Carriage fleet. However, the Authority desires to further encourage licensed Private Hire trade in supporting the Council vision in improving the air quality.
19. Current licensing age limit criteria for all new Private Hire Vehicles to obtain a licence are *"The maximum age for a new vehicle to obtain a licence is "less than five years of age" when it is licensed"*.
20. To support the trade further in investing and switching to Low and Ultra Low Emission Vehicles it is proposed to amend the current criteria to the following *"The maximum age for a new Private Hire Vehicle to obtain a license is "less than five years of age" or "less than seven years of age for Alternative Fuel Type Vehicles (Tax Code TC59 definition), OR petrol vehicles (TC 48 definition) OR diesel vehicles (TC 49 definition AND meeting the RDE2 standard), that also produce CO2 emission figures of 110g/km or less as displayed in the DVLA V5 Vehicle Registration Certificate."*

Financial implications

21. A study of local Hackney Carriage duty cycles was carried out. The study modelled the payback on investments in ultra-low emissions purpose-built taxis. It showed that ultra-low emissions purpose-built taxis, including the LEVC eTX and the Dynamo models, are a viable investment in Oxford due to the lower running costs compared to conventional vehicles. This is particularly pronounced for the Dynamo,

²See <https://www.gov.uk/plug-in-car-van-grants> - eligible taxis. Government ULEV definitions are expected to adapt to a developing market. Updated definitions might be considered for NEW applications post 2025.

which could generate a saving of £19,000 over 6 years of ownership at an average mileage of 25,000 per year. In comparison the LEVC eTX could generate a saving of £1,500 after six years based on the same mileage.

22. Access to capital may be a challenge for potential investors in the vehicles and is a key concern for the trade. The council has committed to subsidising the Certificate of Compliance test and Licensing Application fees for the first ten “early adopters” to invest in and license an ultra-low emissions Hackney Carriage Vehicle in Oxford.
23. It is expected that over the five year period of transition to the ULEV standard that the cost of new vehicles and models will become more affordable and that a second hand market will develop. As above, the Council continues to actively explore other sources of finance and support for the local trade.

Legal issues

24. In order to be enforceable the application of new emission standards and amendment of age limits would require the attachment of additional conditions to vehicles licences. The Local Government (Miscellaneous Provisions) Act 1976 at sections 47, 48 and 51 allows the Licensing Authority to attach to vehicle licences such conditions as it considers ‘reasonably necessary’. Improving standards in vehicle safety and air quality are relevant factors in this respect.
25. Improving air quality is in the interests of all persons and therefore no separate equalities assessment is considered necessary.

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29th November 2023

Dear Anna Dumitru (Licensing Team Leader)

On behalf of Oxford's Hackney carriage (black cab) trade, I write to you formally urging you to delay the Emission Standards policy and the requirement to change to zero emissions capable taxis to 2028.

It is absolutely vital that you have a clear understanding of the background of the difficulties that the trade has experienced since early 2020 such as medical emergencies, financial crises, industrial action and disruptions to the rail network. It is for these reasons which I will explain in more detail is why we are urging you to delay this policy for a further three years from 2025.

Impact of Covid-19

Oxford's Hackney Carriage trade has endured its most challenging period in living memory. The Covid-19 pandemic hit our taxi trade hard – with lockdowns introduced in March 2020 till December 2021 seeing business completely decimate as we experienced a drop in work by as much as 80-90%. Taxi drivers had faced a real danger every day risking their lives. At least 4 of our colleagues died of Covid-19, with others no doubt still suffering from the aftereffects of Covid. Taxi drivers as an occupation had raised rates of death of 65.3 deaths per 100,000 (The office of National Statistics). But our drivers were still out there courageously providing a public service in literally life-threatening circumstances.

Impact of financial crises.

Just as we were seeing the tail end of the impact of Covid, the financial crises unfolded as the cost of living increased sharply across the UK during 2021 and 2022. The annual rate of inflation reached 11.1% in October 2022, a 41-year high, before easing in subsequent months. This put a huge strain on our trade and drivers were and still are feeling the financial strain and trying to make ends meet by struggling to provide for their family. It continues to impact those that were already struggling. Fuel prices continue to be unstable and are higher to what they were before the onset of Covid.

The financial strain of high levels of costs has had a huge impact on our drivers throughout this year and it'll take time for our drivers to recover.

Through the rise of home working, the loss of local nightlife and the wider effect of the cost of living on consumers themselves, how and why people use taxi services has changed.

Impact of industrial action.

The industrial action which began around May 2022 further contributed to our woes as a trade. It caused a significant disruption to holidaymakers and commuters right through to April 2023 but the aftereffects are still felt with no end insight for industrial action and more particular, further rail strikes planned in December 2023.

The strike action had crippled many parts of the rail and bus networks, postal workers, civil servants, teaching staff and NHS staff. With fewer trains running, there are more people working from home, less people needing to come home at the end of the day, or in the middle of the day. So this is further impacting our earnings as we witness less people coming out of Oxford station. There was and still is a lot of sitting around on the ranks.

Botley Road closure and disruption to rail network.

To add to this, we cannot avoid the further disruption to our livelihood due to the circumstances surrounding Oxford rail station. With the closure of Botley road, this means 40% less jobs for drivers heading west of city as almost all of those passengers are now no longer hiring cabs due to the long detour we have to make to get to the west of the city adding time and money to passenger journey. Where a journey would cost around £7-8 from Oxford train station to the Premier Inn in Botley, is now costing around £25-£30 as we have to go around the ring road and whilst doing so, getting stuck in the traffic both ways caused due to Botley road closure.

This closure and the works on Botley road will continue till October 2024 as we've been informed which will mean a continuous disruption to our operations and a further impact on our livelihoods for a further year from now. A total of 18 months of disruption.

ZEZ – The requirement to change current cabs to EV in 2025 needs to be delayed.

The introduction of the Zero Emissions Zone (ZEZ) in Oxford is certainly a positive move. Our trade has had many communications and discussions about this policy when it was in its planning stage and consequently introduced in Oxford. As a trade, around 30% of our cabs are now zero emission capable, significantly reducing our carbon footprint. We are doing our bit.

However, in the current climate, change must be bridged with affordability. It requires careful thought and a balanced approach. Because of all the issues I have explained above, this change needs to be gradual as drivers now more than ever, need breathing space. The requirement on owners to change the remaining cabs to those that are zero emissions capable by 2025 has now become unrealistic and not achievable. We have lost out on what should have been almost 4 productive years from 2020 to current times and this will no doubt continue with a gloomy financial forecast until the end of next year 2024 due to the works on Botley road and the rail station.

As explained, around 30% of our drivers have made that switch from diesel to electric and had done so at the tail end of Covid when the situation started to improve, but just before the initiation of the industrial action in the U.K.

I'm sure you don't need reminding or see evidence of the fact that in terms of switching our diesel cabs to electric, we fair better than both our City Council and County Council whilst they transition from diesel to electric vehicles. They are far behind with many more vehicles that still run on diesel. You would think that they lead by example. Forcing our trade to be

100% electric, without recognising the huge financial burden that each Proprietor will face is totally unjust.

A grant of £5000 was provided then by the Environmental Sustainability team towards the end of 2021 to help owners make that switch. But even if a further grant was made available, it would have to be significantly more than the last amount for any owner to give it some consideration but very unlikely that any investment would be made.

Currently, owners are simply not financially secure in this volatile financial climate to invest in an electric cab which cost £65,000 cash price and over £70,000 on a loan agreement. On an initial deposit of £5000 for a new EV Cab, the owner of the cab would be paying over £800 a month instalments for the Cab over 5 years. This is a second mortgage. It is simply not affordable nor a viable option in the current climate. Its simply suicidal.

Many other factors need to be considered now when buying and owning an electric cab. The financial situation is undoubtedly different to what it was in 2018/19. Also, owners being accepted for a loan will be a factor as banks are not willing to lend. It is also important to highlight the fact that the price of energy has increased significantly to a higher rate when charging the electric cab. The cost difference to charge a cab or fill one with diesel is insignificant. So, drivers who are yet to invest are doing a cost comparison and are very concerned as there is no clear evidence of any benefit. Many of the electric cab owners are now running their cabs on petrol rather than electric because it's cheaper. There are currently no savings because the cost of charging has doubled.

The financial consequences for drivers forced to change in 2025 will be disastrous especially knowing the fact that each of those owners including myself are currently paying higher rates and double the amount in most cases on everything including mortgage, energy, food, clothing and maintenance on their current cabs. Taxi drivers can't work from home as many people are doing in many industries. Since the onset of Covid to current times, the trade has been impacted unimaginably and we are still suffering as a consequence.

An urgent need to improve our working conditions.

Those of us in the trade are hopeful the economy can bounce back. I emphasise the importance of revisiting the emission standards policy and allowing the trade a further three years beyond 2025, giving us some breathing space so that we may regroup, reevaluate and hope our situation improves. It is equally important that our authority understands how it can help the trade to recover from the difficulties we have experienced almost over the last 4 years at least.

Our working conditions must be improved and this can be achieved by granting us access through the routes in Oxford which we are currently restricted to access. This includes allowing us 24-hour access through the 'link route' (Norfolk Street) which runs alongside the Westgate shopping Centre. Secondly, allowing our trade access through those roads which have been blocked due to the creation of low traffic neighbourhoods (LTNs). Since the introduction of LTNs which were introduced during the time the trade was suffering due to the above difficulties, road closures quite frankly was rubbing the salt in the wounds. Our

movements are currently limited, and we are regularly getting trapped in traffic jams. We pride ourselves in providing a door-to-door service but are forced to settle for bollard to bollard. We can't get to the vulnerable passengers, especially those that are disabled and in a wheelchair. We are having to refuse bookings if it means we have to go the long way round to get to the passenger. As an example, a passenger we pick up from the train station going to Headington during traffic time now takes 1 hour 45 minutes as a round trip. Where is the sense in that? This means passengers are having to wait longer at the ranks because it takes longer for us to get back to the ranks.

Queen street/Carfax rank - As I have mentioned previously, to have a 24-hour rank on the Queen Street/Carfax will give the trade a massive boost and help the drivers begin to recover from the challenges we have had and are currently experiencing. Furthermore, as the Carfax rank being in an area quite central to Oxford city and a focal point where drivers can operate from during the day, will certainly put us on the path of recovery and we will begin to make back some of the losses incurred due to the difficulties I have explained. This will gradually improve our situation. This is absolutely vital in light of the circumstances we are up against at Oxford rail station which will continue throughout next year also.

I hope that our concerns are truly understood and the fact that we have been through a very difficult patch, and we continue to do so as currently the future looks bleak. Without your support, we cannot be on the path to recovery.

We urge you to allow the trade a further three years until owners are required to change their current cab to an electric one which will give us till 2028. This doesn't mean that owners will wait till 2028. If our working conditions improve, then as has been the case previously, owners will begin to invest. But our working conditions need to improve, and we need to see action rather than words. Access through the 'link route' beyond 7pm is vital in order for us to get round to our ranks quicker. Allowing our trade access through where the bollards are installed in places of LTNs. Most importantly, to support our desire to have a 24-hour rank on Carfax.

Thank you to everyone for reading my letter. I apologise if it's taken up a considerable amount of your time, but it was necessary that all of our immediate concerns were raised. I am confident that yourself and those officers that are working with you in relation to the emissions standards policy will take our concerns on board and fully appreciate our plight.

We have always had an amicable relationship with our Councillors and Officers throughout the years and you have always been prepared to help and have helped when the trade has asked. I am confident that you will once again help the trade as we've been through and are still experiencing serious challenges.

We look forward to receiving a positive outcome.

Yours sincerely,

Mr. Sajad Khan
Secretary of C. O. L. T. A
(City of Oxford Licensed Taxicab Association; est. 1952)

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APPENDIX 3

Do you support the current requirement? Or would you support delaying the ULEV Taxi requirement? - Support current or delay	What is the main reason for you choosing the above answer? - Reasoning - Financial	What is the main reason for you choosing the above answer? - Reasoning -	What is the main reason for you choosing the above answer? - Reasoning -	What is the main reason for you choosing the above answer? - Reasoning - Vehicle	What is the main reason for you choosing the above answer? - Reasoning -	Submitted Date
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-14 13:33:42
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 13:40:42
I support the current requirement for all Taxis to be ULEV by January 2025			Personal			2023-11-14 13:43:53
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-14 13:44:47
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-14 13:49:20
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-14 13:51:35
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle	Supporting Taxi Trade	2023-11-14 13:53:08
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-14 13:56:29
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 13:56:47

I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-14 14:01:27
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions		Vehicle	Supporting Taxi Trade	2023-11-14 14:02:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-14 14:03:34
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 14:11:25
I support the current requirement for all Taxis to be ULEV by January 2025			Personal			2023-11-14 14:12:45
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-14 14:19:50
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal			2023-11-14 14:21:06
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 14:36:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 14:38:06
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-14 14:57:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 15:02:33

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 15:20:39
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 15:40:11
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 15:46:09
I support delaying the requirement for all Taxis to be ULEV by three years (January				Vehicle		2023-11-14 15:49:50
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 15:50:40
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 16:13:16
I support delaying the requirement for all Taxis to be ULEV by three years (January				Vehicle	Supporting Taxi Trade	2023-11-14 16:59:22
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-14 17:01:00
I support the current requirement for all Taxis to be ULEV by January 2025			Personal			2023-11-14 17:01:13
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-14 17:03:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 17:15:14

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 17:45:05
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial	Emissions	Personal	Vehicle	Supporting Taxi Trade	2023-11-14 17:49:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 17:52:50
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-14 18:00:17
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 18:04:07
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 18:05:33
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions		Vehicle		2023-11-14 18:07:26
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 18:55:37
I support the current requirement for all Taxis to be ULEV by January 2025				Vehicle		2023-11-14 19:16:11
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 19:17:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 19:18:22

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-14 21:55:20
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-14 22:24:32
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 22:50:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-14 22:56:38
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 22:57:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 22:58:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-14 23:01:13
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 03:08:27
Not Answered						2023-11-15 03:44:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 03:45:58
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 09:09:54

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 09:43:22
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 10:38:10
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 10:41:59
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 10:44:12
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-15 10:45:13
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 10:45:24
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 10:46:29
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 10:47:45
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-15 10:48:56
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-15 11:14:30
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions		Vehicle	Supporting Taxi Trade	2023-11-15 11:23:30

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 11:50:10
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 11:57:04
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial	Emissions	Personal	Vehicle	Supporting Taxi Trade	2023-11-15 12:09:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-15 13:50:17
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 14:29:09
31 I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-15 14:29:17
I support delaying the requirement for all Taxis to be ULEV by three years (January		Emissions			Supporting Taxi Trade	2023-11-15 15:34:32
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 16:32:50
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-15 17:02:53
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-15 17:23:44
Not Answered						2023-11-15 19:05:25

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 20:05:43
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle		2023-11-15 20:11:30
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 21:00:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-15 21:42:22
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-16 01:25:08
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-16 01:26:00
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-16 01:26:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 10:48:53
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 11:48:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 12:38:49
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-16 12:42:16

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 12:45:52
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 12:45:52
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions			Supporting Taxi Trade	2023-11-16 16:32:09
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial					2023-11-16 20:32:00
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 20:57:06
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-16 22:14:22
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-16 22:14:23
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-16 23:11:44
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 00:27:54
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 00:28:09
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 00:31:50

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 00:34:23
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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-17 00:53:35
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 00:57:50
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 06:44:43
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-17 11:44:30
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 13:21:40
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-17 14:05:31
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-17 15:59:51
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-17 20:04:33
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 20:23:28

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 20:24:21
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 20:51:51
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 20:52:32
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 20:53:12
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-17 21:47:45
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 21:54:36
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-17 23:16:05
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 00:17:47
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions				2023-11-18 04:22:02
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions				2023-11-18 04:23:03
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions				2023-11-18 04:23:44

I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions				2023-11-18 04:24:12
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions				2023-11-18 04:24:43
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)		Emissions	Personal			2023-11-18 04:25:36
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-18 04:26:18
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-18 04:26:50
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-18 04:27:18
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 08:11:25
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 08:11:55
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions		Vehicle		2023-11-18 15:26:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 15:56:46
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 16:09:19

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 16:10:59
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 16:16:30
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-18 16:43:52
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 16:46:23
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 17:40:41
37 I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 17:42:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 20:43:38
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 20:44:56
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 20:47:34
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-18 20:48:37
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:20:02

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:20:52
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:21:58
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:23:03
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:48:09
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 21:53:18
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-18 22:14:58
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-18 22:17:00
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 22:29:12
I support delaying the requirement for all Taxis to be ULEV by three years (January			Personal			2023-11-18 22:30:58
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 22:42:13
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 22:43:26

39

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-18 22:51:19
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-18 23:40:44
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-19 12:50:24
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 14:29:13
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 14:52:29
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 16:13:58
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 16:16:30
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 18:37:36
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 21:11:07
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 21:44:10
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-19 22:48:52

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 22:51:55
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:08:45
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:09:43
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-19 23:11:21
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:12:59
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:13:50
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:15:02
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:17:19
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:27:50
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:28:40
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:29:22

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:29:58
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:30:42
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:31:27
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:32:11
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:32:55
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:33:31
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:34:04
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:34:41
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:36:14
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:36:45
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:37:19

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-19 23:37:54
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-20 01:08:05
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle	Supporting Taxi Trade	2023-11-20 01:15:18
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 02:29:47
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-20 06:29:11
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 08:21:30
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 09:01:46
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 09:03:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 09:04:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 09:05:24
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 09:06:29

43

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 09:29:24
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 12:49:57
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 12:51:38
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 12:54:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 13:09:29
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 13:13:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 13:25:01
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 13:29:39
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 13:31:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 13:34:32
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 13:40:11

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 13:41:41
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 13:42:17
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 13:46:42
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 13:49:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 13:51:38
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial					2023-11-20 13:52:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 13:59:16
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 14:06:56
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 14:08:19
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 14:10:14
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 14:23:02

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 14:26:37
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 15:16:07
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 15:41:00
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle		2023-11-20 15:45:57
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 15:49:23
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-20 16:05:39
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-20 16:25:21
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 16:26:39
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 16:26:57
I support the current requirement for all Taxis to be ULEV by January 2025			Personal	Vehicle	Supporting Taxi Trade	2023-11-20 16:28:39
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 16:29:54

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 16:30:55
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 16:34:18
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 19:57:37
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 20:00:17
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 20:01:11
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 20:27:58
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 20:29:22
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 20:30:57
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 20:32:03
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-20 20:33:12
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 21:28:00

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-20 21:32:32
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-20 23:00:44
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 08:58:54
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 09:01:01
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 09:02:31
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 09:06:30
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 09:10:51
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 09:57:52
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-21 10:00:32
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 16:22:03
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 17:39:34

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 17:41:36
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 17:42:26
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 17:43:13
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 17:44:08
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-21 18:36:45
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-21 18:59:13
Not Answered					Supporting Taxi	2023-11-21 23:31:07
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-22 01:01:20
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-22 01:03:16
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)					Supporting Taxi Trade	2023-11-22 01:05:07
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-22 01:40:57

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-22 01:42:18
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-22 01:43:57
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-22 08:54:03
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-22 08:54:48
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 11:47:07
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:38:04
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:38:56
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:39:32
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:40:12
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle		2023-11-22 12:40:38
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:41:16

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-22 12:41:41
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:42:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:42:40
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:43:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:43:38
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:44:05
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:44:48
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:45:11
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-22 12:45:37
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-22 15:48:31
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-22 16:42:58

I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-22 16:43:34
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-22 23:17:05
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-23 09:06:42
I support delaying the requirement for all Taxis to be ULEV by three years (January			Personal		Supporting Taxi Trade	2023-11-23 16:12:04
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial	Emissions	Personal	Vehicle	Supporting Taxi Trade	2023-11-23 16:13:50
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial					2023-11-23 16:16:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial	Emissions	Personal	Vehicle	Supporting Taxi Trade	2023-11-23 16:23:37
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-23 16:31:53
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 16:32:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle	Supporting Taxi Trade	2023-11-23 16:36:10
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-23 16:37:43

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 16:49:21
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 16:55:24
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 17:42:25
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-23 17:42:27
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-23 20:05:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 20:56:59
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:51:47
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:52:27
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:53:04
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:53:43
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:55:42

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:56:26
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:57:04
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:57:38
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:58:15
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:58:51
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 22:59:23
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 23:00:22
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 23:00:57
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-23 23:01:32
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 23:02:23
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-23 23:02:55

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-24 21:43:37
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-25 11:20:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-25 12:47:53
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-25 15:16:25
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:17:00
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:17:30
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:17:56
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:18:35
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:19:16
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:19:42
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-25 15:20:07

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-25 18:34:28
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)	Financial				Supporting Taxi Trade	2023-11-25 18:34:33
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-26 19:58:01
I support delaying the requirement for all Taxis to be ULEV by one year (January 2026)	Financial	Emissions				2023-11-26 21:41:43
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle		2023-11-26 21:42:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-26 21:42:38
I support delaying the requirement for all Taxis to be ULEV by three years (January			Personal			2023-11-26 21:43:03
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-26 21:43:19
I support delaying the requirement for all Taxis to be ULEV by three years (January			Personal			2023-11-26 21:44:36
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 21:52:19
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:06:57

55

56

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:08:15
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:10:51
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:12:10
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:12:39
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:12:47
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:13:17
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:13:42
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-26 22:13:58
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:14:07
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:14:32
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:14:52

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:15:07
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:15:15
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:15:37
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:15:58
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:16:14
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:16:25
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:17:28
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-26 22:17:33
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-26 22:18:44
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-26 22:35:41
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 02:32:42

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I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 08:16:31
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-27 08:16:53
I support delaying the requirement for all Taxis to be ULEV by three years (January			Personal		Supporting Taxi Trade	2023-11-27 08:17:12
I support delaying the requirement for all Taxis to be ULEV by three years (January				Vehicle	Supporting Taxi Trade	2023-11-27 08:17:32
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-27 08:17:51
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-27 08:18:12
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 08:37:03
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-27 09:42:44
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 09:55:08
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 09:57:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 10:27:47

I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal	Vehicle	Supporting Taxi Trade	2023-11-27 10:28:22
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-27 10:28:40
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle		2023-11-27 10:29:02
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 10:39:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial		Personal		Supporting Taxi Trade	2023-11-27 10:39:53
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)	Financial		Personal		Supporting Taxi Trade	2023-11-27 10:40:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 10:47:08
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-27 10:47:45
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-27 10:50:29
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 11:20:49
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 11:23:37

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I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 11:27:34
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 11:29:27
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 12:28:55
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 12:41:09
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 12:45:28
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial			Vehicle	Supporting Taxi Trade	2023-11-27 13:10:19
I support the current requirement for all Taxis to be ULEV by January 2025				Vehicle		2023-11-27 13:49:30
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 13:50:30
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 14:03:41
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)					Supporting Taxi Trade	2023-11-27 14:23:28
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)					Supporting Taxi Trade	2023-11-27 14:24:24

I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)					Supporting Taxi Trade	2023-11-27 14:25:21
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 14:26:02
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 14:26:39
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 14:27:20
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 14:27:55
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 14:28:30
I support delaying the requirement for all Taxis to be ULEV by two years (January 2027)						2023-11-27 14:29:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 16:19:09
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 16:22:44
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 16:27:17
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 17:08:21

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I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-27 17:13:29
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-27 17:13:51
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-27 17:26:20
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 17:28:11
I support the current requirement for all Taxis to be ULEV by January 2025		Emissions				2023-11-27 18:58:33
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:13:59
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:14:33
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:15:21
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:15:47
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:16:15
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 19:16:42

I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 19:28:19
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 19:48:37
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 20:47:46
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 20:48:29
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 20:48:57
I support delaying the requirement for all Taxis to be ULEV by three years (January					Supporting Taxi Trade	2023-11-27 20:49:45
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 20:50:24
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 21:46:47
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial				Supporting Taxi Trade	2023-11-27 22:12:49
I support delaying the requirement for all Taxis to be ULEV by three years (January	Financial					2023-11-27 22:13:24

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Dear Anna

Thank you for consulting the county council on options to change the deadline date for Hackney carriage vehicles (HCVs) licensed in Oxford to meet your 'ULEV taxi' standard, which requires vehicles to be zero-emission capable, with a minimum 70 miles zero-emission range and CO2 emissions below 50g/km.

Along with most of the other district councils in Oxfordshire, the city council regulates HCV and private hire vehicle (PHV) emissions through the licensing process.

All PHVs, and HCVs licensed outside Oxford, are charged a daily fee to enter the Oxford the Oxford zero-emission zone (ZEZ) pilot unless they are fully zero-emission. HCVs licensed in Oxford are exempt from charges in the ZEZ pilot, on the basis that they will need to meet the city council's ULEV taxi standard to operate anywhere in the city.

The county council strongly supports the continued regulation of HCV and PHV emissions by the city and district councils through the taxi licensing process as this supports the aims of the Oxford zero-emission zone and the county council's broader aims to reduce transport emissions. The city council's approach is already delivering results, with around 30 zero emission capable HCVs already in operation and a steadily improving fleet of PHVs with a high proportion of hybrid-electric vehicles.

*The county council appreciates there is a balance to be struck between emissions standards and the financial realities facing the HCV and PHV trades, with changing travel habits and increased operating costs. However, air quality remains a pressing public health concern, so we encourage the city council to be as ambitious as possible in setting emissions standards and would **urge the shortest possible delay to the "zero-emission capable" requirement**, especially after the planned implementation date for the wider ZEZ (if the scheme is approved following consultation).*

Many thanks

Martin

Martin Krafft
Technical Lead (Transport Planning) - Central

Transport and Infrastructure
Oxfordshire County Council

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HC Fleet Affordability and Emissions Update 2024

There are a few key differences between 2019 and 2024, both regarding, the affordability of electric Hackney Carriages (HC) and regarding the Emissions benefit from the investment in such vehicles that should be considered in the context of this paper.

In summary, in 2018/19, over 50% of HC’s licenced in Oxford had Euro 3 or lower standard engines, emitting up to 8.7tonnes of NOx pa. The Zero-Emission Capable Licensing Standards brought in, in 2019, required a minimum of Euro 4 standard engines, with all HC’s to be zero-emission capable by 2025. These standards have been very effective, reducing emissions from the HC trade by over 50%. This is a significant achievement and shows the general commitment by the trade to electrify.

However, the affordability of the electric HC vehicles has significantly worsened recently, with the cost for power and interest rates more than tripling. This is unlikely to significantly improve within the next 12 months.

Consideration for the Licensing decision should include finding the right balance to continue to deliver cleaner air, taking into account the overall emissions contribution that is made by Hackney trade, in the context of the service they provide and the current economic climate.

1. Financial Implications

On 2019, investment in an electric LEVC eTX showed a small return on investment at 6 years (see GPLC Paper 23/01/2019, Emissions Standards, §21). The business case for the trade at that time, based on a Feasibility study conducted by Cenex, was aligned with the Council’s ambition to reduce emissions. In 2023/24 this business case has declined substantially:

By 2023/24 the energy and cost of living crisis have had a significant impact on electricity cost (3 to 4 times higher) and borrowing costs (3 times higher). Costs used in calculations by Cenex in 2018 are shown in the table below versus the costs in 2023/24 and % increase.

Table 1 - Fuel & Electricity Costs Comparator (2018 vs 2023/24)

Fuel	2018	2023/24	% Increase
Diesel p/l	121	145	20%
Petrol p/l	119	135	13%
Electricity Home Charging p/kWh	10.7	34	219%
Electricity Public Rapid Charging p/kWh	18	69	283%

Taking into account the total cost of ownership per annum, the cheapest type of HCV to own is now a second-hand conventional fuel TX4.

The cheapest way to electrify is to purchase a second-hand LEVC e-TX. Costs of operation are estimated to be approx. £2k higher than operating a diesel fuelled Euro 4 (TX4) per annum. This is based on a ratio of 70% home charging and 30% public rapid charging. The higher cost of public rapid charging also means that drivers and operators without access to a home charger face additional cost increases.

Table 2 – Costs of Ownership in 2024

<i>Vehicle</i>	Option 1	Option 2	Option 3	Option 2
	New LEVC-TX Leased	New LEVC-TX Bought	2019 LEVC-TX Bought	2013 Euro 4 Bought
Net purchase price (after grants)		£ 64,842	£ 42,500	£3,000
Purchase/lease	Lease	Purchase	Purchase	Purchase
Total cost per annum using 30% petrol	£18,191	£14,009	£11,449	£10,578
Total cost per annum 100% electric	£19,229	£15,047	£12,487	£10,578
Cost per mile	£0.73	£0.56	£0.46	£0.42
NOx Emissions g/per mile	0.13	0.13	0.13	0.62
PM Emisions g/per mile	0.008	0.008	0.008	0.096

A more detailed estimate of costs of ownership between an LEVC eTX and Diesel (Euro 4) TX4 are shown in Annex 1.

2. Expanding ZEZ Implications & Charges

The original Emissions Pathway anticipated ZEZ cost implications for HCVs and PHVs fuelled conventionally: Based on a ZEZ access cost in 2025 of £8 per day and 250 journeys into the ZEZ per annum this would offset the price differential between the second hand TX4, and a second hand LEVC TX of approx. £2k per annum, giving zero emission taxi's a competitive advantage over conventionally fuelled vehicles, supporting the overall business case.

However, if ZEZ access is free for all HCs and PHs, then this advantage is lost, adding risk to the investment into an electric HC or PH vehicle. This is challenging for HC operators which face nearly twice the up-front cost for their accessible electric vehicles than PH operators do.

3. Emissions

The difference between HCV fleet emissions in 2018/19 and 2023/24 is shown in Annex 2 below. The investment of the Operators and the Council (via grant funding) in new vehicles has had a marked effect: In 23/24 one third of the Oxford HC fleet are ULEV compliant, emissions from the HC fleet have more than halved. The remainder of the fleet are operating Euro 4 Diesel Cabs (London Cab -TX4) and a few Euro 6 Diesel HCs.

There are two different data sources for calculating emissions, both of which are summarised below;

1. EU Euro standard calculations show that NOx, HCNOx and PM have reduced by 73% of original emissions. LEVC eTX are range extended vehicles and it is cost effective to run on petrol, so these assumptions include 30% of mileage in these vehicles is petrol fuelled.
2. Real World data (used for calculations in 2018/19). The comparison between 2018/19 and today, shows NOx have reduced to 54% of the original total. Note – we do not have accurate data for Real World petrol extended emissions, so an estimate for real world petrol emissions has been used.

The Air Quality Source Apportionment report (2020) for road transport only emissions, shows that NOx and PM emissions from Taxis are generally low (less than 1%) on a city-wide basis. The same report identified that in areas of higher taxi density, Hackney and Diesel taxis, have a more significant impact. Unfortunately, we do not have the same report for 23/24, so we are not able to confirm how apportionment has changed via the current electrification numbers, other than to confirm that overall Hackney NOx and PM emissions have reduced by over 50% and up to 73%.

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Table 3 - Apportionment of Taxis as part of overall Transport emissions in Oxford (Report 2020, Data 2018)

City Wide (2020)	NOx	PM2.5	PM10
Hackney Cabs	0.07%	0.10%	0.07%
Petrol Taxis	0.01%	0.14%	0.16%
Diesel Taxis	0.11%		
Taxis Total (City-Wide)	0.19%	0.25%	0.23%
Worcester Street (2020)	NOx	PM2.5	PM10
Hackney Cabs	1.7%	2.2%	1.6%
Petrol Taxis	0.4%	3.0%	3.5%
Diesel Taxis	3.0%		
Taxis Total (Worcester St)	5.1%	5.2%	5.1%

ANNEX1: Comparative Costs of Hackney Ownership.

<i>Vehicle</i>	Option 1	Option 2	Option 3	Option 2
	New LEVC-TX Leased	New LEVC-TX Bought	2019 LEVC-TX Bought	2013 Euro 4 Bought
Net purchase price (after grants)		£ 64,842	£ 42,500	£ 3,000
Purchase/lease	Lease	Purchase	Purchase	Purchase
Running Costs (annual)				
Fuel/Charging 70% home, 30% fuel	£3,889	£3,889	£ 3,889	£4,768
Servicing & Maintenance	£620	£620	£920	£3,425
Insurance	£1,200	£1,200	£ 1,200	£1,200
Road Tax (annual)	£0	£0	£ -	£555
Congestion/ULEZ charges	£0			£0
Lease cost (annual)/Interest	£12,482	£3,891	£2,550	£180
Depreciation		£4,409	£2,890	£450
Total Cost	£12,482	£8,300	£5,440	£630
Total cost per annum using 30% petrol	£18,191	£14,009	£11,449	£10,578
Total cost per annum 100% electric	£19,229	£15,047	£12,487	£10,578
Cost per mile	£0.73	£0.56	£0.46	£0.42
NOx Emissions g/per mile	0.13	0.13	0.13	0.62
PM Emissions g/per mile	0.008	0.008	0.008	0.096

Please note: The average Hackney cab mileage used for calculations is 25,000 miles per year.

ANNEX 2: Emissions Impact (2018 vs 2023/24)

																	Average km Per Annum			Average km using fuel (if electric)				
https://dieselnet.com/standards/eu/ld.php																	40000			12000				
2018/19 Data for Hackney Cabs Licenced in Oxford																	g/ km per annum Standards classification Euro engines			Total kg/km per annum			Real World	
Age of Vehicle (First registration)	<2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Grand Total	NOx Commercial Vehicle	HCNOx	PM	NOx Commercial Vehicle	HCNOx	PM	Nox g/km	NOx Total per annum kg/km
Engine Type																								
E0	19	1														20	1.8	2	0.25	1440	1600	200	2.7	2160
E1	23	4	2													29	1.5	1.7	0.25	1740	1972	290	2.4	2784
E3	6		5	1	3											15	0.78	0.86	0.1	468	516	60	1.5	900
E4						1	7	9	9	6	8					40	0.39	0.46	0.06	624	736	96	1.3	2080
E5												3	2	3		8	0.28	0.35	0.05	90	112	16	2.4	768
Grand Total	48	5	7	1	3	1	7	9	9	6	8	3	2	3	0	112				4362	4936	662		8692
kg																								
2023/24 Data for Hackney Cabs Licenced in Oxford																	g/ km per annum Standards classification Euro engines			Total kg/km per annum			Real World	
Age of Vehicle (First registration)	2006	2007	2008	2009	2010	2011	2012	2014	2015	2018	2019	2020	2021	2022	2023	Grand Total	NOx Commercial	HCNOx	PM	NOx	HCNOx	PM	Nox g/km	Total NOx kg/km per annum
Engine Type																								
Euro 4 - TX4 (Diesel)	1	10	11	22	12	13	3	1								73	0.39	0.46	0.06	1138.80	1343.20	175.20	1.30	3796.00
Euro 6 (Diesel)								1	1							2	0.125	0.215	0.005	10.00	17.20	0.40	1.00	80.00
ULEV compliant - LEVC-TX - Euro 6 (petrol)										4	4	7	5	13	1	34	0.082	0.082	0.005	33.46	33.46	2.04	0.25	100.37
Grand Total	1	10	11	22	12	13	3	2	1	4	4	7	5	13	1	109				1182.3	1393.9	177.6		3976.4
Emissions Reduction %																				73%	72%	73%		54%
100% ULEV COMPLIANT - EURO 6																107	0.082	0.082	0.005	107.256	107.256	6.54	0.25	321
Emission Saved through 100% electrification																				1075	1286.6	171.1		3655.4

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No real world data - this is estimated

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To: General Purposes Licensing Committee
Date: 5th February 2024
Report of: Executive Director for Communities and People
Title of Report: Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers, Sex Establishments Street Parties and Commercial Events: Licence Fees and Charges for the 2024/25 financial year

Summary and recommendations	
Purpose of report:	To seek agreement of the licence fees for 2024/25 where the Council has discretion over the level of fee charged
Corporate Priority	Enable an inclusive economy
Policy Framework	None
Recommendation(s): That the General Purposes Licensing Committee resolves to:	
1. Agree the licence fees and charges for 2024/25 as set out in the Appendix 1 and recommend to Council for adoption	

Appendices	
Appendix 1	Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders, Scrap Metal Dealers, Sex Establishments and Street Parties Fees and Charges 2024/25

Introduction

1. The purpose of this report is to seek agreement to the licence fees and charges that should apply for 2024/25, for those activities where the Council has discretion. This report does not cover the fees for Licensing and Gambling Act activities, which are reported separately to the Licensing and Gambling Acts Committee.
2. The fees and charges detailed within this report and found at **Appendix 1** relate solely to the functions of the General Licensing Team. A further report will be provided to Members in relation to the fees and charges related to the functions of the Miscellaneous Licensing Team.

3. The relevant legislation for the functions detailed in this report are Town Police Clauses Act 1847, Local Government (Miscellaneous Provisions) Act 1976, Scrap Metal Dealers Act 2013, Local Government (Miscellaneous Provisions) Act 1982.
4. The statutory principle in relation to the setting of fees is that they should be reasonable, proportionate and not exceed the cost of the procedures and formalities of the relevant licensing scheme, including staffing, training, administration, testing, inspections, hearings, and regulation.
4. Licence fees set by the Council and administered in the General Licensing function consist of Commercial Events, Hackney Carriage and Private Hire, Road Closure Orders (Street Parties), Scrap Metal Dealers and Sex Establishments.

Commercial Events and events with no commercial element (including Street Parties)

5. The making of Temporary Road Closure Orders under the Town Police Clauses Act 1847 is a discretionary service and the Council may make a charge for carrying it out, as long as the charge does not exceed the costs to the Authority.
6. Several Road Closure applications are made each year for events involving a commercial element, such as for Christmas Market, Little Clarendon Street Market, Art Market, North Parade Market, Christmas Light Festival etc.
7. A number of Road Closure applications have been submitted in the last year for Street Parties which do not include a commercial element. Such closures are community and local residents based and we can see steady increase of such events.
8. It is important to note that where the application meets the test of being for a community or charitable event with no commercial gain the fee can be waived by the Authority, Executive Director, in support of such events.
9. Members are asked to note that the fees have been revised and a minor increase of approximately 8% has been applied to cover the Authority costs, due to inflationary pressures. The fees and charges can be found in **Appendix 1**.

Hackney Carriage and Private Hire Licence Fees and Charges

9. There are no substantial amendments of the fees and charges for this financial year. A few outdated fees have been removed and one fee, Checks for Right to Work, has been amended following changes in processes. Disclosure and Barring Services (DBS) applications are no longer completed in house and have been outsourced to Taxi Plus provider, which specialises in DBS applications for taxi trade. The applicants log in directly to the provider online website and make the payment directly with them. However, to enable the Authority to carry out a required regular DBS Online Update Service checks for all drivers, a new fee of £7.20 was introduced for that function (annually).

10. Members should also note that the Hackney Carriage and Private Hire fees have been revised and minor increase of an average between 7-8% has been applied to cover the Authority costs due to inflationary pressures. The fees can be found in **Appendix 1**.

Scrap Metal Dealers

11. The licensing of Scrap Metal Dealers and collectors is an executive function which is the responsibility of Cabinet. The fees have been submitted to Cabinet for consultation in December 2023 and will go back for approval in February 2024. Therefore, the setting of fees does not fall to this Committee. The fees for this function can be found in **Appendix 1** for Members to note, which also have been revised due to inflationary pressures.

Sex Establishments and Sexual entertainment venues

12. Fees and charges for these functions have been revised and minor increase of an average 8% has been applied to cover the Authority costs, due to inflationary pressures. The fees can be found in **Appendix 1**.

Financial implications

13. The Council is responsible for collecting licence fees for these functions. Predicted income from licence fees is included in the Council's budget estimates for 2024/25.

Legal issues

14. The power to levy fees is contained in the legislation relevant to each function or in the Local Government Act 2003 in relation to discretionary services. Fees and charges should reasonably represent the costs of carrying out the function.

Report author	Anna Dumitru
	General Licensing Team Leader Community Safety 01865 252565 adumitru@oxford.gov.uk

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GENERAL PURPOSES LICENSING COMMITTEE	2023/24	2024/25	Increase/	Increase/
FEES & CHARGES 2024/2025	Charge	Charge	(Decrease)	(Decrease)
	£	£	£	%
Taxi Licensing:				
VEHICLES				
Hackney Carriage	420.00	453.60	33.60	8.00
Hackney Carriage (ULEV Emission Vehicle)	315.00	340.20	25.20	8.00
Hackney Transfer of Ownership	105.00	113.00	8.00	7.62
Hackney Change of Vehicle	105.00	113.00	8.00	7.62
Hackney Temporary Vehicle	78.00	84.00	6.00	7.69
Private Hire	275.00	297.00	22.00	8.00
Private Hire (Fully Electric Vehicle)	170.00	183.00	13.00	7.65
Private Hire (Wheelchair Accessible Vehicle (WAV))	100.00	108.00	8.00	8.00
Private Hire (Low Emission Wheelchair Accessible Vehicle) (WAV)	62.00	67.00	5.00	8.06
Private Hire Transfer	105.00	113.00	8.00	7.62
Private Hire Change of Vehicle	105.00	113.00	8.00	7.62
Private Hire Temporary Vehicle	78.00	84.00	6.00	7.69
Taxi Licensing:				
DRIVERS				
Hackney Combined (1 year licence)	120.00	130.00	10.00	8.33
Hackney Combined (3 year licence)	360.00	388.00	28.00	7.78
Hackney Combined (3 year licence only) for Oxfordshire Licensed drivers with 1 full year on current licence	240.00	260.00	20.00	8.33
Hackney Combined (3 year licence only) for Oxfordshire Licensed drivers with 2 full years on current licence	120.00	130.00	10.00	8.33
Private Hire (1 year licence)	106.00	115.00	9.00	8.49
Private Hire (3 year licence)	318.00	345.00	27.00	8.49
Private Hire (3 year licence only) for Oxfordshire Licensed drivers with 1 full year on their current licence	212.00	230.00	18.00	8.49
Private Hire (3 year licence only) for Oxfordshire Licensed drivers with 2 full year on their current licence	106.00	115.00	9.00	8.49
Taxi Licensing:				
ADDITIONAL CHARGES:				
Mandatory Safeguarding and Disability Awareness Training - Oxfordshire County Council Charge (Provider)	50.00	55.00	5.00	10.00
Local Knowledge & Safeguarding Test	78.00	84.00	6.00	7.69
Local Knowledge & Safeguarding Re-Test	78.00	84.00	6.00	7.69
DBS Application (check) - at cost / DBS Charge	50.00	DELETED	N/A	N/A
DBS Online Update Checks via Taxi Plus	N/A	7.20	New	New
DVLA Check	7.00	7.00	0.00	0.00

GENERAL PURPOSES LICENSING COMMITTEE	2023/24	2024/25	Increase/	Increase/
FEES & CHARGES 2024/2025	Charge	Charge	(Decrease)	(Decrease)
	£	£	£	%
Trust ID - RTW Online Check	N/A	4.50	New	New
Trust ID - DBS Online Check only	0.00	DELETED	N/A	N/A
Licence badge/replacement badge	11.00	12.00	1.00	9.09
Replacement External Vehicle Plate	26.00	28.00	2.00	7.69
Internal Vehicle Licence Plate	16.00	17.00	1.00	6.67
Replacement Internal Vehicle Licence Plate	16.00	17.00	1.00	6.67
Exempt badge/replacement badge	26.00	28.00	2.00	7.69
Replacement approved fare chart	4.00	4.00	0.00	0.00
Replacement approved no smoking signs (includes VAT)	2.00	DELETED	0.00	0.00
Duplicate paper licence (replacement)	6.00	6.00	0.00	0.00
Unpaid Cheque Charge	34.00	34.00	0.00	0.00
Amendments to Private Hire Operator Licence	105.00	113.00	8.00	7.62
Vehicle Exemption Notice	52.00	56.00	4.00	7.69
Taxi Licensing:				
PRIVATE HIRE OPERATOR LICENCE				
Vehicle 3 & under (1 year licence)	514.00	555.00	41.00	7.98
Vehicle 4 & over (1 year licence)	1028.00	1110.00	82.00	7.98
Vehicle 3 & under (5 year licence)	2,570.00	2,775.00	205.00	7.98
Vehicle 4 & over (5 year licence)	5,140.00	5,550.00	410.00	7.98

GENERAL PURPOSES LICENSING COMMITTEE	2023/24	2024/25	Increase/	Increase/
FEES & CHARGES 2024/2025	Charge	Charge	(Decrease)	(Decrease)
	£	£	£	%
Road Closures				
Commercial Event Road Closures- Events (under 500 people)	115.00	124.00	9.00	7.83
Commercial Event Road Closures- Market and Street Fairs	280.00	302.00	22.00	7.86
Commercial Event Road Closures- Events (500 or more people)	335.00	361.00	26.00	7.76
Road Closure with no commercial element inc Street Parties	17.00	18.00	1.00	5.88
Scrap Metal Dealers (Three Year Licence)				
New Site Licence	1280.00	1382.00	102.00	7.97
Renewal Site Licence	1280.00	1382.00	102.00	7.97
Variation Site Licence	315.00	340.00	25.00	7.94
New Mobile Collector Licence	635.00	686.00	51.00	8.03
Renewal Mobile Collector Licence	635.00	686.00	51.00	8.03
Variation Mobile Collector Licence	315.00	340.00	25.00	7.94
Sex Establishments				
Sex establishment (Sex Shop or Sex Cinema)- New	2630.00	2840.00	210.00	7.98
Sex establishment (Sex Shop or Sex Cinema)- Renewal	2630.00	2840.00	210.00	7.98
Sex establishment (Sex Shop or Sex Cinema)- Variation/ transfer	469.00	506.00	37.00	7.89
Sexual entertainment venues new	6170.00	6664.00	494.00	8.01
Sexual entertainment venues renewal	6170.00	6664.00	494.00	8.01
Sexual entertainment variation/ transfer	469.00	506.00	37.00	7.89

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To: General Purposes Licensing Committee
Date: 5th February 2024
Report of: Head of Planning and Regulatory Services
Title of Report: Miscellaneous Licensing: Fees and Charges for the 2024/25 financial year

Summary and recommendations	
Purpose of report:	To seek agreement of the licence fees for 2024/25 where the Council has discretion over the level of fee charged
Corporate Priority	Enable an inclusive economy and Support Thriving Communities
Policy Framework	None
Recommendation(s): That the General Purposes Licensing Committee resolves to:	
1. Agree the licence fees and charges for 2024/25 as set out in Appendix 1 as amended by appendix 2 and recommend them to Council	

Appendices	
Appendix 1	Acupuncture, Ear Piercing, Electrolysis & Tattooing, Animal Boarding, Dangerous Wild Animals, Dog Breeding, Pavement Cafes, Pet Shops, Exhibiting Animals, Riding Establishments, Street Trading and Zoos.
Appendix 2	Draft amended text and amounts for Pavement Licenses and Street Cafes

Introduction

1. The purpose of this report is to seek agreement to the licence fees and charges that should apply for 2024/25, for those activities where the Council has discretion. This report does not cover the fees for Licensing Act and Gambling Act activities, which are reported separately to the Licensing and Gambling Acts Committee.
2. The fees and charges referred to within this report and found at **Appendix 1** relate solely to the functions of the Business Regulation Team and are identical to those contained in the Consultation Budget. Some amendments to the Fees &

Charges list text and amounts for Pavement Licences and Street Café licenses are contained in Appendix 2 and explained in paras. 6-11 below.

3. The statutory principle in relation to the setting of fees is that they should be reasonable, proportionate and not exceed the cost of the procedures and formalities of the relevant licensing scheme, including staffing, training, administration, testing, inspections, hearings, and regulation.
4. Licence fees set by the Council and administered in the Miscellaneous Licensing function within the Business Regulation Team comprise the following: Acupuncture, Ear Piercing, Electrolysis & Tattooing, Animal Boarding, Dangerous Wild Animals, Dog Breeding, Pavement Cafes, Pet Shops, Exhibiting Animals, Riding Establishments, Street Trading and Zoos.
5. Members are asked to note that overall, the fees have been revised and minor increases applied to cover the Council's costs, due to inflationary pressures.

Pavement licenses

6. In 2020 central Government brought in Pavement Licences under new temporary provisions in the Business and Planning Act 2020 (the 2020 Act). Originally a 12 month-long scheme, the Pavement Licence provisions have subsequently been extended annually three times and currently run until September 2024. As reported in previous years, the mandatory £100 fee set by Government is insufficient to meet pavement licensing service costs. New Burdens temporary funding has been provided to all licensing authorities to help operate this temporary regime.
7. The Levelling-up and Regeneration Act 2023 (the 2023 Act) gained Royal Assent on 26th October 2023 and Part 12, Section 229 and Schedule 23 (detailed provisions) together bring in a new, permanent regime for pavement licensing. The Act upholds most of the 2020 Act's provisions but adding new enforcement powers to address operation without a licence. The licensing authority may require removal of unauthorised furniture, and, in default, remove the unauthorised items and recover their reasonable costs in so doing. Currently only the Highway Authority and Police can do this.
8. Parliament recognised that the £100 annual fee under the 2020 Act was insufficient to cover licensing authority costs and the 2023 Act states that fees may be up to £500 or £350 (for premises with an existing Pavement Licence). Similarly, licenses may be granted for up to 2 years, thereby reducing administrative costs, both for licensing authorities and for businesses.
9. However, relevant provisions for pavement licenses under the 2023 Act are not yet in force and currently secondary legislation is awaited and until implementing regulations come into force, the 2020 regime and fees remain in place. Appendix 2 therefore contains two proposed Fee sets for Pavement Licences in 2024-5: the existing Government-set £100 fee; and the new maximum fees allowed under the 2023 Act (stated in para. 7), which would come into effect with the implementing regulations.

Street Café Licenses

10. Street Café licenses made under the Highways Act 1980 pre-date the temporary pavement licensing regime and originally were the only means for a business lawfully to put street furniture on the public highway (including pavements). One difference between the two regimes is that planning permission is required for a Street Café Licence. Fees for Street Café Licenses are not set by central Government and the Council has discretion. The Levelling-up and Regeneration Act 2023 does not repeal the Street Café provisions under the Highways Act 1980. Businesses may still apply for a new or renewed Street Café Licence after the new pavement licence regime comes into effect.
11. In Oxford there currently are 7 Street Café Licenses and 90 Pavement Licenses in place. Given the enhanced powers being brought in under the 2023 Act for pavement licence controls and also the efficiencies in administration time already noted, it follows that businesses should be encouraged to utilise the newer street furniture provisions instead of the pre-existing ones. Since Street Café Licence fees are discretionary, it also follows that a licensing authority may seek to further encourage business towards the pavement licence regime by ensuring that Street Café Licenses cost at least as much.
12. At its February 2023 meeting the General Purposes Licensing Committee agreed that Street Café Licenses should attract a fee of £100, this being consistent with the temporary pavement licence fee in place at the time. A further recommendation was to apply three new fees, each staged to reflect the number of tables being requested, these fees taking effect if the temporary pavement licence regime under the 2020 Act was not extended into 2024. Both recommendations were approved by Council on 16th April 2023.
13. As reported in para. 6, the temporary pavement licence provisions were extended, so Street Café Licence fees should have remained at £100 for the year 2023-24. Unfortunately, due to an administrative error, the staged fees were not correctly depicted as a contingency measure in the published version of the Fees & Charges. This error was carried forward into the Consultation Budget version of the 2024-2025 proposed Fees & Charges list, attached at Appendix 1.
14. Given that the 2023 Act will bring in a replacement pavement licencing regime and fee structure when the provisions relating to it come into force, it is recommended that Street Café licence fees are increased at the same time. This could be put in place in advance of the pavement licence fee changes or could be brought in at a date consistent with that set by the pavement licence implementing regulations. Appendix 2 to this Report shows how these two options could be depicted in the Fees & Charges list.
15. Members are therefore requested to decide:
 - a. Whether to approve the proposed Fees & Charges for Miscellaneous Licensing Services, with the exception of Pavement Licenses and Street Café Licenses, as set out in Appendix 1
 - b. Whether to set future Fees under the new pavement licence provisions in the Levelling-Up and Regeneration Act 2023 (when they come into force) at the upper limits of £500 and £350, as set out in Appendix 2

- c. Whether to continue to charge £100 for Street Café Licenses, or to increase the fees to match those in b. above.
- d. Whether to apply any changes made in c. above from 1st April 2024 or from a date consistent with that set by the pavement licence implementing regulations.

Legal issues

- 16. The power to levy fees is contained in the legislation relevant to each function or in the Local Government Act 2003 in relation to discretionary services. Fees and charges should reasonably represent the costs of carrying out the function.

Report author	David Stevens
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Appendix 1: Fees & Charges for 2024/2025 applicable to the Miscellaneous Licensing functions within the Business Regulation Team as presented to Cabinet on 13/12/2023.

	2023/24 Charge	2024/25 Charge	Increase/ (Decrease)	Increase/ (Decrease)
	£	£	£	%
Street Trading Consents - subject to approval by General Purposes Licensing Committee				
City Centre & Late Night Traders				
Application Fee	360.00	378.00	18.00	5.00
Annual consent (Pro Rata for period of Consent)	8,300.00	8,715.00	415.00	5.00
Weekly Consent (Weekly Rota)	185.00	195.00	10.00	5.41
All other traders				
Application Fee	360.00	378.00	18.00	5.00
Annual consent (Pro Rata for period of Consent)	2,820.00	2,961.00	141.00	5.00
Peripatetic traders (mobile traders- e.g. icecream vans, sandwich vans)				
Application fee	125.00	132.00	7.00	5.60
Annual consent (Pro Rata for period of Consent)	1,465.00	1,538.00	73.00	4.98
General Charges				
Replacement Consent	37.00	39.00	2.00	5.41
Identification badge (per badge)	37.00	39.00	2.00	5.41
Events				
Street Trading at event for commercial benefit (up to 5 days) - per stall	35.00	36.50	1.50	4.29
Street Trading at event for commercial benefit (6-14 days) - per stall	55.00	58.00	3.00	5.45
Street Trading at event for community / charity benefit				
Street Café Licences - subject to approval by General Purposes Licensing Committee				
Annual Fee as set by the Business and Planning Act 2020	100.00	100.00	0.00	0.00
Annual fees for Street Café Licences under the Highways Act 1980				
Up to 8 covers	160.00	168.00	8.00	5.00
9 to 20 covers	210.00	220.00	10.00	4.76
21 or more covers	260.00	273.00	13.00	5.00
Miscellaneous Licensing - subject to approval by General Purposes Licensing Committee				
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - person)	140.00	147.00	7.00	5.00
Acupuncture, ear piercing, electrolysis & tattooing (only payable on first registration - premises)	280.00	294.00	14.00	5.00
Boarding for cats and/or dogs	330 + vet fee	346.50 + vet fee	16.50	5.00
Hiring out horses	330 + vet fee	346.50 + vet fee	16.50	5.00
Breeding dogs	330 + vet fee	346.50 + vet fee	16.50	5.00
Selling animals as pets	330 + vet fee	346.50 + vet fee	16.50	5.00
Keeping or training animals for exhibition	300 + vet fee	315 + vet fee	15.00	5.00
Request for variation	145.00	151. + vet fee	6.00	4.14
Request for re-inspection	140 + vet fee	147 + vet fee	7.00	4.76
Dangerous Wild Animals	490 + vet fee	514.50 + vet fee	24.50	5.00
Zoo	490 + vet fee	514.50 + vet fee	24.50	5.00

Appendix 2: Draft amendments to the Fees & Charges list in respect of Pavement licenses and Street Café Licenses

	2023/24 charge	2024/25 charge	Increase (decrease)	Increase (decrease)
	£	£	£	%
Pavement Licenses – mandatory Annual Fee as set by the Business and Planning Act 2020	100	100	0.00	0.00
Pavement Licenses – subject to approval by General Purposes Licensing Committee Fee for new application for up to 2 years SUBJECT TO PENDING LEGISLATION		500	NA	NA

Pavement Licenses – subject to approval by General Purposes Licensing Committee Fee for renewal application for up to 2 years SUBJECT TO PENDING LEGISLATION		350	NA	NA
Street Café Licences - subject to approval by General Purposes Licensing Committee Annual fee for Street Café licence under Highways Act 1980				
Annual Fee Option 1	100	100	0.00	0.00
Annual Fee Option 2 (new licence)		200		
Annual Fee Option 2 (existing licence)		275		

Minutes of a meeting of the General Purposes Licensing Committee on Monday 4 December 2023



Committee members present:

Councillor Humberstone	Councillor Hunt
Councillor Lygo	Councillor Miles
Councillor Muddiman	Councillor Mundy
Councillor Rawle	Councillor Smowton
Councillor Upton	Councillor Waite

Other Members present:

Councillor Diggins

Officers present for all or part of the meeting:

Alison Daly, Legal Adviser
Jonathan Malton, Committee and Member Services Manager
Celeste Reyeslao, Committee and Member Services Officer

Apologies:

Councillor(s) Clarkson, Sandelson, Thomas, Walcott and Coyne sent apologies.

13. Appointment of Chair for the remainder of the Council Year 2023-24

Councillor Lygo was elected Chair of the General Purposes Licensing Committee for the remainder of the 2023-24 Council Year.

14. Appointment of Vice-Chair for the remainder of the Council Year 2023-24

It was confirmed that Councillor Clarkson would remain as the elected Vice-Chair of the General Purposes Licensing Committee for the remainder of the 2023-24 Council Year.

15. Declarations of interest

None.

16. Appointment of Sub-Committees

The Committee considered the report of the Head of Law and Governance setting out the re-establishment of four sub-committees for the remainder of 2023-24 Council Year to deal with the casework flowing from the Committee’s own responsibilities.

The General Purposes Licensing Committees resolved to:

- **Agree** that the casework hearings for taxi, private hire or other driver or vehicle licences, street trading licences and sex establishment licences should be determined by sub-committees on the basis of the Powers and Duties of GPL Sub-Committees at Appendix A.
- **Establish** four politically-balanced sub-committees of three members, each to undertake the casework of the General Purposes Licensing Committee as set out at Appendix A.
- **Agree** the membership of the four sub-committees as:
 - Sub-Committee A: Cllr Lygo, Cllr Humberstone, Cllr Sandelson
 - Sub-Committee B: Cllr Clarkson, Cllr Hunt, Cllr Miles
 - Sub-Committee C: Cllr Lygo, Cllr Waite, Cllr Miles
 - Sub-Committee D: Cllr Clarkson, Cllr Hunt, and Cllr Smowton
- **Agree** that substitution is permitted on each of the four sub-committees but that substitutes must be from the General Purposes Licensing Committee and must maintain political proportionality.
- **Agree** the meeting dates and times for sub-committees as set out in the report.

The Chair thanked Councillor Mundy for his contributions as former Chair of the General Purposes Licensing Committee.

17. Dates and times of meetings

The Committee noted the dates and times of future meetings.

The meeting started at 5.12 pm and ended at 5.25 pm

Chair **Date: Monday 5 February 2024**

When decisions take effect:
Cabinet: after the call-in and review period has expired
Planning Committees: after the call-in and review period has expired and the formal decision notice is issued
All other committees: immediately.
Details are in the Council’s Constitution.

Minutes of a meeting of the General Purposes Licensing Committee on Monday 25 September 2023

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Committee members present:

Councillor Mundy (Chair)	Councillor Coyne
Councillor Humberstone	Councillor Miles
Councillor Rawle	Councillor Upton
Councillor Waite	

Officers present for all or part of the meeting:

Alison Daly, Legal Adviser
Jonathan Malton, Committee and Member Services Manager
Joshua Curnow, Supervising Senior Licensing Officer
Nicholas Cox, Business Regulations Team Manager

Apologies:

Councillor(s) Clarkson, Gant, Hunt and Muddiman sent apologies.

8. Declarations of interest

None.

9. Hackney Carriage Tariff Variation

The Supervising Senior Licensing Officer introduced the report and highlighted the proposed variation of the Hackney Carriage Tariff.

Mr Ahmed, on behalf of the City of Oxford Licensed Taxi-Cab Association spoke to the committee on their proposed tariff increase and explained it was in-line with other cities.

Councillor Upton asked Officers why there isn't an annual review of the charges. The Supervising Senior Licensing Officer commented that annual reviews were possible, but the Licencing Authority were trade lead and the trade had not requested an annual review or increase until this year.

Councillor Miles asked about carrying bicycles. Mr Ahmed responded that these proposals ensured that drivers would continue to carry bicycles since the charge to carry a bicycle would encourage drivers to do so despite the inconvenience that is sometimes involved. Councillor Miles asked a follow-up question regarding bike-racks to be added to the outside of the cabs. Mr Ahmed noted that this would not be feasible with older-style cabs.

Councillor Rawle commented that an increase of tariffs would force people to cycle instead of use a taxi. Mr Ahmed commented that people using hackney carriages do not usually transport bicycles.

Councillor Mundy asked about the necessity of increasing tariffs to bring it in line with private hire vehicles, and an additional charge for transporting other cargo such as animals. Mr Ahmed responded that animals outside of cages are charged.

The Committee voted in support of the three variations to the table of fares proposed in the report:

- a. Increasing the tariffs by an average of 5.6%
- b. Increasing the additional charges by an average of 70%, and
- c. Removing the restriction of the highest tariff, tariff three, to allow its usage every day between 02:00 and 06:00 hours.

The General Purposes Licensing Committee resolved to:

- **Instruct** the Head of Regulatory Services and Community Safety in consultation with the Head of Law and Governance to carry out the statutory requirement of a public consultation on the proposed table of fares variation;
- **Delegate** to the Chair and the Head of Regulatory Services and Community Safety to consider all responses to the public consultation on the proposed variation before recommending to Council such a change to the table of fares.

10. Miscellaneous Licensing Update Report

The Business Regulations Team Manager introduced the report and updated the Committee on the Council's statutory functions.

Councillor Miles queried the potential for bulk purchasing sustainable packaging to offer to traders, with the aim to lower costs for individual traders. The Business Regulations Team Manager acknowledged the idea, noting potential challenges. He advised that a written response would be provided outside of the meeting.

The General Purposes Licensing Committee resolved to:

- **Note** the current position and planned officer actions regarding the matters within the report.

11. Minutes of the previous meeting

The Committee agreed to approve the minutes of the meeting held on 18 May 2023 as a true and accurate record.

12. Dates and times of meetings

The Committee noted the dates and times of future meetings.

The meeting started at 6.15 pm and ended at 7.19 pm

Chair
2024

Date: Monday 5 February

When decisions take effect:

Cabinet: after the call-in and review period has expired

*Planning Committees: after the call-in and review period has expired and the formal
decision notice is issued*

All other committees: immediately.

Details are in the Council's Constitution.

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