

16 September 2016

Your contact is: Peter Driver - Committee Services

NOTICE OF MEETING - LICENSING APPLICATIONS COMMITTEE - 28 September 2016

A meeting of the Licensing Applications Committee will be held on Wednesday 28 September 2016 at 6.30pm in the Council Chamber, Civic Offices, Bridge Street, Reading. The agenda for the meeting is set out below.

AGENDA

	WARDS AFFECTED	PAGE NO
1. DECLARATIONS OF INTEREST Councillors to declare any disclosable pecuniary interests they may have in relation to the items for consideration.		-
2. MINUTES OF THE MEETING OF LICENSING APPLICATIONS COMMITTEE HELD ON 8 MARCH 2016 To confirm the Minutes of the Licensing Applications Committee meeting held on 8 March 2016.		1
3. PETITIONS Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers & Duties which have been received by Head of Legal & Democratic Services no later than four clear working days before the meeting.		
4. QUESTIONS To receive any questions from Councillors and members of the public.		-

5.	HACKNEY CARRIAGE VEHICLE EMISSIONS	WARDS BOROUGHWIDE AFFECTED	PAGE NO
	A report asking the Sub Committee to consider and approve proposed changes to the existing emissions policy and introduce a phased upgrade to the Hackney Carriage vehicle fleet.		
6.	SAFETY AT SPORTSGROUNDS POLICY	BOROUGHWIDE	20
	A report asking the Committee to approve a policy document regarding the Council's duty to protect Public Safety at Sports Grounds		

LICENSING APPLICATIONS COMMITTEE - 8 MARCH 2016

Present: Councillor Woodward (Chair);
Councillors Chrisp, D Edwards, Livingston, Page, Skeats and Vickers.

Apologies: Councillors Dennis and Singh.

4. MINUTES

The Minutes of the meeting held on 4 November 2015 were confirmed as correct records and signed by the Chair.

5. PETITIONS & QUESTIONS

A petition on the following matter was submitted:

	<u>Petitioner</u>	<u>Subject</u>	<u>Reply</u>
1.	Sayed Abbas	Hackney Carriage Licensing Criteria	Councillor Woodward

(NB - The full text of the petition and reply would be made available on the Reading Borough Council website).

6. REVIEW OF HACKNEY CARRIAGE UNMET DEMAND SURVEY RESULTS

The Director of Environment and Neighbourhood Services submitted a report asking the Committee to consider the results of the recently completed hackney carriage unmet demand survey and whether it was appropriate to amend the current limiting policy approach to hackney carriage numbers. A copy of the Taxi Unmet Demand Study that had been carried out on behalf of the Council by CTS Traffic and Transportation was attached to the report at Appendix 1 and a copy of the Department for Transport Taxi and Private Hire Vehicle Licensing Best Practice Guidance was attached to the report at Appendix 2.

The report explained that during summer 2015 officers had contacted three transport consultants with requests for proposals to carry out an unmet demand survey. CTS Traffic and Transportation were retained to carry out a survey to determine if any unmet demand existed within the Borough.

The report detailed two options that had been prepared by officers, the first of which stated that was the view of officers' that there was currently a good supply of hackney carriages in Reading and the results of the survey had demonstrated this to be the case. The survey had identified some areas of taxi provision which could be changed including the removal of ranks that were not used. The survey did indicate that there was a growth in passenger numbers since the last survey and the

south ranks located at the rail station were still the main source of work for the hackney carriage trade.

The redevelopment of the train station was complete and operational and the provision of rank space on the north side of the station was under used and was unlikely to be fully used for a number of years. The provision of taxi ranks on the south side remained limited due to the removal of the old bus station and during none peak times there were many hackney carriages waiting at ranks for customers and this had caused disruption for other road users. Any additional Hackney Carriage licences would require additional spaces to rank in the station area. For these reasons, officers did not believe that it was necessary for further hackney carriage licences to be issued at this time.

The second option stated that while option one sat within the results of the unmet demand survey results, it was recognised that passenger numbers had grown and were likely to continue to grow over the coming years. The limit on hackney carriage numbers could therefore be removed but a restriction placed on any issuing of licences to a maximum number in a particular period, for example two per year if the applicants met the taxi criteria that had been approved at the meeting on 4 November 2015 (Minute 3 refers). This would provide a drip feed approach to the increase in numbers of passengers that had been identified in the report, rather than a large number of licences being issued in three years' time if growth continued.

Ian Millership, CTS Traffic & Transportation, attended the meeting and gave a presentation on the results and recommendations of the unmet demand survey.

Asif Rashid, Chairman of Reading Taxi Association, was present at the meeting and addressed the Committee.

Resolved -

- (1) That the results of the unmet demand survey stating that there was currently no significant unmet demand for hackney carriages in the Reading rank based market be noted;
- (2) That the current policy of not issuing any further hackney carriage licences, pending another review due in late 2018, be retained.

(In accordance with Standing Order 38, Councillors Skeats and Vickers requested that their votes against resolution (2) above be recorded)

(The meeting started at 6.30pm and closed at 7.10pm)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIROMENT AND NEIGHBOURHOOD SERVICES (DENS)

TO:	LICENSING APPLICATIONS COMMITTEE		
DATE:	28 September 2016	AGENDA ITEM:	5
TITLE:	HACKNEY CARRIAGE VEHICLE EMISSIONS		
LEAD COUNCILLOR:	CLLR GITTINGS	PORTFOLIO:	CULTURE, SPORT AND CONSUMER SERVICES
SERVICE:	PLANNING DEVELOPMENT & REGULATORY SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	J S CHAMPEAU	TEL:	0118 937 2239
JOB TITLE:	SENIOR LICENSING & ENFORCEMENT OFFICER	E-MAIL:	Jean.champeau@reading.gov.uk

1. PURPOSE AND SUMMARY OF REPORT

- 1.1 To consider and approve the proposed changes to the existing emissions policy and introduce a phased upgrade to the Hackney Carriage (HC) vehicle fleet.

2. RECOMMENDED ACTION

- 2.1 Members approve the proposed time scale for the introduction of higher emission standards within the licensed Hackney Carriage fleet as detailed in 5.1.

3. POLICY CONTEXT

- 3.1 Under the Environment Act 1995, Reading Borough Council has a duty to constantly review and assess the air quality within its borough, and compare pollution concentrations against a set of European and National air quality standards. Monitoring has shown that Reading has areas where concentrations of Nitrogen Dioxide (NO₂) are exceeding both European and national standards, and as such Reading Borough Council has declared an Air Quality Management Area (AQMA) and implemented an Action Plan. The Council's Action Plan includes proposals to investigate ways to reduce emissions from the local Hackney Carriage and Private Hire fleet.

- 3.2 The Council's air quality action plan July 2016 states: The revised Air Quality Action Plan contains measures to improve air quality across Reading, specifically targeting action on the key pollutants of concern - Nitrogen Dioxide and Particulate Matter (PM_{10} and $PM_{2.5}$).
- 3.3 The Council has adopted the London Public Carriage Office (PCO) conditions of fitness as policy. This currently restricts the HC fleet to purpose built London Taxis International (LTI) vehicles, the now out of production Metrocab or the Mercedes Vito taxi. The PCO currently has a Euro 5 emissions standard and 15 year age policy in place.
- 3.4 Euro 4 concentrates on cleaning up emissions from diesel cars, especially reducing particulates matter (PM) and oxides of nitrogen (NOx).

Euro 5 further tightens the limit on particulate emissions from diesel engines and all diesel cars need particulates filters to meet the new standard, there is some tightening of the NOx limits, a 28% reduction compared to Euro 4, Euro 5 introduces a limit on particle numbers for diesel engines in addition to the particle weight limit.

Euro 6, standard imposes a further, significant reduction in NOx emissions from diesel engines (67% reduction compared to Euro 5). Some vehicles are fitted with Exhaust Gas Recirculation systems, these systems reduce the amount of nitrogen available to be oxidised during combustion.

The technical details of what each of the Euro standards means are provided in Appendix 1.

4 THE CURRENT POSITION

4.1 Current Position

- 4.2 On 27 September 2011 the Licensing Applications Committee resolved to agree a HC vehicle Age and Emissions Policy. The policy set out measures to reduce exhaust emissions from HC vehicle which included the removal of the oldest vehicles from the fleet, the introduction of an upper age limit for vehicles of over 20 years and retrofitting emission abatement systems to sections of the fleet to improve their reduction in emissions output.
- 4.3 Prior to the policy going before Committee a consultation was carried out with the HC trade. Reading Taxi Association and Reading Cab Drivers Association were supportive of the proposed policy, with the proviso that Euro 2 emission standard vehicles capable of being converted to Euro 3, were permitted to do so and that the related implementation timescales were reasonable in terms of ability to absorb the additional associated costs.

- 4.4 In recognition of this request it was agreed by Committee that by 1 October 2013, all Euro 2 compliant vehicles either be removed from the fleet or where applicable retrofitted with an emissions abatement system compliant with the Euro 3 standard; hence establishing a two year lead in time.
- 4.5 Vehicles new to the fleet after 1 October 2013 which met the general requirements of the Policy and which did not have the original engine fitted at manufacture, be permitted to have an engine that was Euro 3 compliant or better fitted, or had been retrofitted with an emission abatement system to achieve Euro 3 standard or better.
- 4.6 Three years have now passed since the introduction of the Euro 3 standard, to the HCV fleet. In order that HC vehicle owners are better placed to plan and finance their vehicle replacements, a set of target dates indicating when the new emissions standards commence will assist business planning.
- 4.7 Transport for London (TFL) Policy requires all new HC vehicles to be Euro 5 and have zero emissions by 2020. No HCV are permitted to be over 15 years old.
- 4.8 The HC vehicle fleet in Reading is Euro 3 compliant, 129 vehicles are Euro 4, two vehicles Euro 5 and 1 Euro 6. The existing vehicle upper age policy of 20 years will remove 7 HC vehicles by 2018.

5. THE PROPOSAL

5.1

- All Hackney Carriage Vehicle Euro 4 or equivalent by 1 October 2018
- All Hackney Carriage Vehicle Euro 5 or equivalent by 1 October 2021
- No Euro 5 or 6 Hackney Carriage Vehicles are permitted to be over 15 years

5.2 The move to a Euro 4 or equivalent standard by 1 October 2018 will require 90 HC vehicles to be upgraded (report carried out June 2016), under the 20 year age policy this would have been 7 HC vehicles. In the past 12 months 20 HC vehicles have moved from Euro 3 to Euro 4. In setting out a number of confirmed dates for upgrading vehicles, HC vehicle owners will be better able to plan and finance the replacement of their HC vehicles and may in some cases choose to move to Euro 5 in 2018.

6. COMMUNITY ENGAGEMENT AND INFORMATION

- 6.1 This matter has been raised with the trade bodies, trade members and their representatives consulted. The closing date for comments was 31 August 2016.
- 6.2 We have received a number of comments from various sources, Appendix II details a number of response's from members of the public and Hackney Carriage owners. Appendix III details a reply from R Jarvis the council's senior technical officer responsible for emissions in Reading. Appendix IV details a letter sent by the chair of the Reading Taxi Association.

7. CONTRIBUTION TO STRATEGIC AIMS

7.1 The implementation of measures specified in the Air Quality Action Plan contributes to the strategic aims:

- To develop Reading as a green city with a sustainable environment and economy at the heart of the Thames Valley
- To promote equality, social inclusion and a safe and healthy environment for all

8. LEGAL IMPLICATIONS

8.1 The Local Government (Miscellaneous Provisions) Act 1976, section 47 (1) states that a District Council may attach to the grant of a licence of a hackney carriage under the Act of 1847 such conditions as the district council may consider reasonably necessary. Section 47 (2) states that without prejudice to the generality of the foregoing subsection, a district council may require any hackney carriage licensed by them under the Act of 1847 to be of such design or appearance or bear such distinguishing marks as shall clearly identify it as a hackney carriage. Section 47 (3) states that any person aggrieved by any conditions attached to such a licence may appeal to a magistrates' court.

8. FINANCIAL IMPLICATIONS

8.1 None.

Appendix I

https://www.theaa.com/motoring_advice/fuels-and-environment/euro-emissions-standards.html

Euro 3 (EC2000)

January 2000 (January 2001)

Euro 3 modified the test procedure to eliminate the engine warm-up period and further reduced permitted carbon monoxide and diesel particulate limits. Euro 3 also added a separate NO_x limit for diesel engines and introduced separate HC and NO_x limits for petrol engines.

Euro 3 emission limits (petrol):

- **CO** - 2.3 g/km
- **HC** - 0.20 g/km
- **NO_x** - 0.15
- **PM** - no limit

Euro 3 emission limits (diesel):

- **CO** - 0.64 g/km
- **HC+ NO_x** - 0.56 g/km
- **NO_x** - 0.50 g/km
- **PM** - 0.05 g/km

Euro 4 (EC2005)

January 2005 (January 2006)

Euro 4 (January 2005) and the later Euro 5 (September 2009) concentrated on cleaning up emissions from diesel cars, especially reducing particulate matter (PM) and oxides of nitrogen (NO_x).

Some Euro 4 diesel cars were fitted with particulate filters.

Euro 4 emission limits (petrol):

- **CO** - 1.0 g/km
- **HC** - 0.10 g/km
- **NO_x** - 0.08
- **PM** - no limit

Euro 4 emission limits (diesel):

- **CO** - 0.50 g/km
- **HC+ NO_x** - 0.30 g/km
- **NO_x** - 0.25 g/km
- **PM** - 0.025 g/km

Euro 5

September 2009 (January 2011)

Euro 5 further tightened the limits on particulate emissions from diesel engines and all diesel cars needed particulate filters to meet the new requirements. There was some tightening of NOx limits too (28% reduction compared to Euro 4) as well as, for the first time, a particulates limit for petrol engines - applicable to direct injection engines only.

Addressing the effects of very fine particle emissions, Euro 5 introduced a limit on particle numbers for diesel engines in addition to the particle weight limit. This applied to new type approvals from September 2011 and to all new diesel cars from January 2013.

Euro 5 emission limits (petrol):

- **CO** - 1.0 g/km
- **HC** - 0.10 g/km
- **NOx** - 0.06 g/km
- **PM** - 0.005 g/km (Direct Injection only)

Euro 5 emission limits (diesel):

- **CO** - 0.50 g/km
- **HC+ NOx** - 0.23 g/km
- **NOx** - 0.18 g/km
- **PM** - 0.005 g/km
- **PM** - 6.0×10^{11} /km

Euro 6

September 2014 (September 2015)

The Euro 6 standard imposes a further, significant reduction in NOx emissions from diesel engines (a 67% reduction compared to Euro 5) and establishes similar standards for petrol and diesel.

Exhaust Gas Recirculation (EGR) - replacing some of the intake air (containing 80% nitrogen) with recycled exhaust gas - reduces the amount of nitrogen available to be oxidised to NOx during combustion but further exhaust after treatment may be required in addition to the Diesel Particulate Filters required to meet Euro 5.

Euro 6 diesel cars may also be fitted with:

- A NOx adsorber (Lean NOx Trap) which stores NOx and reduces it to Nitrogen over a catalyst
- Selective Catalytic Reduction (SCR) which uses an additive (Diesel Exhaust Fluid (DEF)/AdBlue) containing urea injected into the exhaust to convert NOx into Nitrogen and water.
- The use of Cerium, a fluid injected into the fuel tank each time the vehicle is refuelled which assists the DPF regeneration by lowering the temperature needed for regeneration.

Euro 6 emission limits (petrol):

- **CO** - 1.0 g/km
- **HC** - 0.10 g/km
- **NOx** - 0.06 g/km
- **PM** - 0.005 g/km (Direct Injection only)
- **PM** - 6.0×10^{11} /km (Direct Injection only)

Euro 6 emission limits (diesel):

- **CO** - 0.50 g/km
- **HC+ NOx** - 0.17 g/km
- **NOx** - 0.08 g/km

- **PM** - 0.005 g/km
- **PM** - 6.0×10^{11} /km

Name: Graham

Address: Scotland

Message: Regarding your emissions story, <http://www.airqualitynews.com/2016/07/29/reading-consults-taxi-emissions/> it wont work your already years behind everyone else, most councils will not licence a saloon over 8 years now, London is dropping the age on hackneys from 15 to 12, and any new cab put on from 2018 must be electric. where they will get one that is reliable enough though, nobody knows, but your starting gate should be at least euro 5 for all not euro 4 as stated, you could sate that no exchange vehicle on renal cannot be over 3 years old at first licence, then over a period all the vehicles will become a modern fleet.

From: J Ruddle

Sent: 21 July 2016 13:52

To: Licensing

Subject: Hackney carriage licensing fwd to CM by clm

I am in favour of this, but the answer of course is UBER! Always low pollution vehicles!

Please allow Uber in Reading!

Uber!

Please!

From: mohammed faisal kiyani

Sent: 11 August 2016 20:51

To: Licensing

Subject: Hackney carriage Emmisions

Dear Reading Borough Council licencing department.

As a hackney carriage driver i would like to have my input in the Emissions issue which the council is thinking off.

First of all if the TX1 vehicles do not meet the emissions standards then they should not be on the road.

I personel view is the time has come for the TX1, TX2 and Metrocabs to go off the road because they are old cabs which dont meet the standards for emmissions or the standards of a safe vehicle.

Has the Licensing department not seen the state of the TX1, TX2 or Metrocabs. They are not fit for customers to travel in. They unsafe and i dont know how they pass MOTs, which the council SHOULD LOOK into. They are rusted all over got dodgegy wirings and most of the things inside dont even work. The owners of these vehicles will argue we need time a few years to buy new cabs. But i sorry that is all rubbish. Owners are making good money from rents and driving the vehicles themself one shift so

they dont need years to buy new cabs.

If Reading Borough Council need to meet the emmissions standards and have a honest and realiable and a good standards of vehicles its time to upgrade these hackney carriage vehicles.

From: Mohammed Saleem
Sent: 23 August 2016 11:51
To: Licensing
Subject: Taxi emissions policy,

Dear sir /madam,

Whilst understanding the reasons for more improved emissions it's only been three years since the existing policy was implemented on the taxi fleet in reading I for one had to purchase an euro 3 level tx2 vehicle on top of that only last year the engine broke down and I then had to do a conversion tx1 engine with an exhaust abaitment kit fitted on it to achieve minimum euro 3 level.

Bottom line is that times are hard it's difficult and expensive to maintain these vehicles I suggest the following options should be considered,

(1) the new policy should be effective from no earlier than 1st of October 2018.

(2) 15 year's age policy.

(3) new to fleet vehicles up to 10 year's old.

The above will allow time for the drivers to invest and the trade will be aware of the policy in the long run and finally the new policy should last for a longer period of years unlike the existing policy.

The trade cannot survive with the expense involved and it should also be implemented on the private hire vehicles aswell.

I hope my views will be considered and that common sense should prevail at the end. As we in the Hackney carriage trade provide a valueble service and are proud of it it's vital that we have stability in the trade in the interest of all concerned.

Kind regards,

M.saleem (Badge no:927) (plate no:172).

From: asif chaudhry
Sent: 23 August 2016 19:44
To: Licensing
Subject: Emissions Policy

Dear Sir/ Madam,

I would like to see a 15 year age policy from 1st October 2018. This will be fair for everyone.

Thank you,

Mr Asif R Chaudhry, Plate no: 165; Badge No: 920; Registration No: GX07CKK

Dear sir /madam,

Whilst understanding the reasons for more improved emissions it's only been three years since the existing policy was implemented on the taxi fleet in reading I bought Mercedes-Benz Vito Euro 4, 2 years ago for £18,000, which I am still paying the finance for. Now you are talking about changing the Euro 4 as well in October 2022, and I think this is unfair.

(1) the new policy should be effective from no earlier than 1st of October 2018.

(2) 15 year's age policy.

(3) new to fleet vehicles up to 10 year's old.

The above will allow time for the drivers to invest and the trade will be aware of the policy in the long run and finally the new policy should last for a longer period of years unlike the existing policy.

I hope my views will be considered and that common sense should prevail at the end. As we in the Hackney carriage trade provide a valuable service and are proud of it it's vital that we have stability in the trade in the interest of all concerned.

Kind Regards,

Akhtar Choudhry

(Badge no. 892) (Plate no. 166)

Thanks.

From: hamayon pervaiz

Sent: 30 August 2016 15:50

To: Licensing

Subject: Hcv emissions

Ref emission policy

To Licensing, Thank you for giving me the opportunity to give my view.

I have recently bought a TX4 euro 4.

Which obviously are not cheap to buy. I have invested a huge amount on this cab. On your proposed emissions policy.

This will make it very hard for me to finance another vehicle in the timescale given.

I would appreciate it if you could consider a 15 year policy starting from 2018

Regards Hamayon pervaiz

Plate no 343

Reg LR08YGM

Badge no 981

From: MUHAMMED Nazir

Sent: 30 August 2016 14:12

To: Licensing

Subject: HCV Emissions Policy

Dear Sir/Madam,

Having read the latest of the proposed HCV Emission Policy, I would like to take the opportunity to state my view:

My TX4 Euro 4 has had a lot of investment in order for me to continue working for a long time. With the new proposed policy, I feel I will be at loss as I am till trying to recover my investment, then to have the new policy implemented.

I would appreciate if you can introduce a 15 x year policy with the inclusion on the TX4.

Yours faithfully,

M Nazir
Taxi reg: BJ10 CDF
Badge number: 523
License Plate number: 293

From: shahid rafiq
Sent: 31 August 2016 10:21
To: Licensing
Subject: HCV Emission policy

Ref emission policy
To Licensing

Thank you for giving me the opportunity to give my view on proposed policy.

Im one off the HCV number 350

I was allocated a licence 8 years ago.I have just managed to clear finance on my taxi. On your proposed emissions policy. This will make it very hard for me to finance another vehicle in the timescale given. I need more time to adjust to this policy I would appreciate it if you could consider a 15 year policy starting from 2018 This will ease the presure off re financing and give me an extra couple of years to sort myself out.

I would appreciate it if you could consider my views whilst making your final decision.

Regards
Shahid Rafiq
Plate no 350
Reg R17 RAF
Badge no 795

From: layaqit ali
Sent: 30 August 2016 17:05
To: Licensing
Cc: layaqit ali
Subject: Emissions policy

Layaqit Ali
Plate number : 336
Badge no:455
Reg: LS57 HYM

Dear licensing department

Thank you for giving us a chance to send our views to the emissions policy.

I have a TX4 euro 4 taxi , I bought my cab brand new , they are not cheap to buy I have spent a lot of money on buying new engine and gear box and other repairs that were needed.

It is very difficult for me to buy another taxi within this short time period I would request you to give us more time.

Please can you consider a 15 year policy starting from 2018.

Kind Regards

Layaquit Ali

From: nadeem]

Sent: 31 August 2016 09:27

To: Licensing

Subject: H C V Emissions Policy

To Licensing

I'm very grateful that you are giving me the opportunity to give my view.

I have a TX1

The Tx4 are not cheap to buy. I have spent a lot of money to keep my cab up to date. I think we all need more time, TX1 owner's and Tx4 owner's.

On your proposed emissions policy. Due to work being slow and more cabs on the road. It is very difficult for me to finance another vehicle in a short time.

I would really appreciate it if you would consider a 15 year policy starting from 2018

Regards

Name Nadeem Ali

Plate no 231 Y909 HMV, Badge no 694

From: Khalid Rafiq

Sent: 31 August 2016 20:17

To: Licensing

Subject: Re: Emission Policy

Dear Sir/Madam,

Thank you for giving me the opportunity to give my view regarding the proposed emission policy. I have recently bought a TX4 euro 4, which was a heavy investment. Having to factor in the recent wear and tear costs, the total is very high. Looking at the proposed emissions policy. This will make it very hard for me to finance another vehicle in the timescale given.

I would appreciate it if you could consider a 15 year policy starting from 2018

Regards

> M Rafiq

> Plate no 116

> Reg T7 XEE

> Badge no 358

From: Jamil Lone
Sent: 31 August 2016 20:31
To: Licensing
Subject: Emission policy
Ref emission policy

To Licensing

Thank you for giving me the opportunity to give my view.

I am very concerned about this matter as I have recently bought a TX4 euro 4.

Which obviously are not cheap to buy. I have invested a huge amount on this cab.

On your proposed emissions policy.

This will make it very hard for me to finance another vehicle in the timescale given.

I would appreciate it if you could consider a 15 year policy starting from 2018

Regards

Mohammad Jamil

Plate no 129

Reg B1LHR

Badge no 449

From: Shahzad Rahman
Sent: 31 August 2016 22:38
To: Licensing
Subject: Licensing proposal Hackney carriage

I Shahzad Rahman am totally not happy with councils new proposal my reasons being I paid a lot of money for a brand new cab for £36,000 over 5 years instalments which accumulated £9,000 interest costing me a total amount of £45,000 in 2008 which was a big struggle for me to pay off. Having to work long unsociable hours resulting in not spending quality time with family who over the period felt neglected. I seriously do not want to put myself through this struggle again and family. It is very stressful and financially a big struggle. I would be very great full if the council takes my views seriously and can extend the life of the existing fleet of the TX4's its all good wanting to bring down the emissions But in the process you are causing family breakups because of the financial stress and quality time drivers are struggling to give to their loved ones.

Regards
Shahzad Rahman
Plate No. 342

From: imran mian
Sent: 31 August 2016 23:25
To: Licensing
Subject: hackney carriage fleet

Hi, i think there should be no tx1 and tx 11 and metro cabs should be on the road by 2018 We need less poluted cabs on roads .age limit should be 15 years.
Uber must not allowed in town

Regards
imran

Dear sir /madam,

Whilst understanding the reasons for more improved emissions it's only been three years since the existing policy was implemented on the taxi fleet in reading

I bought Mercedes-Benz Vito Euro 4, 2 years ago for £18,000, which I am still paying the finance for. Now you are talking about changing the Euro 4 as well in October 2022, and I think this is unfair.

(1) the new policy should be effective from no earlier than 1st of October 2018.

(2) 15 year's age policy.

(3) new to fleet vehicles up to 10 year's old.

The above will allow time for the drivers to invest and the trade will be aware of the policy in the long run and finally the new policy should last for a longer period of years unlike the existing policy.

I hope my views will be considered and that common sense should prevail at the end. As we in the Hackney carriage trade provide a valueble service and are proud of it it's vital that we have stability in the trade in the interest of all concerned.

Kind Regards,

Akhtar Choudhry

(Badge no. 892) (Plate no. 166)

Thanks.

Dear Licensing

Re: Consultation on Proposed Taxi Emissions Policy

I would like to voice my concerns over the proposed Euro standards based emissions policy. While I agree with the aim of the policy I do not believe it goes far enough in order to achieve the results it sets out to.

- In my opinion the policy has too long a lead in time until any emissions improvements will be recognised.
- Euro standards aim to incrementally improve vehicle emissions, but have been shown not to be as effective in real world driving conditions as they should be. This has been shown to be especially marked in diesel vehicles. This means that even when the taxis are all Euro 5, they may not actually be much cleaner in terms of their emissions.

In order for the policy to be effective my recommendation is that it is complimented with other measures to clean up the vehicles. Possible options for doing this:

- Retrofit vehicles to run on LPG - this has been successfully carried out on LTI taxis in Birmingham. The company replaced the diesel engine with a 2.0 litre turbo petrol engine and LPG system - emissions testing has shown that this improves a TX4 from below Euro 3 standards in real world driving to Euro 6 standard).
- Petrol Conversion - A scheme simply replacing the old diesel engines with a new efficient Euro 6 petrol engine would see significant emissions improvements.
- Electric - Over the next few years there will be increased options for moving over to electric vehicles.

I would recommend that a mechanism incentivising options such as the ones outlined above is built into the emissions policy. As the new emissions policy also recommends that the length of time that taxis are licenced be reduced to 15 years, I would recommend that vehicles retrofitted using the options outlined above (or potentially other innovative ideas) would be able to keep their vehicles licensed to the fleet for 20 years from the year of manufacture.

If grant funding becomes available it will be used to implement these schemes and help minimise any upfront cost to drivers, although this cannot be guaranteed.

Regards Ross

Ross Jarvis

Senior Technical Officer

RTA — READING TAXI ASSOCIATION

Jean Champeau
Senior Licensing & Enforcement Officer
Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

31st August 2016

Dear Mr Champeau

HACKNEY CARRIAGE VEHICLE EMISSIONS

I write to you to set out the Reading Taxi Association's (RTA) position in respect of the changes and timescales being proposed by Reading Borough Council (RBC) to hackney carriage vehicle emissions policy.

We, the trade accept that it is necessary and essential for all of us to meet our obligation towards the environment but at the same time our members have concerns about our financial ability to meet the requirements of the new proposed policy bearing in mind the current economic climate particularly the post Brexit vote era. Therefore, having considered RBC's proposals and having consulted all of our members, we the RTA would like to see:

1. An age policy of 15 years adopted by RBC from 1st October 2018, rather than 1st October 2021.
2. An age policy of maximum 8 years is adopted from 1st October 2018 for all new to fleet vehicles.
3. The RTA is not in favour of allowing current and/or new to fleet vehicles to be retrofitted to Euro 4/5 standard as we believe that there is no technology in place to achieve this.

The above would replace the current emissions policy. We hope that RBC will take our concerns/recommendations onboard and allow time for the trade to be financially able to bear the burden of this policy change.

Yours Sincerely,



Asif Rashid
RTA Chairman

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	Licensing Applications Committee		
DATE:	28 September 2016	AGENDA ITEM:	6
TITLE:	Safety at Sports Grounds Policy		
LEAD COUNCILLOR:	PAUL GITTINGS	PORTFOLIO:	CULTURE, SPORT & CONSUMER SERVICES
SERVICE:	PLANNING DEVELOPMENT & REGULATORY SERVICES	WARDS:	BOROUGHWIDE
AUTHOR:	James Crosbie	TEL:	0118 937 2424
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report outlines the Council's duty to protect Public Safety at Sports Grounds and Regulated Stands. The Sports Grounds Safety Authority regulates local authorities approach to safety and provides comprehensive guidance. The Council does not currently have a written policy and as part of a recent review, a draft Policy is presented to Committee to consider.
- 1.2 The report has already been to Admin briefing.

2. RECOMMENDED ACTION

- 2.1 That the "Safety at Sports Ground Policy", as attached at Appendix 1 is formally approved by Licensing Committee and Appendix 2 Terms of Reference to be noted.

3.0 POLICY CONTEXT

- 3.1 Reading Borough Council has a statutory duty for the safety certification of sports grounds under the Safety of Sports Grounds Act 1975 (as amended) and the Fire Safety and Safety of Places of Sport Act 1987 and has responsibilities for the monitoring and

enforcement of the Regulatory Reform (Fire Safety) Order 2005 in respect of sports grounds.

4.0 THE PROPOSAL

4.1 Current Position.

4.1.1 Reading Borough Council has the statutory duty under the Safety of Sports Grounds Act 1975 (as amended):

- To issue a General Safety Certificate for each designated sports ground within the Borough, containing “such terms and conditions as the local authority consider necessary or expedient to secure reasonable safety at the sports ground”
- To serve a prohibition notice in respect of a sports ground if the Authority considers that “the admission of spectators to a sports ground involves or will involve a risk to them so serious that, until steps have been taken to reduce it to a reasonable level, admission of spectators to the ground or that part of the ground ought to be prohibited or restricted”. It is important to note that this duty applies to any sports ground, not just those which are designated or have a regulated stand.
- To issue a Special Safety Certificate where required.

4.1.2 The Sports Grounds Safety Authority (SGSA) is the UK expert on safety at sports grounds and carry out a range of statutory functions in relation to football in England and Wales and advisory functions in relation to other sports both within the UK and internationally. The SGSA regulate local authorities in their oversight of safety and as part of their function, set out guidance which local authorities are expected to follow.

4.1.3 Whilst Reading Football Club have a policy which is renewed annually the Council does not have a written policy in place covering Sports Grounds. The Sports Ground Safety Authority audit the Council annually and have recommended a Policy is in place prior to the 16/17 season.

4.2 Option Proposed.

4.2.1 A draft policy has been written and reviewed by members of the Safety Advisory Group. The core members of this group are:

- Reading Borough Council
- Reading Football Club
- London Irish RFU Club
- Thames Valley Police
- South Central Ambulance Service
- STAR supporters group
- Safety at Sports Grounds Association.

The draft Policy is attached in Appendix 1.

4.2.2 In addition to the Policy document, Terms of Reference for the Safety Advisory Group have been revised and these are attached in Appendix 2.

4.2.3 There are 3 options:

4.2.3.1 The preferred option is to approve the policy as set out at appendix 1.

4.2.3.2 Alternatively to approve the policy but modify the policy as set out in Appendix 1.

4.2.3.3 Or to refuse the policy as set out in Appendix 1 because the Committee believes it does not set out how the authority will discharge its responsibilities under the Safety of Sports Grounds Act 1975 and the Fire Safety and Safety of Places of Sport Act 1987 or return the policy to officers for further work to be carried out on it stating the reasons for the further work.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Policy helps to meet two of the Councils Corporate priorities:

1. Safeguarding and protecting those that are most vulnerable;
2. Keeping the town clean, safe, green and active.

5.2 The Policy also helps to meet the Councils strategic aims by promoting equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 The draft policy was consulted on with members of the Safety Advisory Group.

7. EQUALITY IMPACT ASSESSMENT

7.1 An equality impact assessment is not considered necessary for this Policy.

8. LEGAL IMPLICATIONS

8.1 The Policy formalises the approach taken by the Council to ensure compliance with duties under the Safety of Sports Grounds Act 1975 (as amended) and guidance provided under the Act.

9. FINANCIAL IMPLICATIONS

9.1 The commitment to carry out the Councils duties under the Safety at Sports Grounds Act 1975 is covered by existing resources.

10. APPENDICES

Appendix 1 - Safety at Sports Ground Policy

Appendix 2 - Terms of Reference for the Safety Advisory Group

Safety at Sports Grounds Policy

Prepared by:
Safety Advisory Group, on behalf of
Planning, Development & Regulatory Services
Reading Borough Council
Civic Offices
Reading RG1 2LU
Tel: 0118 937 2424

January 2016

1.0 Policy

1.1 It is the policy of Reading Borough Council to seek to ensure the reasonable safety of spectators attending any sports ground within the Borough. In undertaking this duty, the Council works in partnership with Reading Football Club, the emergency services, the Sports Grounds Safety Authority and the supporters group to promote a culture of safety at sports grounds.

2.0 Context

2.1 Reading Borough Council recognises its statutory duty for the safety certification of sports grounds under the Safety of Sports Grounds Act 1975 (as amended) (1975 Act) and the Fire Safety and Safety of Places of Sport Act 1987 (1987 Act), (hereafter referred to as ‘the Acts’) and its responsibilities for the monitoring and enforcement of the Regulatory Reform (Fire Safety) Order 2005 in respect of sports grounds.

3.0 Scope of this policy

3.1 Reading Borough Council has the statutory duty under the Safety of Sports Grounds Act 1975 (as amended):

- To issue a General Safety Certificate for each designated sports ground within the Borough, containing “such terms and conditions as the local authority consider necessary or expedient to secure reasonable safety at the sports ground”
- To serve a prohibition notice in respect of a sports ground if the Authority considers that “the admission of spectators to a sports ground involves or will involve a risk to them so serious that, until steps have been taken to reduce it to a reasonable level, admission of spectators to the ground or that part of the ground ought to be prohibited or restricted”. It is important to note that this duty applies to any sports ground, not just those which are designated or have a regulated stand.
- To issue a Special Safety Certificate where required.

3.2 Fire Safety and Safety at Places of Sports Act 1987:

- To issue a General Safety Certificate for each regulated stand within the Borough, containing “such terms and conditions as the local authority consider necessary or expedient to secure the reasonable safety in the Stand when it is in use for viewing the specified activity or activities at the Ground”.

3.3 Regulatory Reform (Fire Safety) Order 2005

- To enforce the Order, and regulations made under it, in relation to designated sports grounds and regulated stands.
- Under the Licensing Act 2003, where applications for, or variations to, premises licences are made by a designated sports ground or one with a regulated stand, Reading Borough Council will be consulted as the responsible authority for fire safety.

4.0 The sports grounds covered by this policy are:

- Reading Football Club Ltd, Madjeski Stadium
- Regulated stand at Palmer Park Stadium
- Any sports grounds in the Borough of Reading which gives rise to serious concerns about spectator safety.

5.0 Principles and Commitments

Reading Borough Council, working in conjunction with partner agencies, endeavours to ensure the reasonable safety of spectators attending any sports ground determined by the Acts in Reading.

In undertaking its role in respect of safety at sports grounds, the Council will:

- Seek to ensure that a reasonable standard of spectator safety is maintained at all sports grounds but particularly those, which are designated or have regulated stands within the Borough of Reading.
- Encourage and promote a safety culture within sports grounds in the Borough of Reading.
- Delegate its power to take and implement decisions on safety certification to a designated council officer
- Appoint a lead council officer to chair the Safety Advisory Group (SAG) for each sports ground subject to a safety certificate
- Provide for adequate resources and appoint appropriate council officers as necessary to assist the council in carrying out its statutory duties relating to the safety of spectators at sports grounds under the 1975 and 1987 Acts, and the 2005 Order
- Convene regular SAG meetings to assist in its statutory duty to sports grounds, whose membership will include representatives of the police, fire service, ambulance service, relevant certificate holder and relevant council officers and invite the Sports Grounds Safety Authority where applicable.
- Determine if any sports grounds contain regulated stands and expediently process and issue safety certificates in respect of those stands and any sports grounds designated by the secretary of state under the provisions of the 1975 Act
- Put in place policies and procedures for monitoring, by inspection and audit, compliance with the terms and conditions of any safety certificate issued and taking appropriate and proportional action in response to any identified defect or incident compromising spectator safety

- Provide prompt advice on spectator safety on request from sports ground venue operators, and
- Keep under review its procedures and arrangements in pursuit of ensuring the reasonable safety of spectators at sports grounds within its responsibility.

6.0 Key actions to meet the commitments set out in the policy

6.1 Delegated powers

The Council has delegated its powers for the safety certification of sports grounds and the appointment of inspectors under the 1975 Act and 1987 Act and the Regulatory Reform (Fire Safety) Order 2005 to the:

Head of Planning, Development & Regulatory Services.

The Head of Service has delegated day to day responsibility to the Regulatory Services manager, who is nominated as the designated officer for safety at sports grounds, lead officer and chair of the Safety Advisory Group.

6.2 Consultation

In imposing terms and conditions for spectator safety (such as when issuing or amending General or Special Safety Certificates), Reading Borough Council is legally required to consult with Thames Valley Police, Royal Berkshire Fire & Rescue Service and the building authority.

South Central Ambulance Service, although not a statutory consultee, is in practice also consulted as are other core members as detailed in the SAG Terms of Reference.

6.3 Suitably trained and competent staff

Individual officers who are responsible for the issue and review of safety certificates and the undertaking of inspection and enforcement duties under the 1975 and 1987 Acts will be suitably trained and qualified to ensure their competency.

The Council will ensure that:

Duties are specified in job descriptions and experience is built up over time with provision made in individual appraisals for monitoring progress.

All officers undertaking the above duties have professional qualifications, experience in other sectors and are on CPD cycles as well as regular participation in sports grounds work and SAGs, and appropriate succession planning is in place to ensure that staff have the necessary training and experience to carry out the roles they may be expected to undertake.

Officers involved in safety at sports grounds will be given the opportunity to share information with, and learn from, others through participation in the South West Regional Group.

DRAFT

Reading Football Club Ltd -

Terms of Reference for the Safety Advisory Group



Prepared by:
Safety Advisory Group, on behalf of
Planning, Development & Regulatory Services
Reading Borough Council
Civic Offices
Reading RG1 2LU
Tel: 0118 937 2424

January 2016

1.0 Policy statement

It is the policy of Reading Borough Council to uphold reasonable standards of public safety and to encourage the well being of the public, operatives and competitors at Reading Football Club. To enable this, Reading Borough Council maintains a Safety Advisory Group (SAG) in partnership with selected agencies who offer specialist advice to the Council.

2.0 Main role of SAG

2.1 The main role of the SAG is to provide specialist advice to the council to help them discharge their statutory functions under sports grounds and public events legislation.

2.2 The SAG will operate in accordance with agreed terms of reference, and keep and make available as appropriate records of its activities in order that it effectively carries out this function and to ensure transparency of decision making.

2.3 Specific terms of reference

- (a) To advise on the event, venues and its immediate environs as required
- (b) To advise on the exercise of the powers under the Safety of Sports Grounds Act 1975 and the Fire Safety and Safety of Places of Sport Act 1987 in respect of the safety certification for the event and venues.
- (c) To advise the local authority as the enforcing authority as defined in the Regulatory Reform Order (Fire Safety) 2005 for enforcement of the relevant statutory provisions.
- (d) To advise on the exercise of the powers under the Licensing Act 2003 for the event and venues
- (e) To advise on the enforcing actions of the council as defined in the Health and Safety (Enforcing Authority) Regulations 1998 for enforcement of the relevant statutory provisions for the event and venues
- (f) To provide a forum within which the council and other agencies may develop a co-ordinated approach to crowd and spectator safety
- (g) To take on other safety and public protection functions as agreed
- (h) To monitor the implementation of the General Safety Certificate and give relevant advice.
- (i) To receive and review relevant reports or details of matters found during inspections/visits to the stadium by SAG members.
- (j) To consider any proposed alterations or additions to the stadium.
- (k) To participate in discussions and respond to consultation on any decision to be taken affecting the provisions of the General Safety Certificate.

2.4 Status of SAG and conflicts of interest

2.4.1 The SAG cannot take any decisions on behalf of the council: its role is advisory. The Chairman of the SAG will be a senior officer from Reading Borough Council, Regulatory Services with delegated authority to take decisions on behalf of the Council. The Chair will ensure that all SAG representatives views are taken into account to ensure a reasonable final decision is made before making recommendations to the Group.

2.4.2 Core members of the SAG must declare any material conflict of interest in relation to any item put before the SAG, prior to any discussion on that matter. If the interest could be considered prejudicial, then that person should consider if they should withdraw and be replaced by an appropriate party agreed with the SAG.

3.0 Composition of the SAG

3.1 The SAG shall consist of persons with sufficient seniority, experience, competency and knowledge on their services strategic/policy/practical issues to be able to take operational decisions on behalf of their service/body, save where these raise new policy issues.

3.2 The SAG will be constituted in the manner outlined below; however it is the prerogative of the council to determine the specific constitution of its SAG:

- (a) Core members
- (b) Invited representation

3.3 Core members

3.3.1 The core members are defined as those authorities whom the council is required to consult under sports ground/licensing legislation and as recommended in Paragraph 31 of the Final Report into the Hillsborough Stadium Disaster. Each such member/function shall be represented by a single person or his/her deputy.

3.3.2 Core membership:

- RBC Regulatory Services Manager (Chair)
- Lead officer(s) for health safety, licensing and Environmental health.
- RFC Stadium Manager
- RFC Safety Officer
- Thames Valley Police
- South Central Ambulance Service
- STAR supporters Group
- Royal Berkshire Fire and Rescue Service
- London Irish RFC Operations Manager

3.4 Invited representation

3.4.1 Those persons/services/bodies who are invited to the SAG meetings to make a presentation or offer advice to the SAG cannot be party to the decision making process of the SAG. However, they will be allowed to freely contribute to any meeting to which they are invited and will have their view considered, reported/recorded.

3.4.2 The following may be invited either to all SAG meetings, or to a particular meeting as considered appropriate:

- Sports Ground Safety Authority
- NHS Trust
- Legal service representation (the relevant solicitor for the council with the remit of sports grounds legislation)
- Voluntary first aid services
- RBC Transport services
- RBC Building Control
- RBC Emergency Planning

3.4.3 The Chair may invite such other specialist as the Chair feels appropriate to assist the SAG fully consider any issue.

4.0 Administration and responsibilities of the SAG

4.1 Chair:

The Chair will be the Regulatory Services Manager or other Senior officer designated by the Head of Planning, Development & Regulatory Services.

4.2 Secretariat:

The council will provide the administrative support to the SAG and sub-groups or as agreed locally.

4.3 Consultation:

The SAG will consult all core members of the SAG, invited representation, other council services and national bodies as considered appropriate.

4.4 Frequency of meetings of the SAG

4.4.1 The SAG shall meet a minimum of two times at scheduled meetings in October and March each year. However, the number of SAG meetings in any year can be flexible and responsive to particular circumstances and will be event specific. Any core member may request an additional special meeting or series of meetings; such requests shall be considered by the Chair.

- 4.4.2 It will be within the remit of the SAG to constitute smaller working parties to address specific issues relating to the event and venues. The outcome of any such groups will be reported to the next available SAG.
- 4.5 SAG Minutes
 - 4.5.1 Each meeting of the SAG will be prearranged to an agenda published in advance of the meeting with minutes recorded.
 - 4.5.2 The minutes of the meetings will be circulated to all SAG members, and to such other parties as may be determined by the Chair.
 - 4.5.3 A summary of meetings of the SAG will be held by council as a public record and be subject to the Freedom of Information Act 2000 (FOIA) and the Data Protection Act 1998.
 - 4.5.4 The FOIA Inter-Agency protocol adopted by local authorities and other public authorities will operate where information is requested from the SAG's records and the involvement of another public authority is necessary prior to the decision about the disclosure or non-disclosure of information.
- 5.0 Roles and responsibilities of the core members of SAG
 - 5.1 Role of the Chair of the SAG
 - 5.1.1 The Chair of the SAG must have the appropriate status, authority and time to commit to the role, to ensure that the SAG properly discharges its responsibilities; to ensure that the membership of the SAG reflects the ethos of the recommendations in the Final Report on the Hillsborough Stadium Disaster and to ensure that due account is taken of the views of all members of the SAG, including those attending by invitation.
 - 5.2 Role of the Environmental Health/Health Safety and Licensing Officers
 - 5.2.1 The service will be represented by an officer or his/her appointed deputy who will attend all meetings of the SAG:
 - (a) To act in a co-ordinating role to the SAG on all matters relating to the council in the production of any items or reports to be placed on the agenda for the meetings.
 - (b) To provide technical advice and appraisal of published documents relating to safety of sports grounds/public events and inform on any implications arising.
 - (c) To provide technical support to the SAG in relation to all matters concerning sports grounds/licensing legislation and allied legislation.
 - (d) To prepare, monitor, enforce, review and amend as necessary the general/special safety certificates/licences and conditions on a regular basis following consultation with members of the SAG.

5.3 Role of the Building Control Service on the SAG

5.3.1 The service will be represented by an officer or his/her appointed deputy who will attend meetings of the SAG as required and advise on all technical/legal aspects of legislation within the remit of the service as they relate to sports grounds/ public events.

5.4 Role of the emergency services on the SAG

5.4.1 Each service will be represented by a person of appropriate experience/ competency (or his/her appointed deputy) who has the full authority of the relevant service to give advice and guidance and make recommendations on safety issues and advise on:

- (a) All technical/legal aspects of legislation within the remit of the service as they relate to sports grounds/ public events.
- (b) Public safety and crowd management matters referred to in the Guide to Safety at Sports Grounds/The Event Safety Guide, A Guide to Health Safety and Welfare at Music or Similar Events and other relevant publications.