

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIROMENT AND NEIGHBOURHOOD SERVICES

TO:	LICENSING APPLICATIONS COMMITTEE		
DATE:	2 NOVEMBER 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 (PM₁₀ and PM_{2.5}).
- 3.1 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 I.

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 Oxford City Council has no age policy in place for its Hackney carriage Fleet.
- 4.9 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.
- 4.10 On 28 September 2016 the Licensing committee considered the report on emission's and the representations made by council officers, the taxi trade and members of the public. The committee deferred the matter to the next suitable committee to allow council officers time to explore possible routes for external funding and reword the proposal.
- 4.11 The senior officer for Environmental protection has written an update which can be seen at Appendix V

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
- Hackney Carriage Vehicles that are ULEV (defined as emitting emissions that are 50 percent cleaner than the current average year's models) or have been certified as having been repowered with an LPG/Petrol conversion kit to achieve emissions standards exceeding Euro 6 are permitted to be a maximum age of 20 years for 2 years as of *** (the adoption of this policy).
- Vehicles undergoing a conversion to exceed Euro 6 must have undergone a suitability compliance inspection by Council officers to ensure that the vehicle remains at a standard suitable for Public carriage in the Reading Borough and undergo inspection by a specialist conversion company and be in receipt of confirmation that it is suitable for conversion and additionally.

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 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 abatement 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 as well.

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,

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 pressure 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

Environmental Protection & Nuisance | Department of Environment & Neighbourhood Services

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

Funding:

We intend to make funding towards the conversion of taxis available where possible. Details of two funding streams are given below:

DEFRA Air Quality Grant:

Defra, are providing grant funding totalling £3,000,000. Applications should average between £50,000 - £250,000, with a maximum of £500,000 for individual bids and £750,000 for joint/combined authority applications. Applications including a capital element will be accepted if they include confirmation from the finance department that they are content to convert the funding from revenue to capital in accounts.

The Grant will support applications in two lots:

- Lot 1: "Delivering results". This will support schemes that deliver air quality improvements in the next one to two years through activities such as developing and implementing measures from low-emission strategies and feasibility studies for Clean Air Zones. This can include projects and incentives to promote uptake and provide clean vehicle technology and ultra-low emission vehicles; transport management; last-mile freight schemes; communication and engagement projects that improve air quality through influencing behaviour and/or raising awareness to support public health objectives and sustainable travel. A more extensive list of potential measures is included in the attached Invitation to Apply.
- Lot 2: "Taking the lead". This will support schemes to develop the evidence base for measures that could deliver widespread benefits in the longer term. This could include projects trialling and testing innovative approaches and technologies with an example being testing new control emissions devices or alternative fuels. A more extensive list of potential measures is included in the attached Invitation to Apply.

There was also an announcement from DfT on 13/10/16 about £35,000,000 funding. The funding is to include:

- next steps of a £20 million competition that will help councils roll out chargepoints for ultra-low emission taxis
- up to £10 million funding for chargepoints outside workplaces and homes where there is no off-street parking
- launch of an initial £3.75 million scheme to encourage uptake of zero emission motorcycles and scooters
- £2 million awarded to public and private sector organisations to deploy hydrogen fuel cell vehicles

To date no bidding/application packs are available with further details of this funding stream.