READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

TO:	**Licensing Committee**		
DATE:	**1 February 2022**		
TITLE:	**HACKNEY CARRIAGE VEHICLE EMISSIONS AND AGE POLICY REVIEW**		
LEAD COUNCILLOR:	**Cllr Tony Page**	**PORTFOLIO:**	**Strategic Environment Planning & Transport**
SERVICE:	**Planning Transport & Regulatory Services**	**WARDS:**	**Boroughwide**
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1 Licensing Committee resolved to adopt the current Hackney Carriage Vehicle Emissions and Age Policy on 23 October 2019 with the purpose of improving the hackney carriage vehicle fleet by removing the older and more polluting vehicles whilst also improving local air quality within Reading.

1.2 At Committee on 9th December 2020 the Hackney Carriage Vehicle Emissions and Age Policy was paused for two years until 1st October 2022 due to the impact of the pandemic. At the time of the report, Reading Taxi Association (RTA) had requested a 3 year delay to the implementation of the policy due to the current challenging economic conditions. The RTA stated that they were currently running at a loss of 70-75% of their work in the day time and up to 95% after 10pm, with only 50% of the fleet currently working.

1.3 The purpose of this report is to review this decision in view of the ongoing effects of the Covid-19 pandemic and the request of the RTA to extend the pause in the policy by a further year, extending it to 1 of October 2023.

2. RECOMMENDED ACTION

2.1 The recommendation is to apply a hybrid approach extending the pause in policy by a further year to October 2023 but removing the oldest most polluting vehicles from the fleet by October 2022.

2.2 To extend the incentive for a free licence for 100% electric vehicles to October 2023 (4.4.2)

3. POLICY CONTEXT

3.1 The Council's Hackney Carriage Vehicle Emissions and Age Policy was adopted on 23 October 2019 at full licensing committee following consultation with the trade. It follows the Governments move to end the sale of conventional petrol and diesel

vehicles by 2030 and a commitment to meet short and longer-term reductions in air quality emissions. This policy is in line with the Reading Climate Emergency Strategy 2020-25, Local Transport Plan and Air Quality Action Plan.

3.2 Since the policy was implemented in October 2019, 14 vehicles have upgraded to Euro 5b standard and are under 8 years old. A further 5 have upgraded outside of the policy timescales. There has been no significant move to Ultra Low Emission vehicles (ULEV), with only 2 ULEV hackney carriage vehicles currently on the fleet.

3.3 To help alleviate congestion in Reading and to support the work to improve air quality, the council are working to reduce the need for private cars and build the alternative transport portfolio. This includes improving the availability and image of alternative transport. Bus services have moved to a cleaner and greener fleet and the transfer of the taxi fleet to a more sustainable low emission fleet will complement this and provide greater choice to the customer.

3.4 This policy is intended to improve the hackney carriage vehicle fleet by removing older vehicles, creating a safer more reliable fleet and removing more polluting vehicles which will improve local air quality within Reading. The policy aims to encourage the move to cleaner vehicles and highlight the benefits to the trade as residents and businesses demand a greener alternative transport offer. The Policy aligns with the spirit of the transport theme of the Reading Climate Emergency Strategy which seeks to accelerate the shift to low carbon transport in general and reduce emissions from the taxi fleet specifically.

4. THE PROPOSAL

4.1 Current Position:

4.1.1 The current policy (as adopted in 2019) uses a staged approach to remove the older and more polluting vehicles whose exhaust fumes are harmful to health and detrimental to the environment. The policy was formulated in consultation with the Reading Taxi Association (RTA) and the Reading Cab Drivers Association (RCDA) following the declaration of the Climate Change Emergency.

4.1.2 Local authorities across the country have introduced similar policies including: Manchester, Southampton, Birmingham, Nottingham and Wokingham. Some Local Authorities have adjusted these policies given the current Pandemic. See Appendix III.

4.1.3 The Council received representations from the Reading Taxi Association (RTA) in relation to the timetabled approach to the emissions policy on 19th August 2020 and 15th October 2020 due to the economic impact of the pandemic. They sought financial reprieve until the pandemic was under control as they state they cannot afford to upgrade their vehicles.

4.1.4 Most recently the RTA have requested a further delay to implementation of the policy requesting that all vehicles Euro 5a and below are given an additional year under the Hackney Carriage Emissions Policy agreed by the Licensing Committee on 23 October 2019. This would mean no changes to the existing fleet would be required until 1st October 2023. There would be no change to the end date of the programme so in effect the impact to the trade would be delayed but they would still be required to meet the overall objectives of the policy.

4.1.5 The following table shows the Council's original Hackney Carriage Vehicle Emissions and Age Policy implementation timetable. NB* *dates in italics have passed therefore all requirements would have to be met when the policy restarts.*

Date	Proposed Standard
*23 Oct 2019**	*Vehicle Age Policy - all vehicles 15 years old or less* *Vehicle Age Policy - 100% electric 20 years*
*23 Oct 2019**	*All Replacement vehicles will be a min of Euro 5b and less than 8 years old.* *Applies regardless of whether the vehicle is new to fleet or an existing vehicle.*
*1 Oct 2021**	*Vehicle Age Policy 14 years for vehicles up to and including Euro 5a (vehicles registered before 1/10/07 removed)*
1 Oct 2022	Vehicle Age Policy 13 years for vehicles up to and including Euro 5a (vehicles registered before 1/10/09 removed)
1 Oct 2023	Vehicle Age Policy 12 years for vehicles up to and including Euro 5a (vehicles registered before 1/10/11 removed)
1 Oct 2025	All Replacement vehicles are minimum ULEV and less than 8 years old. This rule will apply regardless of whether the vehicle is new to fleet or an existing vehicle.
1 Oct 2028	All vehicles to be minimum ULEV

4.2 Options Proposed

4.2.1 Officers recommendation is to delay the policy by a further year until October 2023 as requested by the trade with the exception of the oldest most polluting vehicles. These vehicles should be taken off the fleet by 1 October 2022.

4.2.2 There are currently 130 Euro 4 vehicles on the fleet which are the oldest most polluting vehicles. Some vehicles would be 17 years old by 1 October 2023, which can be tired and unreliable. Removing all vehicles of a 2006 plate and older would ensure the Council continues to progress towards meeting its obligations in relation to climate change and air quality.

Year	Number of Vehicles	Years old Oct 22	Years old Oct 23
2006	16	16	17
2007	44	15	16
2008	38	14	15
2009	17	13	14
2010	16	12	13

4.3 Other options considered.

4.3.1 Officers considered not extending the pause further, re-starting the policy as of 1 October 2022. This option would not take into account the impact the continued pandemic is having on the trade.

4.3.2 Officers considered accepting the RTA proposal and introducing a further extension of 1 year, pausing the policy until October 2023. This option however, would mean that there is no emission improvement from the fleet for a further period and an aging fleet would continue to work in Reading.

4.4 Incentives

4.4.1 The council have been offering the following incentives for those upgrading their vehicles.

Date	Incentives
From 1 April 2020	All ULEV (CO_2 <50g/km emissions) pay a 25% reduction in the annual standard vehicle fee. 100% electric vehicles will receive a 50% reduction in the annual standard vehicle fee.
Offer Ends 1 Oct 2022	Any ULEV/100% electric vehicle that has never been on the fleet before receives a free licence for its first year on the fleet.

4.4.2 The Council recommend the offer is extended for any ULEV/100% electric vehicle that has never been on the fleet before to receive a free licence for its first year on the fleet up until 1 October 2023.

4.4.3 There continues to be a Plug in Taxi Grant of £7,500 and a £2,500 LEVC deposit contribution available to drivers in Reading.

4.4.4 Funding and approval has been secured via the Council's Capital budget fund to install Rapid (50kW) EV charge points for taxi fleet use at Gun Street, Bridge Street and in the Cattle Market Car Park. Officers are currently liaising with SSE for the infrastructure installation. Further options are currently being explored about increasing the capacity in the Cattle market Car Park to 75kW or even 150kW to reduce the charging time and future proof them.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The proposals in the report meets the overall direction of the Council by meeting the Corporate Plan priorities as follows:

1. Securing the economic success of Reading and provision of job opportunities – the Council understands that HCVs are an important part of the overall transport strategy for the town
2. Keeping Reading's environment clean, green and safe – ensuring the reduction in emissions from HCVs and improving the overall air quality within the town.
3. Ensuring the Council is fit for the future – implementing the Government and Council objectives of a less polluting and lower carbon environment.

5.2 **Healthy Environment**

- Developing Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley – reducing the emissions from the HCV fleet will contribute to a lower carbon footprint for the town.
- Promoting equality, social inclusion and a safe and healthy environment for all – reducing the emissions from the HCV fleet will reduce the NOx and particulate matter in the air which is associated with poor health outcomes.

5.3 Thriving Communities

- Officers have seriously considered the proposal put forward by the trade and the effects of the pandemic. Hackney Carriage Drivers have been subject to a loss of trade as the Governments advice to work from home and for people to consider their social plans carefully continues reducing peoples need for transportation. Many licensed premises (restaurants, pubs and clubs) within the borough saw a loss of 40 – 50 % in trade over the Christmas period normally one of the busiest times of year.

5.5 Inclusive economy

- One of the policies aims is to encourage the move to cleaner vehicles and highlight the benefits to the trade as residents and businesses demand a greener alternative transport offer. The Council is working to support the shift with the implementation of EV infrastructure accelerating the move to low carbon transport in general and reduce emissions from the taxi fleet specifically.

5.4 The proposal contributions to the following TEAM Reading values:

- **Together** – Continues to support the trade through this difficult time whilst looking to maintain the overall aim of the policy and remove the most polluting vehicles.
- **Efficiency** – The Council are utilising Government Funding to support the EV infrastructure within Reading.
- **Ambitious -** The overall end timeline to have all HC vehicles ULEV by 2028 has not changed.
- **Make a Difference** – By encouraging a shift to greener transport there will be an improvement in air pollution levels within the borough,

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The emissions strategy involves the reduction of carbon dioxide and the reduction of nitrogen oxide (NOx) and particulate matter namely particulate matter of size 0.01 mm (PM_{10}) and particulate matter of size of 0.0025 mmm ($PM_{2.5}$). Both NOx and particulate matter are found in diesel fuel. Particulate matter is also associated with tyre, brake and road wear.

6.2 Reduction in carbon emissions can be achieved by converting to Ultra Low Emission Vehicles (ULEV). These vehicles will be either 100% electric which will emit no tail pipe CO_2, NOx or particulate matter or a Zero Emissions Capable (ZEC) model which uses electric with a backup EURO6 petrol engine for use when the battery has run out during long journeys. The petrol engine will emit some CO_2, NOx or particulates

6.3 Reading has an Air Quality Management Strategy which covers NOx but also considers PM_{10} and $PM_{2.5}$. There is a current 2015/16 action plan which identifies as one of its commitments to 'explore and implement ways to improve emissions from Reading's taxi fleet'. The 2015/16 action plan is in the process of being updated.

6.4 Furthermore Reading has been identified by the Department for Transport as failing to meet the National objective level for NOx of 40µg/m^3. The site adjacent to the Hackney Carriage Vehicle rank at the South West Interchange was one of those sites.

6.5 Health - an improvement in air quality will improve health outcomes for people who work, live or socialise in Reading. The Reading's Joint Strategic Needs Assessment estimated that there were 63 deaths in 2017 of all-cause mortality attributable to anthropogenic particulate air pollution. Whilst levels in Reading do not breach the national level of particulate PM10 of 40µg/m3, average levels over the monitoring sites show 21µg/m3 with 2 of the 3 monitoring sites that have rising annual levels.

6.6 The Climate Impact Assessment tool at Appendix II identified that the recommended proposal will create a negative Environmental and Climate Impact. By enabling a further extension to the policy allows the most polluting vehicles to stay on the fleet for longer. There are currently 130 Euro 4 vehicles on the fleet. This proposal is to remove just 16 of those by October 2022 with the remainder staying on until October 2023. The pandemic is currently impacting the trade and evidence gathered from a sample of vehicles within the fleet indicates the number of trips being made within the borough

has reduce from pre pandemic levels by about 40% lessening the overall impact. The end date of the policy will not change thus meaning the Council are still on target for reducing overall emissions by 2028.

7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The HCV trade were consulted as the group of individuals who are most affected by the policy. The Reading Taxi Association provided their views and proposal to the Emissions and Age Policy.

8. EQUALITY IMPACT ASSESSMENT

8.1 The policy aims to raise the standards of the Hackney Carriage Fleet within Reading whilst improving the Environmental and Climate for all within Reading. It is acknowledged that the economic decision will impact hackney carriage owners more than any other group of people. We have given consideration of the impact of the pandemic on the Hackney Carriage Trade as a group when making our decision.

9. LEGAL IMPLICATIONS

9.1 The Local Government (Miscellaneous Provisions) Act 1976, section 47(1) states that a Council may attach to the grant of a licence of a HCV under the Town Clauses Act 1847 such conditions as the 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 HCV licensed by them under the 1847 Act to be of such a design or appearance or bear such distinguishing marks as shall clearly identify it as a HCV. Section 47 (3) states that any person aggrieved by any conditions attached to such a licence may appeal to a Magistrates' Court.

10. FINANCIAL IMPLICATIONS

10.1 All HCVs must be licensed annually and will require a similar amount of staffing in order to process the licence and carry out the enforcement action. The amount of enforcement action will be the same for ULEV and electric as for 100% fuel vehicles. The Council will receive a lower income (Appendix I) from owners who purchase a ULEV or 100% electric vehicle. It is anticipated this will happen gradually between 2022 and 2029 but could peak in the years where a free licence is offered and be significantly reduced from 2025 and 2028 when all new to fleet vehicles must be ULEV and subsequently all vehicles must be ULEV.

10.2 The financial implications arising from the proposals will depend on take up of the incentives. An estimate indicates that there would be a net loss of income of between £10-15k per annum when all vehicles have made the switch and a varied loss dependent on the numbers due for an upgrade prior to this.

11. BACKGROUND PAPERS

11.1 There are none

Appendices
Appendix I Financial Implications
Appendix II Climate Change Assessment Tool
Appendix III Comparison with other LA policies are detailed here.

Appendix I
FINANCIAL IMPLICATIONS

The financial implications arising from the proposals set out in this report are set out below:-

1. Revenue Implications

Use this Table in the report or as an Appendix to set out the revenue implications:

	2022/23 £000	**2023/24 £000**	**2024/25 £000**
Employee costs (see note1) Other running costs Capital financings costs	£76,272	£76,272	£76,272
Expenditure	£76,272	£76,272	£76,272
Income from: Fees and charges (see note2) Grant funding (specify) Other income	227 HC plates issued at a cost of £336 =£76,272	=£76,272-£15,000	=£76,272-£15,000
Total Income	£76,272	=£61,272	=£61,272
Net Cost(+)/saving (-)	0	+£15,000	+£15,000

Note 1: If there is a take up of the incentives offered due to the move to EV or ULEV there will be an impact on the budget income, but the expenditure will stay the same.

Note 2: The reduction in income is based on 130 vehicles upgrading and applying a 25% reduction for ULEV and 50% reduction for electric upgrades.

2. Capital Implications

There are no capital cost implications from this proposal.

3. Value for Money (VFM)

Appendix III details other Local Authority Emission policies. Reading are not alone in continuing to push for an upgraded fleet. Other local authorities offer a variety of incentives to encourage the trade to upgrade their vehicles.

4. Risk Assessment.

The proposed incentives will mean there is a loss of income even though resources required to process and issue a licence for the vehicles stays the same. If there is a greater take up of electric which would be welcomed for an environmental perspective would greatly impact Licensing income.

APPENDIX RS-4

Project / Proposal Name or Reference:	Date:	Your Name:
Statement of Gambling Licensing Principles		

1. IMPACT ON CARBON EMISSIONS

	HOW WILL THIS PROJECT/PROPOSAL AFFECT:	CONSIDERATIONS *See guidance below on determining whether negative or positive impacts are High, Medium or Low*	IMPACT? *Use drop down list*	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
1	ENERGY USE	* More energy will be consumed or emissions generated (by RBC or others) = Negative Impact * No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact * Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact	Medium Negative	**Consider:** - Energy efficiency measures - Renewable energy - Reducing demand for energy	By offering a further extension to the policy over 100 vehicles that should have come off the fleet will be permitted to stay on the fleet until 1 Oct 2023. This permits the continuing generation of emissions within the borough that would otherwise have been reduced.
2	WASTE GENERATION	* More waste will be generated (by RBC or others) = Negative Impact * No waste will be generated = Nil Impact * Less waste will be generated OR amount of waste that is reused/ recycled will be increased = Positive Impact	Nil	**Consider**: - Re-usable/recycled goods - Recycling facilities - Reducing/reusing resources	N/A
3	USE OF TRANSPORT	* RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact * No extra transport will be necessary = Nil Impact * The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact	Nil	**Consider:** - Use of public transport - Reducing need to travel or transport goods - Alternative fuels/electric vehicles/walking and cycling	Supporting evidence (Table 1) taken from a sample of vehicles on the fleet indicates that there has been a reduction in miles driven to pre pandemic levels. The reduction is approximately 40% Supporting the claim that pandemic has meant there is less trade and less trips by HC being taken within the borough at this time.

2. IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE

	HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND:	CONSIDERATIONS *See guidance below on determining whether negative or positive impacts are High, Medium or Low*	IMPACT? *Use drop down list*	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
4	HEATWAVES	* Increased exposure of vulnerable people and/or infrastructure to heat stress = Negative Impact * No increase in exposure to heat stress = Nil Impact * Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact	Nil	Greater need for cooling, ventilation, shading and hydration methods	N/A
5	DROUGHT	* Water use will increase and/or no provision made for water management = Negative Impact * Levels of water use will not be changed = Nil Impact * Provision made for water management, water resources will be protected = Positive Impact	Nil	Greater need for water management and perhaps reserve supplies	N/A
6	FLOODING	* Levels of surface water run-off will increase, no management of flood risk = Negative Impact * Levels of surface water run-off & flood risk are not affected = Nil Impact * Sustainable drainage measures incorporated, positive steps to reduce & manage flood risk = Positive Impact	Nil	Consider flood defence mechanisms or alternative arrangements (business continuity)	N/A
7	HIGH WINDS / STORMS	* Exposure to higher wind speeds is increased or is not managed = Negative Impact * No change to existing level of exposure to higher wind speeds = Nil Impact * Exposure to higher wind speeds is being actively managed & reduced = Positive Impact	Nil	Greater need for stabilisation measures, robust structures resilient to high winds	N/A
8	DISRUPTION TO SUPPLY CHAINS	* Exposure to supply chain disruption for key goods and services is increased = Negative Impact * No change in exposure to supply chain disruption for key goods and services = Nil Impact * Exposure to supply chain disruption for key goods and services is reduced = Positive Impact	Nil	Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy	N/A

Supporting Evidence Table 1

Average mileage across sample	2019	2020	2021
per vehicle	38380	21157	23312
Extrapolated to	8712260	4802639	5291824
convertert to km	14020988.5	7729079.05	8516344.036
Nox g/km	670203251	369449979	407081244.9
PM g/km	73189560	40345792.6	44455315.87
CO2 g/km	3074802780	1694987035	1867634247

Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?: ***Net Low Negative***

This overall rating is what you need to include in your report/ budget proposal, together with your explanation given below.

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/ criteria listed below will necessarily be relevant to your project

Low Impact (L)	* No publicity
	* Relevant risks to the Council or community are Low or none
	* No impact on service or corporate performance
	* No impact on capital assets; or relates to minor capital assets (minor works)
Medium Impact (M)	* Local publicity (good or bad)
	* Relevant risks to the Council or community are Medium
	* Affects delivery of corporate commitments
	* Affects service performance (e.g.: energy use; waste generation, transport use) by more than c.10%
	* Relates to medium-sized capital assets (individual buildings or small projects)
High Impact (H)	* National publicity (good or bad)
	* Relevant risks to the Council or community are Significant or High
	* Affects delivery of regulatory commitments
	* Affects corporate performance (e.g.: energy; waste; transport use) by more than c.10%
	* Relates to major capital assets (larger buildings and infrastructure projects)

In the box below please summarise any relevant policy context, explain how the overall rating has been derived, highlight significant impacts (positive and negative) and explain actions being taken to mitigate negatives and increase positives. This text can be replicated in the 'Environment and Climate Impacts' section of your Committee Report, though please note you may need to supplement this climate impact assessment with commentary on other (non-

By enabling a further extension to the policy allows the most polluting vehicles to stay on the fleet for longer.There are currently 130 Euro 4 vehicles on the fleet .The proposal is to remove just 16 of those by October 2022 with the remainder staying on until October 2023. The pandemic is currently impacting the trade and the number of trips being made within the borough has reduce from the number of trips being made pre pandemic lessening the overall impact. However it is recognised that there will be a negative impact if this proposal is permitted. Overall the end date of the policy will not change thus meaning the Cuoncil are still on target for reducing overall emissions by 2028.

Appendix III A table to show a comparison with other LA policies are detailed here

LA	Max Age	Max age first registration on fleet	CAZ	Emissions standard	Incentives
London	12 (15 for EURO6 and ULEV)	ZEC ULEV	Yes	EURO6	£10,000 towards replacement with ZEC ULEV (all 1,250 payments have now been taken up)
Greater Manchester	12		Yes - £7.50 for EURO5 diesel or earlier from 30 May 2022 (temp exemption GM taxis to 30 May 2023)	EURO6 (to avoid CAZ charges)	£10,000 towards replacement with ZEC
Southampton	12			EURO5 by 1 Jan 2020 EURO6 by 1 Jan 2022	£3000 EV incentive scheme
Portsmouth		ZEC ULEV	Yes - £10 per day for EURO5 of earlier diesel taxis	EURO6	
Birmingham	15	All new must be ULEZ by 2026	Yes - £8 for EURO5 diesel or earlier from June 2021	EURO6 ULEV by 2026	
Oxford		Currently less than 5 years old. From Jan 2022 must be ZEC ULEV.		All Vehicles ULEV by 2025	
Nottingham	10 year diesel, 12 year ZEC ULEV	6 years		All EURO6 by 2020	
Wokingham	10				
Bracknell	10				

- In July 2019 Transport for London released a staged approach age policy for their HCV fleet whereby ultimately no vehicle will be older than 12 years by 2022.

- Manchester and Southampton councils currently have a maximum age policy of 12 years. Whereas Birmingham Council has a maximum age policy of 15 years and Milton Keynes has a maximum age policy of 10 years. Oxford City Council require all Hackney Carriage Vehicles to be a minimum of Euro 4 from 1 January 2020, all new vehicles must be ULEV from 1 January 2022 and all vehicles must be ULEV by 1 January 2025.

- Southampton Council has now taken the decision to extend their cash back on their older taxis when purchasing new ULEV's from September 2020 until 31 December 2020. https://www.southampton.gov.uk/environmental-issues/pollution/air-quality/concessions/

- Birmingham Council has delayed the requirement for all new to fleet vehicles to be ULEV's from 2021 to 2026. https://www.birmingham.gov.uk/blog/tph-bulletin/post/585/ulev-requirements-for-newly-licensed-vehicles. However taxis that are not at least EUROVI will be charged to enter Birmingham's Clean Air Zone from June 2021.
- Nottingham City Council have made changes to their policy extending the lead in time for drivers to purchase a new ULEV taxi by six months. https://www.nottinghampost.com/news/nottingham-news/taxi-drivers-refusing-buy-low-4153380

- Wokingham Borough Council has delayed their 15yr hackney carriage age policy by 1 year and provided a reduction of £40 to their vehicle licence fees for a year (£248 to £208). https://www.bracknellnews.co.uk/news/18776842.wokingham-taxi-drivers-giving-up-demand-plummets/?ref=rss