

**Report of Director of Resources and Housing**

**Report to Licensing Committee**

**Date: 9<sup>th</sup> January 2018**

**Subject: Clean Air Zone Consultation Update**

Are specific electoral wards affected? If relevant, name(s) of ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, access to information procedure rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

- The recommendations for the Leeds Clean Air Zone were approved by Executive Board on 13<sup>th</sup> December 2017, with the plans having been published on the 5<sup>th</sup> December.
- This process will initiate a period of consultation and engagement with key stakeholders across the city so that these recommendations can be reviewed, commented upon and in the New Year consulted on by those who live, work and travel into the city.
- This update report focuses on the actions that will be undertaken to engage specifically with the Taxi and Private Hire Trade on these plans. Details of the plan have already been provided to the chair and have been presented to members, as such the plans will not be outlined in detail here.
- Taxi and Private Hire vehicles will be impacted by Clean Air Zones in all named cities, with the emissions from these vehicles determined as being disproportionately high due to the significant mileage travelled by vehicles in this industry.

# **1 Recommendations**

1.1 It is recommended that;

1.2 The committee notes the consultation plan and engagement overview in respect of the taxi and private hire trade.

## **2 Purpose of this report**

2.1 This report aims to advise the Committee of the plans to engage with the taxi and private hire trade as part of the wider consultation on the council's Clean Air Zone (CAZ) plans.

2.2 The report further aims to illustrate how this process will support the steps that will be taken to complete the submission of a bid for funding to government to assist mitigation of the impacts of the CAZ on this sector.

## **3 Background information**

### **3.1 Clean Air Zone (CAZ) Plan recommendations**

3.1.1 The recommended CAZ that is being consulted upon is defined by the following key characteristics;

- The boundary of the CAZ is defined by, but does not include the Outer Ring Road, with the M1 and M62 providing the border to the South/East of the city.
- No charge would apply to vehicles that divert around the ORR/motorways, or vehicles that cross the city using the M621 unless they left the M621 to enter the city.
- Charges will apply to vehicles entering the CAZ only if they are identified as 'non-compliant'. The consultation is proposing that the following criteria will apply
  - Private cars, LGV's, motorbikes/mopeds will not face a charge for entering the CAZ
  - Buses and HGV's must be Euro VI standard or above, or will be charged for entering the CAZ
  - To be compliant with air quality standards Taxi and Private Hire vehicles need to transition to ultra-low emission (hybrid/plug in/electric for example) as such we are consulting on whether enforcement of this, or incentivising this change is the best approach. The consultation will therefore determine whether a Euro VI or ULEV standard will be applied.
  - WAV vehicles will be exempt from this charge.
  - Daily charges are proposed at £100/day for buses/HGV and £12.50/day for Taxi & private hire.

### **3.2 Communication with the trade**

3.2.1 Launch event:

Three drop in sessions were organised on 5<sup>th</sup> December, so that operators / associations / owners would be appraised of the recommendations on the day of their publishing. The sessions were organised to take place at the Carriage Works, with representatives from the Hackney, Private Hire associations and private hire company owners invited to hear a presentation on the plans and engage in an informal discussion on the plans, their potential impact on the trade, how they can engage in the consultation and how we want to work with them to identify support measures.

### *3.2.2 Consultation approach*

The consultation on the CAZ recommendations will take place between 2<sup>nd</sup> January 2018 and 2<sup>nd</sup> March 2018. The consultation is designed to ensure that all stakeholders are aware of the recommended clean air plan for Leeds and provides an opportunity for feedback to be made in respect of that. The consultation will consider the thoughts of all affected groups, in terms of whether the plan goes far enough, goes too far, the vehicles included in the plan, their categorisation, and charges to be enforced and so on. The web based questionnaire has some specific sections for the Taxi & Private Hire trade so their particular concerns can be addressed.

### 3.2.3 Online information on the consultation.

The information that supports the consultation that will be hosted on line includes;

- Summary Document that provides a very high level overview of the CAZ
- An FAQ document that will seek to address common questions or concerns about the CAZ
- Questionnaire/survey
- Evidence Pack that outlines how and why we have arrived at the recommended approach
- Transport Analysis that outlines the context for the plans.

3.2.4 Further consultation and engagement with the trade is planned to ensure that the views and issues faced by this sector are fully understood and that the council can work with operators, drivers and proprietors to seek support from the government to assist with the transition to lower emission vehicles that is required by the introduction of a CAZ.

3.2.5 The CAZ consultation will run from Jan 2<sup>nd</sup> to March 2<sup>nd</sup> we will be issuing information on the consultation across a range of media, as well as directly contacting key stakeholders. The consultation is designed to ensure that there is a broad understanding of the recommended Clean Air Zone plan and for all stakeholders to feedback on those recommendations. This is part of a two stage consultation process, so the results of this consultation will be used to shape the

final plans that will then put forward to government for approval and will be consulted on again later in 2018.

3.2.6. We will be issuing invitations to a series of meetings in January 2018 for the taxi and private hire trade specifically, that will provide details of the CAZ recommendations and advise on the consultation process and outline how we want to work with this sector to identify the supporting measures that may be required. Essentially we wish to work with the trade to identify how support can best be determined that will enable the trade to support transition to lower emission vehicles, as there is opportunity for the council to seek funding from government to assist with transition costs. It is important that the trade work with us so that we can evidence the best measures that will assist the trade in this transition, so that we can make a strong case to government to secure this funding.

3.2.7 We will also seek to engage with the trade through ongoing communications through existing channels, such as the Hackney and private Hire Forums that are organised by the licensing Service and through newsletters and emails. A newsletter was issued to the trade in week commencing 4<sup>th</sup> December that is attached as an appendix (A) for the chairs reference. This provided details on the plans and outlined the consultation process to be carried out. Emails will be issued to the trade on a fortnightly basis to ensure that their participation in the consultation is encouraged, as well as providing information that may be useful to the trade on how they can contribute to our work to develop supporting measure's, as well as raise awareness of the air quality issues and the benefits of lower emission vehicles. The first email that is designed to follow the detailed newsletter is being issued week commencing 18<sup>th</sup> December, with invitations to the CAZ meetings to follow before Christmas.

### **3.3 Enquiries from the trade**

An email address has also been created to allow for ad hoc enquiries to be made in respect of the CAZ from the trade that is already receiving a number of contacts.

### **3.4 Link to existing work**

The work to identify supporting measures for the trade will also be aligned to the WYCA project to deliver a rapid charge point network for the taxi and private hire trade.

## **4 Corporate considerations**

### **4.1 Consultation and engagement**

4.1.1 The consultation itself will ensure that there is liaison with the trade, conducting surveys, interviews and working with major operators to determine the level of impact from the CAZ and the measures that will be needed to support them.

## **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 The consultation on the CAZ in itself does not propose changes to licensing regulations, or actions that will effect changes to communities or citizens; additionally this report is for information purposes. As such there are no direct impacts upon inclusion, equality or diversity and therefore no screening has been required. The consultation is designed to consider any impacts on protected groups that may arise from the CAZ and the equalities team have been consulted in its design.

## **4.3 Council policies and best council plan**

- 4.3.1 The requirement to introduce a Clean Air Zone links with work already undertaken by the Council, in particular the Cutting Carbon and Improving Air Quality breakthrough project.

## **4.4 Resources and value for money**

- 4.4.1 Delivery of the consultation will be completed with costs for events, communications activity or hosting of web-based material managed to ensure that value for money is secured.

## **4.5 Legal Implications, access to information and call In**

- 4.5.1 No legal implications in terms of the update to Committee.

## **4.6 Risk management**

- 4.6.1 Risks are being managed by the wider CAZ delivery project teams with regular reviewing and updating of risks as the project to deliver a CAZ is managed. This is in association with work with DEFRA and DfT
- 4.6.2 Should Leeds (or other cities) fail to meet targets for air quality standards then significant European Union infraction fines may be handed down to the United Kingdom. The government is likely to utilise the Localism Act to pass those fines down to failing Local Authorities.

## **5 Conclusions**

- 5.1 It is recommended that the Licensing committee note that the consultation on the Clean Air Zone commenced with effect from 2<sup>nd</sup> January 2018 and that part of the consultation is based on the objective of delivering an accelerated transition of greater numbers of ULEV vehicles operating across the taxi and private hire trade.

## **6 Recommendations**

- 6.1 It is recommended that;
- 6.2 The committee notes the consultation plan for the taxi and private hire trade.