

23 February 2023 at 7pm

Marconi Room, Civic Centre, Chelmsford

Membership

Councillor L.A. Mascot (Chair)
Councillor D.G. Jones (Vice-Chair)

and Councillors

R.H. Ambor, L. Ashley, D.J.R. Clark, A.E. Davidson, J.A. Frasca, A.M. John, R.J. Lee, L.A. Millane, I.C. Roberts, T.E. Roper and S.J. Scott

Local people are welcome to attend this meeting, where your elected Councillors take decisions affecting YOU and your City. There will also be an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please email daniel.bird@chelmsford.gov.uk or telephone (01245) 606523

Regulatory Committee

23 February 2023

AGENDA

1. Apologies for Absence

2. Minutes

To consider the minutes of the meeting held on 8 December 2022.

3. Declaration of Interests

All Members are reminded that they must disclose any interests they know they have in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they become aware of the interest. If the interest is a Disclosable Pecuniary Interest they are also obliged to notify the Monitoring Officer within 28 days of the meeting.

4. Public Question Time

Any member of the public may ask a question or make a statement at this point in the meeting. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Committee is responsible.

The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to committees@chelmsford.gov.uk at least 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting.

5. Incentivising Electric Vehicles into the Taxi Fleet

Part II (Exempt Items)

To consider whether the public (including the press) should be excluded from the meeting during consideration of the following agenda items on the grounds that they involve the likely disclosure of exempt information specified in the appropriate paragraph or paragraphs of Part 1 of Schedule 12A of the Local Government Act 1972 indicated in the Agenda item.

6. Application for a renewal of a Hackney Carriage and Dual Drivers Licence

Category: Paragraph 1 of part 1 of Schedule 12A to the Local Government Act 1972

(Information relating to any individual)

Public interest statement: It is not in the public interest to disclose the content of this report because the information in it concerns the interests and circumstances of an individual who has an expectation that such information would not normally be released to the public. To do otherwise would establish a precedent for the future treatment of personal information.

7. Urgent Business

To consider any other matter which, in the opinion of the Chair, should be considered by reason of special circumstances (to be specified) as a matter of urgency.

MINUTES OF THE
REGULATORY COMMITTEE

held on 8 December 2022 at 7.00pm

Present:

Councillor L. Mascot (Chair)

Councillors R.H. Ambor, L. Ashley, D.J.R. Clark, A.E. Davidson, J.A. Frasca, A.M. John
D.G. Jones, T.E. Roper and S.J. Scott

1. **Apologies for Absence**

Apologies for absence were received from Councillors Lee and Roberts.

2. **Minutes**

The minutes of the meeting held on 20 October 2022 were agreed as a correct record and signed by the Chair.

3. **Declaration of Interests**

All Members were reminded to declare any Disclosable Pecuniary interests or other registerable interests where appropriate in any items of business on the meeting's agenda. None were made.

4. **Public Question Time**

A member of the taxi trade attended the meeting to speak in support of the petition for Item 5 and spoke at that point in the meeting.

5. **Consultation re Increase in Taxi (Hackney Carriage) Fares - Tariff**

The Committee considered a report detailing the feedback and representations made in support of and against the tariff petition that had been received initially on 23rd August 2022. The Committee were informed that the proposed change would provide additional tariff changes when vehicles were hired by more than five persons and was detailed at Appendix B. It was noted that three other Essex authorities had adopted a similar approach.

The Committee were informed that the proposed tariff had been advertised correctly in the local paper, online and in the Council's public offices. It was noted that three representations had been received objecting to the new tariff and were detailed at Appendix D. It was also noted that four comments had been received in favour and were detailed at Appendix E.

The Committee were informed of the following options which were available to them;

- Accept the proposed tariff changes, or

- Modify the proposed tariff changes, or
- Refuse the proposed tariff changes and modify the proposed tariff to reflect the existing tariff.

The member of the Taxi Trade, who had submitted the initial petition addressed the Committee. The Committee heard that the small number of objections, three from over 100k Chelmsford residents, highlighted that there were not significant objections to the proposed tariff changes. The Committee also heard that the four comments in support from members of the public, showed support amongst members of the public.

In response to questions from the Committee, it was noted that;

- The proposed tariff would mean five people in a Multi Seater Vehicle would pay more than four people in a saloon style vehicle but this would still be cheaper than two saloon vehicles.
- The lower or higher tariff dependant on the amount of passengers, would be set at the beginning of a journey and that tariff would stay in place for the duration. This meant that if extra people were picked up on route the tariff would still stay at the lower price.

The Committee agreed that the initial petition had significant support and were therefore happy to agree the proposals.

RESOLVED that the Committee agreed to accept the proposed tariff changes detailed at Appendix B to the report.

(7.01pm to 7.18pm)

6. Urgent Business

There were no matters of urgent business.

The meeting closed at 7.18pm

Chair



Chelmsford City Council Regulatory Committee

23rd February 2023

Incentivising Electric Vehicles into the Taxi Fleet

Report by:
Director of Public Places

Officer Contact:
Paul Brookes, Public Health & Protection Services Manager,
paul.brookes@chelmsford.gov.uk Tel: 01245 606436

Purpose

For Members to consider allocating a number of hackney carriage plates for the sole use of electric vehicles

1. Background

- 1.1. On 16th July 2019 Chelmsford City Council declared a Climate and Ecological Emergency. To deliver the commitments set out within the declaration it was recognised that the Council must work with public service transport providers and regulated transport providers, such as taxis, to ensure that wherever possible vehicles used in Chelmsford are low emission and/or compliant with at least Euro 6 emission standards.

- 1.2 The Council's Taxi Licensing Policy, approved by the Regulatory Committee, contains a condition that states '*the Council may provide incentives, financial*

or otherwise, to encourage electric vehicles within the fleet. Such vehicles may be exempt from the requirement to be wheelchair accessible taking into account equality and diversity requirements.'

- 1.3 Electric vehicles directly impact, in a positive way, local air quality, although the additional initial expense compared to a petrol or diesel vehicle can be prohibitive.

2. Taxi Fleet

- 2.1 Chelmsford City Council operates a mixed fleet in respect of wheelchair accessibility, this takes into account user's different preferences for vehicles, with some elderly, less mobile users, finding saloon type cars easier to use. Saloon type cars are non-wheelchair accessible, and the Council currently limits the number of hackney carriages that can be non-wheelchair accessible to 76. Newly registered hackney carriage must be wheelchair accessible.
- 2.2 Currently, the fleet is approximately 55% wheelchair accessible and 45% saloon type vehicle.
- 2.3 Although common practice for a customer to use the first vehicle on a taxi rank they can chose to take another vehicle if they had a preference or need for a saloon or wheelchair accessible vehicle.

3. Proposal

- 3.1 To encourage electric vehicles into the fleet it is proposed to allocate up to 10 hackney carriage plates to operators.
- 3.2 There will be no requirement for the vehicles to be wheelchair accessible, this is for two reasons:
 - i. the current potentially prohibitive cost of a wheelchair accessible vehicle (approx. £60k).
 - ii. as saloon vehicles are cheaper to buy and operate and it is no longer possible to licence an additional vehicle the availability of these 'non-wheelchair accessible' hackney carriage plates should incentivise some operators to consider using a fully electric vehicle.
- 3.3 As saloon vehicles can no longer receive a hackney carriage plate, plate numbers 1 - 76 have a value to the operator that can be 'sold' within the trade. To prevent any potential profiteering from this initiative any plates issued to fully electric vehicles will not be able to be transferred to another operator for 10 years, although they can be replaced between vehicles owned by the operator as long as the new vehicle is fully electric.

4. Conclusion

- 4.1 The Council recognised that to deliver the commitments set out within its Climate and Ecological Emergency declaration it must work with regulated transport providers, such as taxis, to ensure that wherever possible vehicles used in Chelmsford are low emission.
- 4.2 Fully electric vehicles have a direct positive impact on local air quality, but the high initial cost relative to fossil fuel alternatives can be a barrier to them being used as a taxi.
- 4.3 The release of up to 10 hackney carriage plates with no requirement for them to be wheelchair accessible may provide the necessary incentive for operators to incorporate them into their fleet.

5. Recommendation

- 5.1 Allocate ten hackney carriage plates for the use of fully electric vehicles, the vehicles can be saloon type vehicles. No plate can be transferred to another operator within 10 years of being issued.

6. Options

- 6.1 Members can either:
 - i. Approve the recommendation
 - ii. Not approve the recommendation
 - iii. Approve an amended recommendation

List of appendices:

None

Background papers:

None

Corporate Implications

Legal/Constitutional: None

Financial: None

Potential impact on climate change and the environment: Positive impact on local air quality

Contribution toward achieving a net zero carbon position by 2030: None

Personnel: None

Risk Management: None

Equality and Diversity: Currently consulting with the Council's Access Officer

For new or revised policies or procedures has an equalities impact assessment been carried out? If not, explain why)

Health and Safety: None

Digital: None

Other: None

Consultees:

Access Officer

Relevant Policies and Strategies:

Taxi Licensing Policy
