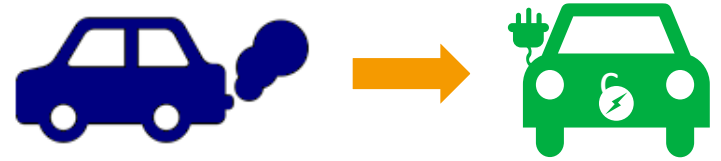


# Statutory Instrument Update



- The Air Quality (Taxis and Private Hire Vehicles Database) (England & Wales) Regulations 2019
- Subject to parliamentary debate comes into force 1 May 2019
- Supporting guidance
- Sets out what Licensing Authorities need to do and how we will work with them e.g.
  - Process for uploading data
  - Data governance / General Data Protection regulations (GDPR)
  - Compliments existing processes wherever possible
  - Minimise burdens on licensing authorities
- Digital development of database

# Support for Taxis and Private Hire Vehicles

- Government enabling transition to an ULEV taxi fleet by providing:
  - A **£50 million Plug-in Taxi Grant** through the Office for Low Emissions Vehicle (OLEV).
  - The **Plug in Car Grant** can also support Private Hire Vehicles. This has supported the purchase of over 170,000 ultra low emission cars.
  - A **£20 million OLEV chargepoint infrastructure scheme** dedicated for ULEV taxis: **27 local authorities awarded funds.**
  - Over 300 chargepoints for ultra-low emission taxis to be created.
  - OLEV leading on an SI to reduce Vehicle Excise Duty paid by purpose built ULEV taxis over £40,000.
  - Over **£22 million** from the £220 million Clean Air Fund (aimed at mitigating the impact of air quality measures) has so far been approved for taking forward various taxi and private hire vehicle related measures by local authorities who have submitted final local plans.
  - Over **£3 million** in Early Measures Funding has also been deployed by local authorities directed to develop local plans in taking forward various measures aimed at supporting the taxi and private hire vehicle sector.
  - In 19/20 DfT to fund Energy Saving Trust (EST) to deliver taxi and private hire advice service for LAs, to support ULEV uptake



# Confirmed local authority plans

Local Authority	Key measure to address air quality	Clean Air Fund award to address impacts on taxis and private hire vehicles
Birmingham	Clean Air Zone Class D	<b>£14.75m</b> for Hackney carriage support package and leasing scheme, and PHV upgrade support
Leeds	Clean Air Zone Class B	<b>£7m</b> for financial support for taxi and private hire vehicle upgrades – eligible drivers/operators can apply for either - an interest-free loan worth up to £10,000 or a non-repayable grant worth up to £1,500
Nottingham	Taxi licensing changes	<b>£997,000</b> to provide a licensing discount for drivers, a taxi rank with charging points, fund home chargers and expand the council's 'try before you buy' scheme
Southampton	Taxi licensing changes	<b>£338,750</b> for taxi measures including incentive scheme, ULEV taxi trials, taxi charge points and access to bus lanes



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# Communication and Engagement

Naomi Fitzgibbons,  
**Joint Defra/DfT Air Quality Unit**

3<sup>rd</sup> taxi/PHV roundtable meeting

27<sup>th</sup> March 2019

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# What we plan to communicate

- The benefits of Clean Air Zones
- Updates on the SI
- Local authority plans & support measures



# How we plan to engage

## Engagement to date:

- Continuing with licensing authorities
- Private Hire and Taxi Monthly Publication
- LPHCA Emergency meeting: 6<sup>th</sup> February
- Private Hire News Publication

## Planned engagement:

- Institute of Licensing - 2<sup>nd</sup> April - Nottingham
- LPHCA National Forum - 11<sup>th</sup> April - Manchester
- NPHTA Expo 12<sup>th</sup> June - Milton Keynes
- Continued engagement with Licensing Authorities and industry stakeholders as plans evolve





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**Thank you**

*Any questions?*

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# Task and Finish Group on Taxi and PHV Licensing

## Government response





## Summary of key recommendations

### ▶ **Government should legislate for national minimum standards for taxi and PHV licensing**

- ▶ The Government agrees that there should be national minimum standards for taxi and PHV licensing, and will take forward legislation when time allows to enable these.

### ▶ **Government and licensing authorities should 'level the playing field' by mitigating additional costs faced by the trade where a wider social benefit is provided – for example, where a wheelchair accessible and/or zero emission capable vehicle is made available.**

- ▶ For zero-emission capable vehicles, the Government provides the plug-in car grant (up to £3,500) and the plug-in taxi grant (up to £7,500), The Government does not propose to introduce further financial incentives for taxis and PHVs based on vehicle type at the current time; however we will keep this under review.



## Summary of key recommendations

- ▶ **Legislation should be brought forward to enable licensing authorities to carry out enforcement and compliance checks and take appropriate action against any taxi or PHV in their area that is in breach of national minimum standards...**
  - ▶ The Government agrees that there should be national enforcement against the national minimum standards that will be introduced in response to recommendation two, and will legislate for this when time allows.
- ▶ **Government should legislate that all taxi and PHV journeys should start and/or end within the area for which the driver, vehicle and operator (PHVs and taxis are licensed).**
  - ▶ Government therefore agrees with the principle of this recommendation, and will consider further (with a view to legislation) how it might best work in detail.



## Summary of key recommendations

- ▶ **The Department for Transport must as a matter of urgency press ahead with consultation on a draft of its Statutory Guidance to local licensing authorities. The guidance must be explicit in its expectations of what licensing authorities should be doing to safeguard vulnerable passengers.**
  - ▶ ...has now been published for consultation alongside this response. [The consultation closes 22 April]
- ▶ **Government must establish a mandatory national database of all licensed taxi and PHV drivers, vehicles and operators, to support stronger enforcement.**
  - ▶ Government will legislate for the creation of a national taxi and private hire database, as a necessary accompaniment to national enforcement powers.