Terms:
The term ‘electric vehicle, or EV’ includes both battery electric vehicles and hydrogen fuel cell electric vehicles.

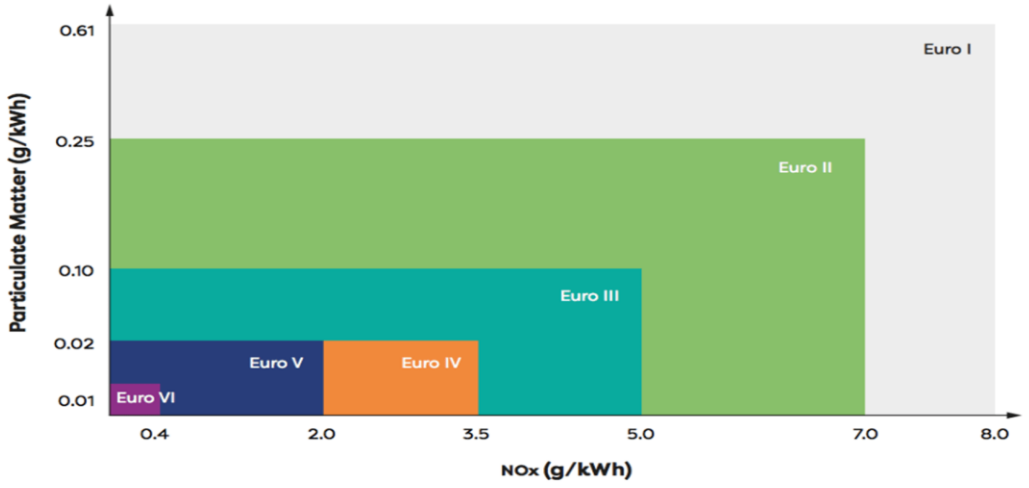
Environmental Considerations and Vehicle Requirements:
Section 47(2) of the LG (MP) Act 1976 details that the Licensing Authority may require any Taxi licensed by them under the Act of 1847 to be of such design or appearance or bear any distinguishing marks that shall clearly identify it as a Taxi. Section 48(1)(a)(i) of the LG(MP) Act 1976 states that the Licensing Authority cannot grant a private hire vehicle (PHV) licence unless satisfied that the vehicle is suitable in type, size and design for use as a PHV.

The Council will consider all applications for vehicle licences based on vehicles meeting the specifications in this Policy.

The Council stipulates that efforts should be made to improve the efficiency of vehicles licensed to operate in the borough by reducing the emissions of pollutants such as Nitrous Oxides, Particulate Matter and Carbon Dioxide.

It is the Council's intention to reduce taxi and private hire emissions in line with Surrey County Council Climate Change Strategy[1] aim (SP3) that: 'By 2035 - Leading by example, local authorities will ensure that public transport and taxis are 100% electric or converted to hydrogen at the earliest opportunity'.

To limit pollution from road vehicles, this policy will require all internal combustion vehicles to meet strict emissions standards (Euro 6).



Development of European Heavy-Duty Legislated Emissions Limits *Source: www.aecc.eu*

[1] Surrey's Climate Change Strategy 2020 - Surrey County Council (surreycc.gov.uk)

EURO STANDARD	DATE	NOX (G/km)	PM (G/ km)
Euro 1	July 1992		0.14
Euro 2	January 1996		0.08
Euro 3	January 2000	0.50	0.05
Euro 4	January 2005	0.25	0.02
Euro 5	September 2009	0.18	0.00
Euro 6	September 2014	0.08	0.00

Table 1: Table showing the implementation dates of successive Euro Standards and the Nox and PM levels for each of those standards.

Air Quality and Vehicle emissions

Spelthorne Borough Council (SBC) has declared a climate emergency recognising the threat of climate change to the borough and more widely. In the same way that tackling climate change requires actions and lifestyle changes by individuals and organisations', the same is true of improving and safeguarding air quality. SBC are committed to a Climate Change Strategy 2022 - 2030 - Spelthorne Borough Council, that will have benefits in also reducing emissions of air pollutants. Tackling air quality, which will improve the environment and reduce carbon emissions, is integral to that goal to achieve carbon neutral by 2030.Air quality in Spelthorne is predominantly influenced by transport emissions. The principal air pollutant of concern within Spelthorne is nitrogen dioxide (NO_2). When looking at the road emissions in more detail, the assessments showed that diesel vehicles were the largest contributor to emissions. It is recognised that particulate matter (PM_{10} and $PM_{2.5}$), has significant health impacts and that the World Health Organisation Global Stringent Air Quality Guideline levels are not met in Spelthorne in line with the wider region. In 2021, Spelthorne Borough Council passed a motion to advocate for and work towards meeting the WHO Global Air Quality Guidelines.

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the action we will take to improve air quality in Spelthorne Borough Council (SBC) between 2024 and 2029. this action plan replaces the previous action plan which ran from 2005, which contained 43 actions to reduce pollutants within Spelthorne, covering a range of topics including reducing road emissions and raising awareness and increasing available information regarding air quality and its improvement among other actions.

Action/measure number 12 of the SBC Draft 2024-2029 AQAP[2], which is available on our website and currently out for public consultation, comprises delivering EV taxi programme to encourage taxi companies and drivers to invest in electric fleets. This action involves implementing EV projects as well as policy changes.

The current Defra Funded EV Taxi Project is a pilot scheme funding from DEFRA via a joint project with the Surrey Air Alliance[3]. The project is to part fund the deposit and first year payments to enable taxi drivers and operators to enter a purchase agreement with an EV taxi vehicle supplier. After the end of the first year, the taxi driver or operator will be able to continue payments to complete the purchase of the vehicle or return the vehicle to the supplier. As the project is focused on engagement with taxi drivers and operators to influence behaviour in purchasing EV vehicles, the scope of support from this project is for year 1 only.

The EV vehicle will have lower NOx emissions than an equivalent internal combustion engine vehicle. Uptake of EVs as Taxis in Surrey has been low due to the expense involved but there are advantages in terms of lowering idling emissions, lower on road emissions and the fact that taxis frequent locations such as hospitals, schools and care homes where people are highly vulnerable to air pollution.

Match funding from SCC and a small contribution from Environmental Health budget at some of the participating Local Authorities. The project was delayed by the impacts of the Covid-19 pandemic upon the taxi and private hire trade and suppliers. Further delays were caused by changes to state subsidy control legislation which required a legal opinion and further Defra approval.

Defra confirmed at the end of March 2023 that they agreed to the revised project. Unfortunately, the original grant to be provided by Surrey County Council's (SCC) Greener Futures Team to help match fund the project was no longer available. Defra confirmed we could not use any grant funds awarded to pay SCC's revenue costs. Fortunately, SCC's Public Health Team secured a £25k Public Health grant to help provide match funding to take the project forward. However, the Greener Futures Team were not able to undertake the work needed to administer the project including drafting the required legal contracts and procurement work within this budget. Guildford Borough Council agreed to take on this work within the £25k budget which meant we had secured all the funding needed to take this project forward. The project team have drafted details of the contracts and procurement specifications needed. They are with Guildford Borough Council's legal/procurement team to take forward. It is intended the grants will be awarded by Autumn 2024 for completion of trials Autumn 2025.

SBC also amended the taxi and private hire vehicle licencing policy to accommodate fully electric vehicles in 2022. The policy was also amended to allow electric London Style cabs or those with Euro 6 standard engines to operate in Spelthorne to improve accessibility of the taxi fleet for disabled customers.

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[2] https://www.spelthorne.gov.uk/article/21746

[3]Surrey Air Alliance is an officer working group which meets quarterly, with representatives from each of the 11 District and Borough Councils; Surrey County Council's Transport, Greener Futures, and Public Health teams; National Highways and the NHS. Surrey Air Alliance works with stakeholders to improve understanding, promote behaviour changes, and progress actions relating to air quality across Surrey.

Draft AQAP and the following link cabinet approval for the consultation:https://democracy.spelthorne.gov.uk/ieDecisionDetails.aspx?ID=2113

Taxi and Private Hire Vehicle Policy: Spelthorne Borough Council (SBC)

Proposal for Spelthorne

We currently have a 10 year age limit for non-wheelchair accessible and 12 for wheelchair accessible. If a driver currently has a ULEZ compliant car then their age limit of when it will be last licensed will now be extended to 15 years old.

From 1 October 2025	From 1 October 2028	From 1 October 2028
New - will only be granted to ULEZ compliant vehicles. The maximum a license will be granted is when the vehicle is 15 years old.	New non-wheelchair accessible vehicle-licence will only be granted if the vehicle is zero emissions (electric) with no age limit	New wheelchair accessible - will only be granted to ULEZ and/or electric compliant vehicles. The maximum a license will be granted is when the vehicle is 15 years old.
Renewal of currently licensed vehicles at the time of this policy being adopted - The maximum a license will be granted is when the vehicle is 15 years old.	Renewal of currently licensed vehicles at the time of this policy being adopted - The maximum a license will be granted is when the vehicle is 15 years old which must be ULEZ compliant	Renewal wheelchair accessible - The maximum a license will be granted is when the vehicle is 15 years old which must be ULEZ compliant

To further support the uptake of Ultra- Low and Zero Emission vehicles, there is no minimum engine size for hybrid/LPG, electric or other alternatively powered vehicles.

Due to the nature of the technological advancement of zero emissions vehicles and emissions standards this policy will be continuously reviewed.

Local Authority	ULEZ
Surrey Heath	Fully ULEZ compliant 2025
Epsom & Ewell	Fully ULEZ compliant 2026
Waverley	Fully ULEZ compliant 2031
Guildford	Fully ULEZ compliant 2025
Woking	Fully ULEZ compliant 2026
Elmbridge	No new to licence diesels since 2021. Renew diesel and all petrol latest euro standard by 01/01/26
Mole Valley	Fully ULEZ compliant 2027
Tandridge	Fully ULEZ compliant 2027
Runneymede	No decision yet
Hart	Fully ULEZ compliant December 2033

Grants

Plug-in taxi grant: eligibility and applications - GOV.UK (www.gov.uk) - The PiTG is only available to newly purchased taxis. Second-hand taxis will not be eligible for the grant.

https://www.surreyheath.gov.uk/sites/default/files/2023-08/Hackney%20Carriage%20%28Taxi%29%20and%20Private%20Hire%20Licensing%20Policy%202021%20to%202026.pdf

https://energysavingtrust.org.uk/wp-content/uploads/2022/05/Transitioning-the-taxi-trade-to-electric-vehicles-A-step-by-step-guide-for-LAs-Final-v1-1.pdf

https://tfl.gov.uk/info-for/media/press-releases/2022/december/all-private-hire-vehicles-licensed-for-the-first-time-in-2023-to-be-zero-emission-capable

https://www.gov.uk/government/publications/taxi-and-private-hire-vehicle-licensing-best-practice-guidance/taxi-and-private-hire-vehicle-licensing-best-practice-guidance-for-licensing-authorities-in-england

Table 3– Electric taxi examples			Vehicle details and estimated mileage
Hackney Carriages and Wheelchair Accessible Vehicles	LEVC – London Electric Vehicle Company TX Electric Taxi		**ZEC** – 1.5l petrol engine & 31 kWh battery 5 Passenger seats Battery electric range: 50-80 miles Total mileage range: 350 miles
	Nissan Dynamo		**ZEV – 4**0kWh battery 6 passenger seats Total Zero carbon mile range : 120-150 miles
Wheelchair Accessible Vehicles	Mercedes-Benz Vito Taxi		**ZEV –** 100 kWh battery Total zero carbon miles range: 250 miles
	Ford Tourneo Taxi (mild hybrid)		**ZEC** – 1l eco-boost petrol engine 13.6kWh battery Battery electric range: 35 miles Total mileage range: 300 miles
Private Hire Vehicles	MG 5 EV		**ZEV –** 61 kWh battery Total zero carbon miles range: 250 miles
	Nissan Leaf		**ZEV –** 62 kWh battery Total zero carbon miles range: 239 miles
	Kia e-Niro		**ZEV –** 64 kWh battery Total zero carbon miles range: 283 miles
	Tesla Model 3		**ZEV –** 60 kWh battery Total zero carbon miles range: 308 miles
	Skoda Enyaq iV		**ZEV –** 62 kWh battery Total zero carbon miles range: 256 miles

Source (Energy Saving Trust)

Electric vehicles: costs, charging and infrastructure - GOV.UK (www.gov.uk)