

13 July 2023 at 7pm

Marconi Room, Civic Centre, Chelmsford

Membership

Councillor R. Lee (Chair)
Councillor D. Clark (Vice-Chair)

and Councillors

N. Bugbee, N. Chambers, P. Davey, A. Davidson, S. Davis, J. Frasca, A. John, V. Pappa, S. Rajesh, S. Scott and P. Wilson

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 dan.sharma-bird@chelmsford.gov.uk or telephone (01245) 606523

Regulatory Committee

13 July 2023

AGENDA

1. Apologies for Absence

2. Minutes

To consider the minutes of the meeting held on 1 June 2023.

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. Taxi Licensing Policy Amendments (Euro 6 Compliance)

6. 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 1 June 2023 at 7.30pm

Present:

Councillor R.J. Lee (Chair)

Councillors D.J.R. Clark, S. Davis J.A. Frascona, P. Wilson

1. **Apologies for Absence**

Apologies for absence were received from Councillors Bugbee, Chambers, Davey, Davidson, John, Pappa, Rajesh and Scott.

2. **Election of Vice Chair**

On the nomination of Cllr Frascona and seconded by Cllr Lee, Cllr D Clark was elected as Vice Chair of the Committee.

3. **Minutes**

The minutes of the meeting held on 23 February 2023 were agreed as a correct record and signed by the Chair.

4. **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.

5. **Public Question Time**

There were no questions or statements from members of the public.

6. **Taxi Licensing Policy Amendments (Euro 6 Compliance)**

The Committee considered a report that detailed requests, that had been submitted by licence holders for an exemption to the Euro 6 requirement. The Committee were reminded of their decision in February 2020, which had made it a requirement for all licensed vehicles to be Euro 6 compliant by April 2024 and for any replacement vehicles to be Euro 6 compliant after 31st March 2020. Officers informed the Committee that due to four separate requests for exemption being received, it was felt that the matter should be brought to Committee for an overall decision rather than on a case by case basis.

Officers informed the Committee that the requests as detailed in the appendix to the report, had been made on the basis that the financial implications for replacing vehicles were more damaging post the Covid pandemic and cost of living crisis.

Officers detailed to the Committee that a total of 76 vehicles would be impacted if the policy was kept in place. Officers also stated that if the section of the policy was removed it would not be until 2027 that Euro 6 compliance would be reached as a result of licensed vehicles not exceeding 12 years in age.

Members of the Committee agreed that the financial environment was a different one to when their decision had originally been made in 2020. However, it was noted that, there had been sufficient notice given to the trade, from the original decision in 2020 and the impact in 2024. The Committee also noted that only four members of the trade had requested exemptions and no one had attended the meeting to speak in support of a change to the policy. Officers also clarified to the Committee that the matter had been brought to them at this stage, to allow a decision to be made in good time ahead of the 2024 deadline. This meant that the position would be confirmed either way, with sufficient notice before the 2024 deadline.

The Committee agreed to maintain the current policy and to not remove the Euro 6 compliance section at 3.4.4 of the Taxi Licensing Policy. The Committee felt the requirement was still necessary to assist with the Council's declared Climate and Ecological Emergency and there had been sufficient notice provided. The Committee also noted the lack of representations that had been put forward.

RESOLVED that the requirement for all licensed vehicles to be Euro 6 compliant by April 2024 be maintained.

(7.32pm to 7.58pm)

7. Taxi Policy Amendments

The Committee were asked to consider a review to the taxi policy, related to extenuating circumstances for current licenced drivers, who had failed all attempts at the Green penny training course. The Committee were also asked to consider appropriate action for existing drivers who had not attempted to pass the training.

Officers informed the Committee that the current policy did not advise what to do in the situation that a currently licenced driver had failed the test the maximum four times. Officers asked the Committee for delegated authority to consider situations like this at an officer level, and to consider extenuating circumstances or where the failure was marginal. Officers also asked for delegated authority to suspend or apply other action, where no attempts had been made to pass the test.

The Committee agreed that in situations where the fail had been marginal or there were other extenuating circumstances, they would be happy with the decision being taken at officer level in consultation with the Chair. The Committee also agreed that if no efforts had been made to attempt to pass the test, that officers should have the authority to suspend the licence with immediate effect.

RESOLVED that

1. Authority be delegated to the Public Health & Protection Services Manager to suspend a licence where a licenced driver had failed four attempts at passing the training by some margin and;

2. Authority be delegated to the Public Health and Protection Services Manager, in consultation with the Chair to apply exemptions to the taxi driver licence test where there are extenuating circumstances and where the failure of the test is marginal and;
3. Authority be delegated to the Public Health and Protection Services Manager, in consultation with the Chair to suspend a taxi driver licence, where no attempt had been made to pass the training.

(7.pm to 7.pm)

Exclusion of the Public

Resolved that under Section 100A (4) of the Local Government Act 1972 the public be excluded from the meeting for Item 8 on the grounds that it involved the likely disclosure of exempt information falling within paragraph 1 of Part 1 of Schedule 12A to the Act.

8. [Application for a Hackney Carriage/ Private Hire Dual Licence](#)

Public interest statement: It is not in the public interest to disclose the content of the 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.

The Committee was informed that under the provisions of the Local Government (Miscellaneous Provisions) Act 1976, a district council should not grant a licence to drive a hackney carriage or private hire vehicle unless it was satisfied that the applicant, amongst other criteria, is a fit and proper person to hold such a licence. It was noted by the Committee that there is no statutory definition of what constitutes a fit and proper person, but that Chelmsford City Council had established its own guidelines which the Committee was required to have regard to when determining applications.

The Committee was informed that they were being asked to consider an application for a dual hackney carriage/ private hire drivers licence by Mr R and to determine whether or not they were a fit and proper person to be granted the licence.

Members were advised that the following options were available to them;

- a) to grant the licence as applied for
- b) to grant the licence as applied for, but for a shorter period than the normal three years
- c) to refuse the application

Officers introduced the matter to the Committee. The Committee heard that Mr R had 10 penalty points on their DVLA licence and therefore the application could not be considered at Officer level. The Committee heard that the points were for various speeding offences along with an offence for driving without due care and attention. It was noted that the points were received when the applicant was a previously licenced driver by the Council, but they did not inform the Council of the points, which was a requirement of their licensing conditions.

Mr R attended the meeting and apologised for the driving offences. They informed the Committee that they had improved their driving standards since the offences took place. They stated that they did not inform the Council of the points, because they feared that they might lose their taxi licence as a result. They also stated that the majority of the points came from driving a personal vehicle, with only one of the offences taking place in a taxi, albeit it without passengers present.

In response to questions from the Committee, Mr R informed the Committee that they had previously attended a speed awareness course and that the offence for driving without due care and attention had been in a quiet industrial estate car park with nobody nearby.

The Committee gave careful consideration to the officers' report and to the representations made at the meeting by Mr R.

RESOLVED that Mr R's application for a dual Hackney Carriage and Private Hire Vehicle driver's licence be refused, on the basis that Committee is not satisfied that he is a fit and proper person to hold such a licence.

Reasons for decision

The fact that Mr R had accrued 10 points on his driving licence gave the Committee cause for concern. The 10 points related to three driving offences (driving without due care and attention, followed by two speeding offences) which had all been committed within the space of little over one year. Prior to the first offence, Mr R had by his own admission attended a speed awareness course (offered by the police as an alternative to prosecution for an endorsable offence). All three offences had been committed during the period that Mr R had held a Hackney Carriage/ Private Hire Vehicle drivers licence. Although Mr R had informed the Committee that only one of the offences had been committed while he was driving a licenced taxi and that no passengers were in the vehicle at the time, the Committee did not feel that this mitigated the seriousness of the matter, taken as a whole. The Council's *Guidelines Relating to the Relevance of Convictions* advised (among other things) that endorsable motoring convictions should be considered since a poor driving record may raise doubts about the applicant's fitness to drive the public or indicate disrespect for the law. The Committee considered that the pattern of driving offences committed by Mr R in the space of little over one year amounted to a poor driving record and indicative, at the time, of a disrespect for the law, albeit the Committee was prepared to accept that Mr R was now seeking to move forward and improve his driving standards.

The Committee was also concerned over that fact that Mr R had knowingly and deliberately failed on three separate occasions to disclose to the Council's Licensing Section the fact that he had been convicted of a driving offence. The Committee appreciated Mr R's honesty in admitting to it that he failed to disclose the offences because he feared that he might lose his licence. However, there was no excuse for these failures to disclose.

In all the circumstances, the Committee could not be satisfied, at this point in time, that Mr R was a fit and proper person to hold a Hackney Carriage/Private Hire

Vehicle driver's licence. It therefore followed, as a matter of law, that the Committee was bound to refuse the application.

9. **Urgent Business**

There were no matters of urgent business.

The meeting closed at 8.26pm

Chair



Chelmsford City Council Regulatory Committee

13th July 2023

TAXI LICENSING POLICY AMENDMENTS

Report by: Director of Public Places

Officer Contact: Daniel.winter@chelmsford.gov.uk. Licensing Lead Officer
01245 606317

Purpose

To consider the requirement for all hackney carriages and private hire vehicles to be Euro 6 compliant from April 1st, 2024.

1. Background & Introduction

- 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 In 1992 EU-wide standards on vehicle emissions were introduced. The first standard was known as Euro 1 with subsequent standards named Euro 2, Euro 3 etc...
- 1.3 Euro 6 was introduced for all vehicles that were registered on or after 1st September 2015. The biggest difference between the Euro 5 and Euro 6 standard was the limit on the amount of nitrogen oxides diesel vehicles could

produce. The Euro 6 limit of 0.08g/km of nitrogen oxides was a significant reduction of the Euro 5 limit of 0.18g/km.

- 1.4 Nitrogen dioxide is the only statutory air quality limit that the UK is currently failing to meet and has caused many local authorities, including Chelmsford City Council, to declare air quality management areas at pollution hotspots.
- 1.5 On the 13th of February 2020 members of the regulatory committee resolved that:
 - the licensing conditions for taxis and private hire vehicles be amended to require them to be Euro 6 compliant by 1st April 2024 and;
 - the licensing conditions for any replacement taxis or private hire vehicles replaced after 31st March 2020 be amended to require them to be Euro 6 compliant.
- 1.6 These conditions are contained in Section 3.4.4 of the Taxi Licensing Policy. The Policy can be viewed at the following link <https://www.chelmsford.gov.uk/media/hnyifts2/taxi-licensing-policy.pdf>

2. Requests for Exemption

- 2.1 On March 20, 2023, a licensed taxi driver submitted a request for an exemption from the requirement that all vehicles be Euro 6 compliant by April 1st, 2024. A further 3 requests/representations had been received from 3 other licensed drivers.
- 2.2 On June 1st, 2023, the Committee considered the representations and confirmed the imposition of the condition requiring all vehicles to be Euro 6 compliant by April 1st, 2024.
- 2.3 After the meeting, it became evident that certain taxi drivers affected by the decision were unaware that the Committee had discussed the report during the meeting on the 1st of June. In consultation with the Chair of regulatory Committee it was determined that the Committee would review the matter again to ensure that the drivers who had made representations could be present.
- 2.3 All licensed drivers, proprietors and operators were provided with notification of today's meeting and that this report would be considered at the meeting.
- 2.4 Attached to this report as **Appendix A** are an additional 27 representations/comments that have been received. Additionally, a petition with 33 signatures has been sent to officers, and it is noteworthy that some of the signatories have also submitted their own individual representation.
- 2.5 One of the original representations was withdrawn for reasons attached as **Appendix B**.

- 2.6 Rather than deal with individual requests for exemption the Committee are asked to consider whether to keep, remove or amend the condition relating to Euro 6. The Committee's decision will then apply to all Euro 5 vehicles.
- 2.7 After receiving comments, the licensing department acted by reaching out to three national companies to inquire about the availability of new and used taxis. One of the companies responded and provided information regarding their vehicle supply. Please refer to the attached document, **Appendix C**, for more details.

3. Impact

- 3.1 If the Euro 6 condition remains in the policy, a total of 76 out of 175 hackney carriages will be affected; 51 of them being wheelchair accessible and 25 of them saloon type vehicles, and 13 out of 85 private hire vehicles will be affected.
- 3.2 If the condition in the policy is removed, all licensed vehicles will achieve Euro 6 compliance by 2027. This is in accordance with the policy's requirement that licensed vehicles must not exceed 12 years since their initial registration.

4. Options

- 4.1 Members have the following options:
- 4.1a Remove the requirement for all licensed vehicles to be Euro 6 compliant by 1st April 2024
- 4.1b Keep the requirement that requires all licensed vehicles to be Euro 6 compliant by 1st April 2024
- 4.1c Amend the condition as they see fit. For example, amend the date for when all licensed vehicles are to be Euro 6 compliant, or provide an exemption for certain classes of vehicles.

Appendices:

- Appendix A – Representations for exemption from requirement for all vehicles to be Euro 6 compliant
- Appendix B – Representation withdrawn
- Appendix C – Feedback from Allied vehicles group

Background reading:

Taxi Licensing Policy

Corporate Implications

Legal/Constitutional: None

Financial: None

Potential impact on climate change and the environment: If the requirement is removed there will be a negative impact on the environment, this will be negligible due to the small number of vehicles affected compared to the overall number of vehicles in use.

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

Personnel: None.

Risk Management: None

Equality and Diversity: None

Health and Safety: None

Digital: None

Other: None

Appendix A - Requests for Exemptions

Dear Mr Brookes,

Firstly please excuse me if i ramble, go off point so to speak.

I am not the most eloquent of People, but will endeavour to do my best.

I purchased my current vehicle in 2015 in the belief that i could licence it for 12 years.
I am now (with others) faced with the prospect of having 3 years of my vehicles working
useful life taken away, this is not right and fair and i object most strongly.

I draw your attention to a comment you made in a letter you sent to Vicky Ford MP.

**" THE CITY COUNCIL ARE DECLARING A CLIMATE AND ECOLOGICAL
EMERGENCY"**

so this would suggest the council is more concerned with a few Euro 5 Taxis trying to make
an honest living,
than the devastation caused by the Beaulieu and Channels Estates to the environment,
building on a Golf Course...
really!??

What about the Buses and Trades peoples vehicles what punitive measures do you have in
store for them?

The irony is of course that i could still drive around for years in this vehicle privately with the
plates and roof sign off.

I have been driving a licensed taxi in Chelmsford for over 30 years, and have an unblemished
disciplinary record,
and have provided a professional and courteous service to many happy customers who have
become friends and would
be unhappy if i couldn't continue for the full 12 years. I can provide you with their
testimonials if you think fit.

I hope that i have made a compelling case and that "**EXTENUATING
CURCUMSTANCES**" apply in my matter.

Lastly i understand that a cohort lead by the inimitable *redacted* will be making their own
representations for you
to consider.

I hope i didn't meander too much and look forward to your comments.

With Kind Regards,

Redacted

My name is *redacted* and I live in *redacted*. I am a taxi driver and I purchased my taxi around 5 years ago (Euro 5) which was licensed until 2026. However, since purchasing the taxi, the licensing policy in Chelmsford has changed - I can only use my taxi until 2024, which means that I lose 2 years of driving a licensed taxi and consequently lose my work which I've been doing for 15 years.

Under the new licensing policy, only Euro6 will be licensed. The licensing department in Chelmsford told me that they wouldn't allow me to retro fit my Euro5 taxi to fit Euro6 specifications as "I could spend that money on a new taxi". To retro fit a taxi to Euro6 standards would cost around ~£2,000 and a new taxi costs around ~£50,000.

I totally agree with having vehicles that produce lower emissions, however there are many taxi drivers in Chelmsford who are missing out on 2 years of taxi driving under the new licensing policy. When we bought our taxi's, we were told by licensing that we would have our license until at least 2026. Government policy is that all diesel vehicles are to be scrapped by 2030 and there are incentives such as the diesel scrappage scheme that has allowed diesel drivers to switch to a lower emission vehicle. I am not sure why Chelmsford council has decided that 2024 for my taxi to be scrapped when government policy gives 7 more years for diesel cars to be phased out.

There needs to be some mitigation in place for the drivers who are going to lose out and cannot afford (or want) to buy a new Euro6 taxi, especially those who have taxis who were originally permitted until 2026. Many taxi drivers will simply not be able to afford to buy a new taxi that fits the new licensing requirements and therefore be out of work, this points towards discrimination on the basis that individuals cannot continue to work simply because they cannot afford to spend a considerable amount on a new taxi.

Perhaps a scrappage scheme for diesel taxis or allowance to retro fit existing taxi's to Euro6 standards would assist taxi drivers greatly.

I am happy to discuss this further with you.

Thank you for your time. I look forward to hearing from you.

Kind regards,

Redacted

I've recently bought my vehicle and merely new to the taxi business. I've purchased my vehicle for £5000, £2000 insurance, £340 road tax and my concern is to give it up the following year due to being Euro 5. I've got my self in debt to have this money as I see a great need for taxi services and disability access vehicles.

I appreciate the councils view for cleaner air, but with all do respect this isn't the time, not only will be a shortage of disability vehicles but also 6 seater.

With the cost of living and prices of new and second hand cars sky rocket, 50k + for a new electric car is just too expensive. I regret to say but I have to look for a new career if the council decision to replace euro 5 vehicles goes a head.

I sincerely hope the council and the representatives make the right decision.

more years for all euro 5 vehicles due to the war in Ukraine uA due to the cost of living and the uncertainty of the world financial crisis.

Sincerely

Redacted

I'm writing in regards to Chelmsford council's requirement for all vehicles to be Euro 6 compliant by April 2024 as well as Daniel Winters email of 28th June 2023.

I appreciate the council's aim for cleaner air and emissions but now is not the time to enforce this on an unfortunate low income section of the trade.

My vehicle is fit for purpose and passed recent taxi emission tests and I believe it'll continue to do so for another 2 years atleast.

I believe it is important for the Council to ensure there is good number of Wheelchair accessible vehicles available in the taxi trade. Forcing this on the trade could see a dramatic decrease in such number as most of taxi drivers are struggling to buy new taxis for a number of reasons; I know I certainly can't buy one now.

This is due to huge impact of COVID-19 on taxi trade and now the UK cost of living crisis.

Hence, my humble request to the council is to allow all Euro 5 taxi vehicle owners another year so we can deal with crisis in a proper managed way and not to have extra strain on us.

Kind regards

Redacted

Good afternoon

My name is *redacted* license number *redacted*, vehicle registration number *redacted* I have less than a year left on my taxicab but I don't have sufficient funds to purchase a new Euro 6 car as required by the council. I just bought the car in April according to the rumours that the license will be extended. I am already struggling to pay my bills due to rising cost of living and currently I cannot afford to purchase a new taxi vehicle. I didn't get to recover from the Covid19 yet, all prices have increased and with the new vehicle prices I will not be able to buy new car. Please allow me an additional year on my taxi plate so I can try to save money to meet the council's requirements.

Many thanks

Kind regards

Dear Daniel Winter/Licensing,

I hope you're well. I have included my councillor, Marie Goldman, in this email for oversight.

I am writing in regards to the Euro6 requirement change that is scheduled to come into force in April 2024. This is my submission which I hope you will use in the committee meeting on Thursday 13 July.

1. Taxi Standards

The council is imposing an arbitrary rule on many taxi drivers to switch their vehicle. I purchased my vehicle in 2018 which is compliant with Euro5. At the time of purchase, I was not aware of the difference between Euro5 and Euro6, I was not advised by licensing either. More to the fact, licensing did not specify that a vehicle intended for taxi use had to comply with any certain specifications, even Euro5.

In 2018 when I bought my vehicle, licensing made no mention that I would not be able to use it as a taxi in the future. I was told that I would be able to use my taxi until 2026, when I would have to change it to a newer model (no mention of hybrid/electric).

Therefore, I am losing out on 2 years of working and getting an income for myself and my family. It is simply not fair to tell me one thing when I bought my taxi and then place a very strict rule on me which means I lose out tremendously on income and livelihood. As iterated below, there is a lack of sympathy from the council to even support taxi drivers who are victim of this rule.

2. COVID, Cost of Living, Discrimination

The lowest cost of a new vehicle that would be Euro6 compliant is £50,000. To get one second hand is at least £20,000 and those vehicles would have already done around 200,000 miles.

I do not need to go into detail about the previous 3 years and how the lockdowns have severely impacted taxi driver business, as I am sure you understand the struggle that we had to go through. This lack of income has meant that I have not been able to save money and therefore do not have the funds possible to even put a deposit down on a new vehicle. Many other taxi drivers are in the same situation as me and simply cannot afford to buy a new vehicle.

The number of electric vehicles suitable for taxi driving that are being manufactured are very low at the moment and therefore the prices are even higher. The requirement for owners of taxi vehicles that are not Euro6 compliant to change their vehicle is discriminatory, you are impacting a group of people who heavily rely on their taxi business to just keep their families afloat in these increasingly hard times.

The taxi drivers that will remain are those who have a higher income, perhaps from other sources as well as taxi driving rather than those who rely most on these business to which that is their sole occupation.

3. Climate Impact

I understand that the reason for the council imposing these new requirements on taxis is to reduce emissions in the area. I completely support initiatives to help our city to become cleaner. However, targeting taxi drivers is not the answer. I have seen double decker buses operating in and around Chelmsford that are as old as 2004 - these will emit far more emissions than my taxi.

There have been a number of government initiatives to help those who need to replace their vehicle to one that is more environmentally friendly including subsidies.

Licensing have offered no help whatsoever to taxi drivers to assist them in driving more environmentally friendly vehicles. They have just placed a ban on us and that's it - no assistance, no support.

After April 2024, should this arbitrary rule come into force, I would be able to use my taxi for personal use. I could decide to take up delivery driving which would result in far more emissions released into the air in and around Chelmsford compared to if I continued to drive it as a taxi. It is reasonable to assume other taxi drivers in my position would resort to the same source of income if this rule comes into force, meaning that the council's objective is completely worthless as it would actually result in more fumes being emitted.

4. Disabled Access

Disabled members of the public rely heavily on taxis to get them in and around Chelmsford. Many electric taxi vehicles do not cater for disabled access. Imposing the Euro6 electric taxi rule would mean a severe lack of disabled access taxis that would be available in Chelmsford. This would lead to upset for members of the public and could point toward discrimination as those members of the public are restricted in their use of taxi services.

5. No consultation

Finally, taxi drivers were not properly consulted of the changes that licensing were seeking to impose. This was done rather discreetly by the council by adding it on a sub-section of their webpage, to reiterate - no taxi driver was consulted on this. Failure to take part in open and honest dialogue with those who are most impacted by this change (the taxi drivers) creates a tense environment and a lot of frustration, not to mention the worry and anxiety coming from knowing I may potentially not have any income beyond April 2024.

I am seeking professional advice in this matter. I trust that all of the above is clear to you, if not, please let me know and I can clarify.

I look forward to hearing the outcome of the meeting on the 13 July. I will be in attendance.

Thank you.

Kind regards,

Att: Mr Daniel Winter: Licensing Lead Officer for Chelmsford Borough Council.

Ref. Euro 6 with Regard to Taxis.

I like myself and many other Hackney and Private Hire Drivers with vehicles registered from 2014 and older, have been informed that at the end of licensing period 2023/ 2024, our vehicles will not be re licensed.

When this policy was introduced by Chelmsford Borough Council in 2019, the UK had still not been subjected to **COVID 19, THE ENERGY CRISIS, INCREASE IN FUEL PRICES and THE INFLATATION/ RECESSION/ WAR IN UKRAINE ETC.** All these are very serious factors which have severely reduced the amount of money earned in order to feed and house our families, plus run our vehicles.

What I can say is the majority of Taxi Drivers are worried and trying their best to survive and go forward. Still Chelmsford Borough Council continue to insist that everyone with a vehicle registered from 2014 and before will come off the road at the end of this licensing period 2023 - 2024.

Many of us in the trade have brought our own vehicles, which is a very high investment. Obviously, it takes time to recuperate these monies paid and none of us thought at the time that Chelmsford Borough Council would implement such a policy. There seems on the part of the council no interest in the investment that we made for our current vehicles and worse still, no interest on how Taxi Drivers will be able to finance new or second-hand

vehicles. There is a lot of concern amongst many in the trade regarding the amount of money they need to find and borrow along with all the credit checks.

The cost of new electric vehicles can be in excess of £60,000 's which is an eye watering amount of money to invest and to recuperate based on current taxi business levels in Chelmsford. The second-hand taxi market is also extremely expensive and worse still, prices have soared as there is a shortage and not enough vehicles fit for purpose, especially 6 seaters.

Chelmsford Borough Council can be seen to be pushing the electric vehicles, with the 20 licensing plates recently given out free. They do not appear to be concerned about the situation they are forcing everyone into, if they want to stay in the Taxi Business.

Most of us have no desire to be taken of the road and to seek other employment, we have abided by all the licensing laws and regulations. My vehicle like many others has repeatedly passed the twice annual taxi emission test at Freighter House. My vehicle is in very good condition, why should I and many others be forced off the road by Chelmsford Borough Council. When we purchased and licensed these vehicles it was for at least the full period.

We all appreciate that Chelmsford Borough Council would like to introduce a policy with regard to cleaner air / emissions, but now is not the time to force this onto the taxi trade. Taxis ironically are only a small sector of the traffic on Chelmsford Roads, you also have private transport, buses etc etc, which are not being persecuted.

The obvious result of the council's action will be to force many taxis of the road and most importantly Wheelchair accessible vehicles could be severely reduced.

We would appreciate that the rules regarding Euro 6 Emission's be cancelled until at least 2027 after which this would need to be a reviewed and all the trade consulted on new policies.

Finally, it is important for the future that any meetings held by Chelmsford Borough Council should be notified on their web and via email, just like the licensing department does when a member of the public calls them with a situation. It would appear meetings over Euro Emission 6 has not always been communicate well to the trade.

We request that Chelmsford Borough Council from immediate effect no longer implements Euro 6 Emissions Policy until further notice.

Finally would like to confirm my attendance on Thursday the 13th July 2023 at 19.00 hrs with regard to the meeting/ Euro 6 to be held by Chelmsford Borough Council.

Look forward to your reply,

Yours Sincerely,

Dear Daniel

I'm writing to you in regards to regulatory committee decision as to not extend my taxi plate in accordance to meet euro6 standards by April 2024. I wish to state that I can't afford to buy a new Euro 6 vehicle as per council requirements. Kindly, allow me to drive my existing vehicle until September 2025 which it has been originally licensed for.

I look forward to hearing from you soon.

Yours Truly,

Sent from my iPhone

Hi,

I have budgeted and invested in the trade was expecting a certain amount for life as my car redacted it should run out 2025. It's clearly is unfair and un reasonable that these dates changed mid-term.

I appreciate the councils aim for cleaner air and emission but now is not the time to enforce this on an unfortunate isolated section of the trade.

My vehicle is fit for purpose and passed the current emission test at freighter house.

The cost of living, energy prices, and the effect the Ukraine/Russian war is financially having on the Uk makes replacing a vehicle earlier than plan highly , as a result of the current policy could very well see me unable to have new car 50k too much for me on finance can't afford,

Additionally, there is a huge shortage of vehicles available from manufactures going out to the dealers.

Second hand vehicles sales are limited and prices have soared over the past few years resulting in cash purchases beyond reach.

I believe it's important for the Council to ensure there is suitable provision for Wheelchair accessible vehicles forcing this on the trade could see a dramatic decrease in numbers.

Also, my partner not working so I am the responsible this way I wouldn't maintain family and kids and new car if you sincerely don't give me extension, i invested on this car to be fixed and meet the standards, if you give me extension, I can manage to save deposit for the time and I can buy on finance.

I am *redacted* licence holder which is a Euro5 engine reg redacted. I bought this vehicle back in 2015 following the council ruling that I can keep the vehicle running for 12 years.

Meaning that this vehicle should be allowed to run till 2027. This vehicle has been very well maintained from date of purchase till now, and has never failed any inspections. So as you can imagine I have been very stressed and confused since being informed that I have to stop using my vehicle by April 2024 due the newly enforced rule requiring a Euro6 engine. This is very unfair to me as I have invested in this vehicle prior to this new engine rule, as i knew that originally would have had till 2027 to make use of my vehicle, and now I'm being told that I have less than a year left to stop using this vehicle. I am going through a very hard time, 2 years wasted on covid pandemic hardships, inflation and interest rates too high to maintain my family, and now I'm being told that my vehicle that I use for my only source of income is no longer allowed to be on the road due to a new engine rule that has is being enforced after purchasing my vehicle that I was guaranteed a 12 year use out of. I am struggling to maintain my life let alone the missive cost of replacing my vehicle. There is not enough available Euro6 vehicle on market. Prices are sky-high(finance due to credit checks)being double the interest rates compared to my previous finance. Please allow me till my original 12 years, I can't survive with this cost. I hope you understand my situation.

Hi there

It's redacted

I only have less than a year left on my taxi and I don't have enough funds available to buy a new Euro 6 as per council demand.

I'm already struggling with ' Cost of living crisis ' to pay my bills and can't afford to pay big sums of money to buy a £50,000 car to be used as taxi.

I'm not fully recovered from COVID 19 aftermath. After the pandemic everything has gone so expensive and a poor man like me can't afford to pay hefty new car prices and high insurance etc.

Please allow me a year on my taxi plate so I can better able to deal with this council's requirement. otherwise I will do delivery with same car after taxi expires,as there is no other option for me.

Best regards

Dear Daniel Winter, I would like to express my concerns with the euro 6 compliance for taxi's. Originally when I purchased my vehicle for taxi number 1redacted, I budgeted and invested in the trade February 2020 expecting a certain amount for life and calculated a depreciation cost. But as Covid came and hit us same time I was out of work for over a year and had no income from taxi and no help apart from the council's grants. It is unfair and unreasonable that these dates changed mid-term and I lose 3 and a half years from my vehicle. I appreciate the councils aim for cleaner air and emission but now is not the time to enforce this on an unfortunate isolated section of the trade. We have 20 new electric vehicles that will help towards a cleaner environment. My vehicle is fit for purpose and

passed the current emission test at freighter house every time if you look at my inspection reports. Because of covid, the cost of living, energy prices, higher mortgage payment and the effect the Ukraine/Russian war is financially having on the UK makes replacing a vehicle earlier than plan highly unlikely. Financial constraints as a result of the current policy could make it difficult for me to replace my vehicle and could potential be leaving the trade, if I cannot find a replacement vehicle. Concerns of finding £50k plus or finance due to credit checks is a major concern and finding a vehicle the major taxi dealers don't have any stock and 6-seater wheelchair assessable vehicles are not in production, apart from LEVC Londoner's black taxi which costs around 68k plus. There is a huge shortage of vehicles available from manufactures going out to the dealers. Second hand vehicles sales are limited, and prices have soared over the past few years resulting in cash purchases beyond my reach. I believe it's important for the Council to ensure there is suitable provision for Wheelchair accessible vehicles forcing this on the trade could see a dramatic decrease in numbers in Chelmsford. Currently the new LEVC and Mercedes Vito are not ideal for wheelchair especially the larger wheelchairs as not much room inside to manoeuvre and get inside. Kind Regards

Hi my name *redacted* and I am the owner of *redacted* and when I bough that taxi about four years ago at that time is in my mind my taxi expires in 2025 but council brings the new rule ragarding emission and as a good citizen of this country I fully understand the importance of pollution and the impact they are causing but we request you to reconsider your decesion as you know after Covid and Ukraine war things is very tough for everyone prices going up and up it's hard for us to buy other taxi so we all appeal against that decision to take it back and allow us to drive as the things before many thanks

Sent from my iPhone

Dear sir,

I come to know that the council has not granted extension to Taxi's (for euro 5). My taxi expires in 2028 but due to the new rules I will have to upgrade it in 2024 which sets me back 4 years. I have been budgeting to purchase a new vehicle in 2028 but if I have to change it next year it will be almost impossible to save up enough amount or even get it on instalments due to existing payments. I have a family and the cost of living , as you may appreciate, is increasing all the time.

I'm sure many of the drivers will also struggle as I am. We all look up to our council to help us in our difficult times. Our vehicles are in top condition and are checked twice a year (mechanical inspection) as you know.

I humbly request for the council to kindly allow us to change vehicles when expiry is due and please reconsider the decision. Thankyou

Kind Regards

Dear Dan

I take this opportunity to formally request that item 6 Taxi Licensing Policy Amendments (Euro 6 Compliance) of the Regulatory meeting of 1st June to be re-presented to committee. This request is made in order for the 4 petitioners and Trade Association to be able to make a personal appearance/representation before the committee, as they desired from the outset.

Having read the minutes it states.

“No one had attended the meeting to speak in support of a change to the policy”

“The committee also noted the lack of representation that had been put forward”

In all fairness to those affected by the decision made by the committee feel the Council fell short in communicating the date of such an important meeting. One would have thought and expected at least a reasonable level of duty of care to those who initially wrote in expressing concern, so that they could attend. However, I am advised this didn't happen!

Moreover, in a response from Councillor Goldman to one of the petitioners he was advised the hearing would be on 8th June and it was this message that was shared amongst those concerned.

It is paramount for the Council to understand that should this policy be enforced the consequences of a greatly reduced fleet of Wheelchair Accessible Vehicles will follow not just because of financial hardship but the reality of limited availability of vehicles with the main industry providers such as Cab Direct, who only advised me 2 weeks ago, that had nothing available and there were major concerns going forward.

Should the Council chose not to re-present, it is felt by those most affected, there's a willingness to take this matter to the Magistrate Court for hearing.

I look forward to your considered response in due course.

Kind regards

Hi my name is *redacted* i own *redacted* which i brought from new it is a 2014 year when i brought this vehicle i was allowed to keep it for 12 years as long it past the taxi tests,so i was told, and now the goal posts have been moved saying in April 2024 all euro 5 taxis most be changed, meaning i loose two years on my taxi which i brought for over £20000 at the time, because of covid lasting two years there was no work, and now interest rates on mortgages, and loan's have gone up, if this happens next year with the euro 6 ,, i have no choice but to hand my plate in, I've been driving taxis for nearly 20 years and this is my bread and butter, i think this is wrong and shouldn't be allowed to do so while there is nothing wrong with my taxi. If i could and where able to do so, the only think we could buy is a 2018 vehicle with

about 150000 miles on the clock for about £38000 there are not enough choice of vehicle out there too choice from and at that price.

Many thanks *redacted*

Dear sir

I am *redacted* licence holder which is euro5 engine reg *redacted*. I have invest my vehicle for 12 years right. Already left 2 years finance. Still my vehicle is like new. Never failed any inspection. To be 12 years left about over 4 years. Never thought anything happen like that they are cancelling my vehicle April 2024. Which is very unfair on me. Now I am going through very hard time. This is the only job I am doing. How will I cover this big cost. There is no enough euro6 vehicle on market. Please allow us till our 12 years time. I have finance left quite long. Can't survive with this cost. I hope you understand my situation.

Kind regards

Hi,

I have budgeted and invested in the trade was expecting a certain amount for life as my car *redacted* it should run out 2026. It's clearly is unfair and un reasonable that these dates changed mid-term.

I appreciate the councils aim for cleaner air and emission but now is not the time to enforce this on an unfortunate isolated section of the trade.

My vehicle is fit for purpose and passed the current emission test at freighter house.

The cost of living, energy prices, and the effect the Ukraine/Russian war is financially having on the Uk makes replacing a vehicle earlier than plan highly , as a result of the current policy could very well see me unable to have new car 50k too much for me on finance can't afford,

Additionally, there is a huge shortage of vehicles available from manufactures going out to the dealers.

Second hand vehicles sales are limited and prices have soared over the past few years resulting in cash purchases beyond reach.

I believe it's important for the Council to ensure there is suitable provision for Wheelchair accessible vehicles forcing this on the trade could see a dramatic decrease in numbers.

Also, my partner not working so I am the responsible this way I wouldn't maintain family and kids and new car if you sincerely don't give me extension, i invested on this car to be fixed and meet the standards, if you give me extension, I can manage to save deposit for the time and I can buy on finance.

Kind regards

Dear sir / madam

My name is *redacted*, I am a Taxi driver and driving *redacted* wheelchair access able taxi in Chelmsford and also live in Chelmsford since 2002, I am new in this trade and before that I used to run a small takeaway but suddenly my bussiness sales had drop 70% after Russia and Ukraine war, therefore I could not even manage to pay my rent for takeaway and landlord take over my bussiness, in a word i lost everything for living and start to drive Taxi for living and bought a wheelchair accessable Taxi with the help my wife as she sold her jewelry's as well as we borrowed some money from friends and family, but suddenly I get the news that I can not drive my Taxi after April 2024 as my vehicle is not meet the Euro 6 standard which I did not know before I purchase this vehicle, since i heard this news I start to search the Euro 6 purpose built Taxi to purchase but sadly the price of the purpose built Taxi is cost my fortune is £60k which I can not even think as there are no supply of the Euro 6 Purpose built Taxi in the market, even, if I want to buy a second hand one it will cost me around £40k to £45k which i can not afford at this time as I am already struggling to maintain my family as I am a father of 3 young children. I appreciate that council aim for cleaner air and emission but it is not the right time to enforce when everyone is struggling, therefore, if council is not consider us, then myself will effect as follows:

1. I will be Jobless as i can not afford to buy another Purpose built Taxi because its very expensive at this moment
2. If I go for the Finance option which I tried already and have been declined by them, if they offer me a finance it will take my entire life to paid them off
3. Myself and my family will affected very badly , actually I can not explain you all points by writing.

I, therefore, hope and pray that, you will give us at least reasonable time before you enforce as the time is not suitable for anyone to invest huge amount of money.

Kind regards

To Whom it Concerns,

MySelf *redacted* originally budgeted and invested in this trade with my current taxi in for the 12 year duration of my vehicle until 2026, I therefore believe this clearly is unjust and unreasonable that these dates changed mid term.

I appreciate the councils aim for cleaner air and low emission but now is not the time to enforce this on an unfortunate isolated section of the trade.

My vehicle is fit for the purpose and passed the current emission test at freighter house on the 10th March 2023.

Because of the Pandemic (covid-19), the cost of living, energy prices, higher mortgages (or rent) and the effect the Ukraine/Russian war has done including The Bank of England increasing interest rates, financially having to replacing a vehicle earlier than plan is highly unlikely for me.

Financial constraints as a result of the current policy could very well see me unable to renew my license and having to make the ultimate decision to not be part of the trade (Hackney carriage).

The Concerns of finding £50k plus or having finance due to credit checks is a major concern for me and my family. Additionally there is a huge shortage of vehicles available from manufactures going out to the dealers. On top second hand vehicles sales are limited and prices have soared over the past few years resulting in cash purchases beyond my capability.

I believe it's important for the Council to ensure there is suitable provision for Wheelchair accessible my vehicle currently is one of these with the means of access, how ever forcing this on the trade could see a dramatic decrease in numbers of taxi drivers.

I am currently the only financial supporter for my family, my wife is a carer for my eldest Son, he is currently under Great Ormand Street Hospital, Broomfield Hospital and Adam Brookes Hospital. As well as mother to my youngest son. During the pandemic we had no income and were supported by the government grants. I am still over coming the pandemic crisis we faced as a family. With My eldest sons health deteriorating and having emergency operations in these hospitals during covid -19 epidemic.

I sincerely request my local authority to grant me my twelve year duration of my current vehicle which ceases in 2026. This will enable me to focus on saving for a Euro 6 vehicle while supporting my family financially.

Thank you for taking your time to read my letter and understanding of my situation.

Your sincerely

Hi Licensing, I hope the team is well.

Further to the email below I would like to express my concerns with Euro 6 requirement. I originally budgeted and invested in the trade expecting a certain length. It's unfair and unreasonable that these dates changed.

My vehicle is fit for purpose and passed the current emission test at freighter house. Because of covid, the cost of living, energy prices, higher mortgages and the effect from Ukraine/Russian war is financially having on the trade and this makes replacing a vehicle unlikely.

I am financially concern of finding £50k to replace vehicle with Euro 6 requirements. Vehicles are limited and prices are higher in current market resulting in cash/ finance purchases difficult.

The Taxi trade is quieter. Trainline being less busy due to remote working, working from home, less commuters on train. This has resulted in reduced income and taxi being queued up on ranks with longer waiting time. Reduced income has also resulted from weekend trade being slower due to less people going to pubs, clubs and restaurant that has resulted from cost of living being higher.

Replacing Vehicle will be a risk take as will need to further invest in the Taxi trade that will not guarantee in trade improving. Reduced in income makes it difficult to replace vehicle to meet Euro 6.

I believe Wheelchair accessible vehicles is decreasing with introducing Electric vehicles, purchase shortage in market and value is aprox 50k for Euro 6 Taxi built. It's important for the Council to ensure there is suitable provision for Wheelchair accessible vehicles forcing this on the trade could see a dramatic decrease in numbers.

Taking all the factors into consideration replacing current vehicle with Euro 6 requirement that I have invested in will have huge impact on me and have concerns in finding the financial vehicle purchase sum.

Thanks

Hi there

I am writing in regards to Chelmsford City councils requirement for all vehicles to be Euro 6 Compliance by April 2024.

As well as latest email from Daniel Winter on the 28th of June 2023.

I very much appreciate the Chelmsford City Councils aim for low emission & much cleaner environment in the future. But strictly speaking now the whole country is in recession. Nobody has any funds. Therefore it's not a good time to enforce this on a unfortunate low income section of trade. I acquired my own vehicle on the basis of I have twelve 12 years I have no funds to replace the existing vehicle. But bearing in mind my vehicle is still in good condition in body wise & mechanically sound if it was up North places like Wolverhampton or Birmingham Councils it easily can be licensed for another 6 or at least 5 years. So please be helpful and kind to look in this matter above please kind Regards *Redacted*

Dear Sirs/Madam

Thank you for your email regarding the committee meeting about euro 6 change of vehicles....

Since covid 19 things have been very difficult for people throughout the world and the after effect has had a great impact on people's individual life's....I am no exception

My vehicle namely a vauxhall insignia redacted is a euro 5 vehicle and according to the new regulations I will have to change this vehicle next year I.e 2024 where by I would effectively lose 2 years from the original 12 years permitted

The cost of living together with other financial difficulties it would be very difficult for me to afford to change my vehicle without having to barrow money and somehow get a loan ...the interest rate rise has pushed my mortgage up aswell

Please can the honourable committee give favourable consideration to my application to allow us to at least use the vehicles for a bit longer, this would ease alot of pressure of our lives

Thanking you in advance for allowing us this opportunity to represent of selves

Kind regards

Dear sir

I am writing to you in regards to the recent decision by the council to change all taxi's to Euro 6 by April next year. It has put many of us Taxi drivers in a difficult position as our taxi's don't expire for many years yet we are still being told to change them by next year. I feel this is an unfair decision as it will set us drivers back many years. This is our livelihood and we work hard for long hours to provide for our families. We don't all have extra money put aside for such purchases. I kindly request the council to reconsider their decision and allow drivers to change vehicles when they were originally due rather than in April 2024. Thankyou

Kind regards,

To whom it may concern

I am the propitiator of redacted. I am writing this letter in regards to my concerns for the euro 6 compliance for taxi's.

I purchased my VW Transporter in 2018 on finance. I opted to go for this vehicle for the overall build quality. As you can imagine this had already cost me a significant amount more compared to your regular E7 and other wheelchair accessible taxi's. I invested into the trade expecting a certain amount of vehicle life and depreciation cost.

The pandemic affected the taxi trade drastically. I was out of work for over a year and still had to make payments to keep my vehicle on road, this included the vehicle finance, insurance, road tax etc. As you can imagine with no work for over a year this took a toll on most taxi drivers finances. Most are still trying to recover to this day. Now we are hit with the cost-of-living crisis and it's made it a lot harder for us. The taxi trade is at a low, and the increased cost of energy, finance and general living is not helping us.

It is very unfair and unreasonable that this euro 6 compliance is bought in midterm of our vehicle life, especially with covid and cost of living amongst it all. I stand to lose over three and a half years on my vehicle life. Replacing this vehicle now will have catastrophic implications to my finances and family living.

Having done some research on new wheelchair accessible taxis, I have found there is a huge shortage. Most of the leading taxi suppliers do not have any available. There are a few LEVC taxis available, but at £68k plus, they will be definitely out the question for a taxi driver in Chelmsford.

Second hand vehicle sales are very limited and therefore have increased in price, without finance these vehicles are beyond my reach.

Once you consider all the factors in this letter, it is most unlikely I will be able purchase another wheelchair accessible vehicle in this current climate. You will find this to be a similar situation for most taxi drivers. Resulting in the loss of the overall numbers of wheelchair accessible taxis in Chelmsford. I believe it's important for the Council to ensure there is suitable provision for wheelchair accessible taxis.

I understand the councils aim for cleaner air, but now really is not the time to enforce this upon an already struggling trade. My vehicle has always been fit and proper, passing mots and taxi inspections at Freighter House. My vehicle has always passed emissions tests without any problem.

I will very much appreciate the council in considering mine and many of my colleagues' situation. Please consider ours and our family livelihoods in this matter.

Thank you

To whom It may concen,

My name is redacted, owner of Redacted.

I am writing this E-mail to you, to protest the council's decision on the Euro 5 emissions policy. I as well as most other taxi owners believe that this decision is unfair, will place an increased financial burden on us taxi drivers and will harm Chelmsford's local economy.

While I appreciate the council's aim for a cleaner environment, I (as well as many others) also understand that the current economic downturn will increase the harm of the Council's emission policy. Many of us taxi drivers are self employed and lack the financial stability of a contractual job. Therefore, having to find around £50,000 to buy a new emissions compliant vehicle will be simply impossible for most of us. In addition, the increasing of national interest rates has made it significantly harder to afford loans which could be used to buy the new vehicles. The cost of new vehicles has increased due to supply chain issues (stemming from the war in Ukraine and aftermath of Covid -19). All of this has created a toxic combination of factors which will significantly decrease our incomes as taxi drivers.

Aside from the multiple economic issues this policy would bring, this policy is also deeply unfair. When entering the Taxi trade, my colleagues and I bought our vehicles with the belief that they could be used for a longer time than the policy currently indicates. The changing of the expiry dates mid-term, is unjust as it greatly harms us taxi drivers through no fault of our own.

Furthermore, the emissions policy is also unfair for disabled users of taxis. Forcing the change of Taxi vehicles in Chelmsford may result in a dramatic decline in wheel-chair accessible Taxis. This would wipe out years of progress in improving transport for disabled people in Chelmsford. As a Father of a disabled girl myself, I know the importance in ensuring transport for the disabled community.

In conclusion, most of the UK is currently going through a painful cost of living crisis. Already lacking job security, us taxi drivers strongly believe that the council strong arming us into buying new vehicles will have profoundly negative effects on our incomes. We recommend that the council delays its policy as our taxis have passed modern emission tests at freighter house and are fit for purpose.

Thank you

Hi,

I hope you find this email in the best of your health.

I am writing this email to let you know about the concerns, regarding the Euro 6 decision, which are as follows:

I originally budgeted and invested in the trade in March 2015 expecting a certain amount of life for the vehicle and when to start saving for next vehicle. It's unfair and unreasonable that these dates changed midterm.

I do appreciate the councils aim for cleaner air and emission but now is not the time to enforce this on an unfortunate isolated section of the trade.

My vehicle is fit for purpose and passed the current emission test at freighter house.

Because of covid, the cost of living, energy prices, higher mortgages (or rent) and the effect the Ukraine/Russian war is financially having on the UK makes replacing a vehicle earlier than plan highly unlikely.

Financial constraints as a result of the current policy could very well see myself unable to renew the license and leaving the trade and resulting in loss of income. Also, I won't be able to run the house and feed my family. Due to the flexibility of this trade, it's best suited to my circumstances as I have 2 under 10 daughters and if unfortunately, they do get unwell or have to take a day off from school due to any reason, I would have been there for them and I can work an extra day if required but if I am employed elsewhere, I won't be able to get the flexibility.

Concerns of finding £50k plus or finance due to credit checks is a major concern. Additionally, there is a huge shortage of vehicles available from manufacturers going out to the dealers.

Furthermore, second hand vehicles sales are limited and prices have soared over the past few years resulting in cash purchases beyond reach.

I believe it's important for the Council to ensure there is suitable provision for Wheelchair accessible vehicles forcing this on the trade could see a dramatic decrease in numbers.

I would highly appreciate if committee can overlook their decision to help the trading residents(Taxi Drivers).

Looking forward to hearing from you soon.

Regards

Dear Sirs/Madam

Thank you for your email regarding the committee meeting about euro 6 change of vehicles....

Since covid 19 things have been very difficult for people throughout the world and the after effect has had a great impact on people's individual life's....I am no exception

My vehicle namely a ford mondeo redacted is a euro 5 vehicle and according to the new regulations I will have to change this vehicle next year I.e 2024 where by I would effectively lose 2 years from the original 12 years permitted

The cost of living together with other financial difficulties it would be very difficult for me to afford to change my vehicle without having to barrow money and somehow get a loan ...the interest rate rise has pushed my mortgage up aswell

Please can the honourable committee give favourable consideration to my application to allow us to at least use the vehicles for a bit longer, this would ease alot of pressure of our lives

Thanking you in advance for allowing us this opportunity to represent of selves

Kind regards

My plate redacted Vehicles Reg redacted Wheelchair accessible vehicle I sincerely Request my local authority to allow me 12 years daration of my vehicle please redacted

To whom it may concern,

I write to you today to express my concern as to the proposal for all licensed vehicles that do not satisfy Euro 6 compliance measures are to be replaced by April 2024.

As you will be aware, I am the proprietor of redacted a licensed Hackney Carriage with registration redacted which has been licensed since 2018. At the time of purchase the vehicle was 3 1/2 years old and purchased with the view to last the 12 year age limit for licensed vehicles with an end life of late 2026.

As per 3.4.4 of the Licensing Policy, it starts that all vehicles licensed after 1st April 2020 are to comply with Euro 6 and goes on to state that other vehicles will be rejected after April 2024 for renewal. As you will appreciate this is completely unethical and unjust, vehicle owners like myself who purchased prior to this date have had years deducted from their vehicle license, despite at the time of licensing a 12 year rule being in place, which in fact is still valid as per 3.4.7 of the licensing policy and therefore the latter part of 3.4.4 being incompatible with 3.4.7 of your own policy.

Therefore this does beg the question as to which provision holds the greater weight? The provision which was added without any consultation from the policy holders in the policy document (3.4.4) or the provision which has been a long standing rule for many years (3.4.7) - it is quite clear that 3.4.7 holds far more weight.

Hackney Carriage drivers appear to be continuously victimised, we are now facing a forced replacement of our vehicles following a period of time (COVID-19) in which our trade was effectively closed for business and we were provided nominal, if any support to assist us. Following such a turbulent period we have faced, we are now faced with a cost of living crisis, a time in which you expect us to fork out further monies to replace vehicles, which are on average 30% more expensive than at the time I purchased Redacted with a view for it to be valid until late 2026.

I refer to Transport of London, an authority which licenses the largest amount of Hackney Carriage and Vehicle Licenses, they're requirements are that any new license granted from 1 January 2023 must be of Euro 6 standards and any vehicles already licensed will still be able to be renewed regardless of their Euro status for a period of 10 years, therefore in essence a vehicle licensed in December 2022 which is deemed Euro 5, can still operate until December 2032 without being unjustly penalised.

Another example is that of Greater Manchester licensing, where they have as an alternative offered a £10,000 grant towards a replacement vehicle or a £5,000 grant to retrofit Euro 5 vehicles to comply with requirements. Again, a much larger licensing authority providing assistance to help those effected. Therefore it is puzzling as to why Chelmsford licensing is imposing such restrictions when far larger (and much more polluting) licensing authorities have not taken such a restrictive approach.

Chelmsford City Council has decided not to follow in the footsteps of much larger licensing authorities and instead adopt a restrictive approach in penalising it's licensees, breaching it's own policy regulations and quite possibly seen as being discriminatory under the Equality Act 2010 given by the fact that the majority of license holders in Chelmsford are of ethnic minorities and the approach adopted will effect them directly.

I would therefore like to make it clear that I am against the proposal for a 2024 vehicle change. It is against your own policy, not in line with other licensing bodies and is unjust and unfair. You are putting the working class community of Chelmsford Taxi drivers at risk of their livelihoods to achieve very little benefit, if any. I would propose that the 2024 deadline is scrapped, or alternatively to compensate to the value of 30% of a replacement vehicle.

Yours faithfully,

Mr Redacted

Kind Regards,

Dear Sir/Madam

I am writing this letter in regards to the recent proposal by Chelmsford City council to change to Euro6 compliance by April 2024.

I am one of the propitiator of redacted and i am clearly aware of the impact of low emission on our planet and its adverse effect on Nature. But I would also like to highlight the fact that we live in the era of Denim Jeans where, to produce 1 pair of jeans 1800 gallons of water is needed . I am not criticizing the decision taken by the councils but would definitely point out that whilst implementing this new rule, no feasibility study has been carried out in regards to Budget , Inflation, Finance , current interest rates and the Licence duration.

Inflation:- The current inflation has reduced saving and increased the cost of living. For a common man Ukraine war is not his issue, It's how he manages his daily bread and butter till the end of the month.

Budget:- A brand new wheel chair accessible taxi costs more than £65k therefore the council have to consider how a taxi driver would look for this extra budget to buy a new car.

Unemployed:- The waiting time for new euro 6 cars are more than a year and some of the manufactures doesn't have any cars at all, which will cause a taxi driver to be unemployed during this period. Has this been considered when the law was implemented?

SkyRocketing interest rates:- The new bank of England interest has made it more difficult for getting a loan for a new car, and the average household mortgage has increased by an extra £1000 every month.

Licence duration:- The duration of the licence is 12 years, many of the drivers have more than 5 years left over on the current licence. Therefore i request to reconsider this decision

In a nutshell, basically we appreciate the council plan of EURO, But , I am requesting the Council members to consider the point that I have highlighted. As i myself looking for a brand new wheelchair accessible taxis for past nine months and have found there is a huge shortage. Most of the leading taxi suppliers do not have any available, such as Cab Direct. They are not even taking any bookings and mentioned that they will contact us once its available, however i did not receive any call since 9 months(i am chasing almost every week). I can't even imagine the un predictable price when i receive the car, in conclusion please reconsider the decision and allow us more time to find a suitable taxi.

Your respected

Redacted

Dear Chelmsford Council, I hope this email finds you well. I am writing to express my deep concerns and challenges regarding the recently introduced changes in taxi license regulations, specifically related to emissions standards. I understand the importance of reducing emissions and promoting sustainability, and I fully support the city's initiatives to achieve these goals. However, the sudden decrease in taxi license availability due to emissions criteria has put me and many other taxi drivers in a very difficult position. The primary issue we are facing is the limited availability and affordability of low-emission or electric vehicles. As you may be aware, the current market for such vehicles is highly restricted, making it incredibly challenging for taxi drivers like myself to replace our existing vehicles with newer, more eco-friendly models. Furthermore, the cost of living has been on the rise steadily, and it has become increasingly difficult to afford a new vehicle at this stage. With the added expenses of licenses, insurance, maintenance, and fuel, many of us are just barely making ends meet. It is crucial that this financial burden is taken into consideration when implementing new regulations that potentially jeopardize our livelihoods. I understand the importance of the transition to greener vehicles, and I am certainly willing to contribute to the cause. However, it is essential that the city provides adequate support and resources to help taxi drivers make this transition. I implore you to explore viable alternatives and incentives such as subsidies, grants, or

partnerships with vehicle manufacturers to alleviate the financial constraints and ensure a smoother transition towards eco-friendly options. Additionally, considering the potential loss of licenses faced by taxi drivers who are unable to comply with the new emissions standards due to limited vehicle availability and financial challenges, I urge you to consider implementing a grace period or exceptions until more affordable and suitable options are made accessible to us. It is vital to highlight that taxi drivers play an integral role in providing transportation services within the city, and many members of our community rely on us for their daily commute. Consequently, a complete loss of taxi licenses would not only harm us but also impact the public by reducing the availability and accessibility of transportation options. I highly appreciate your attention to and understanding of our concerns. I sincerely hope that you will consider our plea for leniency and work towards finding a practical and viable solution that addresses the financial and practical obstacles we face in meeting the new emissions standards. Please do not hesitate to reach out if you require any further information or if there are any updates on this matter. Your prompt attention and action will be greatly appreciated. Thank you for your time and understanding. Best regards,
Redacted

APPENDIX B

Hi Daniel,

Thank you for the invitation to the meeting regarding Euro 6. Compliance. As you are aware my vehicle redacted developed a fault in May and was going to cost between £5000 - £6000 to repair. After the committee's decision to uphold the April 24 deadline I took the decision that it wasn't viable for me to spend that amount on a vehicle that I was going to need to change a year later. It was my understanding that the decision was final. I am now trying to source a new vehicle which is very difficult, and going to be costly. As the new vehicle will be Euro 6 compliant. I have no need to attend the meeting and withdraw my representation as it now has no relevance.

Kind Regards

APPENDIX C

Good Morning Daniel

I received your email regarding vehicle supply, although supply of saloon cars and rear accessible vehicles has been a challenge, this is improving now and waiting lists have come down dramatically over the past few months.

Currently we don't convert a side access taxi as we no longer have stock of the Ford Tourneo Custom that we use to convert it.

We will however convert the new model, which will be ready early next year.

Used stock is limited but is increasing week by week as new stock becomes available.

Currently we have cars like the Toyota Corolla touring hybrid available, and we also have Peugeot Rifter and Ford Tourneo Connect with rear wheelchair accessibility.

Let me know if you require any more information

Kind regards

Coventry Branch Manager

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