



Chelmsford City Council Regulatory Committee

20th November 2025

Licensed Taxis – Policy Requirement for Euro 6 Compliance

Report by:

Director of Public Places

Officer Contact:

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Purpose

To consider the request from licensed drivers to extend the compliance date for Euro 6 requirements for licensed vehicles.

1. Background and Introduction

- 1.1. In 1992 EU-wide standards on vehicle emissions were introduced initially with a standard named Euro 1. Over the following years new standards have been introduced with sequential numbers, and these have provided more control over vehicle emissions to assist in improving air quality.
- 1.2. Euro 6 was introduced for vehicles that were registered on or after 1st September 2015. Euro 5, the standard preceding Euro 6, required all diesel cars to have particulate filters to trap microscopic pieces of soot. Euro 6 made selective catalytic reduction mandatory for diesel cars to reduce nitrogen dioxide (NOx) emissions.

1.3. In February 2020 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 and private hire vehicles replaced after 31st March 2020 be amended to require them to be Euro 6 compliant.

2. Regulatory Committee July 2023

2.1. On 13th July, 2023 following a request from the Taxi trade, the Regulatory Committee agreed to defer the policy requirement for licensed vehicles to be Euro 6 compliant from 1st April 2024 to 1st April 2026. The decision is recorded in the minutes of the meeting and is attached as Appendix 1. The minutes state that:

“The Committee agreed that due to very different position the taxi trade was now in, compared to 2020, that an extension of two years would be a sensible solution. It was felt this would allow the taxi trade time to save money for new Euro 6 vehicles in the future, and that more vehicles should be available by 2026. The Committee also stated that the matter would not be revisited in 2026 and that the decision was final [...]” It was resolved that:

- 1. The Euro 6 condition be amended so that all licensed vehicles be Euro 6 compliant by 1st April 2026 rather than 1st April 2024 and*
- 2. Officers be asked to explore options to incentivise the use of electric wheelchair accessible vehicles and to prepare a report for a future meeting.”*

2.2. This emission standard applies to both Private Hire and Hackney Carriage Vehicles. All vehicle owners at the time were notified of the decision by email on 17th July 2023

2.3. From 1st April 2026, it will therefore not only become a pre-licensing requirement for any new or previously licensed vehicles, it will also impact any currently licensed vehicle issued with a licence since 1st April 2025 (as vehicle licences are issued for a 12-month period).

2.4. Other pre-requisites for a vehicle licensed by Chelmsford City Council include that it must not be older than 12 years when the licence is issued. The date is taken from the date that the vehicle is first registered. This will mean that some Euro 5 vehicles will not be compliant with Policy before they reach the 12-year threshold.

2.5. The relevant conditions from the Taxi Licensing Policy are at Section 3.4. ‘Maximum age of vehicles/environmental considerations’ [Taxi Licensing Policy 2022](#). In particular section 3.4.4:

All new and replacement vehicles licensed after 1st April 2020 are required to comply with the Euro 6 emissions standards. All licensed vehicles must be Euro 6 Compliant by 1st April

2026(*). In the interests of improving air quality, any application for the renewal of a Taxi or PHV licence that fails to meet this standard will be refused. (* amended by Regulatory Committee 13/7/2023)

3. Current Situation

3.1. Officers wrote to owners of potentially non-compliant licensed vehicles on 23rd July 2025 as follows:

“Dear Licence holder,

We are writing to you directly as records indicate that one or more of the vehicles you currently have licensed with us falls under the Euro 5 emissions category and will therefore be affected by the upcoming licensing changes. You may recall that we emailed all licence drivers and proprietors on 17th July 2023 following the Licensing and Regulatory Committee Meeting on 13th July that year. At that meeting, in response to concerns raised by the trade, the Council extended the deadline for the introduction of Euro 6 compliance to 31st March 2026. Members also made it clear in their decision that there would be no further extensions beyond this date. The meeting minutes can be viewed on the following link: [MINUTES](#)

From 1 April 2026, only vehicles that meet Euro 6 emissions standards will be eligible to hold a licence. After this date:

- Any Euro 5 vehicle will no longer be licensed.*
- Any Euro 5 vehicle that was licensed before 1st April 2026 will have its licence suspended until either a compliant Euro 6 replacement vehicle is provided or the licence is surrendered. (The Council will undertake to transfer a current licence to a Euro 6 compliant vehicle on application without charge)*

We encourage you to begin exploring replacement options as soon as possible to ensure you remain compliant and avoid any disruption to your ability to work. If you need support understanding how this change applies to you or would like to confirm the status of your vehicle, please contact the licensing team and we'll be happy to help.

You can also check the status of your vehicle on this website: [HPI | Euro Emission Standards, Euro 6 Diesel Emissions Standards Explained](#)

We appreciate your continued cooperation and thank you for supporting our shared goals around cleaner air and reducing emissions across the district.

3.2. Following this correspondence being sent to drivers, officers received 8 (eight) requests from drivers requesting that the deadline for Euro 6 compliance be further extended. Extract from correspondence received in this regard outlining reasons for the request are attached as Appendix 2.

3.3. The general trend of the comments received are related to the cost of replacing a vehicle and the availability of replacement vehicles. Some vehicle owners have acquired Euro 5 vehicles after July 2023 and state they were unaware of the 1st April 2026 deadline.

3.4. There are currently 28 hackney carriage vehicles and 1 private hire vehicle that will be affected by this requirement and are under 12 years of age on 1st April 2026. This will mean these 29 vehicles will not benefit from the full 12-year lifetime of the licence. 23 of the 28 hackney carriage vehicles are also wheelchair accessible.

3.5. It should be noted that since the decision made by Regulatory Committee in 2023 some owners of Euro 5 vehicles have followed the resolution of that meeting and made arrangements to replace them with Euro 6 compliant vehicles.

3.6. Members are requested to consider the requests from drivers and determine whether to agree to this extension, to keep the current deadline of 1st April 2026, or make any other changes.

4. Options

4.1. There are a range of options open to members to consider.

- (a) Retain the current Euro 6 compliance date of 1st April 2026 for all vehicles and revoke licences for those Euro 5 vehicles holding a licence on 1st April 2026.
- (b) Change policy to allow all Euro 5 vehicles to run the full course of their '12-year' lifetime.
- (c) Change policy to allow all currently issued licences for Euro 5 vehicles to run to their course, i.e. past the 1st April 2026, but not to renew them after that expiration.
- (d) Makes any other changes to Policy in relation to deadlines for Euro 6 compliance.

List of appendices:

Appendix 1 – Minutes of Regulatory Committee Meeting 13 July 2023

Appendix 2 – Relevant content from driver correspondence requesting extension in Euro 6 compliance date.

Background papers:

None

Corporate Implications

Legal/Constitutional: None

Financial: None

Potential impact on climate change and the environment: None

Contribution toward achieving a net zero carbon position by 2030: The requirement to move to Euro 6 vehicles is proposed to improve air quality and reduce vehicle emissions. While any additional delay to Euro 6 requirements coming into force would have a negative impact on local air quality this is likely to be of negligible impact due to the small number of Euro 5 vehicles in the taxi fleet.

Personnel: None

Risk Management: None

Equality and Diversity: Impact Assessment not required.

Health and Safety: None

Digital: None

Other: None

Consultees:

N/A

Relevant Policies and Strategies:

Taxi Licensing Policy

MINUTES OF THE
REGULATORY COMMITTEE

held on 13 July 2023 at 7.00pm

Present:

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

Councillors S. Davis J.A. Frascona, A, John, S, Rajesh and S. Scott

Also in attendance:

Councillor N. Walsh

1. **Apologies for Absence**

Apologies for absence were received from Councillors Bugbee, Chambers, Davidson and Wilson.

2. **Minutes**

The minutes of the meeting held on 1 June 2023 were agreed as a correct record and signed by the Chair.

3. **Declaration of Interests**

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

4. **Public Question Time**

Statements were made by members of the public under Item 5 and are detailed under that item.

5. **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 also referred to the recent meeting on 1st June 2023, where the Committee had considered requests and decided to keep the Euro 6 requirement in place. It was noted that not all taxi drivers had been aware of the meeting and therefore in consultation with the Chair, it had been agreed to reconsider the matter. As a result, all licensed drivers, proprietors and operators were provided with notification of the meeting and informed that the matter would be reconsidered.

Officers informed the Committee that the requests as detailed in Appendix A 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.

The Committee heard that ahead of reconsidering the matter, an additional 27 representations had been received in addition to the ones heard in June. It was noted that a petition with 33 signatures had also been sent to officers. The Committee heard that (as they did in June), rather than dealing with each request individually, they would be asked to consider the matter for all Euro 5 vehicles. Officers also informed the Committee that because of comments referring to a lack of Euro 6 wheelchair accessible vehicles, they had written to providers. It was noted that one response from the providers had been received and was at Appendix C.

Councillor John arrived at 7.05pm and Councillor Davis arrived at 7.08pm.

Members of the taxi trade attended the meeting and highlighted the following points to the Committee that had been made in the representations before them;

- The initial decision in 2020 had been taken before the Covid pandemic, cost of living crisis, higher fuel and energy costs and much higher interest rates. These had all been very damaging to taxi drivers and their financial position was considerably worse as a result. This meant finding the money for new Euro 6 vehicles earlier than expected had been a major issue.
- There was a significant shortfall of Euro 6 compliant wheelchair accessible vehicles, with many providers not even able to provide estimates dates for availability. The prices of these vehicles had also increased due to the lack of demand and combined with ever increasing interest rates, were simply not affordable.
- Potentially losing a significant number of wheelchair accessible vehicles from the fleet would have a major impact on members of the public who required wheelchair accessible vehicles.
- Many drivers had purchased vehicles prior to 2020 on the understanding they would be able to use them for the full 12 years, but the 2024 deadline would force them to leave the trade.
- Members of the trade understood the requirement for less polluting vehicles but stated that emissions across all areas of Chelmsford should be looked at rather than just those from Euro 5 taxis.
- All taxis had to pass two mechanical inspections a year and were regularly tested for emission levels.
- An extension to the policy for a few years would be of great benefit to the trade, enabling them more time to raise the required funds and at that point there would also be more availability of required vehicles.

Members of the Committee stated that they appreciated the concerns raised and agreed that the situation was very different to when they had made their initial decision in 2020. It was noted that the Council did have a responsibility to help reduce emissions but there were limited powers available to do this. Members of the Committee also highlighted concerns about potentially losing a large number of

wheelchair accessible vehicles and stated that this would have a negative impact for the residents of Chelmsford. Members of the Committee also highlighted lost earnings during covid and that an extension for a few years would in effect allow those drivers to regain some of those earnings with their current vehicles. Members of the Committee discussed potentially issuing an exemption for wheelchair accessible vehicles, but it was felt that this would not be fair on all members of the trade.

In response to a question from the Committee, officers stated that if the deadline was to be extended there would be a natural reduction in the number of Euro 5 vehicles, as some would reach the 12-year limit prior to 2027. Officers estimated that in 2026 for example there would be around 20 Euro 5 vehicles remaining that had not hit the 12-year overall limit.

The Committee agreed that due to very different position the taxi trade was now in, compared to 2020, that an extension of two years would be a sensible solution. It was felt this would allow the taxi trade time to save money for new Euro 6 vehicles in the future, and that more vehicles should be available by 2026. The Committee also stated that the matter would not be revisited in 2026 and that the decision was final. Officers also confirmed that all members of the taxi trade would be notified of the change. It was also confirmed that officers would explore options in the future to incentivise the use of electric wheelchair accessible vehicles once they were on the market.

RESOLVED that

1. The Euro 6 condition be amended so that all licensed vehicles be Euro 6 compliant by 1st April 2026 rather than 1st April 2024 and
2. Officers be asked to explore options to incentivise the use of electric wheelchair accessible vehicles and to prepare a report for a future meeting.

(7.01pm to 7.36pm)

6. **Urgent Business**

There were no matters of urgent business.

The meeting closed at 7.36pm

Chair

Appendix 2 – Extracts of Driver' emails on Euro 6 Deadline.

Comment 1

"Second thing, he has addressed that EURO 6 correspondence had also been sent in 2022/23. I adhere to council policy nevertheless I will be losing at least 15 months and rest of Chelmsford Taxis Year 2013/2014 getting full 12 Years from council which I believe inequitable.

Well I am not denying any statement of Licensing Manger (Daniel Winter) However when I was buying this Vehicle in March 2025 I have contacted Council and had a word with Licensing Manager (Daniel Winter) for Confirmation of Age limit of this Vehicle which he has confirmed that this vehicle will be expiring 29 June 2027. You may verify from Licensing Manager (Daniel Winter) about this communication. Soon After that communication I had bought this vehicle with high price. Now I am very apprehensive regarding my Taxi future. I feel like putting all my eggs in one basket my savings!!!!. Realistically If I had known I would not have bought it.

Regrading Previous reminders I was On/Off from taxi business several time since COVID perhaps I had missed Council Reminders.

As you are aware, Brand-New taxi are going to be expensive day by day and 6-year-old Vehicle for taxi would be very difficult to find in market near future. Therefore, I would like to request you to increase my future time frame. I am very confident If I will get more time in future, I could gradually save some decent amount of money towards buying a Vehicle in future."

Comment 2

"I have recently been informed that vehicles which do not meet Euro 6 standards will no longer be permitted for taxi use from 1st April 2026. This is concerning, as it was originally understood that Euro 5 vehicles would remain compliant until the end of 2027.

Along with several other drivers in a similar situation, I am very worried about the financial implications of this change. Work has already been slow, and with the recent introduction of Uber in Chelmsford, it has become even more challenging for us to maintain our livelihoods.

The council has always supported local drivers where possible, and I am sincerely grateful for that. I would therefore like to respectfully request whether a short extension beyond April 2026 could be considered to allow us additional time to purchase compliant vehicles."

Comment 3

"Sir, i got my license in 2023 and start Taxi in Nov 2024 and bought this Taxi in Feb 2025 during that time i came to know According to the Chelmsford Council Licencing policy, life of Hackney is 12 years from the date of first registration, according to that my vehicle was first registered on 15 April 2015 and should Expire on 15 April 2027. (This was the policy at the time of first registration). And policies come after should be for the vehicle register after the policy introduce)

Sir if that impose i lose a year and in this kind of economic and financial down time which are worst then Covid time and plus Uber which is now killing the concept of Hackney carriage in all the ways, how is it possible to by a new/used vehicle which starts from 25K + , sir it is an impossible task now to earn £100 in 12 hours, i don't know where do you put this scale on income threshould) for me having one more year could make much difference and can save sufficient amount for another vehicle.

Sir, we came to know that there are Hackney Carriage Vehicle's which were given the extension for 13th year on the request, so we are being advise to make this application/Appeal to you forletting us complete our 12 years."

Comment 4

"I was present at the Forum you held last month and had raised several concerns / points for discussion, one of them was specifically vehicles such as mine.

During the discussion I also mentioned that the above vehicle had very low mileage for its year and was as such in good condition.

In conclusion I was told by Daniel, as he was surprised when I mentioned the millage, that it could be renewed for 2026 and afterwards subject to Inspection.

I am writing to you on the above theme, I do not drive everyday, normally just Friday and Saturday. The said Euro Taxi is totally, ' FIT FOR PURPOSE' and would be a shame to have to take it off the road next year 2026."

I do not at the moment have the economical resources to replace it and frankly it does not seem logical to do so, when I have a perfectly working vehicle. I understand your desire to bring in Euro 6 vehicles, but a certain amount of flexibility with vehicles such as mine which still maintain a standard would be most appreciated."

Comment 5

"I am writing to respectfully request your consideration regarding the Euro 6 compliance reminder dated 23 July 2025:

Licensing policy at time of registration: 12 years from first registration → expiry expected 20 March 2027. Euro 6 requirement: replacement by 1 April 2026, resulting in the loss of 1 year

Financial impact:

Replacement vehicle cost: £35,000+

Current earnings: difficult to achieve even £100 in a 12-hour shift

Ongoing financial pressures due to economic downturn and competition from Uber

Precedent: Other Hackney Carriage vehicles have been granted extensions beyond 12 years (up to 13 years) on request.

Request

Permission for my vehicle to remain licensed until March 2027, in line with the 12-year limit under the original policy.

Fair consideration consistent with past extensions granted to other Hackney Carriage vehicles."

Comment 6

"I would like to respectfully request reconsideration in my case, based on the Chelmsford City Council's licensing policy in effect at the time of my vehicle's first registration. According to the previous policy, the lifespan of a Hackney Carriage vehicle was 12 years from the date of first registration, which would make my vehicle eligible until 08/05/2027.

Applying the new policy retroactively results in a loss of one full operational year, which creates a significant financial burden—particularly in the current economic climate, which in many ways is more challenging than even during the COVID-19 period. In addition, competition from platforms like Uber has further impacted income for traditional Hackney Carriage drivers.

As you are aware, the cost of replacing a wheelchair-accessible taxi is substantial, often exceeding £30,000 (secondhand price new taxi more £50,000+on top interest) and the maintenance costs are also significantly higher than those of standard saloon vehicles. For many of us, this requirement is simply unaffordable. Having just one more year under the original policy would make a meaningful difference, giving us time to plan and save for a compliant replacement vehicle.

I also understand that Chelmsford City Council has previously granted extensions in certain cases—some vehicles were given 13-year lifespans upon request. Therefore, I am formally requesting that you kindly consider allowing my vehicle to complete its original 12-year term as per the policy under which it was first licensed.

I deeply respect the Council's role in maintaining safety and environmental standards, but I hope you will also consider the exceptional economic circumstances and the need for a fair and practical approach.

Thank you for your time and understanding. I look forward to your favourable response."

Comment 7

I have recently been informed that vehicles which do not meet Euro 6 standards will no longer be permitted for taxi use from April 1, 2026. This announcement is concerning because my vehicle, which is Euro 5 compliant, was previously understood to be permitted to operate until the end of 2027.

The sudden acceleration of this deadline to April 2026 creates an unforeseen and severe financial challenge. Like many local drivers, my ability to save and raise the capital required for a new compliant vehicle has been significantly impacted by the recent slowdown in work and the increased market competition, particularly with the introduction of Uber in Chelmsford.

Purchasing a replacement vehicle by the revised April 2026 deadline is simply not viable under current market conditions without proper time for financial planning.

Given the previous understanding and the financial strain on local operators, I respectfully request that the Licensing Team consider granting an extension for my vehicle's compliance until March 31st, 2027, aligning with the originally expected timeline. This extension is crucial to allow me adequate time to purchase a compliant replacement vehicle and maintain my livelihood while continuing to provide service to the community.

While I appreciate the goal of improving air quality, purchasing a compliant vehicle by this date is not feasible without support. Instead of only requesting an extension, I wish to propose two proactive solutions that support both driver livelihood and the council's environmental goals.

Proposed Solutions for Compliance

1. Allowance for Electric Saloon Vehicles

I respectfully request that the council review and amend licensing regulations to permit the use of suitable electric saloon cars as licensed Hackney Carriages. Electric saloon cars are often significantly more affordable than traditional, purpose-built hackney vehicles, making compliance more achievable for independent drivers. Furthermore, this policy would immediately accelerate the transition to a zero-emission fleet, directly supporting the council's air quality targets faster than relying solely on Euro 6 diesel purchases.

2. Establishment of a Vehicle Replacement Grant Scheme

request that the council establish a dedicated grant or interest-free loan scheme to assist existing drivers in purchasing new compliant vehicles (Euro 6 or electric). A grant scheme, similar to those successfully implemented by other local authorities, would remove the primary financial barrier preventing immediate compliance. This support demonstrates the council's commitment to supporting the local taxi trade while ensuring the mandated shift to cleaner vehicles happens smoothly and on time.

I believe these two solutions offer a balanced approach, mitigating the financial risk to drivers while quickly advancing the goals of cleaner air in Chelmsford.

Thank you for your time and serious consideration of these proposals. I would be happy to discuss these matters further at a meeting."
