

Date of issue: Friday, 20th October 2023

MEETING	LICENSING COMMITTEE (Councillors Shah (Chair), Satti (Vice-Chair), Carter, Instone, Khawar, Mohammad, Mohindra, Naveed, Nazir and Stedmond)
DATE AND TIME:	MONDAY, 30TH OCTOBER, 2023 AT 6.30 PM
VENUE:	COUNCIL CHAMBER - OBSERVATORY HOUSE, 25 WINDSOR ROAD, SL1 2EL
DEMOCRATIC SERVICES OFFICER: (for all enquiries)	SHABANA KAUSER 07821 811 259

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



STEPHEN BROWN
Chief Executive

AGENDA

PART I

<u>AGENDA</u> <u>ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
	Apologies for absence.		
	CONSTITUTIONAL MATTERS		
1.	Declarations of Interest	-	-

All Members who believe they have a Disclosable Pecuniary or other Interest in any matter to be considered at the meeting must declare that interest and, having regard to the circumstances described in Section 9 and Appendix B of the Councillors' Code of Conduct, leave the meeting while the matter is discussed.

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>WARD</u>
2.	Guidance on Predetermination/ Predisposition - To Note	1 - 2	-
3.	Minutes of the Last Meeting held on 1st June 2023	3 - 4	All
LICENSING ISSUES			
4.	Proposed amendments to the Private Hire and Hackney Carriage Vehicle Policy	5 - 44	All
5.	Members Attendance Record 2023/24	45 - 46	All
6.	Date of Next Meeting - 5th February 2024	-	-

Press and Public

Attendance and accessibility: You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before any items in the Part II agenda are considered. For those hard of hearing an Induction Loop System is available in the Council Chamber.

Webcasting and recording: The public part of the meeting will be filmed by the Council for live and/or subsequent broadcast on the Council's website. The footage will remain on our website for 12 months. A copy of the recording will also be retained in accordance with the Council's data retention policy. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

In addition, the law allows members of the public to take photographs, film, audio-record or tweet the proceedings at public meetings. Anyone proposing to do so is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

Emergency procedures: The fire alarm is a continuous siren. If the alarm sounds immediately vacate the premises by the nearest available exit at either the front or rear of the Chamber and proceed to the assembly point: The pavement of the service road outside of Westminster House, 31 Windsor Road.

PREDETERMINATION/PREDISPOSITION - GUIDANCE

The Council often has to make controversial decisions that affect people adversely and this can place individual members in a difficult position. They are expected to represent the interests of their constituents and political party and have strong views but it is also a well established legal principle that members who make these decisions must not be biased nor must they have pre-determined the outcome of the decision. This is especially so in “quasi judicial” decisions in planning and licensing committees. This Note seeks to provide guidance on what is legally permissible and when members may participate in decisions. It should be read alongside the Code of Conduct.

Predisposition

Predisposition is lawful. Members may have strong views on a proposed decision, and may have expressed those views in public, and still participate in a decision. This will include political views and manifesto commitments. The key issue is that the member ensures that their predisposition does not prevent them from consideration of all the other factors that are relevant to a decision, such as committee reports, supporting documents and the views of objectors. In other words, the member retains an “open mind”.

Section 25 of the Localism Act 2011 confirms this position by providing that a decision will not be unlawful because of an allegation of bias or pre-determination “just because” a member has done anything that would indicate what view they may take in relation to a matter relevant to a decision. However, if a member has done something more than indicate a view on a decision, this may be unlawful bias or predetermination so it is important that advice is sought where this may be the case.

Pre-determination / Bias

Pre-determination and bias are unlawful and can make a decision unlawful. Predetermination means having a “closed mind”. In other words, a member has made his/her mind up on a decision before considering or hearing all the relevant evidence. Bias can also arise from a member’s relationships or interests, as well as their state of mind. The Code of Conduct’s requirement to declare interests and withdraw from meetings prevents most obvious forms of bias, e.g. not deciding your own planning application. However, members may also consider that a “non-pecuniary interest” under the Code also gives rise to a risk of what is called apparent bias. The legal test is: “whether the fair-minded and informed observer, having considered the facts, would conclude that there was a real possibility that the Committee was biased’. A fair minded observer takes an objective and balanced view of the situation but Members who think that they have a relationship or interest that may raise a possibility of bias, should seek advice.

This is a complex area and this note should be read as general guidance only. Members who need advice on individual decisions, should contact the Monitoring Officer.

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Licensing Committee – Meeting held on Thursday, 1st June, 2023.

Present:- Councillors Shah (Chair), Satti (Vice-Chair), Carter, Instone, Khawar, Mohindra, Naveed, Nazir and Stedmond

Also present under Rule 30:- Councillors E. Ahmed, I. Ahmed, Iftakhar, Muvvala, Rana and Tomar

Apologies for Absence:- Councillor Mohammad

PART 1

1. Declarations of Interest

None declared.

2. Licensing Committee Terms of Reference - To Note

The Committee's terms of reference were outlined for Members information.

Resolved – That the Terms of Reference be noted.

3. Minutes of the Last Meeting held on 6th February 2023

Resolved - That the minutes of the meeting held on 6th February 2023 be approved as a correct record.

4. Guidance on Predetermination/ Predisposition - To Note

Members noted the guidance on predetermination and predisposition.

5. Establishment of a Licensing Sub-Committee and Appointment of Designated Chairs

The Principal Democratic Services Officer introduced the report which set out details for the establishment of a licensing Sub-Committee, with terms of reference as set out in Appendix A to the report. Nominations were also sought for the appointment of designated chairs to the Sub-Committee for the 2023/24 municipal year.

Resolved –

(a) Note the Licensing Sub-Committee's terms of reference attached as Appendix A to the report.

(b) That a Licensing Sub-Committee be established as required on a proportional basis (2 Conservative, 1 Labour) to determine applications where representations have been made.

Licensing Committee - 01.06.23

- (c) That Councillors Shah, Satti and Khawar be appointed to act as designated Chairs of the Sub-Committee for the 2023/2024 municipal year.
- (d) That in the event of the unavailability of the Labour Member, a Sub-Committee will be convened with three Conservative Members.

(Councillor Carter abstained from voting)

6. Date of Next Meeting - 30th October 2023

The date of the next scheduled meeting was confirmed as 30th October 2023.

Chair

(Note: The Meeting opened at 6.30 pm and closed at 6.43 pm)

Slough Borough Council

Report To:	Licensing Committee
Date:	30 th October 2023
Subject:	Proposed amendments to the private hire and hackney carriage vehicle policy.
Chief Officer:	Ketan Ghandi - Associate Director, Community and Public Protection
Contact Officer:	Russell Denney-Clarke, Trading Standards and Licensing Manager Rachael Rumney, Principal Licensing Officer
Ward(s):	ALL
Exempt:	NO
Appendices:	Appendix A – Current private hire & hackney carriage vehicle policy Appendix B – Consultation comments Appendix C – Email responses Appendix D – Email response from SBC Environment Management Appendix E – Poll result Appendix F - Hybrid vehicle information Appendix G – Equality Impact Assessment

1. Summary and Recommendations

- 1.1 The purpose of this report is to review the current private hire and hackney carriage vehicle policy with regards to the age and Ultra-low emission standard requirements for licensed vehicles and the introduction of an age limit for wheelchair accessible vehicles (WAVS), to note the consultation responses and decide whether to agree the amendments to the policy.

Recommendations:

- 1.2 The Committee is requested to consider the proposed policy amendment and resolve: -
- (a) Note the report and comment on the amendments to the private hire and hackney carriage vehicle policy.
 - (b) Note the consultation responses.
 - (c) Agree the amendments to the private hire and hackney carriage vehicle policy having regard to the responses and alternative proposals received from the consultation.
 - (d) Agree to rescind the current vehicle age and specification policy for private hire and hackney carriage vehicles.

- (e) Agree the effective dates of the vehicle policy amendments.
- (f) Agree any amendments to the proposed policy changes, having regard to the responses from the consultation.

Reason:

- 1.3 The licensing of Ultra-low emission vehicles (**ULEV**) is due to become mandatory in 2025, with non-compliant diesel, petrol and hybrid vehicles needing to be replaced if they do not meet the ULEV emission standard. The implementation of this policy has been reviewed due to the cost and supply of ULEV compliant vehicles for the licensed private hire and hackney carriage trade and the restrictive number of vehicles that meet the ULEV emission standard.

2. Report

Introductory paragraph

- 2.1 The Local Government (Miscellaneous Provisions) Act 1976, allows the Local Authority to set standards for the granting of hackney carriage and private hire vehicle licences.

Options considered

- 2.2 Consideration has been given to how the decision sought will help the Council meets its vision, corporate priorities however the nature of the private hire and hackney carriage vehicle policy is outside the scope of these priorities. An individual's decision to licence a vehicle is not within the control of the Council.

Background

- 2.3 The current vehicle policy was approved by the Licensing Committee in 2018 and came into force on 1 September 2018.
- 2.4 The current policy is detailed in full at Appendix A. The policy had a phased implementation, with most licensed vehicles having to meet the ULEV standard by 31 December 2025.
- 2.5 The ULEV emission standard means a vehicle that uses low carbon technologies and meets the following requirements: -
 - emits less than 75g of CO₂/km from the exhaust (tailpipe)
 - capable of operating zero tailpipe emissions for a range of at least 10 miles.
- 2.6 The ULEV policy can be summarised as follows: -

New driver applicants (from 1 September 2018) can only licence vehicles that: -

- Comply with the ULEV emission standard.
- Vehicle must be less than 3 years old at the time of licensing.

Drivers licensed before 1 September 2018 can licence vehicles that: -

- Euro 6 compliant
- Vehicle must be less than years old at the time of licensing.

- 2.7 The Licensing team had been informed that through Slough Borough Council Low Emission Strategy, a government grant of £370,035 had been secured to create

pilot schemes to assist the licensed trade to transition to ULEV vehicles. To date, the Licensing team have received no information regarding any schemes and the trade has received no financial assistance to encourage licensing of ULEV vehicles.

- 2.8 From 1 January 2025, the ULEV emission standard is due to be implemented for most licensed vehicles. Any licensed vehicle that does not meet the ULEV standard in 2025, will have the renewal application rejected and applicants will have to replace the vehicle with one that meets the ULEV requirement.
- 2.9 Wheelchair accessible vehicles (WAVs) were not included in the 2018 policy change. At present, they can be licensed indefinitely, with no age limit, subject to passing the certificate of compliance test and do not need to meet the ULEV emission standard in 2025.

Policy review

- 2.10 The current policy was created to improve the quality of the private hire and hackney carriage fleet, with an emphasis placed on licensing vehicles that emit fewer emissions in line with the Council's commitment to improve air quality in Slough, which is detailed in the Council's Low Emissions Strategy.
- 2.11 This policy has greatly reduced the number of new private hire vehicle licences granted and has been a significant barrier to entering the licensed trade for new driver applicants.
- 2.12 The COVID19 pandemic and the cost-of-living crisis has further exacerbated the problem. The licensed trade has suffered due to lost income, a decline in Slough's night-time economy, vehicle supply issues and rising costs of both fuel and vehicles. Since 2018, there has been an approximately 50% reduction in the number of licensed private hire vehicle licensed by Slough Borough Council.
- 2.13 The current fleet of licensed vehicles has been reviewed and it has been concluded that meeting the ULEV vehicle standard by 31 December 2025 is not achievable and would place an unreasonable financial burden on the licensed trade. Additionally, licensing a vehicle that is less than the 3 years old requirement is cost prohibitive.

Analysis of licensed private hire and hackney carriage vehicles – 25 September 2023

- 449 - Total number of licensed private hire & hackney carriage vehicles.
 - 38% of licensed vehicles are hybrid or electric vehicles.
 - 14% of licensed vehicles currently meet the ULEV emission standard.
 - 13% (61) of licensed vehicles are wheelchair accessible vehicles (WAVS)
- 2.14 Implementing an upper age limit on WAV's will remove the most polluting diesel vehicles from the private hire and hackney carriage hackney carriage fleet.

Consultation

- 2.15 A public consultation on the proposed changes was held between 16 August – 14 September 2023. The consultees included: -

- private hire and hackney carriage drivers
- private hire and hackney carriage vehicle licence holders
- private hire operators
- all ward Councillors
- Slough taxi federation
- Slough taxi association
- Private hire association
- Jason Newman - Carbon & Sustainability Group Manager
- Royal Borough of Windsor & Maidenhead
- Berkshire Licensing Forum

2.16 Two policy options were proposed, each option was identical except for the implementation dates and the age of the vehicle at the time of first being licensed. Representations to the consultation could be made via email.

2.17 Summary of proposed policy options: -

- Both options **removed** the requirement for vehicles to meet the ULEV emission standard.
- Both options allow for currently licensed petrol, diesel, and mild hybrid vehicles to be renewed and remain licensed until they reach 9 years of age.
- Wheelchair accessible and specialist vehicles can remain licensed until the vehicle reaches 17 years of age.
- The licensing of petrol and diesels wheelchair accessible and specialist vehicles will continue, and these vehicles will not need to be replaced with hybrid or electric vehicles.

Implementation dates - Option A	Implementation dates - Option B
The grant of a new vehicle licences to diesel vehicles will cease on 1 January 2025	The grant of a new vehicle licences to diesel vehicles will cease on 1 January 2026
The grant of a new vehicle licences to petrol vehicles will cease on 1 January 2026	The grant of a new vehicle licences to petrol vehicles will cease on 1 January 2027
Vehicle must be less than 5 years old when first licensed	Vehicles must be less than 4 years old when first licensed

Consultation response

2.18 There were 113 responses to the consultation. The full responses are attached at Appendices B, C & D.

2.19 Option A was the preferred option receiving 45% of the poll vote (see Appendix E).

2.20 Option B received 44% of the poll vote, whilst 20% wanted the current policy to remain.

2.21 Having reviewed the consultation responses, they can be summarised as follows: -

- Respondents raised concerns regarding the high cost of hybrid and electric vehicles.

- The lack of availability of charging points.
- Limited availability and high cost of wheelchair accessible vehicles.
- Suggested an extension to the implementation date to 2030.

Proposed policy – Option A

2.22 All private hire and hackney carriage vehicles being licensed for the first time, must be less than 5 years old (**see explanatory note 1**) on the date the vehicle licence application is submitted.

Currently licensed petrol, diesels and mild hybrid vehicles can remain licensed until the vehicle reaches 9 years of age.

Hybrid (with zero emissions capability) and electric vehicles can remain licensed until the vehicle reaches 12 years of age.

Requests to renew a vehicle licence for a petrol, diesel, or mild hybrid beyond 9 years of age will be automatically refused (**see explanatory note 2**).

Wheelchair Accessible Vehicles (WAVs) & specialist vehicles

WAVs and specialist vehicles must be:

- less than 5 years old at the first time of licensing
- Euro 6 compliant.

WAV's and specialist vehicles can remain licensed until 17 years of age. This applies to both private hire and hackney carriage licensed vehicles.

Diesel vehicles – 2025 onwards

From **1st January 2025**, Slough Borough Council will cease to licence diesel vehicles. This applies to vehicle grant applications only.

Currently licensed diesel vehicles will remain so until they reach 9 years of age, subject to valid renewal applications being made before the expiry date of the licence.

WAVs and specialist vehicles will be exempt, and the licensing of diesels permitted.

Hybrid & electric vehicles – 2026 onwards

From **1st January 2026**, Slough Borough Council will cease to grant new vehicle licences to petrol and mild hybrid vehicles. Vehicles must be: -

- less than 5 years old at the first time of licensing
- either a hybrid or electric vehicle
- a minimum range of 30 miles with zero emissions

Valid renewal applications for petrol, diesel and mild hybrid vehicles will be accepted until the vehicle reaches 9 years of age.

Hybrid vehicles with zero emission capability and electric vehicles can remain licensed until the vehicle reaches 12 years of age.

WAVs and specialist vehicles will be exempt, and the licensing of petrol & diesels permitted.

Explanatory Note 1: The date of registration detailed in the Vehicle registration document (V5) will be used to determine the age of the vehicle.
For imported vehicles, the year of manufacture (1st January) will be used to determine the age.

Explanatory note 2: Mild hybrids have been excluded as they have no zero-emission capability.

3. Implications of the Recommendation

3.1 Financial implications

3.1.1 There are no financial implications to the Council.

3.2 Legal implications

3.2.1 Part II of The Local Government (Miscellaneous Provisions) Act 1976, allows the Local Authority to set standards as it considers reasonably necessary for the granting of private hire and hackney carriage vehicle licences.

3.2.2 Under Part 3.4 (Responsibility for Council Functions) of the Council's Constitution, the Licensing Committee is responsible for:

Determining all functions not reserved to Full Council in connection with:

- Private hire and hackney carriages, including where individuals have been convicted of offences, there is other cause for concern about suitability or officers consider it appropriate to refer the matter to the committee.
- Setting conditions, fares and fees and charges for private hire and hackney carriage licensing.

To approve policy and fees and charges for the above functions where these are not executive functions or reserved to Council.

3.3 Risk management implications

3.3.1 Risk Management Matrix Score 2

There is uncertainty from Central Government regarding the implementation date for the ban on the manufacture of petrol and diesel engines. The vehicle policy will be reviewed as and when necessary to ensure our policies align with key priorities.

3.4 Environmental implications

3.4.1 Consideration has been given to environmental implications, however removing the ULEV emission standard is offset by the approximately 50% reduction in licensed private hire vehicles and the increased number of EURO 6 compliant vehicles in the fleet. It should also be noted that Slough Borough Council are unable to control vehicles licensed by another authority, from entering the borough.

3.5 Equality implications

3.5.1 No equality issues have been identified, as the proposals will apply to all private hire and hackney carriage vehicle licence holders.

4. Background Papers

'1' - [Local Government \(Miscellaneous Provisions\) Act 1976](#)

'2' - [Town Police Clauses Act 1847](#)

'3' – [Equality Act 2010](#)

'4' – Licensing Committee Report 12 June 2018 - [\(Public Pack\)Agenda Document for Licensing Committee, 12/06/2018 18:30 \(slough.gov.uk\)](#) – (page 79 onwards)

'5' -Slough Borough Council Low Emission Strategy (LES) - [Microsoft Word - FINAL Appendix 2 - LES Technical Report Final Draft \(slough.gov.uk\)](#)

'6' - [Private hire and hackney carriage vehicle policy 2020 – Slough Borough Council](#)

'7' - [Funds to encourage electric taxis – Slough Borough Council](#)

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APPENDIX A

Private Hire & Hackney Carriage Vehicle Policy

Ultra-Low Emission Vehicles (ULEV)

ULEV is a term used to describe any vehicle that uses low carbon technologies and emits less than 75g of CO₂/km from the tailpipe.

From the **1st September 2018**, all new vehicles being licensed by new driver applicants must be a ULEV vehicle.

New applicants (private hire)

Compliance dates & emission standard	Vehicle to be licensed
1st September 2018 - All new vehicles to be licensed for the first time as a private hire vehicle by a new applicant for a private hire driver licence must be to ULEV standard.	ULEV standard means, a vehicle that uses low carbon technologies and emits less than 75g of CO₂/km from the tailpipe and is capable of operating in zero tailpipe emission mode for a range of at least ten miles. The vehicles must be under 3 years of age from the date of first registration at the time of first being licensed.

Please note the following:

Any ULEV standard vehicle once licenced by a new applicant must only be replaced by another ULEV standard vehicle under 3 years of age.

New applicants will not be permitted to have a vehicle currently licensed by Slough Borough Council, transferred to them after the effective date, unless the vehicle is of the required ULEV**Standard and is under 3 years of age from the date of first registration.

Current licence holders

All currently licensed saloon private hire & hackney carriage vehicles are to remain licensed until they reach 9 years of age. Please note this policy does not currently apply to purpose built wheelchair accessible vehicles.

Compliance dates & emission standard	Vehicle to be licensed
1st September 2018 CAZ standard (Euro 6 diesel / Euro 5 petrol)	All new vehicles to be licensed by current licence holders i.e. where the current licensed vehicle needs to be replaced
1st September 2020 CAZ Standard (Euro 6 diesel / Euro 6 petrol)	All new vehicles to be licensed by current licence holders i.e. where the current licensed vehicle needs to be replaced
ULEV from 2025	All licensing renewals i.e. renewals of current vehicles and all new vehicles to be licensed.

Any ULEV Vehicle to be aged up to maximum of 12 years

Emissions standards

Euro 6 Diesel Implementation date (most new registrations): 1st September 2015

The sixth and current euro emissions standard was introduced on **most new registrations in September 2015**, however the vehicle registration document (V5) is needed to verify if the vehicle is a euro 6 as the exhaust emissions you need to check against the standards below.

Euro 6 emissions standards (petrol) – EXHAUST EMISSIONS

CO: 1.0g/km
 THC: 0.10g/km
 NMHC: 0.068g/km
 NOx: 0.06g/km
 PM: 0.005g/km (direct injection only)
 PN [# /km]: 6.0×10^{11} /km (direct injection only)

Euro 6 emissions standards (diesel) – EXHAUST EMISSIONS

CO: 0.50g/km
 HC + NOx: 0.17g/km
NOx: 0.08g/km
 PM: 0.005g/km
 PN [# /km]: 6.0×10^{11} /km

Vehicle age policy – non ULEV vehicles

- Any vehicle being licensed for the first time as a private hire or hackney carriage vehicle, must be **less than 5 years old** at the time the licence application is made (subject to the emission standards detailed above).
- The date of registration detailed in the vehicle registration document (V5) will be used to determine the age of the vehicle.
- Where a vehicle has been imported into the UK, the date of manufacture will be used to determine the age of the vehicle.
- Once licensed, a vehicle can remain licensed until it reaches **9 years** of age.

WAVS & purpose built vehicles

- Any WAV or purpose-built vehicles being licensed for the first time must be **less than 5 years old** at the time the licence application is made.
- The date of registration detailed in the vehicle registration document (V5) will be used to determine the age of the vehicle.
- Where a vehicle has been imported into the UK, the date of manufacture will be used to determine the age of the vehicle.
- Once licensed, there is no age restriction on WAV or purpose-built vehicles.

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APPENDIX B

ID	Date of Response	What are your views on the consultation	Of the options proposed, which are y	Name2
1	8/16/2023	I believe that the current policy is best for both the taxi customers of Slough and the taxi drivers as the proposed options make it difficult for drivers as most will have to purchase a new vehicle, which under current circumstances is not viable for most.	Keep current policy	Arshad Mahmood Afsar
2	8/16/2023	I just agreed with option one Dear sir & madam I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.	Option A	Harbans Singh Kainth
3	8/16/2023	Many thanks	Option A	Me Tahir Khan
4	8/18/2023	My only concern is beyond 2026/2027. There are not enough charging points in the country, and they not going to be everywhere. For taxi trade, it is not possible to ask a customer to wait couple of hours for charging, right in the middle of the journey. This policy of not issuing the licence beyond 2026/2027 for diesel, petrol, or hybrid should be delayed till infrastructure is in place.	Option A	Arif
5	8/18/2023	It's ok	Keep current policy	Rashid Khan
6	8/18/2023	Keep current policy we are not TFL...Times are very hard at the moment..slowly bring in changes after 2030	Keep current policy	Qamar Majid
7	8/19/2023	Option B	Option B	Manzoor Ahmed
8	8/19/2023	Option B	Option B	Uhbad Rehman
9	8/19/2023	Option b	Option B	Abid Rehman
10	8/19/2023	Option b	Option B	Ruwan Wengappuli
11	8/19/2023	What ever is best for the industry I will support it	Option A	Zia Minhas
12	8/19/2023	The council should keep in the view post pandemic situation with regards to cost of living going up and price of used/new cars are in sky rocket position. All the drivers are struggling hard with their earnings which is effected badly by the rise in cost of living. The expenses have increased sharply but income has decreased because people do not have enough money to use taxis more frequently as they used to prior to Pandemic. Social gatherings are becoming talk of the past with PUBS closing down one by one.. So in my view the council should postpone option B policy until 2030.	Option B	Talat Hayat
13	8/21/2023	Being Asthma sufferer and living close to London road, I have observed very old diesel /petrol taxis polluting the already compromised air. This is essential step to take action and bring improvement in air quality	Option A	Rakesh Lad
14	8/21/2023	This is a good consultation for reducing from 3 year to 5 year. It will help the people who are suffering with the cost of living and inflation. A really good move. Slough council is the best council.	Option B	Abhilash kumar Maxwell Dacruz Sarada
15	8/21/2023	I HAVE READ THE OPTIONS IT LOOKS LIKE OPTION B WOULD BE BETTER	Option B	MR SHARIF KHAN
16	8/21/2023	Mad Net Zero ULEZ / LEZ policies being introduced by stealth? No! No change to existing rules & regulations please, so that petrol & diesel vehicles and drivers may conduct their business and serve the public in the way they have and may continue to do so.	Keep current policy	Gordon Moffatt
17	8/24/2023	The only downside is that such vehicles are expensive and positive is that at least we can renew licence up to 12 years.	Option B	Mudassar Khan

18	8/24/2023	The vehicles with lower emissions policy should be upped to 110 co2/kg. The vehicles under 75co2/kg cost alot of money. This should include all fuel types including hydbrid	Option B	O Qureshi
19	8/24/2023	I do not agree with any of the options below. I think none of the options provided solves the issues fully and comprehensively. I am choosing one of the options below just because I do not have any other option available. So, I would request you to provide one option like "None of Above" and then consider our opinions. This way you can have the best way forward.	Option B	Shahid Ali Abbasi
20	8/25/2023	Unnecessary changes the amount of pressure to earn a living compared to actual changes in policies and increases in -vehicle prices -common increases in licensing fees -fuel prices -lack of work because of multi national organisations with unlimited resources (Uber). You cannot justify these drastic changes. It creates more harm then good.	Keep current policy	Sabah hassan
21	8/25/2023	It is very important that the drivers should be consulted about their future Slough Town is the business hub and taxi drivers provide services they also play major role in building better future for their communities and for Slough Town	Keep current policy	BASHARAT KHAN
22	8/25/2023	Disagree	Keep current policy	Rashid Khan
23	8/26/2023	Not happy	Option B	Zulfiqar Khan
24	8/27/2023	Good atleast there is a participation	Keep current policy	Ibrar
25	8/29/2023	I would like to stay on last option because i can't afford the new vehicle.	Keep current policy	Mohd Shakhawat Hossain
26	8/31/2023	I say it's too early for the change as it is becoming more difficult to replace our cars due to the prices.	Keep current policy	Zahid Shams -ud-deen
27	9/3/2023	Agree with the policies. Only thing i would say is to keep hybrid cars and not only electric	Option B	Amjad Hussain
28	9/3/2023	Option a humble request please reduce the price of plate as well we are living outside London but paying more then pco drivers. Old style plate was better.regards I opt for Option A as it is more flexible and offers more variety of vehicles.	Option A	Talat imran
29	9/3/2023	Renewal at 9years for various types of vehicle is reasonable.	Option A	Zaheer Khan
30	9/3/2023	Neither options is favourable or beneficial to a low paid, long working hours taxi driver	Option B	Muhammad Ahmed Mirza
31	9/4/2023	The vehicles should be up to 5 years old	Option A	MR SUJIKUMAR KAVUNKAL VASU
32	9/5/2023	Option a Cost of living bills and interest rate up it is hard to buy fully electric cars. Alternative solutions is to give	Option A	Mr A a choudary
33	9/5/2023	licence to hybrid cars.	Option A	Qadeer Hussain
34	9/6/2023	Option b seems reasonable to me	Option B	Jasvir singh
35	9/6/2023	Consultation should be done with private hire drivers representatives face to face with the Slough boroughs council taxi licensing officers.With the current climate every one is struggling with the living costs and the taxi licensing officers are proposing that by 2027 all private hire vehicles should be electric!!When TFLs date is 2030 and nationally it is also 2030..Therefore the minimum date for electric cars should be 2030 or even later then that.9seater mini buses should be classed as specialist vehicle it carry's 8 passengers and it is also exempt from congestion charge.Slough borough council taxi licensing team need to take responsibility of all the private hire drivers that pay the council for the badges and vehicle plates.We are providing a invaluable service to the residents of the borough and surrounding area.Be reasonable and help us to help the community.	Option B	Aurangzeb chaudhrey
36	9/7/2023	It is very hard for everyone	Option B	M Naeem Gul

37	8/31/2023	B	Option B	Saraj Kumer Das
38	9/7/2023	Welcomed.	Option B	Frazer Murphy
39	9/7/2023	No moments	Option A	Javed iqbal
40	9/8/2023	Private Hire vehicle should be at least 12 years old before the driver is told to change vehicle	Option A	Mohan Singh Sandhu
41	9/7/2023	Would prefer for the switch to electric vehicles in 2030 in align with the rest of the country.	Option B	Joginder Basra
42	9/7/2023	we don't want nothing to change	Keep current policy	Abdelouahed afraoui
<p>Hello Team,</p> <p>I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.</p> <p>London transport allows driving in London of a 65 registration and onwards vehicle that is ULEZ. Therefore in Slough, in my opinion, it would benefit many if the rules of the registration length can be more flexible and be a little bit longer. Especially during these hard times, in terms of financially, I think it would put minds at ease given that this could be a burden for some.</p> <p>Also, another concern that I have is that in September 2023, the council stopped giving school runs to drivers due to a requirement being that the seats needs to be facing forward in the vehicle. So, if the council allow us to use an 8/9 seater vehicle with rear wheelchair access then this would allow school runs to be given out to drivers again.</p> <p>Many thanks</p>				
43	9/8/2023	Tayab Mahmood	Option A	TAYAB MAHMOOD
<p>Hi kindly electric car should start in 2030 it is better for all this stage they have many machanical issues so</p>				
44	9/9/2023	not suitable for taxi thanks	Option B	Sajid
<p>I do not agree with any of the options below. I think none of the options provided solves the issues fully and comprehensively. I am choosing one of the options below just because I do not have any other option available. So, I would request you to provide one option like "None of Above" and then consider our opinions. This way you can have the best way forward.</p>				
45	9/9/2023		Option B	Mohsin Bashir
<p>I do not agree with any of the options below. I think none of the options provided solves the issues fully and comprehensively. I am choosing one of the options below just because I do not have any other option available. So, I would request you to provide one option like "None of Above" and then consider our opinions. This way you can have the best way forward.</p>				
46	9/9/2023		Option B	Asif Nadeem
47	9/9/2023	OPTION B is better for all drivers	Option B	Nasir Iqbal

48	9/9/2023	Not able to afford new model cars for work. Very difficult to find cars that are a higher plate that can also support the industry for low income families. Driving regularly also means car is always being in the garage which has an impact on financial situation.	Option B	Umar Nawaz
49	9/10/2023	they meet my standards well	Option B	muhammad ghafar
50	9/10/2023	We should increase the limit for our cars.	Option A	Hafiz javid
51	9/11/2023	Age limit should be extended	Option B	Ishtiaq Hussain
53	9/11/2023	Drivers are upset with taxi licensing for not having consulted with them with regards to the options that have been set out ! SBC are the only council in the local surrounding areas that have set out vehicle parameters regarding low emissions ! Drivers are not happy as they feel they won't be able to afford low emissions/ electric vehicles hence will move elsewhere to seek work rather than work in slough hence SBC will inevitably continue to lose revenue	Option B	Ibrar khan
54	9/11/2023	Not happy with given options	Option B	Arif Rashid
55	9/11/2023	I believe we should be able to continue using hybrid cars more longer than the proposed dates. As the electric cars are really expensive and will be hard to finance and make any profit as a taxi driver in Slough. The current option B is closer to my ideal date but if possible this should be extended as these cars are more reliable and affordable.	Option B	M Masood
56	9/11/2023	I think the consultation is a good idea	Option B	Mohammed Tariq
57	9/11/2023	We are not satisfied with the options that have been provided.	Option B	Khuram karim
58	9/11/2023	Option B would work out to be too costly and financially staining for existing Taxi Drivers.	Option A	Mohammed Zafar
59	9/12/2023	I am not happy with options you given!	Option B	Mohammed Sijjad
60	9/12/2023	I think slough Brough council should consider to look into the date in option B to match the national date which is 2030	Option B	Idris Tabidi
61	9/12/2023	I think it will be better upto 12years because its too difficult to purchase a new car in these days.	Option A	Sayed Zahir Shah
62	9/12/2023	I believe the consultation should have had a few more options.ie for the policy to start from September 2027.. Even though I welcome the option for a hybrid car the electric car needs more time to deliver the outcomes in terms of a drivers needs. If the range say is 200 miles and the driver needs to put on lights or heating then the range is drastically cut, by some 70 miles in some instances as reported by drivers working in 711 cars who have electric cars. In winter this will have a huge impact on a drivers earnings and ability to provide an effective service. Also the safety needs to be considered. With flooding becoming prevalent the elderly couple in Liverpool who died apparently had electric cars and couldn't open the doors. In these conditions the electric car could be a death trap.. There isn't the infrastructure available to meet demand for charging points. Charging takes time and if you have people using these then your wait and time to charge could easily take over two hours. That's two hours of no work. Also electric cars and hybrid due to the ULEZ expansion gave become considerably more expensive. Are we going to get any assistance to upgrade as we are required to do?? I believe a reasonable request is that the council please extend the deadline to the new requirements to September 2027 for us drivers to be able to save and get deposits in place for cars that meet the new requirements as we lost two years of trade due to covid..	Option B	Amjid Khan
63	9/12/2023	The Euro 6 diesel car and Hybrid goes up to 2035 because carry on with this policy because it was a covid period.	Option A	Mohammad Kamran

64	9/12/2023	I am not happy for these options	Option B	Tahir Hussain
65	9/12/2023	I personally don't mind the sticker plate as long as it is the same rectangle size as the existing Saloon plate, the big square plate seriously makes the saloon car look ugly. If you can take this in consideration. Thank you.	Option A	Waseem Khan
66	9/12/2023	<p>I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.</p> <p>London transport allows driving in London of a 65 registration and onwards vehicle that is ULEZ. Therefore in Slough, in my opinion, it would benefit many if the rules of the registration length can be more flexible and be a little bit longer. Especially during these hard times, in terms of financially, I think it would put minds at ease given that this could be a burden for some.</p>	Keep current policy	Mohammed Jabbar shan
67	9/12/2023	<p>Hello,</p> <p>I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.</p> <p>London transport allows driving in London of a 65 registration and onwards vehicle that is ULEZ. Therefore in Slough, in my opinion, it would benefit many if the rules of the registration length can be more flexible and be a little bit longer. Especially during these hard times, in terms of financially, I think it would put minds at ease given that this could be a burden for some.</p> <p>Also, another concern that I have is that in September 2023, the council stopped giving school runs to drivers due to a requirement being that the seats need to be facing forward in the vehicle. So, if the council allow us to use an 8/9 seater vehicle with rear wheelchair access then this would allow school runs to be given out to drivers again.</p> <p>Many thanks</p> <p>Sajid Mahmood 39 Beresford Avenue SI25 1L</p>	Keep current policy	SAJAD MAHMOOD
68	9/12/2023	Age limit be extended	Option B	Muhammed zaman
69	9/13/2023	The date for the 2027 electric cars and banning all the other vehicles please extend this date upto 2030 as fully electric cars are expensive and at the moment we are struggling. Cost of living is very high nobody can afford this .as electric cars are very expensive . Please help us with some grants for first time buyers .	Option B	Ali Nawaz Raja
70	9/13/2023	Option A and amendment upto 2030 allow petrol mild hybrid to be registered	Option A	Mr Karnail singh ghotra
71	9/13/2023	Option A but allow petrol mild hybrid until 2030. Extension on executive petrol mild hybrid should be granted if good condition	Option A	Ranjit Singh Ghotra
72	9/13/2023	I think the plate sticker should be same size as the existing saloon size as the big square one doesn't look nice on the saloon car.	Option A	Faisal Raja

73	9/13/2023	Car prices are very high Electric cars should be compulsory after 2030 Age of car should be extended to 12 years	Option B	Habib u khan
74	9/13/2023	This is because at the moment it is to expensive to buy new cars	Option B	Hafiz hussain
75	9/13/2023	I am voting to keep existing policy because of rising cost of living crisis and high prices of electric and hybrid vehicles. They are not readily available. Buying a new car costs a lot of money which not many driver can afford. I would also like to bring attention to officer's attention lack of people carriers available in electric and hybrid models. We have lots of customers who need people carriers, if we stop issuing licenses to diesel, petrol and mild hybrids. We will have no people carriers to offer to Slough residents.	Keep current policy	Muhammad Imran
76	9/13/2023	I am voting to keep existing policy because we drivers can't afford electric and hybrid cars. Buying a new car costs many thousands more than mild hybrid, petrol and diesel cars. I would also like to bring attention to officer's attention lack of people carriers available in electric and hybrid models. Also TFL is continuing to license existing cars till end of 2030, SBC should do more than that.	Keep current policy	Sohail Attique
77	9/13/2023	I don't agree with any new policy	Keep current policy	Arshad mehmood
78	9/13/2023	Option b	Option B	Zarahait
79	9/13/2023	Option B	Option B	Javed Akhtar
80	9/13/2023	Replacing car with plate would be not possible at next renewal coz of prices are rocket high, planing to do instructor licence	Option B	Imran Yousaf
81	9/13/2023	Diesel. Hybrid should be till 2035	Option A	Mohammad Khursheed Bostan
82	9/13/2023	Dear sir & madam I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time. Many thanks	Option A	Aftab Ahmed
83	9/13/2023	Dear sir & madam I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time. Many thanks	Option A	M azram
84	9/13/2023	• less than 5 years old at the first time of licensing	Option A	Abdul waheed jabarkhel
85	9/13/2023	Dear sir & madam I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 13 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time. Many thanks	Option A	Tariq mahmood
86	9/13/2023	The date for the 2027 where you must have an electric car is too soon. Please extend this to 2030 as cost of living is very high currently.	Option B	Zaheer Ud-Din

		-Get rid of old WAV's bangers like euro 5's from 1st November 2023 because of tired interior,pollution,reliability,rusty,poor paint work & to many faults etc. -Euro 6 Petrol or diesel those already licensed let them run till 9 years old. -Petrol Hybrids plug-in licenced till 12 years - Full electric licenced till 12 years		
87	9/13/2023		Option A	Mohammad Ameen
88	9/13/2023	Leave diesel car and petrol hybrid car should carry on till 2035	Option A	Kuldip singh multani
		Dear sir & madam I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 14years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.		
89	9/14/2023	Many thanks	Option A	Arshad mahmood
90	9/14/2023	I would like to see to move forward the low emissions policy should be move forward 2030.we'll be highly appreciative it.	Option A	Ibrahim khan
		I would prefer if a vehicle which is electric or hybrid and is WAV/Specialist to not have 17yr age limit and should be no max age limit as it is more expensive vehicle and is specially adapted for WAV . The Hybrid area needs more clarity Zero Emission Capable (ZEC) vehicles Emit no more than 50g/km CO2 and be capable of being operated with no (zero) exhaust emissions for a minimum range of 10 miles (16.093 km); or Emit no more than 75g/km CO2 exhaust emissions and be capable of being operated with no (zero) emissions for a minimum range of 20 miles (32.187 km) Having 30 miles with zero emissions is far fetched. As the industry does not have enough taxi hybrid at 30 miles		
91	9/14/2023	To extend EURO 6 AND Hybrids till 2030	Option A	Shaukat Ali
		Keep wheelchair indefinite Also to give EXECUTIVE CARS 1 year extension once inspected by council		
92	9/14/2023	To extend EURO 6 AND Hybrid, petrol cars till 2030	Option A	Sukhwinder singh Multani
		Keep wheelchair indefinite Also to give EXECUTIVE CARS 1 year extension once inspected by council		
93	9/14/2023		Option A	Dalip Singh

94	9/8/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Khalid Raza
95	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Jaswinder singh Dhillion
96	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Ranjit S Bhambra
97	9/14/2023	In my opinion council should consider the difficulties driver have in this financial crisis while inflation is on his peak we can afford electric vehicles with the 6 pounds fare so I would recommend council should allow any 5 years old euro 6 cars and plate limits should be 12 years old because vehicles prices are gone so high so driver can be trap with loan sharks so we need council help in this hard time	Keep current policy	Talat aslam
98	9/14/2023	Dear Licensing Manager, sir/ madam We feel the consultation options are unfair and the infrastructure is not ready for electric. As there are not enough charging points in slough, The age for wheelchair vehicle was indefinite with two mot after age of 15 years. We are very upset and would like the low emission policy to be pushed back to 2035 because we had Covid period of 3 years, so would appreciate if you could consider . As you know it's not much work in the town more and more companies and shops are closing down affecting our taxi business. Thank you	Keep current policy	Jamshaid haider

Hello,

I have a concern with a wheelchair access vehicle. Currently, it is hard to get a Euro6 or a petrol/electric vehicle with 8/9 seats. So, for convenience it would be easier to keep the same rules (being after 14 years, 2 MOTS) and keeping the current rule of no limit in terms of being able to drive a vehicle for a certain amount of time.

London transport allows driving in London of a 65 registration and onwards vehicle that is ULEZ. Therefore in Slough, in my opinion, it would benefit many if the rules of the registration length can be more flexible and be a little bit longer. Especially during these hard times, in terms of financially, I think it would put minds at ease given that this could be a burden for some.

Also, another concern that I have is that in September 2023, the council stopped giving school runs to drivers due to a requirement being that the seats needs to be facing forward in the vehicle. So, if the council allow us to use an 8/9 seater vehicle with rear wheelchair access then this would allow school runs to be given out to drivers again.

Many thanks

99	9/14/2023	Liaqat Ali	Keep current policy	LIAQAT ALI
100	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Amarjit Singh Grewal
101	9/13/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	avtar kang
102	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Aaronpreet Singh Grewal
103	9/14/2023	Wheelchair Vehicles to be kept indefinite until life runs out. And Electric Vehicles should be forwarded to 2030/35 , because we had Covid periods ,which we as drivers lost out, through covid , and before we start to think Electric, we need to make sure there are enough charging points, in slough,I think we should be allowed Hybrid Vehicles for taxi drivers,	Keep current policy	Sarfrazkhan
104	9/14/2023	To extend EURO 6 and Hybrids until 2030. Give Executive cars 1 year extension once inspected by the Council. Also keep wheelchair indefinitely.	Option A	Jasvir Dosanjh
105	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Harbhajan singh
106	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Jagtar Mann
107	9/14/2023	-Wheelchair vehicle euro5 they need to be replaced by euro6 because giving bad impression,Smokey,Dirty interior,unreliable,rusty & customers not happy sitting in those vehicles change them as soon as possible by 31st Nov 2023. -Euro 6 saloon should be given 10years at least which cause no pollution. -Petrol plug-in should be given 15 years at least -Electric vehicle should be 15 years	Option A	Muhammad Naseer

108	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Mohan Krishan
109	9/14/2023	To extend EURO 6 AND Hybrids till 2030 Keep wheelchair indefinite Also to give EXECUTIVE CARs 1 year extension once inspected by council	Option A	Kunda Singh sohal

Rachael Rumney

From: [REDACTED]
Sent: 19 August 2023 13:53
To: _Licensing
Subject: Re

Dear Licensing Manager, sir/ madam

We feel the consultation options are unfair and the infrastructure is not ready for electric. As there are not enough charging points in slough, The age for wheelchair vehicle was indefinite with two mot after age of 15 years.

We are very upset and would like the low emission policy to be pushed back to 2035 because we had Covid period of 3 years, so would appreciate if you could consider for the existing proprietors.

The Slough Taxi Federation did ask last year to move forward the low emission policy.

Thank you

Hackney Carriage Plate

[REDACTED]
Name
Zahid Hussain

Address
[REDACTED]
[REDACTED]
[REDACTED]

Sent from my Galaxy

Rachael Rumney

From: [REDACTED]
Sent: 19 August 2023 12:16
To: _Licensing
Subject: Consultation

Dear Licensing,

Please can I suggest to allow existing proprietors to be able to renew and grant a ULEZ compliant vehicle until 2035. A lot of electric and plug in hybrid are not able to have taxi meters.

Extension to executive vehicles should be given as these cost more and are of a better quality. As long as the condition is of a high standard. Covid has had an affect on the work levels.

Kind Regards

Mr R S Ghotra

Rachael Rumney

From: _Licensing
Sent: 14 September 2023 11:58
To: Rachael Rumney; Russell Denney-Clarke
Subject: FW: Slough Taxi Federation.

FYI

Tola Idowu

Senior Licensing Officer

Place | Regulation – Public Protection

[Redacted]

[Redacted]

[Redacted]



Please consider the environmental impact of needlessly printing this e-mail

From: [Redacted]
Sent: Wednesday, September 13, 2023 9:07 PM
To: _Licensing <Licensing@slough.gov.uk> [Redacted]
Subject: Slough Taxi Federation.

Dear Licensing Manager,

regards to Consultation we can suggest option A with amendments upto 2030 To allow euro 6 Diesel, mild hybrid, hybrid, petrol.

Also To allow Wheelchair indefinite.

To Allow Executive cars mercedes, Audi, Bmw Grant Extension upon inspection on vehicle Up to 1 year please.

Kind Regards,

Mr S S Multani

Chairman,
Slough Taxi Federation.

[Sent from the all-new AOL app for iOS](#)

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Subject: FW: Consultation Response - Taxi Licensing

Good afternoon Sophie,

Firstly, apologies for the delay in responding to you. I hope my responses clarify the proposed policy changes.

- For Options A and B, the consultation states that “Slough Borough Council will cease to license diesel vehicles. This applies to vehicle grant applications only”. Does this mean that non-grant diesel vehicles will be eligible for a license or will the Council cease to grant any diesel taxi licenses? **Yes, currently diesel vehicles could be renewed and remain licensed until the vehicle reaches 9 years of age.**
- It is not mentioned in the consultation what emission standard a vehicle must be if applying for a new license before 2025-2026. Will the emission standard requirements from the original taxi licensing policy still apply? **The policy removes the requirement for any vehicle to meet a specific emission standard.**
- In terms of preferred options, Option A is likely to bring about emission improvements quicker than Option B, therefore this is my preferred option.
- Will you be publishing the consultation feedback? I am due to develop Slough’s Air Quality Action Plan this year and this info would be really helpful. **The report and consultation results will be published mid-October and the Licensing Committee meeting is scheduled for 30 October.**

Please let me know if you require any further information.

Kind regards

Rachael Rumney
Principal Licensing Officer
Place | Regulation

[REDACTED]

Please note my usual working days are Wednesday, Thursday and Friday.

From: _Licensing <Licensing@slough.gov.uk>
Sent: Thursday, September 28, 2023 10:31 AM
To: Rachael Rumney [REDACTED] >
Subject: FW: Consultation Response - Taxi Licensing

From: Sophia Norfolk [REDACTED]
Sent: Tuesday, September 12, 2023 2:12 PM
To: _Licensing <Licensing@slough.gov.uk>
Subject: Consultation Response - Taxi Licensing

Hi Licencing Team,

I have reviewed the consultation document regarding taxi licencing changes. Please see questions and comments below:

- For Options A and B, the consultation states that “Slough Borough Council will cease to license diesel vehicles. This applies to vehicle grant applications only”. Does this mean that non-grant diesel vehicles will eligible for a license or will the Council cease to grant any diesel taxi licenses?
- It is not mentioned in the consultation what emission standard a vehicle must be if applying for a new license before 2025-2026. Will the emission standard requirements from the original taxi licencing policy still apply?
- In terms of preferred options, Option A is likely to bring about emission improvements quicker than Option B, therefore this is my preferred option.
- Will you be publishing the consultation feedback? I am due to develop Slough’s Air Quality Action Plan this year and this info would be really helpful.

Kind regards,

Sophia Norfolk
Principal Environment Officer

Slough Borough Council
Environment Management
Place Operations
OBSERVATORY HOUSE, 25 WINDSOR ROAD, SLOUGH, BERKSHIRE, SL1 2EL

Website: www.slough.gov.uk



Please consider the environment before printing this e-mail or its attachments

3. Of the options proposed, which are you more in favour of?

[More Details](#)

Option A	45
Option B	44
Keep current policy	20



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APPENDIX F

[Electric and hybrid cars | Ultimate beginner's guide | The AA](#)

Hybrid cars work by having both a battery-powered electric motor and a petrol or diesel internal combustion engine.

Most will be able to drive with zero-emissions (electric only), but how far depends on the size of the battery and whether you can plug-in to recharge. To get the best out of a hybrid, you'd ideally use electric for short journeys or when you're driving in urban areas. You'd rely on the combustion engine for longer journeys or if the battery's low on charge.

There are 4 main types:

- **Mild hybrid electric vehicle** – these are sometimes called electrified vehicles or battery assisted hybrid vehicles. They use an electric motor and battery to assist the combustion engine but have no zero-emission (electric only) capability.
- **Hybrid electric vehicles (HEVs)** – there are different types of HEVs – series and parallel. They're all capable of some zero-emission (electric only) driving, and many qualify as ultra low emission vehicles (ULEVs). You can't charge HEV batteries externally. Instead, they rely on electricity generated by braking, cruising and the petrol or diesel engine.
- **Plug-in hybrid electric vehicles (PHEVs)** – these have bigger batteries and can be plugged in to charge externally. PHEVs offer a longer, more practical zero-emissions (electric-only) range than HEVs. Depending on your lifestyle, you might find that you only use the combustion engine for occasional longer journeys.
- **Range-extended electric vehicles (REEVs)** – the wheels are driven directly by electric motors and the battery can be charged by plugging in. But REEVs also have a small combustion engine. It runs a generator that produces electricity, so you can drive longer journeys without having to plug-in. Like HEVs and PHEVs, REEVs can be driven in 'electric only' mode.

What's the range of a hybrid car?

PHEVs currently have an electric (zero-emissions) range of up to around 30 miles but this is expected to rise over the next few years. Remember that they also have a petrol or diesel engine too, so range is effectively unlimited – assuming you can find a fuel station.

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APPENDIX G

EQUALITY IMPACT ASSESSMENT

The Equality Act 2010 requires all public bodies, including local authorities, to show “due regard” to the impact their policies and procedures have on people from different groups. This are gender, race, religion or belief, age, disability, marriage and civil partnership, pregnancy and maternity, sex, and gender reassignment.

We are also required to have due regard to eliminating discrimination, advance equality of opportunity and to foster good relations between different people when carrying out their activities. Although they are not a legal requirement, conducting a basic assessment will allow you to look at the possible implications of a policy or procedure, and take any mitigating action if appropriate.

Remember:

- Equality Impact Assessments (EIAs) should be carried out on **relevant** policies and procedures. Not all policies or procedures will require them. If you are unsure if one is required, please contact the Equality and Diversity Manager on 01753 875069 for advice.
- Assess any potential impacts, positive and negative, in a proportionate way and with relevance.
- Make decisions that are justified, evidenced, relevant and identify any mitigating proposals.
- Prioritise expenditure in an efficient and fair way.
- Have a record showing that the potential impacts have been considered and that decisions are based on evidence.

It is important the EIA is carried out at the earliest opportunity to ensure that you have the time to undertake any additional work that will inform your decisions, for example community engagement.

All relevant committee reports should include an equalities impact assessment. This will ensure that equalities considerations are available for members to consider as part of the formal decision-making process. If your EIA is part of a Cabinet Report, please forward it to Democratic Services, along with your other committee paperwork. It usual to publish the EIA with the other public papers in advance of a committee meeting. Please also remember to complete the EIA section of the report checklist and the EIA summary section on the report itself.

If you have any questions or concerns, please contact the Equality and Diversity Manager on 01753 875069.

Equality Impact Assessment

Directorate: Place and Community	
Service: Trading Standards & Licensing	
Name of Officer/s completing assessment: Russell Denney-Clarke	
Date of Assessment: 17/10/2023	
Name of service/function or policy being assessed: Vehicle Policy	
1.	<p>What are the aims, objectives, outcomes, purpose of the policy, service change, function that you are assessing?</p> <p>To consider proposals to amend the Council's current licenced vehicle policy to change the age and ultra-low emission requirements for licenced vehicles and to introduce an age limit for wheelchair accessible vehicles.</p>
2.	<p>Who implements or delivers the policy, service or function? State if this is undertaken by more than one team, service, and department including any external partners.</p> <p>Licensing</p>
3.	<p>Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc. Please consider all of the Protected Characteristics listed (more information is available in the background information). Bear in mind that people affected by the proposals may well have more than one protected characteristic.</p> <p>Age: N/A Disability: N/A Gender Reassignment: N/A Marriage and Civil Partnership: N/A Pregnancy and maternity: N/A Race: The vehicle owners Religion and Belief: The vehicle owners</p>

	<p>Sex: N/A – I would have expected most of the existing licenced drivers are men, so wouldn't they be disproportionately effected then women?</p> <p>Sexual orientation: N/A</p> <p>Other: N/A</p>
4.	<p>What are any likely positive impacts for the group/s identified in (3) above? You may wish to refer to the Equalities Duties detailed in the background information.</p> <p>This will allow a greater type of vehicle to be licensed</p>
5.	<p>What are the likely negative impacts for the group/s identified in (3) above? If so then are any particular groups affected more than others and why?</p> <p>The current policy is too restrictive and pushing more expensive vehicles to be purchased to meet the strict limits</p>
6.	<p>Have the impacts identified in (4) and (5) above been assessed using up to date and reliable evidence and data? Please state evidence sources and conclusions drawn (e.g. survey results, customer complaints, monitoring data etc).</p> <p>The preferred car market is 2nd hand for drivers and the types of vehicle are not available.</p>
7.	<p>Have you engaged or consulted with any identified groups or individuals if necessary and what were the results, e.g. have the staff forums/unions/ community groups been involved?</p> <p>Yes, we are required by legislation to consult on all Licensing Policies, ultimately the decision rests with the Councillors</p>
8.	<p>Have you considered the impact the policy might have on local community relations?</p> <p>Yes</p>

9.	<p>What plans do you have in place, or are developing, that will mitigate any likely identified negative impacts? For example what plans, if any, will be put in place to reduce the impact?</p> <p>This policy is to improve the situation.</p>
10.	<p>What plans do you have in place to monitor the impact of the proposals once they have been implemented? (The full impact of the decision may only be known after the proposals have been implemented). Please see action plan below.</p> <p>This is yet to be determined, as there is a decision to be made by the Committee. The policy change should allow more vehicles to be available and ease the pressure on struggling drivers.</p>

What course of action does this EIA suggest you take? More than one of the following may apply	✓
Outcome 1: No major change required. The EIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken	
Outcome 2: Adjust the policy to remove barriers identified by the EIA or better promote equality. Are you satisfied that the proposed adjustments will remove the barriers identified? (Complete action plan).	
Outcome 3: Continue the policy despite potential for adverse impact or missed opportunities to promote equality identified. You will need to ensure that the EIA clearly sets out the justifications for continuing with it. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact (see questions below). (Complete action plan).	
Outcome 4: Stop and rethink the policy when the EIA shows actual or potential unlawful discrimination. (Complete action plan).	

Action Plan and Timetable for Implementation

At this stage a timetabled Action Plan should be developed to address any concerns/issues related to equality in the existing or proposed policy/service or function. This plan will need to be integrated into the appropriate Service/Business Plan.

Action	Target Groups	Lead Responsibility	Outcomes/Success Criteria	Monitoring & Evaluation	Target Date	Progress to Date

Name: _____

Signed:(Person completing the EIA)
Name:
Signed:(Policy Lead if not same as above)
Date:

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MEMBERS' ATTENDANCE RECORD 2023/24

LICENSING COMMITTEE

COUNCILLOR	01.06.23	30.10.23	05.02.24	11.03.24
Carter	P			
Instone	P			
Khawar	P			
Mohammad	Ap			
Mohindra	P			
Naveed	P			
Nazir	P			
Satti	P			
Shah	P			
Stedmond	P			

P = Present for whole meeting
Ap = Apologies given

P* = Present for part of meeting
Ab = Absent, no apologies given

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