



**Rochford District
Council**

REPORT TITLE:	Discussion surrounding Age of Private Hire and Hackney Carriage Vehicles
REPORT OF:	Tracey Lilley

REPORT SUMMARY

To consider amending the existing Rochford District Council Hackney Carriage and Private Hire Licensing Policy 2022 – 2027 in relation to the age of acceptable vehicles.

Conditions 57.5 relating to the age of saloon vehicles and 67.17 relating to the age of Wheelchair Accessible vehicles listed in the Rochford District Council Hackney Carriage and Private Hire, Driver, Vehicle and Operator Licence Conditions published in 2019 it states:

The vehicle must not be more than six years old when first licensed and will not be re licensed if more than 10 years (Saloon vehicle) and 12 years (Wheelchair Accessible Vehicle - WAV) old from the date of registration.

The proposed recommendation is to amend these conditions to reflect the current cost of replacement vehicles in the lead up to the Transport Secretary and Business Secretary announcement to end of the sale of new petrol and diesel cars in the UK by 2030.

Following this announcement, the cost of second-hand vehicles have increased significantly.

RECOMMENDATIONS

- R1 -** To amend the minimum age of vehicles from the existing 6 years wording to 6 years or 70,000 miles if older than 6 years from the date of registration.
- R2 -** To amend the re licenced limit from 10 years for Saloon vehicles and 12 years for WAV to 12 years for Saloon vehicles and 14 years for Wheelchair Accessible vehicles subject to 6 months checks and MOT's after the vehicle has reached 6 years from the date of registration.

SUPPORTING INFORMATION

1.0 REASON/S FOR RECOMMENDATIONS

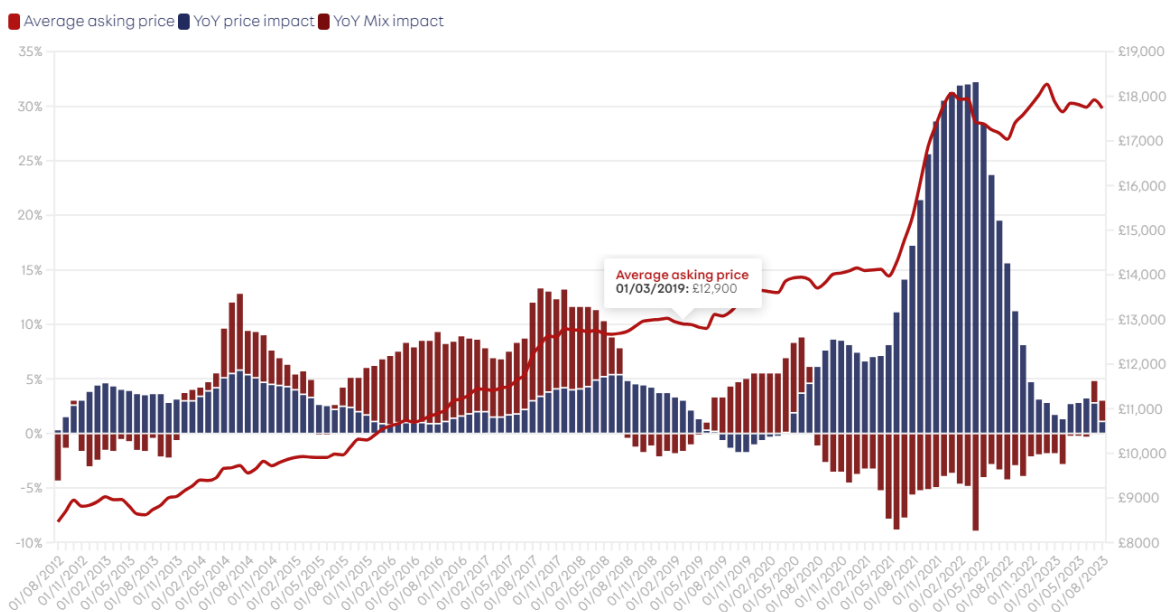
1.1 Since the announcement by Transport Secretary and Business Secretary to end of the sale of new petrol and diesel cars in the UK by 2030 the cost of second-hand cars have increased considerably year on year.

2.0 BACKGROUND INFORMATION

2.1. According to Auto Trader and the latest findings from the Retail Price Index, which is based on daily pricing analysis of circa 900,000 vehicles, revealed that the average price of a used car increased 32% year-on-year.

2.2. Since the last review of the conditions in March 2019, the cost of a second-hand vehicle has increased from an average value at £12 900 in March 2019 to £17 732 in August 2023. This increase equates to a difference of an extra £4 832 on the cost of a vehicle.

Auto Trader Retail Price Index



Source: <https://www.autotraderinsight-blog.co.uk/auto-trader-insight-blog/used-car-prices-analysis>

2.3. Restricting the age limits on licensed vehicles, this is reducing the scope of suitable vehicles. By allowing this amendment, the trade will be able to continue to keep a sustainable level of vehicles within the district whilst appropriate safety checks are maintained.

2.4. The Department of Transport first issued Best Practice Guidance in October 2006 to assist those local authorities in England and Wales that have responsibility for the regulation of the taxi and private hire vehicle (PHV) trades.

2.5. The section relating to Age Limits state:

Age Limits. It is perfectly possible for an older vehicle to be in good condition. So the setting of an age limit beyond which a local authority will not license vehicles may be arbitrary and inappropriate. But a greater frequency of testing may be appropriate for older vehicles - for example, twice-yearly tests for vehicles more than five years old.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/212554/taxi-private-hire-licensing-guide.pdf

3.0 OTHER OPTIONS CONSIDERED

3.1 No other alternatives have been identified.

4.0 RELEVANT RISKS

4.1 The risks associated with this amendment are low. Over the last few years, the running maintenance of vehicles have reduced considerably with the improved engines and parts used on more modern cars.

4.2. We are mindful during the Full Council meeting on Wednesday 28th June, Rochford District Council made an official declaration of a Climate and Ecological Emergency, following in the footsteps of numerous other local authorities, addressing the urgent environmental challenges facing the world.

The declaration confirmed the Council's commitment to achieving net zero carbon status by 2030 for its own estate, and by 2040 for the Rochford District area and pursue efforts to achieve net-zero CO2 emissions even earlier and protect and enhance biodiversity.

5.0 ENGAGEMENT/CONSULTATION

5.1 This request has been made by the Licensed drivers.

6.0 FINANCIAL IMPLICATIONS

6.1 This amendment will not impact on any Rochford District Council Financial position.

7.0 LEGAL/GOVERNANCE IMPLICATIONS

7.1 No legal implications other than those already identified within this report

8.0 EQUALITY & HEALTH IMPLICATIONS

8.1 This will allow our existing Wheelchair Accessible vehicles fleet to continue to offer a service to those with Disabilities.

9.0 ENVIRONMENT & CLIMATE IMPLICATIONS

9.1 It needs to be noted, that this change will allow vehicles with higher emissions to operate within the district for 2 additional years over the existing restrictions.

Cars registered from 1 September 2015 would meet the Euro 6 rating but cars sold before September 2016 may still have a Euro 5 engine rating.

Euro 6 introduced lower acceptable levels of NOx emissions for diesel cars to 80 mg/km and for petrol to 60 mg/km.

10.0 ECONOMIC IMPLICATIONS

10.1 This will allow the trade to maintain a level of service to the public and supporting the economy associated with the trade.

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