

**Brighton and Hove Hackney Carriage and Private Hire
Consultation Forum Minutes
Meeting in Room G91, Hove Town Hall, Hove, Wednesday 20th
December 2017
Meeting Commenced 14.00pm**

Attendees:

(MS) Martin Seymour	(BHCC)
(AT) Adam Turner	(BHCC – Minutes)
(JW) Jim Whitelegg	(BHCC - Chair)
(Cllr JO) Cllr Jackie O’Quinn	(BHCC)
(JP) Jo Player	(BHCC)
(Cllr LW) Cllr Lee Wares	(BHCC)
(Cllr LD) Cllr Lizzie Dene	(BHCC)
(Cllr AD) Adrian Morris	(BHCC)
(Cllr LW) Lee Wares	(BHCC)
(MD) Mark Durell	(Brighton & Hove PHA)
(AH) Anthony Head	(Electric Car)
(GA) George Ayad	(BSTF)
(AM) Amgad Mechail	(BSTF)
(SR) Sean Ridley	(UNITE)
(JO) John Oram	(UNITE)
(AP) Andrew Peters	(GMB)
(GB) George Beresford	(ITA)
(DS) David Smith	(Streamline)
(JS) John Streeter	(Streamline)
(RS) Richard Schaverien	(Streamline)
(JM) James Kirimy	(UBER)
(FJ) Fred Jones	(UBER)
(SR) Sam Rose	(BHCC)
(PN) Paul Nicholls	(BHCC)
(TB) Tony Breslin	(B & H Radio Cabs)
(BC) Barry Cooper	(GMB)
(MA) Mohammad Alim	(UTDA)
(AA) Ahmed Abuorof	(ATA)

Item	Minute
1.	<p>Apologies –</p> <p>City Cabs</p>
2.	<p>Emission Standards Proposal</p> <p><i>Draft Proposal - In the case of a first application for a hackney carriage or private hire vehicle licence petrol vehicles must meet the Euro 4 Emission Standard and not normally exceed 10 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence. Diesel vehicles must meet the Euro 6 Emission Standard and not normally exceed 10 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence and not to be left-hand drive. From the 1st April 2022 In the case of a first application for a hackney carriage or private hire vehicle licence the vehicle must be fully electric and not normally exceed 10 years of age from date of initial DVLA registration and not more than 10 years of age in the case of any subsequent application for renewal of licence and not to be left-hand drive.</i></p> <p>JW Welcomed Forum members to the meeting and introduces Mr Anthony Head, the only driver to use an Electric Vehicle (EV) in the city. JW stressed that this proposal is a new emerging area that we are looking into especially with the infrastructure and technologies that are involved. No definitive answers can be given straight away as mentioned before it's an emerging area.</p> <p>MS Outlines the proposal (above in blue) to trade members and read figures of the type of engine the current BHCC licensed taxi fleet has – 94% Diesel 3% Hybrid 3% Petrol and only 1 Electric Vehicle</p> <p>40% of the current fleet meet the standard of the policy and this</p>

percentage will increase next year.

AP gave his response to the council proposed low emissions policy and expresses his disappointment with BHCC for not consulting with the trade before announcing a proposed date for this policy to be adapted and thought the LEP was undemocratic and rushed.

AP went on to read from the GMP LEP response (AP gave each trade member hand out of the GMB response)

After AP read the GMP response, AP read the credentials of Mr Robert Samsons credentials to back up the valid response due to this gentleman's experience and background in the UK Electricity industry.

JW told forum members that the 2022 was a starting point and a approximate date. If Infrastructure and technologies have not progressed at a rate that was first perceived, then obviously the 2022 would change.

FJ outlines Uber's proposal for the emissions policy by saying that Uber supports the council's low emission standard policy proposal and believes there is scope to be even more ambitious. By adopting an incremental approach to new emission standards could increase impact of the policy whilst maintaining equity.

With Including hybrid vehicles within the policy would deliver an air quality benefit through being an effective bridge for drivers between ICE (Internal Combustion Engine) and Ultra Low Emission Vehicles (ULEVs).

We should encourage EV adoption, greater coordination is required with wider plans to develop appropriate charging infrastructure for taxi and private hire vehicles.

Lastly we should put into consideration to how existing licensing requirements within the Blue Book impact on the speed of ULEV adoption

FJ fully agrees with what AP with GMB's emissions policy and said that approximately 60 rapid chargers would be needed for the EV friendly infrastructure to support proposed fleet numbers. FJ used Milton Keynes as an example for their current infrastructure in which they have 50 rapid chargers dotted around their city even though that local authority do not have a single EV licensed as a taxi.

Paul Nicholls introduces himself to the forum meeting to discuss the current bus scheme in relation to low emissions in Brighton and Hove.

PN looked back at 2015 in regards to engine size in relation to air quality and improving the high emission zones in the city hence why BHCC are looking into EV technology and infrastructure implementation of charging points.

The number of EV's in the city is increasing and the demand of charging

points are on the rise.

Key points that JW brought up before that this whole infrastructure and pace of technology is an emerging process and we must look at other local authorities EV infrastructure for guidance, consultation with the trade and his department to assist with progress and develop this infrastructure for Brighton and Hove.

SR said there has been no extensive problem with pollution in comparison to larger cities as this has been monitored for the last 20 years and improvement has been made. There has been a lot interest from the local public with concerns about localised pollution which pushes BHCC to make necessary improvement to lower N02 levels and the taxi trade does contribute to this emission concerns hence why this meeting should take place to discuss emissions policy.

SR goes on to mention that N02 levels are relatively high around the Brighton train station / Surrey street area and the taxi presence in those areas do contribute to these levels being high

SR (Sean Ridley) asked if BHCC knew the impact of their decision of implementing the 20mph scheme towards the emissions issue and that it was going to be so problematic.

SR (Sam Rouse) replied by saying that air quality was the main consideration when the 20 mph scheme was brought in.

JO stressed his concern about the cost to every driver with BHCC proposed emissions policy especially in regards to battery replacements for EV's as they are expensive if battery gets damage from constantly charging. JO also thought that the 2022 date is too soon for all the trade to adhere to and asked if any grants would be available to give incentive to adapt to the proposed policy.

JW asked Anthony Head to talk about his EV PHVL and discuss to the trade how it is working out.

AH told forum that he is currently driving a KIA Soul electric as a Private Hire Vehicle (30v battery). The vehicle can charge to 33% in 2 hours. 145 miles can be done on one charge if driving at slow speed. 100 miles can be travelled on one single charge if you stick to national speed limits. Cells on the battery can be replaced if they diminish or get damaged rather than replacing the whole battery unit. The battery itself has an 8 year warranty. AH said the vehicle is perfect for his driving / shift patterns and he is the only driver on that licensed vehicle. AH also mentioned that the lack of public charge points is a major problem.

This point the trade ask varied question to AH about the EV.

MD said that there are currently 6 charge points in Brighton and Hove and 2 points are not operational. MD strongly believes that BHCC is not fit for purpose now let alone the proposed 2022 date.

AP asked SR at what specific location on the Lewes road corridor the pollution levels are at their highest.

SR replied y saying 2013 / 2014 the NO2 levels had reduced and have been consistent with national average since then

AP has requested SR for the retrieval of data reports for emission levels around the city.

Cllr LD thought it was great to hear from AH about his current use of EV as a licensed taxi vehicle in Brighton & Hove and is a great example for others to follow. Cllr LD goes on to mention that having a 100 per cent EV taxi fleet is a dream and envisages that compulsory WAV's will no longer be needed and the requirement will be that vehicles must be low emission.

Cllr JQ Echoed Cllr LD comments and supports the trade fully with the feedback they produced in response to the proposed emissions policy. Cllr JQ thought that we must look into Euro 4 and Euro 6 conversions and especially in the field of Hybrid engines so positive changes can be made towards emissions. Cllr JQ tells forum members that a report will be brought forward (March 2018) but trade will be consulted before anything is put forward and will be an ongoing process.

Cllr LW read the proposal and was in disbelief and fully agrees with what Cllr LD said before. Cllr LW agreed fully with the Taxi forum members contempt on BHCC's policy on emissions and thinks the proposed date is unachievable and glad that the taxi trade are 'singing from the same hymn sheet'.

Cllr AM said that the planning process in relation to the emissions policy will be mentioned in the planning meetings he attend so more information can be acquired and relayed to forum members to keep in the loop.

AP wanted to conclude the meeting by asking the question if the 2022 date for proposal be scrapped.

Cllr JQ confirmed by saying yes as it will be a longer process.

	Date of next meeting 16 th January 2018 – 2.00pm Council Chamber, Hove Town Hall