

LICENSING AND PUBLIC SAFETY COMMITTEE

TUESDAY, 12TH NOVEMBER, 2019, 6.00 PM

CROSS ROOM, CIVIC CENTRE, WEST PADDOCK, LEYLAND, PR25
1DH

SUPPLEMENTARY AGENDA

7 Taxi and Private Hire Age Policy Review

(Pages 3 - 28)

Appendices 1-3 are attached for Member's information.

Gary Hall
INTERIM CHIEF EXECUTIVE

Electronic agendas sent to Members of the Licensing and Public Safety Committee
Councillors Ken Jones (Chair), Renee Blow (Vice-Chair), Jacky Alty, Jane Bell,
Derek Forrest, Mick Higgins, Jacqui Mort, Peter Mullineaux, Alan Ogilvie and
John Rainsbury

The minutes of this meeting will be available on the internet at
www.southribble.gov.uk

Forthcoming Meetings

6.00 pm Tuesday, 10 December 2019 - Cross Room, Civic Centre, West Paddock,
Leyland, PR25 1DH

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REPORT TO	ON
Licensing and Public Safety Committee	12 November 2019



TITLE	REPORT OF
Taxi and Private Hire Age Policy Review	Interim Monitoring Officer

Is this report confidential?	No
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PURPOSE OF THE REPORT

1. To consider the current age policy and how the current fleet profile impacts on air quality

RECOMMENDATIONS

2. To consider the evidence submitted within the report and agree to consult on changes if required.

CORPORATE OUTCOMES

3. The report relates to the following corporate priorities: *(tick all those applicable):*

Excellence, Investment and Financial Sustainability	
Health, Wellbeing and Safety	
Place, Homes and Environment	X

Projects relating to People in the Corporate Plan:

Our People and Communities	
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BACKGROUND TO THE REPORT

4. The current age policy for taxis and private hire vehicles was considered by the Committee in September 2018, the determination that followed was to leave the policy unchanged. Prior to the matter being discussed the initial proposal was to relax the age policy for saloon vehicles to bring it in line with Wheel Chair Accessible Vehicles (WAV). The consultation saw 9 formal responses received, 8 of which were in favour of relaxing the policy to create uniformity and fairness.
5. Before the matter was heard by the Committee, the Environmental Health Department raised air quality concerns and suggested that if any changes to age policy were to be considered they should be tightened rather than relaxed, in essence they recommended bringing the age policy down to 4 years as a maximum for new entry vehicles and 8 years old as a

maximum shelf life. The current policy is 4 years as a maximum for new saloons with a shelf life of 8 years and 6 years for new WAV with a shelf life of 12.

The report from September 2018 is found as **Background Document 1**- [Follow hyperlink https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf](https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf)

6. A commitment was made in the 2019/2020 Licensing work plan to revisit the age policy with particular emphasis on vehicle emissions.
7. In the last 12 months air pollution has become an emerging issue both globally and nationally, the regional picture has also been subject to plans and discussion particularly in relation to taxi and private hire licensing. There is a call for Lancashire Authorities to harmonise taxi licensing policy, the age policy suggested is a 5 year entry limit for new vehicles and a 10 year shelf life. A copy of the briefing note sent out to Lancashire Authorities is attached as **Appendix 1**.
8. South Ribble's taxi fleet consists of 231 vehicles, with an approximate split of 50% Hackney Carriages and 50% private hire vehicles, approximately 70 of the private hire vehicles are dedicated to special needs transport and are not available for private hire in the conventional sense. This distinction is important to understand when assessing the impact that a reduction in the age policy could have and the general exemptions or sunset periods that are being applied nationally to Disabled Transport Vehicles.
9. The starting point is to understand the point at which emissions levels become problematic, areas in the country have begun to implement Clean Air Zones some of these areas are known as charging zones whilst other do not apply a charge.
10. A simplistic model for applying changes to vehicles has been the Euro 6 diesel and the Euro 4 petrol model, however a more sophisticated model is to adopt the EU Emission standards, which for passenger cars is 130g/km of CO₂ and 175g/km for light commercial vehicles. These standards are EU regulations that manufacturers must achieve, for additional information on how and when the regulations were set see **Background Document 2** - https://theicct.org/sites/default/files/publications/ICCTupdate_EU-95gram_jan2014.pdf
11. The taxi and private hire vehicle fleet has been researched to see how many of our taxis and private hires achieve compliance with these statistics.
12. The Hackney Carriage fleet consists of 115 vehicle records saved on our system, the data for each vehicle record is contained in **Appendix 2**. 16 vehicles do not meet the EU standards for emissions but out of the 16, 11 are wheel chair accessible vehicles (WAV). Out of the remaining 5 vehicles 2 have been recently changed to new compliant vehicles and the remaining 3 will drop off the fleet in the next 12 months due to their age (under the current age policy)
13. The data demonstrates that the Hackney Carriage fleet is largely compliant and the current age policy in place is having a positive effect on the emission levels.
14. The private hire fleet has very different results but if WAV's are to be distinguished then the overall residue of non-compliant vehicle is very low. There are 141 Private Hire vehicle records saved on our system, the data for each vehicle is contained in **Appendix 3**.73

vehicles do not meet the EU standards for emissions but out of these, 66 are WAV. Out of the remaining 7 vehicles 3 have expired and are no longer licensed, which leaves a total of 4 which again will drop off the fleet within 18 months due to their age (under the current age policy).

15. The research completed leads to a very clear outcome, which is a reduction in the age policy will hit WAV's very heavily and there has been a definite trend nationally to allowing sunset periods for WAV's . The charging zone in London has delayed any charges being applied to wheel chair accessible vehicles until 2025 but the Governments Clean Air Zone Framework creates an exemption for vehicles within the disabled passenger vehicle tax class. This document is attached as **Appendix 4** and the relevant paragraph is 3.9.3. Follow link:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf
16. Wallbank's account for 67 vehicle records, not all fail the emissions target but all are registered as disabled passenger vehicles.
17. The Clean Air Framework exemption in paragraph 3.9.3 is specifically for Clean Air Zones that apply a charge it does not hinder a Local Authority applying age policies on taxis nor does it suggest such vehicles should be exempt but it is helpful to understand where exactly a reduction in the age policy would bite and also the attitude of Government with regards to offering flexibility or time to comply to certain categories of vehicles.

PROPOSALS (e.g. RATIONALE, DETAIL, FINANCIAL, PROCUREMENT)

18. The proposal is to review the effectiveness of the current age policy relating to taxis and private hire vehicles paying particular attention to the effect it has on air quality. The options available are;
19. Option 1 would be to leave the policy unchanged, the evidence and research demonstrates that the fleet is largely compliant save for WAV's, if members consider it appropriate to distinguish WAV;s then there would seem little justification for a policy change at this stage. No further consultation would be required but it may be appropriate to set a review date which would should be between 2 and 3 years.
20. Option 2 would be to align the age policy to 6 years old for new vehicles with a maximum shelf life of 12 years, this proposal was initially brought forward by a working group conceived in 2017, see **Background Document 3**:
[https://southribble.moderngov.co.uk/documents/s11347/WorkingGroupminutesFebruary2018.doc.pdf?\\$LO\\$=1](https://southribble.moderngov.co.uk/documents/s11347/WorkingGroupminutesFebruary2018.doc.pdf?LO=1)
21. The proposal was rejected in late 2018 with Air Quality implications being raised as a concern. On the basis that the impact of air quality issues with regards to the existing taxi and private hire fleet are now better understood, this proposal would require a change of policy with a formal consultation exercise to be undertaken.
22. Option 3 would be to align the age policy to 4 years old for new vehicles with a maximum shelf life of 8 years. This proposal was in considered in 2018 but rejected. This is a policy change and would require a formal consultation exercise.

23. Option 4 would be to adopt the proposal suggested in the “note to chief executives” which reads; *newly licensed vehicles to be a maximum 5 years of age when first licensed. Policy to apply from 2020. (this is the minimum policy requirement - a tighter standard can be adopted if LA considers appropriate/in line with existing rules).* The current policy for saloon vehicles in South Ribble is more robust than this proposal however this proposal would target the older WAV’s which have a shelf life of 12 years. This is a policy change and would require a formal consultation.
24. Option 5 would be to leave the age policy unchanged but add a requirement to retro fit emission reduction technology to non-complaintant vehicles. This will require defining “compliance” (what level of g/kg CO2 is acceptable) and a lead in period for non-compliant vehicles to achieve the appropriate standard. This will require a policy change and consultation exercise.
25. The Options above are not an exhaustive list and members have the discretion to decide on any combination of the examples. The data used to create the evidence base is reliable but there is a discrepancy with the number of records checked and the number of licences in place. 256 records have been checked but we only have 231 valid licences. The additional records include replacement vehicles that have been put on when accidents occur but may no longer be licensed with us as they are back with the insurance companies /vehicle providers. We do not remove them off the system immediately as data retention requires us to keep them for at least 6 years. Cross referencing has been done on vehicles that do not meet the emissions standard to establish if they are still on the fleet and this fact should be apparent in both the narrative of the report and the appendices where the vehicle data is listed. Alignment of the vehicle records and the licences granted has not been possible due to the data being stored on 2 different data bases which do not integrate.

CONSULTATION CARRIED OUT AND OUTCOME OF CONSULTATION

26. None.

FINANCIAL IMPLICATIONS

27. See comments of Statutory Finance Officer below.

LEGAL IMPLICATIONS

28. Please see comments of Monitoring Officer below.

AIR QUALITY IMPLICATIONS

29. 1. In December 2016 the Council formally adopted the ‘South Ribble Air Quality Action Plan’ this document was, produced as part of the Council’s legal obligations under Air Quality and identified a number of action measures that the authority would undertake to improve, maintain and protection the level of Air Quality throughout the borough.

30. These measures included:-

- A. To encourage the uptake of low Emission vehicles
- B. Reduce the age limit of taxis within the borough

31. In addition, in July 2019 the Council declared a Climate Emergency with a view to reducing the Carbon Dioxide (CO2) emissions of the borough to zero by 2030 through off-setting and prevention of emissions.
32. The council have further identified the issues of air quality and CO2 emissions within the recently published Corporate Plan, with a commitment to improving health and wellbeing of our residents and to enhancing the environment. A specific priority on Air Quality is identified within the plan.
33. Of the proposed options within this report, options 1, 2, 4 & 5 move away from the above commitments and allow for an increased level of pollution over the coming years. Only option 3, which aligns the age requirements of all vehicles to the more stringent level current imposed on saloon vehicles is appropriate and in line with the Council's commitments.
34. However, it is considered that a more reasonable and beneficial option would be to abandon the age policy and move away from maximum age limits and towards an emissions based policy, staggered over a number of years to ensure that ultimately low emission vehicles alone would be allowed on to the fleet by 2025.

COMMENTS OF THE STATUTORY FINANCE OFFICER

35. This review of the Council's age policy for taxis and private hire vehicles has no budgetary implications.

COMMENTS OF THE MONITORING OFFICER

36. This is an issue that has previously been debated by Committee and at full Council. This was the in the context of the growing concerns that we all have about air quality in general. As ever whatever we do must have a clear rationale for it. If we do decide to change our existing policy in any way then we need to go through an appropriate consultation exercise. A report would then be brought back to Committee. The final decision on any change to policy would rest with Full Council.

OTHER IMPLICATIONS:

▶ HR & Organisational Development	<i>There are no implications here</i>
▶ ICT / Technology	<i>There are no implications here</i>
▶ Property & Asset Management	<i>There are no implications here</i>
▶ Risk	<i>On the one hand any change of policy carries with it the risk of legal challenge. On the other hand we are all aware of the risks of damage to air quality and we have to mindful of this.</i>
▶ Equality & Diversity	<i>There are no implications here</i>

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BACKGROUND DOCUMENTS

Document 1 - Age Policy Report from September 2018

<https://southribble.moderngov.co.uk/documents/s11293/Proposed%20Changes%20to%20Vehicle%20Age%20Policy.pdf>

Document 2 - Emission Standards for Passenger Cars and Light Commercial vehicles

https://theicct.org/sites/default/files/publications/ICCTupdate_EU-95gram_jan2014.pdf

Document 3 - Minutes from Age Policy working group

<https://southribble.moderngov.co.uk/documents/s11346/WorkingGroupminutesFebruary2018.doc.pdf>

APPENDICES

Appendix 1 - Note to Chief Executives

Appendix 2 - Hackney Carriage Emissions Data

Appendix 3 - Private Hire Emissions Data

Appendix 4 - Clean Air Zone Framework

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf

LT Member's Name: Dave Whelan

Job Title :Interim Monitoring Officer

Report Author:	Telephone:	Date:
Mark Marshall, Head of Licensing	01772 625401	25 th October 2019

Briefing Note to the Chief Executive

From: Environmental Protection Team – Directorate for Communities and the Environment

Subject: Lancashire Taxi Vehicle Licensing Policies – An opportunity for regional and local air quality improvement?

In 2016 Lancaster considered making a bid to assist the reduction in emissions from the taxi fleet by providing infrastructure to promote the uptake of electric taxi vehicles.

Unfortunately the bid was only open to the County Council at the time, and there was insufficient time to build a bid. None the less an assessment of the potential emission (air quality) benefits was undertaken at the time which clearly indicated the potential for significant benefit from the introduction of electric vehicles into the taxi fleet and changes in policies to promote the use of lower emission vehicles in Lancaster (See Appendix A).

In 2018 a new grant bid opportunity became available that sought bids from grouped authorities and excluded successful applicants from the previous round. Following various officer led discussions, events, surveys and presentations involving the taxi trade, six Lancashire authorities (see Appendix B) came together, led by Lancaster City Council, to make a bid for a grant to provide charging infrastructure for electric taxis. The bid was successful and the six authorities were awarded £630,000 for the provision of 24 rapid charging points (the type most suitable for taxis) across the 6 local authority areas. The formal grant offer was received on the 9 April 2019.

As part the submission the six authorities (and West Lancashire) agreed at officer level to pursue the implementation of agreed common vehicle licensing policies and incentives to promote the uptake and anticipated transition of the taxi fleets to electric vehicles over the next few years (a copy of the agreed policies/incentives are contained in Appendix B).

The grant award presents an opportunity to the 6 local authorities benefiting from the award but also offers the impetus to progress a more harmonised approach between all local authorities in Lancashire region and potentially beyond. Standardisation in this area offers the prospect better air quality in Lancashire and benefits arising from a common shared approach to both councils and the trade.

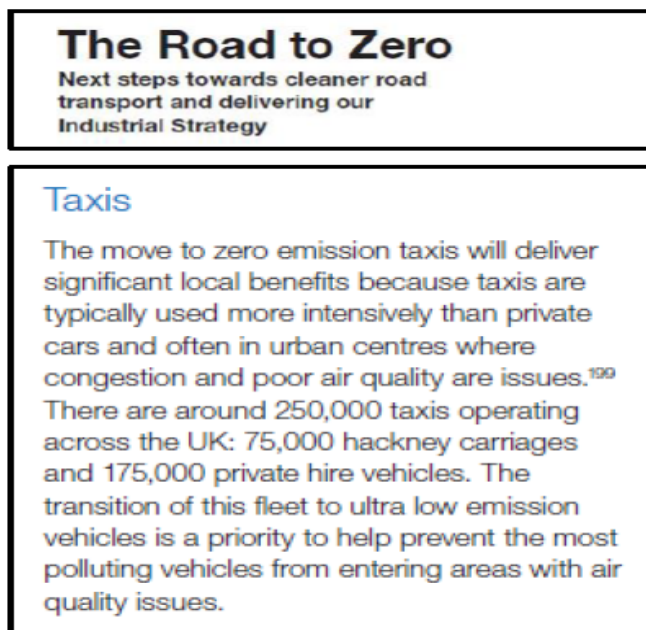
Why focus on taxis vehicles to improve air quality?

There are three main reasons to focus on taxis:-

- Taxis, as a consequence of operating intensively in urban areas where air quality is at its poorest, are considered a significant contributor to poor air quality.
- Local authorities have regulatory powers to encourage and/or enforce the take-up of low emission vehicle taxis.
- Through exposing more of the population to the benefits of ultra low emission vehicles, taxis can play an important role in influencing the wider take-up of such vehicles.

Given the cross boundary nature of taxi work (airport runs etc.) and also that that the current system makes it possible for a driver to choose a licensing authority; for policy requirements to be effective there is an obvious need to consider a common approach to licensing on a regional (Lancashire) basis or even a shared approach across neighbouring regions (Yorkshire, Greater Manchester and Cumbria). A common approach will have effective emission reduction/air quality improvement benefits across the region. A fragmented approach will most probably mean that changes will be piecemeal and their effectiveness impaired as a consequence.

The Department for transport's paper 'The Road to Zero' states:-



Source: Department for Transport, 'The Road to Zero', 2018.

Currently there are a number of different policies in operation across the Lancashire region. In some cases a different approach has developed through an adopted choice e.g. the required use of a black cab/London Taxi for Hackney Carriage use. These variations on approach should not inhibit the pursuit and adoption of a more harmonised approach. Any licensing requirement change must take place over a reasonable transitional period to

accommodate and minimise the impact of any agreed change resulting from a harmonised approach.

What has happened so far?

Leading up to and following the submission of the grant bid various meetings (including presentations) have taken place between officers representing the authorities taking part in the grant bid, and to the wider Lancashire groups (Lancashire Licensing Officers Group, Lancashire Environmental Protection Group and Lancashire Local Authority Health Leads). Lancashire County Council Public Health have also been a key partner in taking this forward.

Engagement has also taken place with the taxi trade and local authority officers through two Lancashire taxi events run by CENEX at Morecambe Town Hall in June and September in 2018 (see: <https://www.cenex.co.uk/news/cenex-deliver-low-emission-taxi-strategy-workshop-lancashire-local-authorities-behalf-lancaster-city-council/>).

A number of the local authorities (including Lancaster) have also engaged a company to carry out a survey of taxi movements to inform suitable locations for electric taxi charging infrastructure and inform the taxi trade of the potential benefits of changing their vehicle to an electric one. A survey of the trade (to gather their opinions) also took place as part of information gathering to inform the charging infrastructure grant application.

Most recently we have engaged with the Lancashire Licensing Officers Group to try to gather information on existing vehicle licensing policies in operation across Lancashire and to more formally seek reaction to a suggested harmonised policy change. The issue was also raised with the Environmental Protection Group who agreed to pass the issue to the Chief Officers Group for their attention.

What are we looking for?

Different authorities have adopted different approaches and have different priorities. In order to develop a harmonised Lancashire approach (and potentially an approach which will harmonise with our neighbouring regions) it is considered that a top down directed approach is needed to give priority and direction to this specific issue.

We would therefore welcome that the issue be raised at Chief Executive Officer level with a view to direction being given for each Lancashire authority to work in partnership to develop and ultimately adopt a harmonised approach to taxi vehicle licensing across the region. This move may be timely as it would potentially compliment a national direction to harmonise taxi driver licensing and to contribute to a national taxi database. A directed regional approach may or may not also include a wider scoped vehicle licensing harmonisation (looking for harmonisation beyond taxi emission related issues), but this briefing note is proposing harmonisation of approach for emission reduction/ air quality improvement reasons. Some Lancashire local authorities will have more significant air quality issues than others i.e. some have Air Quality Management Areas and some do not, however emission reductions will lead to air quality improvements in all local authority areas with related health benefits.

Appendix 1

The policies put forward for the successful 2018 electric taxi charging infrastructure grant bid are put forward as an initial draft proposals for taxi vehicle emission affecting policy changes and incentives (contained in Appendix B).

If further information or explanation is required please contact Paul Cartmell, Tel 01524 582728 pcartmell@lancaster.gov.uk.

Appendix A

Air Pollution and Taxis: Lancaster Study, 2016

Hackney Carriage Vehicles		Private Hire Vehicles		
96% of the fleet were diesel vehicles.		94% of the fleet were diesel vehicles.		
30% of the fleet were Euro 5 and Euro 6 emission vehicles.		32% of the fleet were Euro 5 and Euro 6 emission vehicles.		

	2016 Fleet	100% Euro 6	20% Electric	80% Euro 6 and 20% Electric
Total nitrogen oxide emissions (tonnes)	13.55	4.59 (66% reduction)	9.86 (27% reduction)	3.67 (73% reduction)
Total particulate matter emissions (tonnes)	0.53	0.01 (98% reduction)	0.33 (38% reduction)	0.01 (98% reduction)
Annual damage cost arising from tailpipe emissions	£375,877	£116,488	£268,166	£93,256

Appendix B

The bid group (Lancaster City Council, South Ribble Borough Council, Wyre Council, Rossendale Borough Council, Burnley Council and Fylde Borough Council) have agreed as part of the bid to work towards taking the following policies and incentives forward. West Lancashire Borough Council has also agreed, despite not being part of the final bid, to take the policy proposals forward:-

Policy/Incentive Measure	Private Hire	Hackney carriages
All fleet Euro 6 compliant by 2022 (older vehicles can be retrofitted to meet Euro 6 emission standard)	Yes	Yes
All newly licensed vehicles to be a maximum 5 years of age when first licensed. Policy to apply from 2020. (this is the minimum policy requirement - a tighter standard can be adopted if LA considers appropriate/in line with existing rules)	Yes	Yes
Only newly license zero emission taxis from 2028	Yes	Yes
Provide new HC licence availability to zero emission vehicles with disabled access (only for LA who limit HC numbers)	-	Yes
Using air quality or other council budget to pay for licence fee for zero emission taxis (available for 3 years from 2019)	Yes	Yes
Investigate the use of business rate relief for taxi operators running zero emission vehicles	Yes	-
Investigate the provision of local authority provided interest free/low interest loans to assist with the purchase of zero emission vehicle	Yes	Yes
Investigate opportunities for group procurement of zero emission vehicles to reduce purchase cost.	Yes	Yes

HACKNEY CARRIAGE DETAILS

YEAR OF MANUFACTURE	PROPRIETOR	VEHICLE REG	LICENCE NUMBER	CO	NOX	CO2	FUEL	WAV
2008	AVACAB	YF08WRE	HCV0025	0.549	0.294	Euro4	D	WAV
2008	Lee Jones	SH58HMC	HCV0033	0.392	0.266	198	D	WAV
2009	AVACAB	LM09FXP	HCV0013	0.183	0.382	224	D	Changed 15/10
2010	AVACAB	BX10LJY	HCV0139	0.352	0.313	Euro 4	D	WAV
2010	AVACAB	SF60JCZ	HCV0068	0.132	0.201	149	D	WAV
2010	Saqlain Ahned	SL60 FPZ	HCV0037	0.132	0.201	149	D	
2010	Tiallat Yousaf	SF60JCZ	HCV0068	0.132	0.222	149	D	WAV
2011	Anthony Abrams	PO11WKV	HCV0061	0.224	0.167	139	D	WAV
2011	AVACAB	KN11LJC	HCV0163	0.194	0.141	146	D	WAV
2011	AVACAB	L20CHF	HCV0126	0.352	0.313	208	D	WAV
2011	David Hall	NX11CEN	HCV0003	0.032	0.329	262	D	WAV
2011	Derek Betts	HX11NDD	HCV0029	0.090	0.138	149	D	WAV
2011	James Belfield	DE11WVS	HCV022	0.254	0.150	139	D	Recently changed
2011	Javid Hussain	SF60KZV	HCV0036	0.250	0.356	194	D	WAV
2011	Mohammed Azram	S80HAB	HCV0039	0.168	0.137	121	D	
2012	Alan Bibby	B18HAK	HCV002	0.170	0.147	114	D	
2012	AVACAB	FY62FXF	HCV0133	0.234	0.138	146	D	WAV
2012	AVACAB	MF12OBU	HCV0083	0.480	0.250	189	D	WAV
2012	AVACAB	NU12YGM	HCV0021	0.226	0.179	190	D	WAV

2012	Faisal Imran	JJ62EVC	HCV0041	0.254	0.157	125	D	
2012	Karol Stachnio	RE62LJN	HCV0018	0.122	0.155	128	D	
2012	Luke Hannah	MF12PBF	HCV0137	0.222	0.176	149	D	
2012	Rahel Ahmed	NK12BVB	HCV0063	0.270	0.167	139	D	WAV
2012	South Ribble Private Hire	FT62KJN	HCV01??	0.275	0.131	119	D	
2012	Zafar Iqbal	SJ62EOC	HCV0030	0.270	0.167	135	D	WAV
2013	Abrar Ahmed	ESZ3667	HCV0050	0.238	0.151	152	D	WAV
2013	Amjed Mahmood Hussain	VA17JJY	HCV	0.143	0.154	132	D	
2013	Ansar Ali	NL63UNY	HCV0023	0.157	0.195	120	D	
2013	Anthony Abrams	SK63HZF	HCV0053	0.224	0.167	135	D	WAV
2013	AVACAB	FH13ENX	HCV0125	0.153	0.138	114	D	
2013	AVACAB	FV63BZJ	HCV0080	0.224	0.096	119	D	
2013	AVACAB	FY13TZV	HCV0226	0.172	0.110	116	D	
2013	AVACAB	SN13EOH	HCV0024	0.270	0.167	-	-	WAV
2013	AVACAB	VO63WNN	HCVO101	0.228	0.094	119	D	
2013	David Heyes	DH53YES	HCV0204	0.203	0.147	116	D	
2013	Kamran Mehmood	AY63RKO	-	0.046	0.197	198	D	WAV
2013	Mark Smith	DF13KUN	HCV0074	0.142	0.137	099	D	
2013	Millers	SK63HZG	HCV0015	0.270	0.167	135	D	WAV
2013	Muhammed Shafiq	VO63WNN	HCV0101	0.228	0.094	119	D	
2013	Russell McCarthy	GN13PVZ	HCV0120	0.228	0.094	119	D	
2013	Scot Washington	DL63LYH	-	0.259	0.110	114	D	
2013	Waquas Arshad	-	-	0.157	0.195	120	D	
2014	Adam Taylor	V44AMT	HCV0040	0.354	0.074	098	D	
2014	AVACAB	GD14SVU	HCV0146	0.142	0.137	099	D	

2014	AVACAB	GF64WSZ	HCV0148	0.190	0.148	110	D	
2014	AVACAB	GF64YWK	HCV0076	0.228	0.094	119	D	
2014	AVACAB	GJ14WRL	HCV0123	0.142	0.137	099	D	
2014	AVACAB	GJ14JMO	HCV0004	0.142	0.137	099	D	
2014	AVACAB	GL14ZDM	-	0.142	0.137	099	D	
2014	AVACAB	GM14JJO	HCV0150	0.142	0.137	099	D	
2014	AVACAB	YD64WGW	HCV0197	0.142	0.137	099	D	
2014	AVACAB	YN14DYV	-	-	-	191	D	WAV
2014	Deborah Wilks	GF64NKJ	HCV151	0.172	0.110	114	D	
2014	Ged Byrne	FY14DFD	-	0.090	0.138	152	D	WAV
2014	John Gregory	T99JDG	HCV0054	0.210	0.70	095	D	
2014	Paul Durkin	MV14PXY	HCV0153	0.197	0.124	106	D	
2014	Raja Ahmed	PF14OAS	HCV0006	0.224	0.096	119	D	
2014	South Ribble Private Hire	KU64MYF	HCV ??	0.244	0.133	119	D	
2014	Stephen Jones	SH64YHA	HCV195	0.535	0.195	172	D	WAV
2014	Usman Hussain & Yasir Mahood	YM ??	??	0.149	0.138	135	D	WAV
2015	Andrew Jones	BD15JJV	HCV0136	0.361	0.126	0.98	D	
2015	AVACAB	MA15KYY	HCV0009	0.356	0.172	139	D	MPV
2015	AVACAB	GD15BSO	HCV0048	0.148	0.124	106	D	
2015	AVACAB	GD15ZFL	-	0.315	0.134	120	D	
2015	AVACAB	GD65KOA	-	0.094	0.037	099	D	
2015	AVACAB	GF15KKN	HCV0114	0.315	0.134	120	D	
2015	AVACAB	GF65XZZ	HCV0225	0.243	0.039	108	D	
2015	AVACAB	GF65XYY	HCV0088	0.094	0.037	099	D	
2015	AVACAB	GJ15CNN	HCV0027	0.243	0.039	107	D	

2015	AVACAB	GJ15ESV	HCV0213	0.168	0.137	121	D	
2015	AVACAB	GJ165OFA	-	0.243	0.039	108	D	
2015	AVACAB	GJ165ONA	HCV0168	0.243	0.039	108	D	
2015	AVACAB	GM65OUH	HCV0091	0.243	0.039	107	D	
2015	AVACAB	HV65HRJ	HCV0099	0.292	0.047	102	D	
2015	AVACAB	HV65VYL	HCV0003	0.292	0.047	102	D	
2015	AVACAB	HV65VYM	HCV0016	0.292	0.047	102	D	
2015	AVACAB	HCV0042	HCV0042	0.137	0.067	107	D	
2015	AVACAB	YG15WXO	HCV0011	0.535	0.195	172	D	WAV
2015	David Pick	AV65UDL	HCV0014	0.535	0.195	172	D	WAV
2015	Halil Kurt	KN65YBD	HCV0232	0.079	0.062	116	D	WAV
2015	Munear Akthar	MU57NZY	HCV0022	0.142	0.042	121	D	
2016	AVACAB	DN66RVE	-	0.316	0.041	149	D	WAV
2016	AVACAB	DU16ZZF	-	0.136	0.041	145	D	WAV
2016	AVACAB	EO66GNY	HCV0051	Nov 5	On record	114	D	
2016	AVACAB	GD16RKJ	HCV0034	0.167	0.069	099	D	
2016	AVACAB	GD66BFL	HCV0010	0.243	0.039	107	D	
2016	AVACAB	GD66FDA	HCV0129	0.094	0.037	099	D	
2016	AVACAB	GD66NXB	HCV0038	0.243	0.039	107	D	
2016	AVACAB	GF16ONK	HCV0142	0.243	0.039	108	D	
2016	AVACAB	GF16KKZ	HCV0185	0.094	0.037	099	D	
2016	AVACAB	GJ66LXA	HCV0113	0.094	0.037	099	D	
2016	AVACAB	GL66HVH	HCV0043	0.243	0.039	107	D	
2016	AVACAB	GN66NHA	HCV0173	0.243	0.039	107	D	
2016	Gary Sherlow CV	HJ16PSY	HCV0067	0.292	0.047	94	D	
2016	Paul Gregory	MK16GOE	HCV0065	0.080	0.060	118	D	

2017	AVACAB	GC17LNN	HCV0045	0.196	0.044	106	D	
2017	AVACAB	GD17DYW	HCV0167	0.196	0.044	106	D	
2017	AVACAB	GD17DXF	HCV0001	0.196	0.044	106	D	
2017	AVACAB	GD17OPG	HCV0172	0.196	0.044	106	D	
2017	AVACAB	GD17ZNH	HCV0044	0.196	0.044	106	D	
2017	AVACAB	GD66RVE	HCV0090	0.243	0.039	107	D	
2017	AVACAB	GL17MVS	HCV0007	0.196	0.044	106	D	
2017	AVACAB	GL17YSC	HCV0160	0.196	0.044	106	D	
2017	AVACAB	GM17SNZ	HCV0019	0.196	0.044	106	D	
2017	Proximo	EK67PFZ	HCV0047	0.100	0.070	113	D	
2017	Ray Bailey	SV17YLM	HCV052	0.235	0.018	110	D	
2017	South Ribble Private Hire	PE67XYU	HCV ??	0.175	0.033	100	D	
2018	AVACAB	BD18WKY	HCV0064	0.215	0.063	161	D	WAV
2018	AVACAB	GD67PVK	-	0.243	0.039	114	D	
2018	AVACAB	GK68CGG	HCV0221				D	
2018	AVACAB	HK67SXV	HCV0163	0.041	0.106	145	D	WAV
2018	AVACAB	SA68AVL	HCV0069	0.123	0.035	109	D	
2018	AVACAB	SH68LSJ	HCV0059	0.123	0.035	109	D	
2018	AVACAB	SH68LWD	HCV0099	0.123	0.035	107	D	
2018	David Sharples	YR68EDV	HCV0017	0.345	0.027	178	D	WAV

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PRIVATE HIRE DETAILS

YEAR OF MANUFACTURE	PROPRIETOR	VEHICLE REG	LICENCE NUMBER	CO	NOX	CO2	FUEL	
2006	Andrew Wallbank	LV56KZS	PHV0238	4.35	8.88	211	D	-
2006	Andrew Wallbank	PL06SGX	PHV0170	4.82	8.88	211	D	WAV
2006	Andrew Wallbank	PO56FTD	PHV0273	4.82	8.88	211	D	WAV
2006	Andrew Wallbank	RE56UYK	PHV0260	4.82	8.88	211	D	WAV
2007	AVACAB	GU070KJ	PHV074	No details	No details	No details	D	exp
2007	Andrew Wallbank	YD57LTE	PHV0114	3.24	8.88	149	D	WAV
2007	Andrew Wallbank	CA57PNK	PHV0015	4.82	8.88	211	D	WAV
2007	Andrew Wallbank	CN57GJU	PHV0009	4.82	8.88	211	D	WAV
2007	Andrew Wallbank	PN07AYT	PHV0086	4.82	8.88	211	D	WAV
2007	Andrew Wallbank	PN57HZT	PHV0108	4.82	8.88	211	D	WAV
2007	Andrew Wallwork	YJ07KNR	PHV0101	4.82	8.88	211	D	WAV
2008	TCE Travel	BG57FPA	PHV046	0.17	0.376	-		TEST
2008	Andrew Wallbank	BX58POF	PHV0031	4.03	8.88	208		WAV
2008	Andrew Wallbank	EY08ZNC	PHV0044	4.35	8.88	211	D	WAV
2008	Andrew Wallbank	MF58HGL	PHV0041	4.35	8.88	211	D	WAV
2008	Andrew Wallbank	OW08XPF	PHV0091	4.82	8.88	211	D	WAV
2008	Andrew Wallbank	SF58JPX	PHV0034	4.82	8.88	211	D	WAV
2008	Andrew Wallbank	SF58JPY	PHV0056	4.82	8.88	211	D	WAV
2008	Andrew Wallbank	SV08BXD	PHV0080	4.82	8.88	211	D	WAV
2008	Andrew Wallwork	VX08AOO	PHV0020	4.35	8.88	211	D	WAV

Appendix 3

2008	Andrew Wallwork	WA58NYU	PHV0008	4.82	8.88	211	D	WAV
2009	Andrew Wallbank	PL09SKV	PHV0039	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL09SKX	PHV0085	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL59HEV	PHV0104	3.24	8.88	149	D	WAV
2009	Andrew Wallbank	PL59HFD	PHV0072	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL59HFE	PHV0111	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL59HKJ	PHV0071	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL59HKK	PHV0027	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PL59HKM	PHV0005	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	PO59GFE	PHV0010	4.82	8.88	211	D	WAV
2009	Andrew Wallbank	BX09AHN	PHV055	4.03	8.88	208	D	WAV
2009	Andrew Wallbank	BX09AOR	PHV0094	4.03	8.88	191	D	WAV
2010	David Tanner	N321DJT	PHVO33	-	-	216	D	WAV
2010	TCE Travel	HN10YKE	PHV0018	0.346	0.151	115	D	
2010	Andrew Wallbank	BX10LGE	PHV0052	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	BX10LGN	PHV0003	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	BX10LNR	PHV0051	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	EY60VCO	PHV0117	4.35	8.88	209	D	WAV
2010	Andrew Wallbank	EY60VEB	PHV0002	4.35	8.88	209	D	WAV
2010	Andrew Wallbank	FD10CDO	PHV0035	4.35	8.88	209	D	WAV
2010	Andrew Wallbank	MD60XFS	PHV0120	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	MD60XJN	PHVI125	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	PF60PFV	PHV0073	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	PF60PGE	PHV0106	4.03	8.88	2.08	D	WAV
2010	Andrew Wallbank	PF60PHA	PHV0119	4.03	8.88	208	D	WAV
2010	Andrew Wallbank	PO60RFJ	PHV0087	4.03	8.88	2.08	D	WAV

2010	Andrew Wallbank	VK60UBO	PHV0084	4.35	8.88	209	D	WAV
2010	Andrew Wallbank	MF10HGJ	PHV0016	4.82	8.88	211	D	WAV
2010	Andrew Wallbank	MF10HLW	PHV0032	4.82	8.88	211	D	WAV
2010	Andrew Wallbank	YG60GNO	PHV0037	4.27	8.88	207	D	WAV
2010	Andrew Wallbank	MF10HJE	PHV0107	4.82	8.88	211	D	WAV
2010	Andrew Wallbank	BG60YLR	PHV0045	4.27	8.88	207	D	WAV
2010	Andrew Wallbank	BX10LGD	PHV0096	4.03	8.88	208	D	WAV
2011	Ian House	FX61YNG	PHV0057	0.077	0.224	216	D	WAV
2011	Keith Jackson	PN61VFX	PHV0047	0.281	0.219	136	D	MPV
2011	Khurram Khurshid	BT11XPG	PHV112	0.356	0.208	152	D	MPV
2011	Mohammed Tanveer	MJ11OBL	PHV014	0.238	0.125	120	D	
2011	Andrew Wallbank	BX11HXG	PHV0049	4.03	8.88	208	D	WAV
2011	Andrew Wallbank	CV61FSC	PHV0030	4.35	8.88	209	D	WAV
2011	Andrew Wallbank	FN11VFE	PHV0042	3.24	8.88	149	D	WAV
2011	Andrew Wallbank	FN61OMA	PHV0077	4.35	8.88	209	D	WAV
2011	Andrew Wallbank	MJ11WAO	PHV0092	3.24	8.88	149	D	WAV
2011	Andrew Wallbank	DS11XNJ	PHV0013	4.82	8.88	211	D	WAV
2011	Andrew Wallbank	LV11EFC	PHV0093	4.82	8.88	211	D	WAV
2011	Andrew Wallbank	LV11EFA	PHV0067	4.82	8.88	211	D	WAV
2011	Andrew Wallbank	MT61ZSV	PHV0028	4.82	8.88	211	D	WAV
2011	Andrew Wallbank	MV11PHX	PHV0066	4.82	8.88	211	D	WAV
2012	Andrew Pringle	DV62XGE	-	0.180	0.226	188	D	WAV
2012	David Baldwin	LT62XHW	PHV005	0.373	0.012	149	P	
2012	Iain Crawford	ML12RZA	PHV0095	0.147	0.161	114	D	
2012	Tardy Gate	HV62HFL	PHV0074	0.306	0.154	129	D	
2012	Andrew Wallbank	FH12TWF	PHV0136	4.35	8.88	209	D	WAV

2012	Andrew Wallbank	FN12RKV	PHV0068	4.35	8.88	209	D	WAV
2012	Andrew Wallbank	MK12ZPT	PHV0129	3.24	8.88	149	D	WAV
2012	Andrew Wallbank	LV62BDF	PHV0130	4.85	8.88	211	D	WAV
2012	Andrew Wallbank	NU12URV	PHV0043	4.27	8.88	207	D	WAV
2012	Andrew Wallbank	YT12VNB	PHV0076	403	8.88	197	D	WAV
2013	Abdul Qaid	DX13XBW	PHV0040	0.306	0.154	129	D	
2013	Anthony Haynes	NX16VNC	PHV0023	0.279	0.163	140	D	MPV
2013	Chauff Air	PN63BFO	PHV0025	0.353	0.169	159	D	LIM
2013	James Wade	SJ13TPZ	PHV0017	0.278	0.165	134	D	
2013	Rashid Mukhtar	R88SHC	PHV0079	0.228	0.094	119	D	
2013	Stephen Jackson	LS13XPX	PHV0118	0.036	0.154	129	D	
2013	TCE Travel	LO13ZYG	PHV0060	0.46	0.216	193	D	WAV
2014	Asif Yaseen	YD14VCN	PHV0064	0.197	0.148	106	D	
2014	Craig McGarry	SFZ3112	PHV0097	0.155	0.134	099	D	
2014	Imdaad Shah	VO64KHD	PHVO90	0.228	0.125	119	D	
2014	Jonathan Balshaw	YP14WRF	PHV0021	0.148	0.159	102	D	
2014	Michael Blashaw	GY63UKH	PHV0081	0.117	0.154	141	D	exp
2014	Michael Moulto	FV14MPY	PHV0121	0.270	0.224	135	D	WAV
2014	Michael Nathan	YS14HLN	PHVO54	0.361	0.155	098	D	
2014	Mohammad Basit	PO64WTW	PHV0070	0.149	0.138	135	D	
2014	Paul Durkin	MV14PXY	HCV0153	0.197	0.148	106	D	
2014	South Ribble	KU64MYF	PHV0137	0.244	0.157	119	D	
2014	Tariq Mahmood	CX14TYW	PHV0053	0142	0.154	099	D	
2015	Abid Hussain	GM15ETK	-	0.148	0.176	102	D	
2015	Alan Blackwell	YS15XCX	PHV0193	0.535	0.195	172	D	WAV
2015	Bharat Singh	CY15AVJ	PHV0014	0.14	0.005	085	HE	

2015	Brendan Lloyd Jones	A015HGZ	PHV007	0.198	0.135	138	D	exp
2015	Darren Storey	ST64XXJ	PHV0076	0.535	0.220	172	D	WAV
2015	Ian House	EJ15VEU	PHV0099	0.175	0.118	134	D	
2015	Irfan Mehmoob Ratyal	LT15LXN	PHV0083	0.297	0.201	149	D	MPV
2015	Jonathan Balshaw	GY65ODC	-	0.063	0.038	122	D	
2015	Mahmood Tariq	BJ65EYY	PHV0059	0.193	0.043	120	D	
2015	Mark Wilson	MV650WD	PHV0132	0.196	0.078	119	D	
2015	Muhammad Mughal	PL65TFV	PHV0131	0.182	0.005	092	HE	
2015	Munear Akthar	MU57NZY	PHV004	0.142	0.058	121	D	
2015	Paul Bland	SJ15CLE	PHV0011	0.312	0.097	109	D	
2015	Rashid Hussain	-	PHV0022	-	-	115	D	
2015	Richard Mosoph	YL15GOX	PHV0220	0.179	0.058	109	D	
2015	Roy Hutson	VU15ZZW	PHV0127	0.189	0.184	124	D	
2015	Shan Munawar	-	-	0169	0.103	0.99	D	
2015	Sikander Subhani	WP65GXG	PHV0138	0.182	0.005	083	HE	
2015	South Ribble	DU65HTF	PHV109	0.307	0.236	149	D	WAV MPV
2015	South Ribble	DV15JFG	PHV0102	0.315	0.273	174	D	WAV MPV
2015	Stephen Jackson	KW15GKE	PHV0188	0.142	0.042	114	D	
2015	TCE Travel	SG64WHB	PHV0075	0.113	0.394	097	D	
2015	Village cars Montreal Prestiege	MT15NG..	-	0.258	0.005	92	HE	
2015	Wajid Hussain	RX65SOH	-	0.258	0.005	92	HE	
2016	Colin Skuse	GL16 LYR	PHV0110	0.167	0.103	99	D	
2016	Ian House	VA14MRH	PHV113	0.215	0.063	161	D	WAV

2016	Imran Khan	GL16MBX	PHV0038	0.094	0.070	099	D	
2016	Kurshid replacement car	BV66HBD	-	0.158	0.065	130	D	MPV
2016	Mohammed Ansar Mahmood	DC65WKF	-	0.167	0.103	099	D	
2016	Shehzad Parvez	GJ66GXH	PHV019	0.100	0.070	106	D	
2016	South Ribble	DY16AAJ	PHV0012	0.316	0.106	145	D	MPV WAV
2016	South Ribble	KM16FKB	PHV078	0.182	0.069	109	D	
2016	South Ribble	SC66WLW	PHV098	0.271	0.031	090	D	
2016	South Ribble	SD16VNG	PHV0024	0.271	0.098	090	D	
2016	Tariq Muhibi	-	-	0.186	0.059	103	D	
2016	Tofayel Choudhury	VE16MBY	PHV0122	0.223	0.065	113	D	
2017	Amer Khan	DK17MVW	PHV0062	0.113	0.084	101	D	
2017	Cab Aid	WR67HLU	PHV0103	0.257	0.077	158	D	WAV
2017	Central Cab Care	FX67YNN	PHV0116	0.235	6.098	108	D	
2017	South Ribble	KR66ZVN	PHV0026	0.094	0.067	105	D	
2018	David Bowes	WD63LMY	PHV0019	0.060	0.052	164	D	MPV
2018	Mark Livesey	BJ18XWX	PHV001	0.196	0.081	106	D	
2018	South Ribble Travel	DE18AEG	-	0.113	0.084	101	D	
2019	Countrywide	NJ69UUA	-	0.123	0.04	109	D	
2019	Kurshid Change of Vehicle	-	-	0.043	0.060	135	D	MPV
2019	Lisa Greenhalgh	PO68OLG	-	0.263	0.026	107	P	

