

Swindon Borough Council

Licensing Committee

Monday, 5 October 2020

In Public Virtual Meeting - LiveStream

At 5.30 p.m.

Conservative Councillors

Alan Bishop
Steve Heyes
Vinay Manro (Vice-
Chair)
Nick Martin
Bazil Solomon
Caryl Sydney-Smith
Rahul Tarar
Vera Tomlinson
(Chair)

Labour Councillors

Abdul Amin
John Ballman
Steph Exell
Imtiyaz Shaikh
Nadine Watts
Robert Wright

Liberal Democrat Councillors

Stan Pajak

Committee Officer: Shaun Banks (Telephone: 07980 752047)
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Swindon Borough Council, Civic Offices, Euclid Street, Swindon, SN1 2JH
(Telephone 01793 445500)

AGENDA

NOTE:

The link for the public meeting is here:

[Public Access - Licensing Committee](#)

This link will only work from 5:30 p.m. on 5th October 2020.

For help on viewing the meeting, please visit:

[Teams Support](#).

1. Apologies for Absence

2. Declarations of Interest

Members are reminded that at the start of the meeting they should declare any known interests in any matter to be considered, and also during the meeting if it becomes apparent that they have an interest in the matters being discussed.

3. Minutes (Pages 3 - 4)

To receive the minutes of the meeting held on 17th September 2020.

4. Public Question Time

See explanatory note below. Please phone the Committee Officer whose name and number appears at the top of this agenda if you need further guidance.

5. Review of the licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time - Results of Consultation exercise (Pages 5 - 18)

6. Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed - Review of Consultation exercise (Pages 19 - 48)

Date of Despatch: 25 September 2020

Public Question Time - Public Question Time - Public Question Time - Swindon Borough Council remains committed to increasing its accountability to the public and to promoting active citizenship. 15 minutes will be allowed at the start of all Council meetings for questions to the Chair from the public about the work of the Committee (except for confidential matters, and matters relating to planning and licensing applications). During Covid-19, you must submit your question to CommitteeServices@swindon.gov.uk with your contact details 48 hours before the meeting so the committee officer can send you details about how to participate. The deadline is 16:00 on Thursday 1st October 2020. Questions must be relevant, clear, and concise. You may not use Public Question Time as an opportunity to make speeches or statements.

Questions in writing should be sent to the Committee Officer whose contact details appear on the agenda above or to the Chief Legal Officer, we will publish it, along with the answer, alongside the Minutes. The process associated with asking a public question is set out in the "Public Question Time at Council Meetings Protocol and Guidance" available on the Council's Website. ([Public Question Time Guidance](#)) or from the Committee Officer named above.

If you would like to receive any of the pages contained in this agenda in a larger print size please contact the Committee Officer whose name appears on the first page of this agenda.

LICENSING COMMITTEE

THURSDAY, 17 SEPTEMBER 2020

PRESENT:- Councillors Abdul Amin, John Ballman, Alan Bishop, Steph Exell, Steve Heyes, Vinay Manro9in the Chair), Nick Martin, Imtiyaz Shaikh, Bazil Solomon, Caryl Sydney-Smith, Rahul Tarar, Nadine Watts and Robert Wright.

An apology for absence was received from Councillor Vera Tomlinson.

1. Public Question Time

No public questions were received during the meeting.

2. Declarations of Interest

The Chair reminded Members of the need to declare any known interests in any matters to be considered at the meeting. No declarations were made.

3. Minutes

Resolved – That the minutes of the meeting held on 16th December 2019, be confirmed and signed as a correct record.

4. Consideration of responses of a 12 week consultation to review licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time

Resolved – That consideration of this report be deferred to a special meeting of the Committee.

5. Consideration of responses of a an 8 week consultation to review licensing policy in regard to emissions standards for licensed vehicles, and to lower the age at which vehicles are first licensed

Resolved – That consideration of this report be deferred to a special meeting of the Committee.

6. Review the introduction of mandatory CCTV in Private Hire and Hackney Carriage vehicles after the publication of formal government Department for Transport (DFT) Guidance

Resolved – That consideration of this report be deferred to a special meeting of the Committee.

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Review of the licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time – Results of Consultation exercise

Licensing Committee

Date: 5 October 2020

Author:	Kathryn Ashton – Licensing Manager
Wards:	All
Locality Affected:	All
Parishes Affected:	All

1. Purpose and Reasons

- 1.1 The Licensing Committee first considered this matter on the 14th March 2019, in response to a request to remove the restriction on private hire licence holders which currently enables them to work for only one licensed operator at any time. An email requesting removal of the restriction by a number of drivers was received from Councillor James Robbins and is shown at Appendix A.
- 1.2 It was decided that further consultation was required and a survey was undertaken, the results of which are at Appendix B.
- 1.3 The purpose of this report is to consider the responses received during the 12 week consultation period of the review of the private hire drivers licence known as the 'green form'; and to propose any amendments to the policy and driver licence requirements.

Recommendations

That the Committee:

- 1.4 Considers the request for the removal of the restriction as proposed noting that the current process works well in respect of safeguarding and the safety of the fare paying travelling public.
- 1.5 It is also recommended that the Committee continues to grant delegated authority to the Licensing Manager to license drivers and to amend any operational procedures required to safeguard the fare paying public.

3. Detail

- 3.1 The requirement to hold a licence is contained in the Local Government (Miscellaneous Provisions) Act 1976,s 46(1)(b)(LG(MP)A1976):
- 3.2 No Person shall in a controlled district act as a driver of any private hire vehicle without having a current licence under section 51 of the LG(MP)A 1976,s51;
- 3.3 Currently all drivers licensed by Swindon Borough Council receive a paper licence which is locally known as the "green form". Drivers are required to deposit

Review of the licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time – Results of Consultation exercise

Licensing Committee

Date: 5 October 2020

this form with the operator from whom they receive bookings and may only receive bookings from another operator if they transfer their 'green form'.

- 3.4 The purpose of the 'green form' is to ensure that the private hire operator knows that the driver is properly licensed by this authority. Without sight of the licence, the operator cannot provide bookings to the driver.
- 3.5 The overarching principle behind the licensing of private hire and hackney carriage vehicles is one of public safety. As a result, the Council has maintained the policy of only allowing one green form per driver. This enables the licensing authority to trace driver's activities closely. This has proved useful where a complaint has been received about a driver or the Police are undertaking an investigation in respect of a driver's behaviour
- 3.6 Currently drivers receive bookings from their operator through a device in their vehicle called a PDA, which is supplied by their operator. The operator keeps records of bookings through this device, which ensures the tracking of jobs completed by the driver for that operator.
- 3.7 For safety reasons it is of paramount importance that all vehicles are recognisable to the public. Therefore, it is currently a mandatory requirement for licensed vehicles to have door signage disclosing the name of the operator on each rear door whilst the driver is receiving bookings through that operator. If a driver were to be allowed to work for multiple operators then signage on licensed vehicles ought to change to reflect the operators requirements. Other signage on the vehicle advises customers that fares should be pre-booked, otherwise the vehicle is uninsured. These advisory signs would need to become mandatory and the signage should be permanent in the form of applied vinyl. This would still allow operator signage to be removable in the form of magnetic signage, which would be in addition to the permanent signs.
- 3.8 Any driver has the option of obtaining their own operator licence at a minimal cost of £350 giving them the flexibility of accepting additional work on a sub-contract basis from any other source.
- 3.9 A currently licensed private hire driver could also obtain a hackney carriage drivers licence at a minimal cost £70 which would also give the flexibility to allow a driver to purchase or hire a hackney vehicle and work as his or her own operator. These options still maintain a degree of accountability and would mitigate any safeguarding, health and safety implications that might arise from a change to the current policy.

Review of the licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time – Results of Consultation exercise

Licensing Committee

Date: 5 October 2020

- 3.10 There have been six responses to the consultation which are attached as Appendix B. The consultation outlined the consideration to change the policy and sought opinion as a 'for' and 'against'. The results are inconclusive in this as 66.7 voted to retain the policy in its current form yet the following question had 66.7% in favour of changing the policy. There are 3 comments added as additional information one of which clearly states the desire to allow drivers to work for any number of operators. Whilst in principle the Licensing Manager does not oppose any change to the policy, there is clearly no majority demand to do this from those responses received. It should be noted that the current process works well in respect of safeguarding and the safety of the fare paying travelling public.

4.0 Options

- 4.1 The current policy remains the same.
- 4.2 If restriction is removed to allow licensed drivers to work for all licensed operators at any one time, then consideration should be given to point 4.3
- 4.3 In the event that the policy is changed, then the policy relating to mandatory signage should be amended, and generic signage be compulsory stating pre booked fares only and uninsured if not pre booked or such wording as to be agreed. This signage to be permanently affixed to all licensed private hire vehicles on each front door. Operator signage including a telephone number to be on each rear door and to be removable to allow flexibility. An example of such signage is attached as Appendix C.

5.0 Consultation with the trade

- 5.1 There has been no separate formal consultation by the Licensing office directly with individual licence holders. As of this date there are 41 Operators licensed by SBC, and 1003 private hire drivers.

6. Conclusion

- 6.1 It is intended that if Members agree to the proposal, any change in conditions will be implemented not sooner than 1st April 2021.

Review of the licensing policy in regard to allowing private hire licence holders to work for more than one operator at a time – Results of Consultation exercise

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Date: 5 October 2020

7. Implications, Diversity Impact Assessment and Risk Management

8 Financial and Procurement Implications

- 8.1 There are no direct financial implications arising from the report.
- 8.2 The removal of the Restriction would have financial implications for the operators and could reduce operator licence income for the Council affecting the ability of the Council to maintain the service at its current level.
- 8.3 The cost to the Council in terms of officer time carrying out enforcement of the operator-licensing regime will be covered by licensing fees. The Council would purchase the applied door signage and recover the cost through the Licensing fees.

9 Legal and Human Rights Implications

- 9.1 A declaration has been made by the Secretary of State, that the Licensing Act is compliant with the Human Rights Act. None of the relevant Articles of the Human Rights Act has absolute sway over the others. Article 8 deals with a right to undisturbed home life; Article 10 gives the right to free expression, including the right to entertain; Article 1 of the Protocol says that licences are 'possessions', which the holder has a right to enjoy. Common sense has to be used, in balancing each of these against the other.

10.0 Diversity Impact Assessment

It is not considered that the preparation of a DIA is required in respect of this report.

11.0 Consultees

The Chief Officer Legal Services (Monitoring Officer) is consulted in respect of all reports.

12.0 Appendices

- 12.1 Appendix A – Email from Councillor James Robbins.
- 12.2 Appendix B – Results of 12 week online consultation

**Review of the licensing policy in regard to allowing private hire
licence holders to work for more than one operator at a time –
Results of Consultation exercise**

Licensing Committee

Date: 5 October 2020

12.3 Appendix C – Proposed Applied vinyl stickers

**Review of the licensing policy in regard to allowing private hire
licence holders to work for more than one operator at a time –
Results of Consultation exercise**

Licensing Committee

Date: 5 October 2020

Appendix A

From: Sent: 26 February 2019 21:38 **To:** Kathryn Ashton <KAshton@swindon.gov.uk> **Subject:** Re: Taxi Licensing

Kathryn,

I would like to request that the Licensing committee review the current convention that private hire taxi drivers can only have a license with one company at a time. I have been approached by a number of taxi drivers following the press coverage following a discussion of the issue at a recent Scrutiny meeting.

The drivers are keen to be able to take bookings from multiple companies, especially those drivers who regularly take passengers on long-distance trips to airports and seaports. They find it frustrating that they only have a booking for one leg of the journey, and travel one way without a passenger, whilst seeing other Swindon taxi drivers at the destination who have a single passenger for the other leg. The drivers would rather take less journeys, but be paid for both legs as it is much more profitable, as well as reducing the overall car journeys from Swindon.

The argument that the drivers make is supported by their status as self-employed taxi drivers, but currently they are limited to working for just one company as they only have one copy of their license and it is lodged with a particular company. If the drivers were properly self-employed, they would be able to drive for which ever company they chose to.

The current system would require a private hire driver to give notice to the operator that they are driving for, collect their green form, physically take it to another company and start driving for them. This doesn't give drivers the flexibility they need to be able to drive for the company that may need them.

Can we review the Council policy of one license per driver to allow drivers to pay for multiple copies of their license, so that they can drive for more than one operator? Drivers have suggested that they would be happy to pay up to £10 for each duplicate license.

Let me know what changes you need to make it fit the required format...

Thanks,

Jim

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APPENDIX B

Swindon Borough Council Licensing Committee are considering amending a policy that affects Private Hire Drivers Licences.

In accordance with The Local Government (Miscellaneous Provisions) Act 1976 and Town Police Clauses Act 1847, a licence must be obtained in order to drive a Private Hire vehicle. In determining whether a licence can be granted the Council must be satisfied that they are a 'fit and proper' person or to be clearer a 'safe and suitable' person.

The function of Licensing is the protection of the public. A member of the public stepping into a motor vehicle driven by a stranger must be able to trust the driver to be honest competent and safe. Taxi drivers can often convey elderly, children and vulnerable persons for a host of reasons. The Licensing Authority has an onerous responsibility to ensure their safeguarding role, including Child Sex Exploitation, is carried out adequately and effectively.

Swindon Borough Council currently licences over forty private hire operators, four of which are mainstream taxi providers and the other Thirty-seven are specialist chauffeur providers.

A licensed driver is required to lodge his private hire driver's licence with the operator from whom he or she receives bookings. Operators cannot provide jobs to a driver unless they hold the licence.

A request has been submitted to the Swindon Borough Council, Licensing Committee, which urges the Licensing Authority to review its current policy in which states that a driver may only have a maximum of two licences which entitles each driver to work for one mainstream operator and one specialist chauffeur provider.

The purpose of this consultation is to collate the opinions of the public as well as the taxi trade regarding the Private Hire Driver Licence policy, including as to whether or not the policy should be amended.

The results of this exercise will be used to determine the policy that will be taken back to Committee for consideration, prior to being endorsed by Full Council.

A paper copy of these questions is available on request. All queries should be directed to: Licensing@swindon.gov.uk marking your subject as Private Hire Driver Licence Policy or call 01793 466208.

This survey will close on Monday 27th May 2019 at 5pm, all paper and electronic responses must also be received by this time.

Proposed Amendment to Private Hire Drivers Policy

1. Introduction

APPENDIX B

1. Privacy Notice - Please read through the Privacy notice below.

https://www.swindon.gov.uk/directory_record/23323/hackney_carriage_and_private_hire_privacy_notice

							Response Percent	Response Total
1	I acknowledge the Privacy Notice						100.00 %	6
Analysis	Mean:	1	Std. Deviation:	0	Satisfaction Rate:	0	answered	6
	Variance:	0	Std. Error:	0			skipped	0

2. Page 2

2. Do you think the Council should continue with this policy?

							Response Percent	Response Total
1	Yes						66.67%	4
2	No						33.33%	2
Analysis	Mean:	1.33	Std. Deviation:	0.47	Satisfaction Rate:	33.33	answered	6
	Variance:	0.22	Std. Error:	0.19			skipped	0

3. Do you think the Council should allow a driver to work for any licensed operator without restriction

							Response Percent	Response Total
1	Yes						66.67%	4
2	No						33.33%	2
3	Not Sure						0.00%	0
Analysis	Mean:	1.33	Std. Deviation:	0.47	Satisfaction Rate:	16.67	answered	6
	Variance:	0.22	Std. Error:	0.19			skipped	0

APPENDIX B

4. Any further comments you wish to add.			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	4
1	03/04/2020 14:45 PM ID: 138568556	none	
2	11/05/2020 12:09 PM ID: 140705907	Self employed drivers should have option of going where the work is. If you can only work for one operator than it's a restriction and they should employ that driver	
3	11/05/2020 16:03 PM ID: 140767264	Council cannot police the current private hire circuits. Would mean tracing bookings to stop illegal fare pick ups = flying Would become impossible to police. Door signs very rarely used so council cannot even follow their own handbook!	
4	19/05/2020 10:28 AM ID: 141530121	<p>Please don't take this as a complaint as i'm 63 and don't really care anymore.</p> <p>Private Hire Drivers are already working for anyone who gives them work unless you're going to check every car every day, you need to allow drivers to keep their badge and offer copies to each operator they work for.</p> <p>I asked how many drivers i had signed on years 3-4 years ago i was told 2 myself and 1 other. i had previously paid for the second level 10-20 cars and paid £10.00 for every driver. when i queried this i was told you had no idea how many was signed on as the computer wasn't good enough to record this information, and i was done by hand.???</p> <p>You have recklessly given badges to anybody that turns up for the money when there is no work available. pushing prices down Therefore making drivers break the law and drive for anybody.some are working hours that are dangerous. Which has killed the business. So cars and all standards of drivers and clean cars etc are so low that locals don't really want to use local cars</p> <p>You're taking people off the dole office that then get</p>	

APPENDIX B

4. Any further comments you wish to add.

		Response Percent	Response Total
	Badges and testing paid for by the tax payer that have no real UK background to check, and you reduce the standards every day. Every driver operator I speak to think its at best a shambles and you really have no idea how things are operating in practice.		
		answered	4
		skipped	2

5. Your Contact Details:

		Response Percent	Response Total
1	First Name	0.00%	0
	No answers found.		
2	Last Name	0.00%	0
	No answers found.		
3	E-Mail	0.00%	0
	No answers found.		
4	Contact Number	0.00%	0
	No answers found.		
5	Open-Ended Question	0.00%	0
	No answers found.		
		answered	0
		skipped	6



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Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed – Review of Consultation exercise

Licensing Committee

Date: 5th October 2020

Author: Licensing Manager

Wards: All

Parishes Affected: All

1. Purpose and Reasons

- 1.1 This matter was first considered on the 16th December 2019 when the Licensing Committee was asked to consider a
- i. change to the current age limits of licensed vehicles, and
 - ii. requirement that all taxis and private hire vehicles meet the Euro 6 emissions standards by 2024. This requirement is linked to the Swindon Air Quality Action Plan (AQAP)
- 1.2 In addition, the Licensing Committee was asked to consider whether to lower, the age at which vehicles are first licensed from 5 years to 4 years from 1st April 2020 and to ensure that all vehicles first licensed from the 1st April 2020 meet the Euro 6 emission standards. All currently licensed vehicles should meet Euro 6 standards by 2024.
- 1.3 In view of the time taken to complete this consultation, the date for the introduction of any lowering of the age that vehicles are first licensed has been amended to January 2021.

The purpose of this report is to consider the responses at Appendix A received during the 8-week consultation period about the lowering of the age policy and the introduction of an emissions policy linked to the Swindon Air Quality Action Plan (AQAP).

2. Recommendations

That the Committee is recommended to:

- 2.1 Agree to amend the age policy so that the age at which vehicles are first licensed is lowered from 5 years to 4 years from 1st January 2021 and;
- 2.2 That all currently licensed vehicles should meet the Euro 6 emissions standards by 31st December 2024 save for existing vehicles that are well maintained to continue until the end of the upper age limits. This is linked to the introduction of an emissions policy linked to the Swindon Air Quality Action Plan (AQAP).

Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed – Review of Consultation exercise

Licensing Committee

Date: 5th October 2020

3. Detail

Background

- 3.1 The Taxi and Private Hire (TPH) fleet are an important part of Swindon's integrated transport system. They are a useful, often vital, component to completing journeys and may form part of a more sustainable longer distance multi modal trip or be used where no convenient alternatives are available. They are demand responsive, providing 24 hours a day service over 7 days per week, throughout the year. They can respond to a wide range of needs and are one of the most flexible elements of the transport system, operating on a fully commercial basis. In Swindon, like most towns, TPH are integral to supporting businesses to thrive by transporting people and goods.
- 3.2 The TPH market locally and nationally is facing tough challenges. Changes to town centres, night time economy and shopping habits have contributed to a decline in passenger numbers coupled with declining standards and outdated business models. Swindon Borough Council is committed to improving the town's transport offer whilst supporting the trade to meet the demands of cleaner air and safer, cleaner and smarter TPH.
- 3.3 Safer – more modern vehicles, free from defects that provide passengers and regulators with confidence.
- 3.4 Cleaner –by encouraging the uptake of Ultra Low Emission Vehicles (ULEV); consider new dedicated Electric Vehicle (EV) only taxi ranks and subsidised licensing fees.
- 3.5 Modern – Approving newer taxis with the latest technology and smoother journeys. Guaranteed to be accessible for all with front facing wheelchair support and easy access ramps. Whether journeys are short or long, they should provide an experience that meets the traveller's expectations and needs.
- 3.6 Focussed – drivers will be expected to provide the highest levels of customer care. It shall be standard practice that drivers give assistance getting in and out of the vehicle, help with luggage and shopping and ensure wheelchair users are secured appropriately.
- 3.7 Like many cities and towns within the UK, Swindon is under a legal obligation to improve its air quality. It is important that proposals align with the wider vision for Swindon AQAP. There is a requirement to reduce the level of NO₂ in the air to below 40µg/m³ as soon as possible in line with EU and UK statutory regulations.

Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed – Review of Consultation exercise

Licensing Committee

Date: 5th October 2020

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- 3.8 There are currently around 1200 TPH vehicles licensed within Swindon, a mixture of petrol and diesel. Taxis are licensed in accordance with the Town Police Clauses Act 1847 and Private Hire are licensed in accordance with Part II of the Local Government (Miscellaneous Provisions) Act 1976. Other legislation, such as the Equality Act 2010 and Road Traffic Acts have some bearing on licensing as well.
- 3.9 Upper vehicle age limits are currently 15 years of age for purpose-built Hackney Carriages. Once a vehicle reaches this age limit it will cease to be licensed. This age limit has been in force since 2012.
- 3.10 Vehicle specifications have improved significantly since 1997 when the initial age limit of 10 years was first adopted. This age limit was increased in 2008 to 12 years. It was proposed and agreed in 2012 that as vehicle specifications had improved significantly vehicles were capable of providing a safe and comfortable service beyond the 12-year limit and Committee agreed an extension to 15 years.
- 3.11 In March 2010, the Department for Transport issued non-statutory 'Best Practice' guidance relating to private hire and hackney carriages. This guidance states the following in relation to age limits: - "Age Limits it is perfectly possible for vehicles to be in good condition. Therefore, the setting of an age limit beyond which a local authority will not licence vehicles may be arbitrary and inappropriate. Nevertheless, greater frequency of testing may be appropriate for older vehicles-for example, twice-yearly checks for vehicles over five years old.
- 3.12 Following approval by the Licensing Committee a consultation exercise undertaken between Jan 2020 and 31st May 2020, the lengthy timeframes extended due to the impacts of Covid. The responses show. A concern regarding currently licensed vehicles meeting the emission standard during their current life.
- 3.13 As a result, officers consider that the upper age limits of currently licensed Purpose Built wheelchair accessible vehicles should remain at 15 years at this time although it remains an option and can be reviewed at any time. Purpose built wheelchair accessible vehicles have annual inspections and between 10 and 12 years two MOT tests and 3 tests from 12 to 15 years after which they will cease to be licensed
- 3.9 Currently private hire vehicles and hackney **saloon** vehicles can be licensed for 10 years with annual inspections and in the 6th to 10th year, two MOT tests per annum. These vehicles will cease to be licensed after year 10.

Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed – Review of Consultation exercise

Licensing Committee

Date: 5th October 2020

- 3.10 There was some concern in responses received that currently licensed vehicles would not meet the emission standards in 2024 and that the Council would not continue to licence those vehicles after that date. Reassurance was sought through the consultation responses that those vehicles would continue to be licensed after 2024, providing financial security for existing vehicle owners or vehicle providers. The Licensing Manager has delegated authority to suspend or refuse to licence any vehicle which does not meet an acceptable level of condition and/or continued failure to meet mechanical and emission testing. Licensed vehicles that are well maintained should be able to be licensed up until their expiry at fifteen years for a wheelchair accessible hackney carriage and ten years for either a hackney carriage saloon or a private hire vehicle.

4. Alternative Options

- 4.1 The Licensing Committee may decide not to agree to the changes in the age limit from 5 years to 4 years giving the licensing manager delegated authority, to refuse to licence any vehicle that fails to meet the emissions policy from 2024. From January 2021, all vehicles petrol or diesel under 4 years old should meet the required Euro standard for emissions. This along with the move towards electric vehicles (EV) should help to meet the requirement to reduce NO2 levels, particularly where Swindon has identified an Air Quality Management Area. This is a national issue and addressing it improves public safety and confidence in our fleet.

5. Implications, Diversity Impact Assessment and Risk Management

Financial and Procurement Implications

- 5.1 There are no direct financial implications to the Council arising from the report. There will inevitably be a direct financial implication for taxi licensees although the timescale proposed provides adequate lead in period for the trade.

Legal and Human Rights Implications

- 5.2 Legal and Human Rights considerations have been taken fully into account in compiling this report. The Secretary of State has made a declaration that the Licensing legislation is compliant with the Human Rights Act.

All Other Implications (including Staff, Sustainability, Health, Rural, Crime and Disorder)

- 5.3 All other implications are covered in the body of the report.

5

Further information on the subject of this report can be obtained from Mike Shears, Licensing Officer on 01793 463974, mshears@swindon.gov.uk.

Review of licensing policy in regard to emissions standards for licensed vehicles, and the age at which vehicles are first licensed – Review of Consultation exercise

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Diversity Impact Assessment

5.4 A DIA is available on request.

6. Consultees

6.1 The Chief Legal Officer (Monitoring Officer) has been consulted in respect of this report.

7. Background Papers

7.1 None

8. Appendices

8.1 Appendix A Results of Consultation

8.2 Appendix B – AQAP

8.3 Appendix C – Vehicle Ages current fleet

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Euro 6 Emissions and Maximum Age Limit Policy Consultations

1. Please leave your comments regarding the proposed Emissions Standards Policy			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	6
1	03/04/2020 14:50 PM ID: 138568909	agree	
2	01/05/2020 11:30 AM ID: 139914618	<p>Swindon Taxi Association recognises the need to reduce and control emission levels and its members are generally supportive of the Proposed Emission Standards Policy in only granting new licences to vehicles that meet Euro 6 standard from April 2020.</p> <p>However, it is stated that all taxis will be Euro 6 emissions compliant from 1st January 2024. This implies that the current vehicle age limit will only apply to vehicles of a Euro 6 emissions rating or above and all non-euro 6 compliant vehicles may be removed from service at this time. At the last Forum meeting, we asked for clarification on this point and was assured that there would be no change of age limit to vehicles already plated and in service. However, this proposal would suggest otherwise.</p> <p>This issue needs clarification so we can fully understand the implications as there may be some serious operation and financial ramifications to the taxi trade if this is indeed a statement of policy.</p> <p>Given that the purpose-built wheelchair accessible vehicles are permitted to run for 15 years as opposed to 10 years for saloon cars and private hire, this would result in in some well-maintained mid-life vehicles being prematurely retired from service, rendering them practically worthless, while placing those owners under enormous financial strain with owners facing costs of £35-60k to replace them.</p> <p>We would not support this move, given the current crisis the taxi trade faces, following the global pandemic, and respectfully ask that the Licensing Manager considers removing this action from the proposal for the time being.</p> <p>Andy Lucas Secretary Swindon Taxi Association</p>	
3	11/05/2020 16:31 PM ID: 140773160	Agree, something must be done to reduce pollution especially from old London taxis that are well above safe pollution levels as they rarely get the services needed to keep them at even the manufacturers levels of pollution	
4	11/05/2020 21:21 PM ID: 140806768	<p>Last year I invested in a vehicle which adheres to all the rules and regulations that Swindon Borough Council had in place at that time and have now paid a lot of money on a vehicle with the understanding i would be able to use the vehicle until it was 15 years old.</p> <p>I fully understand that the council would like to go 'green' with public transport but think drivers who adhere to the current regulations you have in place meaning the cabs that are on the rank at the moment should be able to be used to the agreed time. I agree if new vehicles come on and those needing renew would need to follow the new guidelines.</p>	
5	19/05/2020 10:34 AM ID: 141535027	I don't have a problem in principle, particularly for vehicles which work around town only. For vehicles which travel further (i.e. airport transfers) with luggage, hybrid cars don't have sufficient boot space. I have looked at buying a Mercedes Hybrid and there was room for only one case in the boot. Imposing this restriction on these drivers will very soon put them out of business.	

1. Please leave your comments regarding the proposed Emissions Standards Policy

			Response Percent	Response Total
		Added to this the newer vehicles (2017 onwards) which have the better emissions rating (including hybrid and electric), costing over £40k when new attract a much higher rate of Excise Licence (£465) for the first five years - putting more drivers out of work!		
6	31/05/2020 15:04 PM ID: 142247732	<p>I fully support the proposal that only Euro 6 qualifying vehicles be eligible for licensing for the first time from a date yet to be determined .</p> <p>However the full implications of the quote from the proposal Euro 6 standard will then apply to all existing licensed vehicles from Jan 24 needs examining .</p> <p>Many responsible proprietors leading up to and including 2015 bought the very latest vehicles that were available at that time and in the case of those buying wheelchair accessible vehicles anticipated a working life of 15 years when carrying out cost analysis calculations in their business plans . Such vehicles under this proposal will have their working life reduced to at worse around 8 1/2 years , a reduction in excess of 43%. Such owners will be severely disadvantaged .</p> <p>As a Conservative Administration , the party of small business , I would like to believe that any predetermined and agreed support package available should be communicated before any decision is made .</p> <p>This is a big decision for many in the trade and it should be decided in detail by committee and no part of it left to interpretation by individuals at a later date .</p> <p>Clive Edwards Hackney Carriage Proprietor</p>		
			answered	6
			skipped	1

2. Please leave your comments on the proposed Maximum Age Policy

			Response Percent	Response Total
1	Open-Ended Question		100.00%	7
1	03/04/2020 14:50 PM ID: 138568909	agree		
2	01/05/2020 11:30 AM ID: 139914618	<p>Swindon Taxi Association does not object to the proposal for for vehicles being presented to the Licensing Authority to be licensed for the first time as a Private Hire Vehicle or Hackney Carriage, not to exceed a maximum of 4 years of age from the date of the vehicle registration.</p> <p>Andy Lucas Secretary Swindon Taxi Association</p>		
3	11/05/2020 16:31 PM ID: 140773160	<p>The current age limits were imposed by the council as a TEMPORARY age limit.</p> <p>It never did ANYONE any good as the extended age limit firstly meant that drivers simply ran those cabs into the ground, and because of their lack of values in the vehicles missed and rarely maintained them.</p> <p>From a rental point of view, cab rents dropped so dramatically, the only way to maintain the cabs was to fit second hand parts!</p> <p>Drivers found out cabs a liability to keep running cheaply, residual part exchange dropped not allowing reinvestment.</p> <p>This was a major error from the council that was pointed out by myself at the time and must be acted upon, which would reduce pollution at the same time.</p> <p>I would suggest taxis and private hire vehicles be bought back to the maximum age of 5/10 respectively.</p> <p>Vehicles could, under the old rules be replated a month before their 5/10 registration date to allow another 11 months</p>		

2. Please leave your comments on the proposed Maximum Age Policy

			Response Percent	Response Total
		Solving this and going back to the OLD date system WILL in effect SOLVE all the council issues over pollution! Also would stop people being in the trade unless they were more committed!		
4	11/05/2020 21:21 PM ID: 140806768	In regards to the age limit i think this need to be looked at on a vehicle by vehicle basis, as in the 12 years i have been a taxi driver i have seen some taxis that have been taken off of the rank due to the age limit which have been better looked after than some of the younger models that were allowed to stay as they adhered to the age limit.		
5	19/05/2020 10:34 AM ID: 141535027	No issues with this but I have no idea how drivers will pay for their vehicles - will put even more money in the pockets of private hire firms who rent cars at extortionate rates (and then don't maintain the vehicles adequately).		
6	28/05/2020 12:29 PM ID: 142091084	I am flabbergasted that a so called consultation is being carried out at a time when a total lockdown is in place. Drivers don't have any work or income don't know when it will end , don't know of any financial implications when the situation changes. How any driver can pass an opinion on the proposals is beyond me when no answers to the above are available. And also since when can you put a vague consultation document out to drivers , no discussion and then gather whatever information from an on-line survey. Is that what democracy is being downgraded to. I am so disappointed that this process has not been withdrawn at this moment in time and revisited when at a more sensible time. Ie when the pandemic is over		
7	31/05/2020 15:04 PM ID: 142247732	Had an impact assessment been included with this proposal (I suggest in future proposals emanating from licensing officers should include one) it would have been clearly evident that there is no improvement or gain available . Any environmental improvements are already covered in proposal 1 . Taxi / Private Hire licensing has a proven inspection process for vehicles being licensed for the first time where only the best vehicles are accepted resulting in no achievable scope for improvement regardless of vehicle age . The only impact this proposal will have is placing an additional financial burden on a group of people in a trade that simply can't afford it . Clive Edwards. Hackney Carriage Proprietor .		
			answered	7
			skipped	0

3. Please provide your contact details if you would like us to stay in touch with you (e.g. to keep you up to date)

			Response Percent	Response Total
1	Your name		100.00%	7
1	03/04/2020 14:50 PM ID: 138568909	mr m shears		
2	01/05/2020 11:30 AM	andrew lucas		

3. Please provide your contact details if you would like us to stay in touch with you (e.g. to keep you up to date)

			Response Percent	Response Total
	ID: 139914618			
3	11/05/2020 16:31 PM ID: 140773160	James Kent		
4	11/05/2020 21:21 PM ID: 140806768	Anthony Street		
5	19/05/2020 10:34 AM ID: 141535027	Stephen Cummins		
6	28/05/2020 12:29 PM ID: 142091084	KEITH RADWAY		
7	31/05/2020 15:04 PM ID: 142247732	Clive Edwards		
2	House number		71.43%	5
1	03/04/2020 14:50 PM ID: 138568909	11		
2	01/05/2020 11:30 AM ID: 139914618	11		
3	11/05/2020 16:31 PM ID: 140773160	64		
4	11/05/2020 21:21 PM ID: 140806768	8		
5	31/05/2020 15:04 PM ID: 142247732	11		
3	Postcode		85.71%	6
1	03/04/2020 14:50 PM ID: 138568909	sn36js		
2	01/05/2020 11:30 AM ID: 139914618	SN3 4PP		
3	11/05/2020 16:31 PM ID: 140773160	SN34XR		
4	11/05/2020 21:21 PM ID: 140806768	sn251bf		
5	28/05/2020 12:29 PM ID: 142091084	SN2 8HB		
6	31/05/2020 15:04 PM ID: 142247732	SN1 4LA		
4	E-mail		85.71%	6
1	03/04/2020 14:50 PM ID: 138568909	mikeshears@swindon.com		
2	01/05/2020 11:30 AM ID: 139914618	andrewlucas.1969@yahoo.co.uk		
3	11/05/2020 16:31 PM ID: 140773160	James.kent1@sky.com		
4	11/05/2020 21:21 PM ID: 140806768	AnthonyStreet211@gmail.com		
5	28/05/2020 12:29 PM	swindonblackcubs@aol.com		

3. Please provide your contact details if you would like us to stay in touch with you (e.g. to keep you up to date)

			Response Percent	Response Total
	ID: 142091084			
6	31/05/2020 15:04 PM ID: 142247732	clivejedwards@yahoo.co.uk		
			answered	7
			skipped	0

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Swindon Borough Council Air Quality Action Plan

A Consultation Document

December 2018

HAVE YOUR SAY

This draft Air Quality Action Plan lists the things we are planning to do and will continue doing on Kingshill Road to improve air quality and improve our residents' health and wellbeing. We are now asking for your help and input to let us know what you think of our plan and if you think there is more we can do as a Council.

Copies of the document will be available in all of our libraries.

How can I comment?

Your comments are welcome on all parts of the draft.

You can comment online (see link below) but if you would rather post or email your comments to us we have provided questions at the end of this document to help structure your response. If you are responding using a hardcopy, please feel free to use additional paper if needed.

Online www.swindon.gov.uk/airquality

Or Post your comments to:

Air Quality Consultation
Public Health,
Swindon Borough Council,
Floor 3, Wat Tyler West,
Beckhampton Street,
Swindon
SN1 2JG

When can I comment?

This consultation will run from **21st December 2018 and all comments are due by 3rd February 2019.**

The paper will also be circulated to statutory consultees and partner organisations including: Environment Agency; Highways England; Neighbouring Local Authorities; Other public authorities as appropriate; and Bodies representing local business interests and other organisations as appropriate.

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Executive Summary

This action plan sets out the measures Swindon Borough Council intends to take to improve the air quality on Kingshill Road which was declared an Air Quality Management Area in February 2018 after high readings of Nitrogen Dioxide were recorded.

The main cause of the high levels of pollution recorded on this particular street is the high number of vehicles using the road, the closeness of the houses to the road; the orientation of the houses on the road sheltering the road from prevailing winds and the topography of the road.

The only current solution would be to drastically reduce vehicle numbers. A wide range of options have been considered but due to the limited influence and control local authorities have over many contributing factors, and the negative impacts many of the potential solutions would have, there is not yet a complete solution. Options considered have included closing the road, diverting traffic and changing the road layout.

Our proposal is to introduce a number of measures including signage, restricting the use of the road by heavy goods vehicles, and encouraging alternative transport to reduce the amount of Nitrogen Dioxide while at the same time doing more work to explore other potential solutions.

The Council will also lead by example by looking to replace its fleet with electric vehicles and also putting air quality at the forefront of future planning decisions and in plans for the town centre.

Introduction

This report outlines the actions that Swindon Borough Council aims to investigate and implement between 2019 and 2024 in order to contribute to a reduction in concentrations of, and exposure to, Nitrogen Dioxide air pollution especially in the recently declared Air Quality Management Area (AQMA) on Kingshill Road. An improvement in air quality will positively impact the health and quality of life of residents and visitors to the borough, whilst maintaining sustainable economic growth.

This draft action plan has been developed in recognition of the legal requirement of the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995, relevant regulations made under that Part, and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

The Air Quality Action Plan (AQAP) will be monitored regularly and subject to an annual review. Progress on measures set out within the AQAP will be reported on annually within our Air Quality Status Reports (ASR).

This action plan was developed in conjunction with local residents, businesses and elected members. It was developed through a community engagement event and engagement events with elected members. This action plan was co-ordinated by the Air Quality Steering Group.

The main driver of the air quality issues in Swindon is road transport related, and so we all have a role to play in improving the quality of the air we breathe. Using our cars less, walking and cycling more and not running engines when stationary can make a big difference. All Swindon residents need to be pulling in the same direction to improve our air quality. We look forward to your ideas and feedback on our draft AQAP.

Summary of the current air quality in Swindon

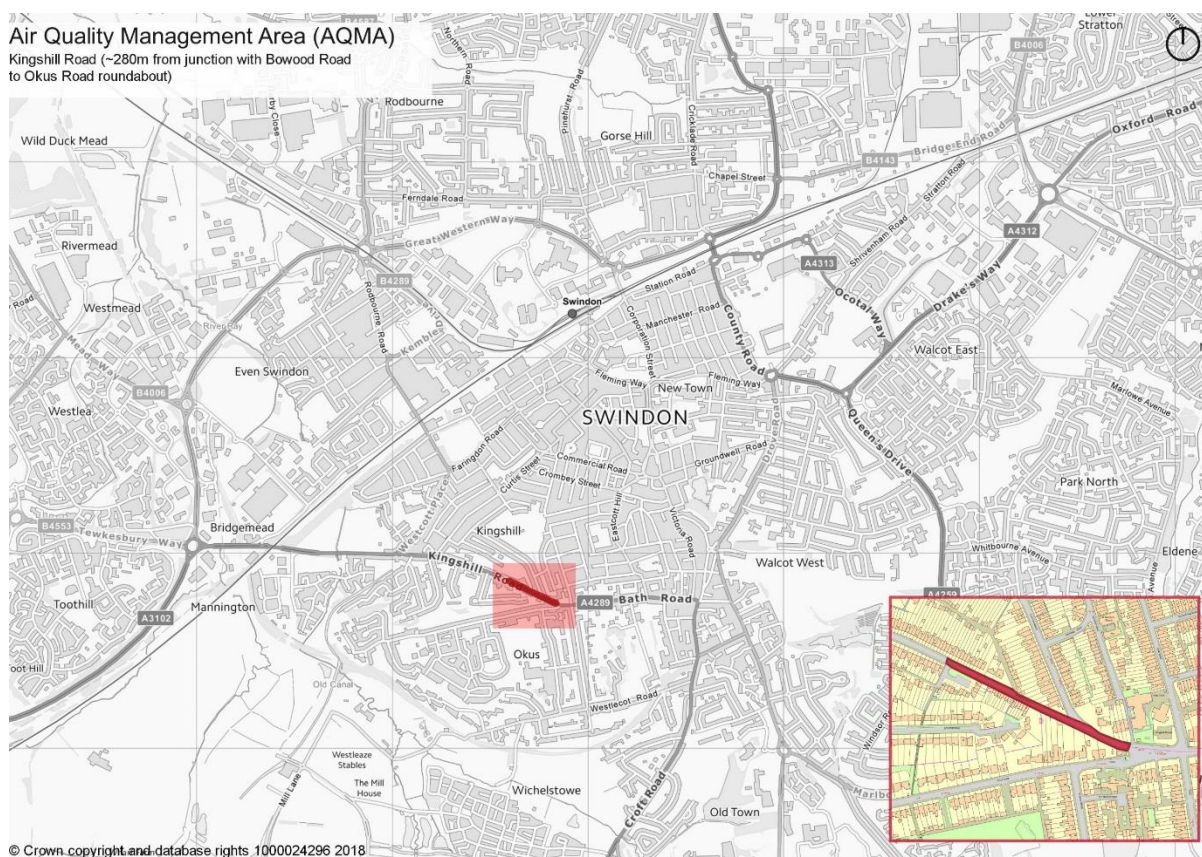
Air quality within the Swindon Borough is generally very good.

In common with many towns and cities however, there are some discrete parts of the town where air quality is poorer. These areas are generally associated with congested traffic routes, and where dwellings are close to the kerb; creating 'street canyons'. Where a 'street canyon' exists, vehicle exhaust gases do not disperse well.

One such area in Swindon is on Kingshill Road (Figure 1), and here it has been necessary to declare an Air Quality Management Area (AQMA). This AQMA was declared in February 2018, and covers a circa 280m stretch of the road south east of the junction, with Bowood Road to the roundabout with Okus Road. The pollutant of concern here is Nitrogen Dioxide (NO₂), and the limit value which has been exceeded is the annual average limit of 40mcg/m³.

Monitoring of air quality on this stretch of Kingshill Road indicates that the level of NO₂ at the façade of some dwellings on Kingshill reaches 56 mcg/m³. NO₂ exists in the air everywhere as a background pollutant, but here heavy traffic flows emit more, and this has led to the increased levels. The road is also oriented away from prevailing winds, is uphill and closely bound by trees and houses, so the gas cannot disperse well.

Figure 1 Map showing the Air Quality Management Area declared in Swindon



There are other areas in Swindon with measured levels of Nitrogen Dioxide approaching the limit levels, such as Rodbourne Road/Iffley Road junction and the western end of Manchester Road near the bus station. We maintain a close watch on these locations.

There is no clear overall trend in the levels of NO₂ across Swindon. Some sites experienced a slight increase, but others experienced slight improvements. Levels of NO₂ around major roads continues to respond to rising levels of traffic, the improvement of vehicle emissions over time, and/or the constant evolution of the town's road network.

Although new vehicles have become more efficient and their emissions much less harmful, vehicle numbers increase year on year, and it takes a number of years for people to replace their older vehicles. The continuing improvements in vehicle emissions, and the move to alternative fuel vehicles is expected to somewhat offset the rise in the number of vehicles and of miles travelled, but the pace of these changes is very difficult to predict.

Swindon also has a great deal of major development either planned or currently being delivered. Levels of pollution will also respond to these changes on a continuing basis, and new developments are designed to account for what is now known of the effects of heavy road traffic. We do not, therefore, expect any new areas of concern to be identified inside these new developments, but there will be a continuing and growing

pressure in areas already highlighted. This is because new development across Swindon inevitably leads to increased traffic in other areas, including those already identified as potential air pollution hotspots.

We continue to monitor air quality with regard to Nitrogen Dioxide in Swindon using a network of long and short timeframe measuring devices, coupled with traffic flow monitoring.

Please refer to the latest Annual Status Report from Swindon Borough Council for more information on air quality in the borough.

Swindon Priorities

Factors driving air quality priorities on Kingshill Road

The factors which drive the Nitrogen Dioxide levels within the Kingshill Road Air Quality Management Area, and so drive our priorities for reducing exposure, are clear:

1. Traffic Flow

Kingshill Road carries around 18,000 vehicles a day. The road functions as a key route into and out of Old Town, and as a primary route to the south of Old Town, including to Wroughton and other towns and villages in this direction. Long term traffic monitoring in the AQMA shows that Kingshill Road does not suffer significant congestion, and it functions well as a road, carrying around 18,000 vehicles a day split equally in both directions. Less than 2% of vehicles are heavy vehicles and few buses.

Average vehicle speeds are in line with or around the speed limit for the road and there is no evidence of queuing traffic in the AQMA, even during peak periods. It is an important road in Swindon's network and it is expected to carry more vehicles as Swindon grows.

- 69.6% of the Nitrogen Dioxide present in the AQMA comes from vehicles. The remainder comes from other local and regional sources; the background level, over which we have little local control.
- Of this, Nitrogen Dioxide heavy vehicles contribute to only a relatively small proportion, 12.4%, and light vehicles contribute the great majority; 87.6%.

In order to meet the target criteria of 40mcg/m³, a reduction of 30% in traffic derived Nitrogen Dioxide would need to be achieved.

The scale of the reduction in Nitrogen Dioxide needed means it is not thought possible to meet the air quality criteria simply by drastically restricting access to the road. Severely limiting access, through closure or restriction would simply move the problem elsewhere, to other areas which are close to the limit themselves. Traffic models show this would likely create more severe congestion and new pollution hotspots elsewhere, especially around the Town Centre. The most sustainable answer is likely through influencing behaviour change, and through the purchasing choices of vehicle buyers.

We need to take more journeys, especially shorter ones, using cleaner forms of transport. We need to choose less polluting vehicles when we renew them.

2. Vehicle Emissions

The design of engines with regard to their emissions has been controlled by European legislation for some time. These Euro classes (new vehicles are currently 'Euro 6') have imposed increasingly stringent emission limits, particularly with regard to Nitrogen Oxides. As a result, the average vehicle on our roads is becoming significantly cleaner and more efficient over time; as older cars are removed, to be replaced by newer, cleaner models.

Government has also announced its intention that all new vehicles will be alternative fuel from 2040, some 21 years hence, and this is ultimately expected to have the biggest impact on the fleet mix. This is not a factor which is under significant local control and we welcome national action on reducing vehicle emissions. In the meantime, we can all make an impact by choosing the cleanest models when we replace our current vehicle and by using them less for short journeys.

3. Topography

The problematic stretch of the road is south east of the Bowood Road junction and the Okus Road junction. Vehicles moving uphill emit more Nitrogen Dioxide as they burn more fuel in doing so. The land to both the south and north is higher than the road surface. It is also sheltered by buildings close to the road, and by large trees. As a result, the road and the houses which line it, are sheltered from the prevailing south westerly and north easterly winds. Nitrogen Dioxide produced by the vehicles using the road does not disperse well.

4. Active Travel

Nationally, less than 60% of all work journeys are regularly made by car. For people who live in Swindon and work outside the Swindon area, the proportion of trips made by car rises to over 80%. Public Transport accounts for 9% of all work trips, which is split between 1% train and 8% bus. Seven percent of work trips were on foot and 3% were on bike. The 2017 survey of modes of travelⁱ to school showed 5% of children travelled by bike and 57% walked. Most car journeys in Swindon are made by one person alone and car sharing can be an effective way of reducing pollution. Shorter journeys can be made on foot or by cycle, or public transport. All of these things directly affect the Nitrogen Dioxide level alongside roads, and can have other important health benefits too. The proportion of physically active adults in Swindon is about two thirds which is similar to the proportions across England. Kingshill Road is a major commuter route to businesses and schools. Promoting active travel along the road will reduce traffic and promote physical activity.

Source of Pollution

Automatic traffic monitoring equipment provides detailed traffic flow on Kingshill Road. This data has been used to determine which type of vehicle(s) are contributing most to

pollution at Kingshill Road. The tables below give summary data for traffic flow on Kingshill Road.

Table 1 Summary of Traffic Data

	2017	2016
Annual Average Daily Traffic	16798	15690
Average Speed of vehicle (mph)	32.0	31.7
%Heavy Goods Vehicle	1.4	1.3

This analysis shows the predominance of light vehicle types with very few Heavy Goods Vehicles or Buses.

The Emissions Factors Toolkit (EFT) (v 8.0.1) has been used to model the relative contributions to NO₂ emissions on Kingshill Road of the different vehicle types, as shown in table 2.

Table 2 Modelled contribution of Vehicles by type to Road NO₂ emissions

	Total all vehicles	Light Duty Vehicles	Heavy Duty Vehicles
NO₂ Emissions rate g/km	5005	4382	623
% Contribution	100	87.6	12.4

- **Light Duty Vehicles:** Approximately 15% of total NO₂ is emitted by petrol cars and vans, and 72% of NO₂ is emitted by diesel fueled cars and vans.
- **Heavy Duty Vehicles:** Approximately 10% of total NO₂ is emitted by rigid HGVs, and 2% of NO₂ is emitted by articulated HGVs.

Required Reduction in Emissions

From this data it has also been estimated what percentage of NO₂ emissions must be reduced in order to achieve compliance with the annual mean national objective for Nitrogen Dioxide (40mcg/m³).

The outcome of this estimate is that, to achieve the objective, a reduction in road-derived NO₂ of 30% is required.

Key Priorities

- Priority 1 – To investigate sustainable options for reducing traffic flow of Kingshill Road; particularly in the uphill, south east direction.
- Priority 2 – To facilitate a shift to more sustainable modes of travel, better planned journeys and more sustainable fuels.

Planned measures

Table 3 Swindon Draft Air Quality Action Plan Measures

	Measure	Who	Cost	Expected emissions benefit	When complete	Additional information
Cleaner Transport						
1	Continue to investigate the potential for restricting the use of the road (or other roads that either become, or where monitoring indicates may become appropriate for designation as an AQMA) by the most polluting users through the most effective restrictions.	Highways	Normal business	Medium	2024	Heavy Goods Vehicles and similar are only 2% of the road users on this road but produce 10% of the emissions. Removing this category of vehicles can be achieved through weight restriction on the road
2	Improve signage on and around the Kingshill Road to help improve driving behaviour and better planned journeys -real time NO ₂ level and traffic information -alternative routes	Highways Town Centre Manage ment	Financial implications to be determined	Medium	2024	Improved signage of the roads leading to Kingshill Road will help influence driving behaviour positively by better planned journeys and avoiding idling.
3	Carry out further detailed modelling of vehicle movement options to ensure that decisions are informed by relevant data, including impacts of any interventions on other relevant roads in the light of further study.	Environm ental Health Highways	£50k	High	2020	Better understanding of journey origins and destinations; fleet mix and local traffic
4	Explore and evaluate the impact of alternatives routes between south and west Swindon	Planning Highways	Normal business	Medium	2024	

		Local residents				
5	Promote active travel (walking and cycling)	Highways	Normal Business	Medium -High	2024	Active modes of transport are part of the Town Centre plan and the Swindon Transport Strategy
6	Support and collaborate with local bus companies to minimise emissions and maximise usability of the bus network in Swindon, including their vehicle fleet renewal plans.	Bus companies Planning Environmental Health	Financial implications to be determined	Low	2024	Bus companies operating in Swindon are Thamesdown Transport and Stagecoach
Awareness raising and health Promotion						
7	Raise awareness of Air Quality Issues with local residents, schools and businesses to encourage behaviour change	Public Health Localities LEP	Normal business	Low- medium	2024	Influencing behaviour change through health education and promotion
8	Promote Swindon Travel Choices; to enable people to make more sustainable choices for travel including cycling (cycle to work schemes), walking and public transport	LEP Local businesses	Normal Business	Low- medium	2024	Promote Swindon Travel Choices for active journey planning http://www.swindontravelchoices.co.uk/
9	Work with partners such as large vehicle manufacturers, the Local Enterprise Partnership (LEP), etc to expedite the transition to electric and other alternatively fuelled vehicles, company car schemes, etc.	LEP Public Health Elected Members	Financial implications to be determined	Low medium –	2024	Wiltshire and Swindon LEP Local Energy Strategy – draft https://swlep.co.uk/docs/default-source/board-meetings/2018/28-nov-2018/agenda-for-board-

						meeting-28th-nov-2018.pdf?sfvrsn=15645c74_2
Local Planning						
10	Review and, if necessary, update Local Development Orders relating to electric vehicle charging requirements and alternative fueled vehicle fueling stations across the borough.	Planning	Financial implications to be determined	Medium-High	2019	Local development Order is already in place, but should be reviewed to ensure that it provides appropriate planning guidance
11	Pursue the Transport Vision 2026 for Swindon & Wiltshire LEP with regard to sustainable transport outcomes.	Planning Highways	Normal Business	Low- Medium	2026	Wiltshire and Swindon LEP Local Energy Strategy – draft https://swlep.co.uk/docs/default-source/board-meetings/2018/28-nov-2018/agenda-for-board-meeting-28th-nov-2018.pdf?sfvrsn=15645c74_2
12	Review and enhance the Swindon Borough Local Plan (2026) to prioritise sustainable transport and ensure that policies relating to, and impacting upon air quality, are fit for purpose and serve to reduce emissions where possible.	Planning Highways Public Health	Normal business	Low- Medium	2020	Swindon Borough Local Plan 2026 available at https://www.swindon.gov.uk/info/20113/local_plan_and_planning_policy/635/swindon_borough_local_plan_2026
13	Review and enhance the developing Town Centre Movement Strategy and the Swindon Local Transport Plan 2011-2026 with air quality improvements a central theme.	Planning Localities Public Health Highways	Financial implications to be determined	medium	2019	TCM strategy under review

14	Review the Park and Ride Strategy for Swindon to minimise the need for vehicular journeys into the town centre.	Highways Planning Localities Highways	Financial implications to be determined	Low - medium	2020	
Borough Fleet Actions						
15	To review purchasing strategy for Council owned vehicles with a view to prioritising clean fuelled vehicles wherever possible.	SBC	Financial implications to be determined	Low	2024	www.sustainableswindon.co.uk
16	Change the schedule for recycling and waste collection to out of peak times on Kingshill Road(7am -9am)	Waste management	Normal business	Low	2024	Reduce queuing on Kingshill Road and create smoother traffic flow.

Archived measures

This table shows measures that have been considered but not progressed and the reasons for not progressing with them.

Action category	Action description	Reason action is not being pursued (including Stakeholder views)
Congestion Charges	Not proceeded with	Challenges to obtaining ANPR info due to GDPR raises questions around availability of alternative data sources to accurately assess the effectiveness of implementing this option
Removing Roundabout (Okus road)	Not proceeded with	Modelling indicates that this measure would result in increased traffic congestion on Okus Road whilst doing little to reduce traffic on Kingshill Road. There is no evidence that denuded air quality on Kingshill is a cause of the problem as the road flows well at all times.
Reinstating M4 Diversion (southern relieve road)	Not proceeded with	That is not supported by the external planning strategic consent.
Scrappage Scheme (lower emission vehicles)	Not proceeded with	The costs attached to the implementation of this option are prohibit unless attached to a national scheme.
Trimming Greenery (encourage air flow)	Not proceeded with	This action is not likely to make a significant impact as cutting trees/shrubbery may open up other periphery houses to risk. In addition to this, it has been determined that the trees are not Council-owned, and this would likely raise challenges.

Complete Road Closure of Kingshill Road	Not proceeded with	Modelled data shows that this action would cause congestion on the roads in the centre of the town and worsen air pollution in nearby marginal areas
Partial Closure of Kingshill Road	Not proceeded with	Modelled data shows that this action would cause congestion on the roads in the centre of the town and worsen air pollution in nearby marginal areas
Introduction of Traffic Lights	Not proceeded with	Feasibility studies concluded that the need for safe braking distances made this option unviable.
Further speed restriction on Kingshill Road	Not proceeded with	Modelling suggests that slowing traffic would worsen air quality not improve it.
Increased foliage and planting	Not proceed with	Location restrictions prevent any planting. This will have little impact on NO ₂ concentration on this part of Kingshill

Next steps

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management framework. It outlines the measures that the council intends to take to improve air quality in the Swindon Borough from 2019 and 2024. Swindon Borough enjoys relatively good air quality. However, there are pockets in the town where measured Nitrogen Dioxide levels are close to limits set by DEFRA. This first AQAP stems from the declaration of an Air Quality Management Area covering a portion of Kingshill road in Old Town. Studies and observations from the road shows that the source of the Nitrogen Dioxide is mainly from vehicles. This AQAP has evolved following engagement with local residents, businesses and elected representatives. It identifies priorities around reducing traffic volumes, promoting active modes of transport and reducing the harms from pollution.

Feedback from this consultation will inform the plan to be summited to DEFRA. It will also inform activities to monitor and reduce pollution on the identified stretch of Kingshill road from 2019 to 2024.

ⁱ <http://ukcensusdata.com/swindon-e06000030/method-of-travel-to-work-qs701ew#sthash.ptr52mGL.dpbs>

Total number of Hackney Carriage vehicle licences 107

Wheelchair Accessible vehicles 65 (expiry at 15 years)

Saloons 42 (expiry at 10 years)

Vehicles by age range

Age range	0 to 4yrs 11months	33
-	5yrs to 9yrs 11months	55
-	10yrs to 11yrs 11months	6
-	12 yrs to 14yrs 11moths	13
Total		107

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