



CHEL TENHAM

BOROUGH COUNCIL

Notice of a meeting of Cabinet

Tuesday, 12 September 2017
6.00 pm
Pittville Room - Municipal Offices

| Membership | |
|---------------------|--|
| Councillors: | Steve Jordan, Flo Clucas, Chris Coleman, Rowena Hay, Peter Jeffries, Andrew McKinlay and Roger Whyborn |

Agenda

| | | |
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| 4. | PUBLIC AND MEMBER QUESTIONS AND PETITIONS | (Pages 3 - 4) |
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12 September 2017

Member Questions (3 total)

| 1 | Question from Councillor Wilkinson to Cabinet Member Development and Safety, Councillor Andrew McKinlay | | | | | | | | | | |
|--|--|--------------------|------------------------------|--|----|--|-----|--|-----|--|----|
| | In light of the review of taxi licensing in Cheltenham being discussed on tonight's agenda, and the ongoing Air Quality Management Area designation, has the borough council considered the possibility of improving air quality by encouraging more taxi operators to switch from polluting vehicles to electric vehicles? | | | | | | | | | | |
| | Response from Cabinet Member | | | | | | | | | | |
| | Yes we have put forward proposals to improve air quality by setting out policy guidelines for taxi and private hire operators to switch from polluting vehicles to high standard. The proposals have been published as part of appendix 2 of the report (https://democracy.cheltenham.gov.uk/documents/s22821/2017_09_12_CAB_Review%20of%20Taxi%20Appendix%202.pdf). Cheltenham's AQMA is likely to be reviewed soon to reflect the fact that nitrogen dioxide levels are generally within limits, and to help focus resource and action where further improvements to AQ can be made. | | | | | | | | | | |
| 2 | Question from Councillor Wilkinson to Cabinet Member Development and Safety, Councillor Andrew McKinlay | | | | | | | | | | |
| | Following on from 1, have any studies been carried out aimed at investigating how the necessary recharging infrastructure could be provided to enable a shift to electric taxis? | | | | | | | | | | |
| | Response from Cabinet Member | | | | | | | | | | |
| | We have not carried out any investigations for electric taxi infrastructure and are not aware of any at GCC for the Cheltenham area. | | | | | | | | | | |
| 3 | Question from Councillor Wilkinson to Cabinet Member Development and Safety, Councillor Andrew McKinlay | | | | | | | | | | |
| | Does the council monitor whether the currently licensed taxis use the most harmful type of fuel, diesel, as well as the number of petrol and electric vehicles in use? If so, what proportion of the current taxi fleet is in each? | | | | | | | | | | |
| | Response from Cabinet Member | | | | | | | | | | |
| | <table> <tr> <th>Emission standards</th><th>Proportion of licensed fleet</th></tr> <tr> <td>Vehicles on Euro 3 emission standards*</td><td>4%</td></tr> <tr> <td>Vehicles on Euro 4 emission standards*</td><td>32%</td></tr> <tr> <td>Vehicles on Euro 5 emission standards*</td><td>55%</td></tr> <tr> <td>Vehicles on Euro 6 emission standards*</td><td>9%</td></tr> </table> <p>* https://www.rac.co.uk/drive/advice/know-how/euro-emissions-standards/</p> | Emission standards | Proportion of licensed fleet | Vehicles on Euro 3 emission standards* | 4% | Vehicles on Euro 4 emission standards* | 32% | Vehicles on Euro 5 emission standards* | 55% | Vehicles on Euro 6 emission standards* | 9% |
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