

Review of Taxi and Private Hire Licensing Policy - emission polic



Key

Green	Significant and/or long-term positive impact identified. No changes needed.
Light Green	Slight or short-term positive impact identified. No changes needed but could be reviewed to improve.
Grey	Not applicable or no cause for concern.
Yellow	Slight or short-term negative impact identified. Review to identify possible improvements.
Red	Significant and/or long-term negative impact identified. Changes needed before proceeding.

This summary of the CIAT should be used to aid your decision making. Please note that red/amber segments simply mean that mitigations and changes should take place not that the project cannot go ahead.

Environmental	Scores	Justification	Recommendation
GHGs	-1	Following the consultation of the Taxi and Private Hire Licensing Policy in July 2025, it was made clear that the policy expectations needed to be revised to be realistic. The council will continue to aim for licensed taxi's and private hire vehicles operating in Cheltenham are zero-emission vehicles by 2030, in line with the borough's Climate Emergency commitment. While ULEVs may be licensed during the transition, the council will actively support and incentivise the shift to full zero-emission compliance. Efforts through Climate Leadership Gloucestershire will also be made to ensure that alignment across the county. Whilst this adjusted wording in policy may lead to GHG's being emitted in the short term, overall the policy encourages the transitions to zero-emission vehicles.	0
Air quality	-1	For the same reasons stated above.	0
Sustainable Transport	2	This policy in increasing the demand for EV charging infrasturcture within the borough, further supporting the transition to away from fossil fuels and towards a more sustainable transport system.	0
Land use change	0	NA	0

Biodiversity	0	NA	0
Soil and waterway health	0	NA	0
Climate Change Adaptation	2	The policy overall is increase climate adaptation as it is setting the expectations for future vehicle use within the borough to be low emission and not fossil fuel dependent.	0
Energy Use	-2	The transition away from fossil fuel intensive practices heavily relies on electrification, which ultimately will result in higher energy use.	0
Sustainable Materials	0	NA	0
Waste	0	NA	0

Social	Scores	Justification	Recommendation
Food	0	NA	0
Health	8	By adopting the suggested wording this will result in a decrease of emissions relating taxi and private hire vehicle, this will have positive knock on benefits for air quality and therefore the health and wellbeing associated with reduced air pollutants. We have adjusted the target to support the trade, to ensure this policy is achievable.	0
Housing	0	NA	0
Education	4	Many licenced drivers have SEND contracts with educational institutions across the county, therefore this policy needs to support the transition to low emission vehicles in a manageable way, to ensure key services such as this are still able to be carried out.	0
Community	2	The availability of EV charging infrastructure has been a key consideration to why the aspirations within this policy have been adjusted. Currently there is not adequate EV infrastructure to support the 2030 zero emission policy.	0
Culture	2	Ensuring there is access to taxi's and private hire vehicles is essential for supporting cultural and economic activity within the borough, the revision of the 2030 zero emission target supports this.	0

Accessibility	4	The previous policy presented a financial barrier to taxi and private hire drivers, therefore these adjustments in policy allow more time for the trade to financial prepare to comply. Also, the EV sector with become more cost-effective over time.	0
Local Economy and Jobs	4	The taxi and private hire trade is people's livelihoods within the borough, creating employment and providing services which supports economic activity. Therefore, the policy expectations need to be realistic and achievable for this sector and the people who rely on it.	0
Safety	0	NA	0
Equity	1	The adjusted wording of policy ensure fair and just treatment of all taxi and private hire drivers.	0
Democratic Voice	2	Full public consultation occurred initially, this is when we received written feedback from taxi and private hire drivers. Following this, specific stakeholder engagement with relevant CBC & GCC officers and cabinet members to consultant on the revised wording.	0