

Appendix 5

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	None				
Emissions from transport?	Yes	<p>Taxis and private hire vehicles are used for some Home to School Transport (HTS). Journeys in taxis and private hire vehicles may be claimed as expenses, as part of official business travel. If the proposed policy amendments affect the tailpipe emissions of the local taxi and private hire fleet (see column right), then this may have an associated carbon impact for the Council and its contractors.</p>	<p>The policy amendments include a proposal to allow older vehicles onto the taxi / private hire fleet. The potential impact of this is two fold:</p> <ol style="list-style-type: none"> 1. Older vehicles coming on to the fleet as taxis could be older than the current 5 year maximum, and as a consequence tailpipe emissions may be higher. 2. Vehicles will be able to remain licensed for longer, meaning that older vehicles will be being used as licensed vehicles – older vehicles may have higher tailpipe emissions. <p>These two aspects could affect air quality across Rotherham and the wider region. However, it is not clear how the proposed amendments to licensing policy will affect owners' decisions in respect</p>	<p>The following measures are considered to reduce the impact that the proposals will have on emissions levels:</p> <ol style="list-style-type: none"> 1. All vehicles that are licensed for the first time will have to meet Euro 6 emissions standards – this will ensure that only the cleanest vehicles will be licensed by RMBC. 2. A vehicle will only be licensed beyond the current 10 year maximum age limit if it meets Euro 6 emissions standards – vehicles with higher levels of emissions will not be licensed. 	<p>Licensed vehicles over 7 years old will be subjected to a detailed inspection three times per year – this inspection will include an assessment of tailpipe emissions. Any vehicles that do not meet the required emissions standards will fail the test and will not be licensed (or will have their licence suspended if they fail a test mid-licence).</p> <p>Emissions from HTS and official business travel using taxis and private hire vehicles are not currently included in</p>

			of their vehicles e.g., whether vehicles not qualifying under extant licensing policy would otherwise be scrapped, or if they would remain on the road, having left the taxi/private hire fleet. 'Whole life emissions' from the manufacture of new vehicles are another consideration, outside the scope of the impact assessment template.		greenhouse gas emissions accounting. Developing the Council's capacity to monitor these and other scope 3 emissions is a priority under the Council's Climate Change Action Plan.
Emissions from waste, or the quantity of waste itself?	None				
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	None				
Carbon capture (e.g. through trees)?	None				

Identify any emission impacts associated with this decision that have not been covered by the above fields:

Vehicles' whole life emissions include emissions from their manufacture, use and scrappage, at the end of their useful life: these emissions are largely outside the scope of the carbon impact assessment template.

Please provide a summary of all impacts and mitigation/monitoring measures:

The proposed increase in maximum vehicle age has the potential to affect tailpipe emissions, however there will be a requirement for these vehicles to meet the highest emissions standard (currently) and vehicles will be assessed three times per year to ensure compliance with these standards. If standards are not met then the vehicle will not be licensed. It is therefore expected that there will not be a significant increased impact on general emissions levels in Rotherham.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Alan Pogorzelec, Licensing Manager, Community Safety and Street Scene, R&E
Please outline any research, data, or information used to complete this [form].	RMBC Hackney Carriage and Private Hire Licensing Policy Information from The Society of Motor Manufacturers and Traders (SMMT): < https://www.smmt.co.uk/industry-topics/emissions/testing/ >
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	n/a
Tracking [to be completed by Policy Support / Climate Champions]	Tracking Reference: CIA 185 Arthur King, Principal Climate Change Officer, Strategic Asset Management, FCS