

# APPENDIX C

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**From:**  
**Sent:** 16 February 2018 12:57  
**To:** Taxis  
**Subject:** Amendment to private hire policy.

Hi

- ① I agree that it is a good idea to extend the date for new diesel plates to March 19.
- ② However I think it then should follow that the date until which those cars can be renewed should also be extended from March 22 to March 23. Otherwise cars plated at the beginning of '19 will only be able to be used for 3 years.



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Abbey Foregate  
Shrewsbury  
SY2 6ND

Our Ref: DBW / Diamond & GoCarz  
Your Ref:  
Date: 27 February 2018  
Please ask for: David Wilson

Sent by email only to:  
[taxis@shropshire.gov.uk](mailto:taxis@shropshire.gov.uk)

Dear Sir / Madam,

**Consultation Response of Diamond Cars (Telford) Ltd trading as Diamond Cars and Central Taxis Ltd trading as GoCarz to the proposed Amendment to Hackney Carriage and Private Hire Licensing Policy 2015 to 2019**

- ① On behalf of my above-named clients, I thank the Council for acting swiftly to both address the unintended situation in relation to the licensing of diesel powered vehicles and for consulting with the trade and generally in relation to the proposed amendment to policy.
- ② If my clients and I have correctly distilled the proposed amendment from the consultation documentation, the only change that is being proposed is to make provision for the granting of a new licence for a hackney carriage or private hire vehicle (as opposed to the renewal of a licence of a currently licensed vehicle) for diesel vehicles, as long as they meet the Euro 5 standard.
- ③ As previously stated informally, my clients fully support the proposed amendment, because it will maintain the status quo, whilst allowing the Council to undertake its planned review of its future emissions policy during the course of this year.

Yours faithfully,

*David B. Wilson*

**David B Wilson**  
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Ref: *Amendment to Hackney Carriage and Private Hire Licensing Policy 2015 to 2019*

I am asking if the committee would consider amending the Council's existing Hackney Carriage and Private Hire Licensing Policy 2015 to 2019.

I propose a simplified policy that states "New applications first registered "pre-2006 will not be licensed by shropshire council "

The reason for this request is to consider the enormous cost implications to the trade and limited availability for public transport users, since the introduction of stringent vehicle emission policy.

Euro 5 are certainly more expensive to buy, as manufacturers pass on the cost. This proposal is in line with London, Mayor Sadiq Khan's £10 T-Charge, which mainly applies to diesel and petrol vehicles registered before 2006, and has come into force in London and maybe rolled out across other towns and cities.

Shropshire council's emission policy was introduced in April 2015 since then there has been a big reduction in Taxi and private hire vehicles within Shropshire from **1505 in 2015 to 937 in 2017 a reduction in vehicles by 568.**

This reduction in licenced vehicles continues along with the reduction of millions of road miles covered by buses is having a big impact in rural towns.

What will happen after Brexit to European Commission legislation after the UK activates Article 50 and leaves the European Union.

Technically, the UK Government will be free to go its own way and implement its own rules and regulations for vehicle emissions requirements at this point, but since that would then potentially require vehicle manufacturers to adapt their products to a different set of rules, resulting in an inevitable increase in costs,

Yours faithfully

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**From:**  
**Sent:** 16 February 2018 12:52  
**To:** Taxis  
**Subject:** Vehicles

Dear Sir or Madam,

I am a private hire driver that is currently licensed by both Shropshire County Council and by Wolverhampton Council that works in Shrewsbury and has done for several years.

Three years ago you began to introduce a Euro engine rating on vehicles which due to economic circumstances and the fact that their standards for playing vehicles was and is a lot simpler to both use and understand.

Wolverhampton Council insist on the same quality on vehicles but possibly due to their acceptance that taxis and private hire vehicles only make a small percentage of vehicles on the road they have not implemented any form of Euro rating or NCAP rating going instead for an age limit which is rigourously enforced and easy to understand.

I personally have lost a great deal of money and two perfectly good vehicles due to the new limits and regulations you introduced in 2015.

Ideally since I work successfully for Shrewsbury Cars in Shrewsbury would find it easier to have both my badge and vehicle in the same region as opposed to needing to hold a Wolverhampton badge in order to get a vehicle plated.

I feel that in the big picture it would be better all round if you went back to the pre-2015 way of approval.  
Yours Faithfully,

PS. I also feel bearing in mind that we as a country voted to leave the EU we shouldn't be influenced by their guidelines but be implementing sensible guidelines of our own.