

Appendix A

Officer comments to consultation responses received

Appendix Letter/ Document Number	Para. No.	Supporting Proposals (SP), Not Supporting Proposals (NSP) or Not Applicable (NA)	Officer Comments Explanatory Notes	Zone
1	1	NSP	Response does not support the removal of the five hackney carriage zones	4
1	2	NA	Comments noted – the response falls outside the remit of the consultation into the removal of the hackney carriage zones	
2	1 & 2	SP	Response fully supports the revised proposal	4
2	3	NA	Comments noted	
2	4	NA	Comments noted – the response falls outside the remit of the consultation into the removal of the hackney carriage zones	
3	1	NSP	Response does not support the removal of the five hackney carriage zones	3
4	1	NSP	Response does not support the removal of the five hackney carriage zones	2
5	1	SP	Response fully supports the revised proposal	4
6	1	NSP	Response does not support the removal of the five hackney carriage zones	3

From:
Sent: 04 September 2018 21:07
To: Taxis
Subject: Get Involved

Dear Sir/Madam

- ① Regarding the removal of the existing five hackney carriage zones, I do not think this should happen. The reason being the work is less, there are a few ranks and more taxi drivers will come from other zones to zone 4 causing problems for the current drivers at that zone. The ranks in the night will have a lot of trouble. I seriously request this does not take place.
- ② I also request that we can have a rank in the day time in the town centre.

Kind Regards

From:
Sent: 16 October 2018 10:43
To: Taxis
Subject: Consultation

To whom may Listen

- ① With the removal of the Zones in Shropshire for Hackney Carriage vehicles it will cause an unfair advantage until all the areas have Wheelchair accessible.
- ② It would be great to bring the removal of zones in over a period of time so the trade can change their vehicles to what is necessary before they are removed. This is then a fair system as Zone 4 is not at a disadvantage.
- ③ Also on another note I am in the process of changing one of my vehicles and have found out from a company that deals in ex-mobility vehicles that the government is in the process of changing how long wheelchair vehicles are kept as mobility vehicles. At present it is 3 years but will be changing to 5 years. This cuts down the access we have to obtain vehicles.
- ④ I know the consultation for this has finished but with light of this information coming out after the deadline I believe it would be a dereliction of duty on the behalf of the council if this information is not brought forward to the Committee when they make their decision on the overall policy for the taxi and private hire trade, as this has a massive financial impact on us.

If you would like to discuss or need any more information on these points please give me a ring.

Regards

From:
Sent: 16 October 2018 22:19
To: Taxis
Subject: D-zone
Attachments:

Licence no;

DEAR to The Licencing Sector.

- ① I would like to take this opportunity to thank you that I would like to speak writes of my opinion towards the legislations you introducing in the next twenty four months .I just bought a new car which is euro 6 specification model I still have another four and half years of payment to pay.

If you'd notified me at that time I could've bought a wheel chair accessible vehicle .

I am forty seven years of age , we can't keep on going on finance agreement and to be fare other drivers are in the same net , you are taking away our lively hoods By putting debts in us making us buy a wheel chair accessible vehicle in a rural society isn't visible its not enough to pay its way .

I am very much concerned about the decision I think you should see this very deeply rather than in surface, Because there are other local drivers are suffering in silence about the decision you have made.

I strongly feel if you going to D- zone all areas you are not going to make it better the drivers are going to be worse off than better off.

thank you I look forward to hear from you soon

From:
Sent: 22 October 2018 12:35
To: Taxis
Subject: Removal of zones

- ① I have a CEO of cabs will not be supporting the removal of zones if this goes ahead then please explain the use of paying for a plate this will be a very bad decision to make on behalf the council and the licensing team

From:
Sent: 31 October 2018 12:14
To: Taxis
Subject: Hackney zone consultation

Good afternoon

As a zone 4 hackney operator, I believe that de zoning the Hackney's in Shropshire before they have all become wheelchair accessible would serve to confuse the public and give operators using normal cars as Hackney's an unfair advantage over the larger more expensive wheelchair accessible vehicle operators. Therefore I am in full support of the new revised policy of de zoning in April 2021 once all Hackney's in the county are wheelchair accessible.

Regards

From:
Sent: 04 November 2018 17:04
To:
Cc:
Subject: consultation on the proposed removal of the existing five hackney carriage zones
Attachments: wav letter.doc

Please see attached document.

Could you let me know when and where the Strategic Licensing Committee will meet to discuss this proposal and could you send me all relevant documents and who is on the committee

Yours sincerely

licence number

mobile ;

E-mail Disclaimer :

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Email

Ref: Proposed removal of existing 5 zones

Dear Councillors / Officers.

- ① Although the proposal for a single licensing regime throughout Shropshire will reduce administration to the council, the proposal for all taxis (hackney carriage) across the whole of the Shropshire to have 100% wheelchair accessible vehicles (WAVs) is of great concern.

The cost to the owner drivers especially in the smaller market towns and rural areas will not be economical viable & national statistics say that on average 15% of taxis are wheelchair accessible in rural towns.

The taxi running costs in rural areas are much greater than urban due to the dead mileage to and from pickups.

A great number of drivers in Oswestry and other smaller market towns are part time, they mostly only work on a Friday & Saturday evening as the rank and hail work is predominantly weekend work and any financial restriction on this vital service will have a detrimental effect on the late night economy and policing issues as this here and now booking (Hailing) cannot be covered by the private hire sector. (PRE BOOK ONLY)

New vehicle (wav) with modifications can cost around £40,000.

You are limited to a small range of larger vans or MPVs which can cost more to run

WAVs can't be converted back. You will have to sell the vehicle to a smaller market, at a lower price.

Data about the number of licensed taxis and private hire vehicles in England and Wales, (Department for Transport.)

In England 58% of all taxis were wheelchair accessible in 2018. This has remained at similar levels since 2015. In comparison 2% of PHVs were wheelchair accessible in 2018, similar to the proportion in 2017.

In other urban areas 37% of taxis were wheelchair accessible and in rural areas 15% of taxis were wheelchair accessible. Some authorities (65% or 188 licensing authorities) required wheelchair accessible vehicles in all or part of their taxi fleet.

Help the Aged report forecasts that by the year 2021 one in three people in the UK will be aged over 60.

So why are the Shropshire Council proposals making it harder, or impossible, for the elderly to use a taxi?

Some reports from so-called experts say that black cabs (Shrewsbury and Atcham type's zone 4 are fully accessible and meet all needs. They do not meet the needs of the elderly or all disabled

The sensible solution is to have mixed fleet of taxis, saloon and Shrewsbury and Atcham type.

The proposal for 100% "WAV" will exclude many of the elderly and disabled who are not in wheelchairs.

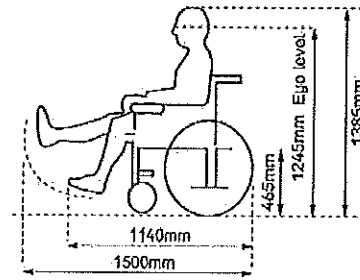
By adopting the 100% wheelchair accessible taxi policy, you will be discrimination against the very people that the Disability Discrimination Act was supposed to help.

In this country there are 6,000,000 plus disabled, with about 800,000 who use wheelchairs

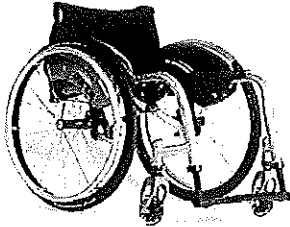
only some of who use them all the time, Most wheelchair users can transfer from wheelchair to saloon car but have great difficulty with WAV because the seats are at a greater height .



ZONE 4 TYPE HIGH SEATING POSITION



: SEAT HEIGHT 465 MM



Many modern wheel chairs of a carbon fibre type wheel chairs cannot be strapped down into a wav due to the design and these passengers mostly prefer to transfer to a saloon car

Not all disabled people are in wheelchairs. More than 20 million people in this country, including many who are young and look very fit, have arthritis. Many of these would find it difficult to get into a Shrewsbury and Atcham ZONE 4 Type WAV.

Why make life harder for people who already live in pain?

WAVs often require you to sit alone in the rear, isolating you from other passengers.

Comfort

You may not have access to all the car's comforts from your seat. The driver will need to drive slower and take corners with extreme caution.

Vehicles

WAVs comprise only a small range of vehicles, which are mainly vans or MPVs.

You're always on view to the public in a WAV since you sit in the back of the van or MPV.

Taxi drivers play a major part in transporting disabled persons and we would like to carry on doing so, but many of us will be prevented from this rewarding aspect of our business by this unnecessary legislation.

We have been transporting the disabled for many years, with Oswestry having one of the largest disabled collages in the country The Derwen Collage Gobowen, Robert Jones Agnus Hunt Orthopaedic Hospital without legislation or fuss.

Many private hire licensed organisations specialize with wheelchair transportation including. dial a ride, patient services, along with many independent private hire operators and have no unmet demand for services.

Exempt Drivers

The Equality Act 2010 (the Act), administers a list of licensed vehicles which are occupied wheelchair accessible. This list is referred to as the Designated Vehicles list. The Council is responsible for enforcement of the drivers' responsibilities with respect to the carriage of a person(s) in wheelchairs, and for exempting drivers from such responsibilities on medical grounds, or a physical condition making it impossible or unreasonably difficult.

"Every natural or legal person is entitled to the peaceful enjoyment of his possessions",