

## Appendix C

### Document 1

Summit idea for taxis/private hire

Thu 23/12/2021 10:48

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Hi, I've learned that in case of a car crash, that if you not wearing a seatbelt in the rear of your vehicle that you won't be covered by the vehicle insurance under the 1991 law

Essentially, if your vehicle has seat belts **you legally have to wear them.** ... The law changed in 1989, making it a legal requirement for children travelling in the back of cars to wear seat belts, followed by another rule change in 1991 which dictated adult passengers must also wear seat belts

In the rear of the car.

So am proposing that All vehicles display a notice/sticker informing passengers of the law and you must wear a seat belt if one is fitted in the seat you're using - there are only a few [exceptions](#).

You're also only allowed 1 person in each seat fitted with a seat belt.

**You can be fined up to £500 if you don't wear a seat belt when you're supposed to.**

### Children

You must make sure that any children in the vehicle you're driving are:

- in the [correct car seat](#) for their height or weight until they reach 135 centimetres tall or their 12th birthday, whichever is first
- wearing a seat belt if they're 12 or 13 years old, or younger and over 135cm tall

**You can be fined up to £500 if a child under 14 isn't in the correct car seat or wearing a seat belt while you're driving.**

I hope you don't mind me asking for this in cars

Kind regards

**Document 2**

Licensing policy

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 10:56

Hi there

I would to suggest that all Taxis should be given a extra year or two on there Taxi plates  
Instead of 10 years , perhaps 11 or 12 years should be allowed

Being laid up throughout the pandemic has caused severe financial problems for most drivers

To assist the trade in this way would be a great benefit in these times  
which unfortunately are still happening as I email you

Many thanks

**Document 3**

Vehicle extension

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 11:16

Good Morning.

I was hoping that we can have an extension to our hackney vehicle taxi plates for an extra 2 years in stead of the 10 year rule due to extreme financial hardship and the extra cost of New and used wheelchair vehicles at this present time.

Kind Regards,

**Document 4**

Re: Trade informal consultation - Hackney Carriage and Private Hire Licensing Policy - We need your views

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 11:10

I would like to have another 2 years on the plate extended as we've all suffered severe financial hardship due to covid pandemic yours sincerely

## Document 5

Re: Trade informal consultation - Hackney Carriage and Private Hire Licensing Policy - We need your views

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 14:12

Hi Kate,

Thankyou for reaching out and asking for my opinions and ideas going forward for the draft of the next set of proposals for the new taxi and private hire legislation.

As you are aware my trade is under constant pressure from covid-19 and our ability to survive this crisis is diminishing daily. More drivers are leaving the trade on a yearly basis than are coming in.

The costs and conditions are set to high, consequently more and more drivers are choosing to licence with other councils namely Wolverhampton. Their procedures seem to be more streamlined than ours thus keeping costs down for driver and operators alike.

Shropshire councils costs for the trade are to high. On average nearly 100% higher. I can't understand why costs to existing drivers are higher than new drivers coming into the trade, common sense would should tell that the costs should be lower for existing drivers by some margin. At least £100.00 pounds cheaper when you take into consideration that existing drivers don't have to do a driver assessment or knowledge test.

Vehicles.

Why is there a constant push for newer vehicles all the time. Age of vehicles 5yrs or less and 10yrs on renewal.which is a substantial cost to the driver. Other councils will allow vehicles upto 12yrs as long as they can pass the MOT twice a year. No doubt in the very near future licensing will undoubtedly be pushing for electrification of the fleet at a massive cost to the driver. Currently around £30,000 minimum and more likely £50,000 these costs would make the job no longer viable.

Hmrc offers very little in a tax incentive to invest in such vehicles and the low cost fares in Shrewsbury means that you would never fully recoup the cost of the vehicle.

Many thanks

**Document 6**

Taxi consultation

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 15:25

Many thanks for your email there is a point that I would like to put to you. Over the last two years, we in the trade have lost a considerable amount of income do to covid , would it be a reasonable question to ask for an extension to the council's ten year policy on vehicle age.

Many thanks

**Document 7**

Taxi consultation

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Sat 01/01/2022 16:42

I would like to say that I have been in the trade for 35 years and the council should give more time to hybrid cars at the moment they have 12 years should have at least 14 years if not more this way we can easily go fully electric.

## Document 8

(no subject)

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 23/12/2021 21:35

My own point of view concerning what type of vehicles can be used in the taxi industry have never been of any interest to any council because they are based on the fact that all cars depreciate in value due to the amount of mileage they do and a taxi depreciates quicker in value than a normal car and all that councils appear to want to do is force drivers to spend more and more on vehicles than is practical.

The cars the councils won't plate due to emissions are still on the road as regular cars which makes not plating them pointless.

With the amount of work that's been lost over the past couple of years due to the pandemic drivers could do with the council looking for ways to help drivers to afford to provide themselves with vehicles that are a little bit more affordable but as being as the council has lost touch with what it costs to run a car I realise my point of view isn't what you wish to hear.

I've had my say so I'll leave it there....



## Document 9

Informal consultation for policy

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Wed 12/01/2022 11:57

Good afternoon

- 1) Following receiving the informal consultation email a couple of weeks ago I would like to make some comments
- 2) The cost of hackney specification vehicles have gone through the roof due to high demand because of the lack of new vehicles available and it's making it unaffordable to replace vehicles and trying to justify the cost on average a second hand vehicle 5 years old with high mileage are £25000-£35000 plus for an 8 seater van with hackney spec and the same aged 4 seater are averaging £12000 to £18000 and when you think about it the payments on finance would be through the roof and for the short 5 year life span licenced are not financially viable in the current climate and driver will start to think about either leaving the industry or become licenced by other authorities
- 3) Could there be a longer life span for hackney vehicles such as 12 or 15 years from first registration
- 4) And increase the private hire to 10 years from first registration
- 5) Simplify the licencing process where paperwork such as coc documentation as companies are charging more and more money to provide these
- 6) Most owner operators only buy specific conversions
- 7) Such as cab direct/allied automotive. The automotive group, voyager or Gm. These companies fix stage 2 plates to these vehicles with a lot of councils accept as proof of conversion. A simple phone call to the companies would clarify the status.
- 8) Illegal plying for hire by private hire, the consensus of drivers believe that when an offence has been committed the driver should be prosecuted the owner of the vehicle should also be prosecuted or severely reprimanded the same as the private hire operator should be reprimanded or have licence suspended or revoked on a strike system. These drivers are advertising the operators business and represent that specific company.
- 9) Suggest an agreeable fare structure for a private hire This will reduce ridiculous price wars that only affect the driver and not the operator, the drivers would earn better money and not feel the need to work ridiculous hours and may reduce some drivers reverting to illegally plying for hire.
- 10) If I think of any more suggestions I will put them in another email

Kind regards

**Document 10**

RE: Trade informal consultation - Hackney Carriage and Private Hire Licensing Policy - We need your views

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Wed 12/01/2022 11:42

Hi hope you are all well, I do feel that the policy as we have it is fine and putting in any harder restriction will impact on the rural business like ours and could put us in the risk of closure, I would suggest that as with our euro emissions all our cars can go into London without charge,

the Euro safety rating does give us problems purchasing vehicle to licence that suit the work that we do.

When we are a private Hire business we have found that drivers fail the questions on Hackney zones when we don't need to know in our town of Church Stretton,

Many Thanks

**Document 11**

Re: Consultation: Hackney Carriage and Private Hire Licensing Fees 2022-2023

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 13/01/2022 13:46

Hi there I hope you are fine and doing well.

Thank you connecting me.

I like to put my views and I hope you will understand taxi drivers facing challenges.

°every year taxi drivers face January and February quite slow and some times even march aswell. People use less taxis because have less money on them so that during two to three months we get work from school offices and industrial places. which is more than half of day earning goes to taxi rent and fuel.

I hope you understand what kind of challenges taxi drivers going through.

We have more drivers on the road from outside of the county too but not problem but more drivers less earning.

°I like to say drivers who can't afford euro 6 cars they are going to Wolverhampton council to get their taxi licence and drive old cars in Shropshire County. now Shropshire Council role say taxi drivers must have euro 6 cars to drive for taxi in Shropshire County which is not afford able car it's about nearly £10.000 it will take a lot of time to earn and save that kind of money please I hope you don't mind but we are facing alot of challenges and alot of issues. when one person want to become taxi driver they do not go Shropshire council because its difficult to get taxi licence and expensive car too and then they go to Wolverhampton council to get their taxi licence and drive taxi in Shropshire County now here I totally understand that Shropshire Council trying to make environment Safe by using smoke less vehicles and I really admire Shropshire Council efforts towards clean air and safe environment but also Shropshire Council need to look at people who are using 8 to 10 years old cars in Shropshire County its not safe for environmental and I like to ask Shropshire Council please visit the roles again make bit easier for people who already have Shropshire taxi licence.

If people keep going to Wolverhampton council and using old cars then how Shropshire council going to make safe environment and air clean?

Please I hope you understand and thank you for reading my email.

Best regards

## Document 12

Consultation 2023-2027 policy

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 13/01/2022 11:04

Good morning again

I have already replied with some suggestions and need to add a couple more

When hackney carriages have been involved in an accident There is no real need for an IVA for the vehicle to be replated after repair. The companies that carry out the repairs on behalf of the insurance companies complete repairs to a very high standard and each vehicle is thoroughly inspected and assessed before works commence and the same once the works are completed and are not released if they are substandard.

Vehicles declared a total loss by the insurance Company

Cat A and B cannot be repaired, these vehicles can only be used as parts and the body shell has to be crushed

Cat N some of these vehicles have have light damage such as deep scratches and the insurance industry suggest these vehicles are financially unviable as the cost to rectify these is the equivalent of 2/3rds of the cost of the vehicle based on market value

Also some vehicles are put into this category that have suffered flood damage or engine malfunction

Cat agony N doesn't appear on the log book as an insurance total loss.

Cat S these are classed as structural some could be minor and some are classed as that because the insurer thinks it's far too costly to repair through their network of approved garages, these vehicles have to be inspected and tested by vosa to enable the repairer to apply for the log book v5 and the cat S loss is declared on the log book V5

There is also a category U uncategorised these could be insurance repositions, stolen & recovered, as well as flooded vehicles and engine faulted.

These vehicles are completely safe once repaired, sellers have to declare the category when these are up for sale.

These are considerably cheaper and are within owner/ operators/ drivers affordability in this current uncertain time and to be honest who would want to saddle yourselves with a £40000 plus debt over a 5 or 6 year period to try and keep themselves in work when you don't know what the next year will bring.

Maybe category vehicles could be accepted

Kind regards

**Document 13**

Policy Consultation

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Thu 13/01/2022 13:44

Dear taxis,

Could you please confirm that the proposal for the policy commencing the 1st of April 2022 refers to:

- new private hire vehicles date of first registration 1 September 2018 or after

- renewal date of first registration 1 September 2016 or after

I look forward to hearing from you.

Kind Regards

## Document 14

Taxi licensing consultation

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Fri 14/01/2022 11:53

Dear sirs/madames

1) In response to your request for feedback in relation to future licensing policy I would like to propose the following points be taken into consideration before the country's control of the whole taxi infrastructure is lost to other local authorities.

2) In the county's licensing T&C's it clearly states that operators with vehicles licensed by other local authorities are not permitted to tout for work out of area, yet there are now hundreds of vehicles played by Wolverhampton city council now being operated by the likes of Shrewsbury cars, Go-Carz, Now Cars, Ultimate taxi etc etc.

Because :

3)a.) Them swerving this obvious breach of licensing legislation by saying that they have had to call in other vehicles from their other depots which just so happen to all be registered in Wolverhampton could be excused if it were a one off for the odd vehicle whilst a new company was becoming established in an area and didn't expect such a high demand for their services, but these are long established companies who have been allowed to get away with it for years. WHY IS THAT ???

4)b.) If it is within the councils mandate to licence and regulated the taxis and private hire vehicles operating within the county, then surely the easiest way of stopping companies looking to cut their operating costs by way of exploiting loop holes in policy would simply be to bring Shropshire's taxi and private hire policies in line with those of the bordering councils who not only don't charge £40 or so more to re-plate a vehicle compared to the cost of plating a vehicle for the first time.

Almost all of us understand and appreciate that you very rarely get nothing for nothing in this life, but to charge an additional premium for doing what amounts to little more than amending the dates on the vehicle information already on file and then re-issuing the vehicle plates accordingly is nothing short of extortionate and leaves operators rightly frustrated.

5)c.) Vehicle N-CAP and emissions standards together with the restrictions in which models of vehicles are allowed to be used in Shropshire are some of the strictest in the country, and as such no appreciation is obviously being given to just how much it costs operators to stay in line with these restrictions.

These restrictions and the cost implications associated with them are obviously a major factor in why operators are choosing to licence their vehicles with other authorities whose vehicle requirements are a more financially viable.

It may not have come to your attention previously at just financial fragile the taxi industry in rural Shropshire has become as a result of the ever rising operating costs now facing operators.

And I would implore you to look for ways in which you can make the licensing of vehicles under Shropshire county regulations as affordable and less restrictive as it is in surrounding county's as soon as possible before more businesses and services and the revenues they bring are lost to the county.

Regards

**Document 15**

Wag vehicle

To Taxis [Taxis@shropshire.gov.uk](mailto:Taxis@shropshire.gov.uk)

Tue 25/01/2022 09:25

<https://www.taxi-point.co.uk/post/council-lifts-taxi-restrictions-allowing-cabbies-a-greater-choice-of-wheelchair-accessible-vehicles?fbclid=IwAR1u67ysC5tyHKNYDUZZh4SYeYSnjIbeoWs1uXeV5W8V0cccT3Lp6FPvThs>



## Document 16

Dear Licensing

14.1.22

After receiving your email dated the 23.12.21 concerning the Hackney Carriage and Private Hire Licensing Policy review for the years 2023-2027, I would very much like to add additional comments and opinions concerning this. After years of thought and after just completing my safeguarding course it has been drawn further to my attention of the importance of installed CCTV cameras in the Licensed vehicles and how valuable this could be. I have felt strongly about this for years and would very much welcome a phased implementation of this in every Licensed vehicle to protect the **Public** and also to protect the **Driver**.

After my safeguarding course I have taken these matters into my own hands and will now be installing CCTV cameras in my Licensed Vehicle. I truly believe the majority of the Public would welcome this and support the implementation of this. I believe that would be a huge benefit on the evening shifts and the General Public would feel more reassured. I would very much welcome and support the Licensing team if this was implemented and feel this is a top **Priority** that should be discussed and hopefully implemented.

Thankyou

Kind regards

## Document 17