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Ms Mandy Beever  
 Licensing Manager  
 Shropshire Council  
 Shirehall  
 Abbey Forestgate  
 Shrewsbury  
 SY2 6ND

Our Ref: CW/ST  
 Your Ref:  
 Date: 17 January 2022  
 Please ask for: Chris Woodrow

**Sent by email only to  
 Mandy.beever@shropshire.gov.uk**

Dear Ms Beever,

### **Informal consultation response – Hackney Carriage & Private Hire Licensing Policy**

I represent Madison Park Limited which trades as Shrewsbury Cars and Shrewsbury Taxis of Offices 9-11 Hartley Business Centre, Shrewsbury SY2 5ST (hereafter referred to as 'Shrewsbury Cars' or 'My client') and hereby respond to the informal consultation on potential changes to the Hackney Carriage and Private Hire Licensing Policy 2019-2023 on my client's behalf.

#### **Emissions / age restrictions 3b,33 and 3c.26 in current Policy document**

Shrewsbury Cars' main concern is the vehicle requirements in terms of vehicle age and emission standards. My client's view is that the current policy is already onerous. It states that new vehicles should be Euro 5 for petrol vehicles and Euro 6 for diesel vehicles, the latter of which must be registered on or after 1 September 2016 and current vehicles that are due for renewal should be Euro 5 for petrol and Euro 5/6 for diesel and less than 10 years old from date of registration.

My client's view is that this should remain unchanged and should not be changed to anything more stringent. The current pandemic has had a serious financial impact on the hackney carriage and private hire industry and some proprietors will struggle financially to meet the current policy standards. In addition, any stricter standard is likely to have a detrimental effect upon Council income, in that it is likely to drive private hire vehicle proprietors to licence their vehicles with an authority that allows a different age of vehicle, and seek work via those operators that can lawfully subcontract such work.

My client also requests that the Council consider adopting an approach where, when a vehicle is replaced due to it being written-off by an insurer following an accident, the Council applies

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the criteria for renewal vehicles rather than new vehicles. There are sound financial reasons for this. As an example, my client had a third party drive into the back of a vehicle what was worth approximately £3000. The third part admitted liability. My client's insurers paid out the value of the vehicle (£3000). As you will no doubt appreciate, that sum was insufficient at the time to purchase a good quality vehicle which met the "new vehicle" emission/age criteria. Where a vehicle is lost though being written-off, it should be able to be replaced with an identical make, model and age of vehicle.

My client looks forward to continuing dialogue, whether remote or in the form of trade Forum meetings, and to a formal consultation process in due course.

If I can be of further assistance, please do not hesitate to contact me.

Yours sincerely,



**Christopher Woodrow**  
LLB (Hons), PG Dip Bar Professional Training, MLoL  
Licensing Consultant

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