

## Appendix B

### Officer response to consultation response received

Appendix Letter/ Document Number	Para. No.	Included in Revised Policy [Y/N or In Part]	Officer Comments Explanatory Notes
1	1	N	A specific question around accepting payments by card in hackney carriages will be asked as part of the formal consultation
2	1	N	Comments noted. The Deregulation Act 2015 allows for cross border hiring in relation to private hire drivers, vehicles and operators. Appendix K is the Intended Use section of the Policy which sets out how the Council deals with Hackney Carriage Vehicles and drivers.
2	2	N	Comments noted. The Policy is designed to put the Council's licensing requirements into context in accordance with relevant legislation. This proposal is a matter for the police.
2	3	N	Shropshire Council has previously consulted on the use of CCTV in licensed vehicles. Information received from West Mercia Police did not indicate a positive or negative effect on the safety of taxi and private hire users. As a result, the proposed Hackney Carriage and Private Hire Licensing Policy 2027-2031 encourages proprietors of licensed vehicles to install CCTV providing such systems are installed in accordance with the appropriate legal framework and the Council has been notified, in writing, of their intention to do so.
3	1	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
3	2	N	Comment is outside the scope of this policy

3	3	N	Comment is outside the scope of this policy
3	4	N	The Government's Inclusive Transport Strategy demonstrates that there is an increasing expectation for transport strategies to provide inclusive transport solutions for disabled passengers. Having a wheelchair accessible hackney fleet further promotes equal transport rights for wheelchair users and, where relevant, their carers who may wish to use hackney carriages as a form of transport, taking account of the Public Sector Equality Duty placed on the Council.
4	1	N	Comments noted. The Deregulation Act 2015 allows for cross border hiring in relation to private hire drivers, vehicles and operators. Appendix K is the Intended Use section of the Policy which sets out how the Council deals with Hackney Carriage Vehicles and drivers.
5	1	N	The Statutory Taxi and Private Hire Vehicle Standards sets out that all local authorities must require taxi and private hire vehicle drivers to undertake safeguarding training. It is recognised that safeguarding concerns change. Therefore, all drivers are expected to complete the course on renewal to ensure that they are kept up to date with current safeguarding concerns.
6	1-2	N	Comments noted.
6	3	N	The expiry date is shown on a licence plate so that members of the travelling public can be satisfied that the vehicle is a licenced vehicle. Officers note that vehicle licences are issued on a yearly basis (or for a lesser period depending on the circumstances of the individual case) following an email being sent to the proprietor inviting them to apply to renew and pay the appropriate fee.
6	4	N	Comment is outside the scope of this policy. Such matters should be reported to the police who have the relevant powers to stop vehicles.
6	5	N	Comment is outside the scope of this policy. It is for private hire operators to set out as part of their business model how they will accept payments.
6	6	N	Comment is outside the scope of this policy
7	1-2	N	Comments noted.
7	3	N	Comment is outside the scope of this policy. It is for private hire operators to set out as part of their business model how they will accept payments.

8	1	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
8	2	N	The requirements for vehicles to be NCAP 5 star rated as been a fundamental part of the Hackney Carriage and Private Hire Licensing Policy since 1 <sup>st</sup> April 2015. The Safety section of the policy has not been amended; officers consider that the consultees proposal would potentially reduce the safety of licenced vehicles.
9	1	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
10	1	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
11	1	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
12	1	N	Comments noted
12	2-5	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030

12	6	N	Applicants can apply to renew a vehicle that does not meet the requirements of the Hackney Carriage and Private Hire Licensing Policy. Each application would be determined on its own merit and the applicant would be required to evidence exceptional circumstances to satisfy the Council that it would not frustrate the purposes of this Policy or compromise public safety if the licence were granted.
12	7-8	N	Comments noted
12	9	N	The requirements for vehicles to be NCAP 5 star rated as been a fundamental part of the Hackney Carriage and Private Hire Licensing Policy since 1 <sup>st</sup> April 2015. The Safety section of the policy has not been amended; officers consider that the consultees proposal would potentially reduce the safety of licenced vehicles.
12	10	N	The purpose of displaying door stickers is to ensure that members of the public can identify the vehicle as a private hire vehicle.
12	11	N	The safety section of the policy has not been amended; officers consider that the consultees proposal would potentially reduce the safety of licenced vehicles.
12	12	N	Comments noted
13	1-5	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the 2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030
13	6	N	The requirements for vehicles to be NCAP 5 star rated as been a fundamental part of the Hackney Carriage and Private Hire Licensing Policy since 1 <sup>st</sup> April 2015. The Safety section of the policy has not been amended; officers consider that the consultees proposal would potentially reduce the safety of licenced vehicles.
13	7	N	The Emissions/Age restrictions section of the policy has not been revised to take into consideration the consultees response. Officers consider the existing Emissions/Age restrictions are suitable for vehicles for the life of the

			2027-2031 Policy, taking into consideration the Governments proposal to phase out new petrol and diesel cars from 2030 Officers note that this request has not come from an executive private hire vehicle proprietor. Officers consider the existing licence plates for executive private hire vehicles to be suitable.
13	8	N	The purpose of displaying door stickers is to ensure that members of the public can identify the vehicle as a private hire vehicle.
13	9	N	See 1-5 above
13	10-11	N	Comments noted. The Policy is designed to put the Council's licensing requirements into context in accordance with relevant legislation. This proposal is a matter for the police.
13	12	N	The purpose of the driving assessment as part of the new application process is to ensure that the applicant has a suitable level of driving ability.
13	13	N	A BTEC Level 2 Certificate in introduction to the Role of the Professional Taxi and Private Hire Driver Course is available, however, officers do not propose to mandate this course
13	14	N	The Hackney Carriage and Private Hire Licensing Policy states that applicants must be able to converse orally and in writing in English to a standard that would be reasonably expected of a person undertaking a role as a hackney carriage or private hire driver. An A level English qualification is considered by officers as being too onerous of an expected level. All applicants for a hackney carriage/private hire driver licence are required by legislation to evidence that they have the right to a licence (right to work). Local Government (Miscellaneous Provisions) Act 1976 states that applicants must have held a driving licence for at least twelve months. The Hackney Carriage and Private Hire Licensing Policy states that applicants must have held a driving licence for at least three years. Officers consider that extending this to five years would be overburdensome to prospective applicants.
13	15	N	The safety section of the policy has not been amended; officers consider that the consultees proposal would potentially reduce the safety of licenced vehicles.
13	16	N	See 1-5 above

