Appendix C

1. **Dual Badging** of drivers was discussed. It was noted that different skills were required by Hackney Carriage drivers to those held by private hire drivers.

1a. Remove the current Joint Drivers Licence and Knowledge Test and replace it with a separate Private Hire and Hackney Drivers Badges.

1b. Separate Knowledge Test for Hackney Carriage Drivers that is more difficult that the current one, to reduce numbers of awarded licences.

1c. Replace the current Knowledge Test with a specific Zone Test for the Hackney Drivers application and a County Wide Knowledge Test for Private Hire Driver Applicants.

1d. Drivers requested that the knowledge test should be revised to be more zone specific.

1e. Were any changes proposed to the licensing process for new drivers.

2. **Removal of Zones.**

- Oswestry drivers were in support of the removal of the zones which they considered restricted their trade and public access to their service.

- Shrewsbury drivers stressed that they did not want the zones removed.

- It was commented that operators had accepted a single county wide tariff on the understanding that de-zoning of the county would follow.

3. **Disabled Access to Hackney Carriages.**

- The Drivers stated that they did not want this policy adapted across the county as a mixed fleet of cars was more suitable for disabled people. They stated that to accommodate wheel chairs, cars needed to be higher which meant that they were inaccessible to many disabled people and to some elderly customers.

4. Wheelchair Accessible Vehicles.

- Drivers considered that the wording in the policy required amendment as it currently just referred to the requirement to be wheelchair accessible. It was suggested that a test be introduced to ensure that the vehicle could legally transport a wheelchair. Additionally it was noted that the vehicle should be wheelchair accessible at all times.

5. Meters.

- A driver stated that the policy referred to mechanical meters which were no longer used and did not state that they should be calendar controlled and locked to prevent tampering.

6. Roof signs – these were considered by the trade to be useful as a means of identification of vehicles as 'taxis' to customers. There had been occasions where the lack of roof sign had resulted in loss of trade when a customer had seen the taxi roof sign on the hackney vehicle and the hackney takes the trade!

6a. Drivers enquired about the re-introduction of roof signage, and stated that they were in favour of it. Also the re-introduction of plates displayed on the front and rear of the vehicle. This was cited as a matter of driver safety.

6b. Create a clearer identity difference between Hackney Carriages and Private Hire Vehicles.

- It was suggested that Hackney Carriages should be black in colour as they were previous.

- It was added that this would have to be phased in as some drivers had now bought vehicles in a different colour.

6c. Private Hire Vehicle Door and Roof Signs.

- The signs that were shown during the previous consultation were different those produced.

- The colour of the roof sign was irrelevant and this should be removed from the policy.

7. Consider specific types of vehicles for Private Hire and Hackney use being introduced.

- Drivers' views differed on this point. Whilst some supported the additional vehicle test, others argued that age was no indication of usage and the requirement for additional MOTs should be based on this.

- A driver proposed that the vehicles should have an MOT twice a year or every 15,000 miles, whichever came first.

8. Height of access to vehicle.

- It was pointed out that there should be a maximum height to step into a vehicle as some members of the public especially elderly people cannot get into some vehicles.

9. **Plate numbers** – it was considered that these caused confusion – some customers thinking the plate number was a telephone number!

10. **Private Hire 'Pull Back Position'** – the current lack of a pull back position for private hire vehicles in Shropshire caused problems as drivers currently parked up in areas where they knew the work was likely to be forthcoming. MB commented that the current lack of pull back condition in the policy allowed private hire drivers to park in any designated, safe place to park.

11. **Age of Vehicles** – Were there any plans to reduce the age of vehicles allowed to be licensed?

    11a. Introduce a 10 year upper age limit on vehicles.

12. **Introduce an upper limit on vehicle numbers licensed.**

13. **The driving assessment.**
    - A number of drivers queried the requirement for all drivers to undergo a driving assessment. An operator stated that the DVLA confirmed a driver's competence through the issuing of the Driving Licence. MB replied that this was not always an indication of a sufficient level of competence to carry paying passengers.

    - A driver proposed that new drivers should only undertake a driving assessment test if there were concerns regarding their driving ability.

14. **Taxi Marshalls every weekend to be paid for by the Hackney Carriage Fees.**

15. **Make the new policy more enforceable.**

16. **Spare Tyres.**
    - It was pointed out that some new vehicles do not have a spare tyre and suggested that the policy should state that Hackney Carriage and Private Hire Vehicles have to carry a spare tyre.

17. **Access to Officers.**

    - Drivers commented that the policy required that any reportable incident be reported immediately. This was not possible when the incident happened outside office hours. Drivers requested that the policy be re-worded to reflect this.

18. **Future Consultation.** Drivers asked for the introduction of a twice yearly newsletter and annual Taxi Forum.