

	Name	Private Hire Driver Condition 7.2	Dual Driver Condition 2	Hackney Carriage Vehicle Condition 3.2	Private Hire Vehicle Condition 4.8
1	Vicky Brain, Wellington Cottage Care Trust. Private Hire/ Hackney Carriage User	I do not think that someone who has committed a serious driving offence in the past should be allowed to drive a hackney carriage or private hire vehicle. The proposed condition – the requirement to take a DSA driving test specific to taxis and private hire vehicles – does not state how soon the DSA driving test should be taken after first being licensed. Presumably within the first 12 months, but it does not actually state this.	No comment	The conditions relating to accessibility and safety of wheelchairs are good. As part of the DSA driving assessment for taxis and private hire vehicles, drivers of accessible vehicles should take the enhanced assessment which includes a wheelchair exercise.	No comment
2	Mohsin Khan. Private Hire Driver	The proposed condition should be for new drivers as well as the drivers who are banned. Existing drivers should not take these tests.	The proposed condition should be for new drivers as well as the drivers who are banned. Existing drivers should not take these tests.	Yes I agree. All others should be included, such as E7, Fiat Skudo, VW transporter, VITO M8 and others which meet the conditions.	Agreed.
3	Patricia Fairclough. Resident and Town Councillor	I would expect the highest standard in qualification of driver of taxi and private hire car and demand of licence provider.	Again – as a user of taxi's and private hire cars I would expect the highest standards.	As we have a wheelchair dependent member of the family we expect that demand to be catered for.	Again highest standards expected. But Shropshire is a sparsely populated county and Telford & Wrekin make up one of the largest "urbanised" areas. Standards need to be the same County wide otherwise there will be an

					incentive to be licensed in the most economically advantaged area, and an attempt to “poach” fares across the borders. There needs to be one countywide set of conditions for taxis and hire cars – liaison across the County and agreement on conditions is imperative.
4	Terence Spooner, Managing Director Ultimate Taxis Ltd. Dual driver, vehicle proprietor, operator and resident.	It is unfair and unreasonable to expect all existing private hire drivers to have to do a DSA driving test. As all new drivers have to do the test & existing if they have any driving offences (should also be if they have any complaints about their driving skills). Why make it more difficult for existing drivers & create unnecessary expense for them. The current ruling (7.2b) makes sense, where as the proposed condition doesn't, why fix something if it isn't broken.	Why expect existing drivers to undergo additional training unless complaints are received? Again a rule is being created when it's not needed. If all new drivers are having to do a qualification then this will eventually ensure that all drivers will be qualified over a period of time anyway. As mentioned for comments 7.2a) and 7.2b) why fix something that isn't broken!?! If a driver is reported via a complaint or serious offence then he/she should do the DSA test. However with all new drivers having to do the DSA test, eventually this will phase out all existing drivers anyway. Although mentioned in the taxi forum recently drivers having to pay even more monies to obtain a licence & the comment was made about potential drivers getting redundancy. This is a very small minority. Most drivers have got very little. What are	London for a start cannot & should not be compared to a rural area such as Shropshire. We understand having standards but why copy standards of a city which is heavily congested & doesn't even compare. All T&W HCV in line with DFT should be wheelchair accessible but so long as they are this & are also M type approved then why put restrictions on model etc. As mentioned in the taxi forum about PHV not having roofsigns this is a ludicrous suggestion as PHV with no roofsigns will open the floodgates for bogus drivers. To distinguish between PH & HC bring in a condition	Vehicles are built to last & are considerably better than they were several years ago. Why not introduce a 10 year age limit for all vehicles? This would make vehicles somewhat easier & more viable to purchase for drivers & operators. After all so long as the vehicle is well maintained, which they would have to be to get through a 6 monthly compliance test (after they are 5 years old) & in order to so cosmetically, bodywork looks in good condition then why have a restriction on age of just 7 years for MPV's & cards & 8 years on minibuses. However we do appreciate you recognising that minibuses should have a

			<p>they supposed to do in this situation? Beg, borrow. It has to be realistic they are becoming licensed to drive a PHV or HCV not graduates with the prospect of high earnings. How is the trade going to attract drivers if they have to pay a small fortune & overcome several obstacles over a period which is going to take a couple of months (at least) to become taxi drivers. If you are so keen to get a good level of standard drivers/ persons coming into the trade why not have aptitude tests & bring in another condition whereby drivers no matter which part of the world they come from, must have a reasonable communication/ command of the English language (this is an accident waiting to happen). After all currently there are drivers that cannot speak a word of English! Isn't this of more concern in the case of an emergency & how does this give the customers any confidence or respect for the trade. How have these drivers got licences in the first place! Instead of moving goal posts further I would respectfully request that the current situation is looked at & changed for the benefit of all. Not just a waste of existing drivers money.</p>	<p>whereby all HC have to be black & uniform PH that have no PHV in future will be licensed that are black (only existing ones to the end of their age).</p>	<p>longer age limit instead of the 5 years previously.</p>
5	Mohammed Sultan.	No comment	No comment	I would like to stick with the	No comment

	HCV proprietor			PCO, which what we have done for the last 20 odd years.	
6	Dave Simmons. HCV driver/ vehicle proprietor	No comment	No comment	No E7's or E7 type vehicles, Keep PCO conditions as have always had.	Age limit to low already.
7	Abid Tawasin. HCV driver/ vehicle proprietor	No comment	No comment	Dear Sir/ Madam. As a Hackney Carriage proprietor and representative of Telford Hackney Association, our trade don't want multi purpose vehicle, we are in Telford 100% WAVs we are being forced to abide by the 2010 Equalities Act when in actual fact we do not have to enter, because we are 100% WAVs. Therefore I urge Council Licensing Committee that they consider trade worry and concern, before they made any decision.	No comment
8	Amir Afzal. HCV Driver	No comment	No comment	PCO conditions. I don't want E7 type vehicles.	No comment
9	Mr Mahmood Hussain. HCV Vehicle proprietor	No comment	No comment	I do not want the E7 on in Telford they are not as safe as the taxis we have on now nor are they built as strong.	No comment
10	Brian Smith, HCV vehicle proprietor	No comment	No comment	Do not want the E7 or E7 type vehicle brought on in Telford as Hackney	No comment

				Carriage it is not London Type Taxi.	
11	Sohan Singh. HCV Vehicle driver/ proprietor	Should take DSA Driving Test	Should take Driving Test	PCO approved. I want to keep purpose built taxis only.	Private Hire how long should be five years max.
12	Muhammad Khan. HCV Driver	No comment	No comment	I want the PCO condition as they are.	No comment
13	Abdul Rashid. Dual driver/ Vehicle proprietor	No comment	No comment	Keep PCO conditions	No comment
14	John Briggs. HCV Driver	In agreement with the above and also a stiffer knowledge test as half these drivers don't know where they are going.	In agreement	A purpose built Hackney is always the most popular with visitors and business people.	Every six months to be tested is a good idea as they do an awful lot of mileage in comparison with normal drivers.
15	M Singh. HCV Driver	1. Keep current condition. 2. DSA driving test should be taken ensures safety & quality of service.	No comment	No change in PCO. Reason 1. Safety issues with multi purpose Hackneys. 2. Increasing risk of passengers & driver.	Should not have age limit greater than 5 years due to excessive mileage increases age of normal car compares X4.
16	Kulwinder Singh Punia. HCV Driver/ vehicle proprietor/ operator	Proposed condition	Take DSA test	Keep PCO conditions	No comment
17	Afzal Amir. HCV Vehicle proprietor	No comment	No comment	Keep as Public carriage office as it has always been.	No comment
18	Mohammed Niwaz Choudhry HCV Driver	Proposed condition	No comment	Keep PCO conditions	5 years only
19	Ashley Black. HCV Driver/ vehicle	No comment	No comment	I am happy with the TX range of cabs as No.1 they	No comment

	proprietor			are reliable, comfortable for the public and the parts are easy to purchase, and the public find it easier to use i.e. wheelchairs. If there is an influx of Cabs fetched in you might as well say the business is finished as we are scraping a living as it is.	
20	TS Dhaliwal. HCV Driver	Keep current condition and take DSA test	Keep current condition and take DSA test	Keep PCO condition. No work	5 years age limit plenty
21	Margaret Wenlock. HCV Driver/ vehicle proprietor	No comment	No comment	Keep PCO conditions as per 20 years	No comment
22	James McInerney. HCV Driver	No comment	No comment	Remain within PCO rules as we have done for 25/30 years.	No comment
23	Ranjit Singh Kalirah. HCV Driver/ vehicle proprietor	Current condition. Take DSA Test	Take DSA test	Keep PCO conditions	5 years plenty
24	Malcolm Hayward. HCV Driver/ vehicle proprietor 2 responses, 1 of which is a direct response to the consultation, the 2 nd an email expressing the same comments on Hackney Carriages.	Maintain existing condition and in addition add: That a DSA Driving Test shall be taken by all existing Private Hire Drivers within 24 months (of this condition coming into force)	The status quo is adequate. Maintain existing condition and in addition add: That a DSA Driving Test shall be taken by all existing Dual Drivers within 24 months (of this condition coming into force).	The proprietor shall ensure that the Hackney Carriage shall only be of the type approved for public hire used by the Commissioner of Police of the London Metropolitan area, namely a purpose built vehicle designed to carry up to seven passengers (By the way I cannot see a choice in this CONDITION above). The above condition has	The age limit for Private Hire cars is far too long for vehicles do more miles in one year than a normal vehicle does in its lifetime and are not manufactured as purpose built vehicles.

				<p>worked with no problems for over twenty years and I see no reason to alter it at all, the condition has been excepted by Telford Council during this period with no problems, the Vehicles that can be licensed at the moment namely the TX series of taxis and the Mercedes can do anything that you would expect a taxi to do in its day to day work including carrying disabled passengers, these vehicles are not intended to be Ambulant Type Vehicles and should not be seen to be so. T&WDC HAVE ADEQUATE VEHICLES OF THEIR OWN TO DO ANY AMBULANT TYPE PASSENGERS. (They are part of the Transport plan.)</p>	
25	Wellington Town Council	No comment	No comment	No comment	No comment
26	Telford & Wrekin Division Police	No objection	No objection	No objection	No objection
27	Newport Salop Town Council	No comment	No comment	No comment	No comment
28	Anonymous (David Kennedy) PHV Driver Several comments,	No comment	No comment	No comment	No comment

	none of which are related to the consultation exercise.				
29	Mike Pymm PHV Driver	No comment	No comment	<p>The London Taxi Cabs that are promoted and licensed by the council are amongst the highest polluting (passenger carrying) vehicles that are on our roads.</p> <p>They are all above 200 g/KM of CO2 emissions and many of the older vehicles emit over 250 g/KM CO2 emissions.</p> <p>Compare these vehicles with the new range of 5 seater salons like the Skoda Octavia diesel (1598 cc) with emissions of 114 g/KM and VW Passat diesel (1598 cc) with 118 g/KM of CO2 emissions.</p> <p>The council's vehicle licensing conditions make no mention of CO2 emissions and in fact these vehicles (and many others) are banned from use and the council refuse to licence any vehicle with a engine below the 1600</p>	No comment

				<p>cc.</p> <p>When are Wrekin council going to stop licensing the most polluting vehicles on our roads and do something to promote lower CO2 emitting vehicles?</p>	
30	LTI, Manufacturers of Hackney Carriage Vehicles currently approved for use by Telford & Wrekin Council	No comments	No comments	8 page response document, letter and 4 page promotional leaflet – see separate documents.	No comments