

To: Councillor Woodward (Chair)
Councillors Edwards, Carnell, Challenger,
Cresswell, G Dennis, Ennis, Keane,
Kitchingham, Mitchell, Page and Rowland

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26 September 2022

Your contact is: **Julie Quarmby - Committee Services**

NOTICE OF MEETING - LICENSING APPLICATIONS COMMITTEE 4 OCTOBER 2022

A meeting of the Licensing Applications Committee will be held on Tuesday, 4 October 2022 at 6.30 pm in the Council Chamber, Civic Offices, Reading. The Agenda for the meeting is set out below.

<u>ACTION</u>	<u>WARDS AFFECTED</u>	<u>Page No</u>
1. DECLARATIONS OF INTEREST		
Councillors to declare any disclosable pecuniary interests they may have in relation to the items for consideration.		
2. MINUTES		3 - 8
To confirm the Minutes of the Licensing Applications Committee meeting held on 25 May 2022 and 12 July 2022.		
3. PETITIONS		
Petitions submitted pursuant to Standing Order 36 in relation to matters falling within the Committee's Powers and Duties which have been received by the Assistant Director of Legal and Democratic Services no later than four clear days before the meeting.		
4. QUESTIONS		
To receive any question from Councillors and members of the public.		
5. REVISION OF HACKNEY CARRIAGE FARES FOR THE YEAR 2022/23		9 - 98

CIVIC OFFICES EMERGENCY EVACUATION: If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

A report asking for consideration of objections to the proposed Hackney Carriage fare increase.

6. REVIEW OF HACKNEY CARRIAGE VEHICLE PLATE CRITERIA

**BOROUGH 99 - 106
WIDE**

A report seeking approval for the updated criteria for the allocation of Hackney Carriage Licence Plates.

Present: Councillor Woodward (Chair);
Councillors Carnell, Challenger, Cresswell, G Dennis, Edwards, Ennis, Keane, Kitchingham, Mitchell, Page and Rowland.

1. ESTABLISHMENT, MEMBERSHIP AND TERMS OF REFERENCE OF SUB-COMMITTEES

Resolved -

- (1) That, under the provisions of Section 9 of the Licensing Act 2003, two Licensing Applications Sub-Committees (Sub-Committees 1 and 2), each consisting of three members, be established for the Municipal Year 2022/23 to deal with applications for licences under Section 7 of the Act;
- (2) That the members of Sub-Committees 1 and 2 be drawn from the membership of the Licensing Applications Committee;
- (3) That, under the provisions of Sections 101 and 102 of the Local Government Act 1972, an additional Licensing Applications Sub-Committee be established for the Municipal Year 2022/23, to deal with other licensing matters, as follows:

Licensing Applications Sub-Committee 3 (4:2)

<u>Labour Councillors</u>	<u>Conservative Councillors</u>
Challenger Edwards Rowland Woodward	Carnell Mitchell

Substitutes (2)

<u>Labour Councillors</u>
Gittings Page

- (4) That the following Councillors be appointed as Chair/Vice-Chair of Licensing Applications Sub-Committee 3 for the Municipal Year 2022/23:

<u>Chair</u>	<u>Vice-Chair</u>
Councillor Woodward	Councillor Edwards

- (5) That the Terms of Reference of the Sub-Committees be as set out in Appendix B to the Monitoring Officer's report to Council of 25 May 2022.

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LICENSING APPLICATIONS COMMITTEE MEETING MINUTES - 12 JULY 2022

Present: Councillor Woodward (Chair);
Councillors Edwards (Vice-Chair), Carnell, Challenger, Cresswell,
Dennis, Ennis, Keane, Kitchingham and Rowland

Apologies: Councillors Mitchell and Page

2. MINUTES

The Minutes of the Licensing Applications Committee meeting held on 1 February were confirmed as correct records and signed by the Chair.

3. POSTPONING THE UNMET DEMAND SURVEY

Further to Minute 3 of the meeting held on 22 June 2021, the Director for Economic Growth and Neighbourhood Services submitted a report asking the Committee to consider whether an Unmet Demand Survey should be carried out during autumn 2022 and whether it would be appropriate to amend the current limiting policy approach to hackney carriage numbers. The following documents were attached to the report:

Appendix i: - Email to and reply from the RTA;
Appendix ii - Email to and replies from drivers;
Appendix iii - Climate Impact Assessment.

The report explained that a moratorium on the issue of new hackney carriage vehicle licences had been implemented in March 2009 and had been maintained ever since, following analysis of unmet demand surveys completed in 2012, 2015 and 2018, each of which confirmed there was no significant underlying unmet demand for hackney carriages in Reading. Officers had been in the process of arranging a new survey in accordance with the Taxi requirements of Section 16 of the Transport Act 1985 and the Department for Transport and Private Hire Vehicle Licensing: Best Practice Guidance 2010 (Sections 45 to 51) when the Covid19 pandemic had caused the country to go into three national lockdowns which had made it impossible to continue with the implementation of a survey.

The report set out guidance that had been produced by the Department for Transport which stated:

“Section 16 of the Transport Act 1985 does not specify the frequency of the unmet demand assessment, but the Department’s Best Practice Guidance issued in 2010 suggested this is conducted every three years. Though the decision as to when an unmet demand survey is conducted remains that for a licensing authority, we are aware that we are in a very unusual situation at present; while this continues it would seem highly unlikely that there would be significant unmet demand for taxis. We would expect unmet demand surveys to be conducted once travel levels return to more normal levels or if concerns are raised by the trade or public.”

LICENSING APPLICATIONS COMMITTEE MEETING MINUTES - 12 JULY 2022

The report noted that if a survey was to be conducted in the current circumstances, it was highly unlikely the results would be a true reflection of the trade in Reading or of levels of demand for hackney carriage vehicles, and therefore proposed that the survey be delayed until such time as a more normal level of usage was apparent.

The report explained that no public consultation had taken place but comments had been requested from the trade organisations. The response from the Reading Taxi Association (RTA) had agreed to delay the Unmet Demand Survey by 12 months and confirmed that, at the moment, there were only an estimated 93 HCVs working the ranks out of the 216 licensed HCVs, and that carrying out a survey now would be unfair on rental drivers. Asif Rashid representing the RTA attended the meeting, addressed the Committee, and confirmed to the Committee that the RTA agreed the survey should be delayed until 2022.

Resolved -

- (1) That the Unmet Demand Survey not be implemented in 2022 due to the current financial hardship that was affecting the Reading Borough Council Hackney Carriage trade and that it be delayed until October 2023 when it was hoped that the current financial difficulties due to the Covid 19 pandemic had eased following the return of business to the trade;
- (2) That the current policy of not issuing any further hackney carriage licences outside the agreed number of 216, be retained pending a review following the next survey in 2023.

4. CARAVAN SITE LICENSING: FIT & PROPER PERSON DETERMINATION POLICY AND CARAVAN SITE LICENSING: FIT & PROPER PERSON FEES POLICY

The Executive Director for Economic Growth and Neighbourhood Services submitted a report which gave details of a new Caravan Site Licensing Fit & Proper Person Determination policy and Caravan Site Licensing Fit & Proper Person Fees policy for approval. The following documents were attached to the report:

Appendix RS-1 - Caravan Site Licensing: Fit & Proper Person Determination Policy

Appendix RS-2 - Caravan Site Licensing: Fit & Proper Person Fees Policy

Appendix RS-3 - Climate Impact Assessment

The report explained that The Mobile Homes (Requirement for Manager of Site to be Fit and Proper Person) (England) Regulations 2020 required the manager of residential caravan sites (referred to as relevant protected sites) to be a fit and proper person to the satisfaction of the local authority, and made it an offence for an occupier of land to cause or permit any part of their land to be used as a relevant protected site without such a fit and proper person, among other offences. Licence fees for caravan site activities would be set locally and must be applied to the administration and enforcement costs, only.

LICENSING APPLICATIONS COMMITTEE MEETING MINUTES - 12 JULY 2022

The report further explained that those applying to be on the register of fit and proper persons were required to show that they were able to secure the proper management of the site; demonstrating, amongst other things, a history of compliance with the site licence, a good history of maintenance of the site, that they had a sufficient level of competence to manage the site and that they had not been convicted of a number of offences the regulations deemed relevant. Following a successful application, a person may be added to the fit and proper register for a period of no longer than five years. The Council might also decide to include a person on the register subject to conditions if it would only be satisfied that the relevant person would meet the fit and proper requirement if the condition(s) were complied with. The Council was required to publish a fees policy if it wished to charge fees for these applications and the Council would be charging a fee to cover the costs incurred in the administration and enforcement of the scheme.

The report noted Caravan site licensing was a very small area of work in Reading, with the Council only having issued four site licences. All site owners had submitted their applications to be on the register of fit and proper persons, which would be determined following agreement of the policy.

Resolved -

That the new Caravan Site Licensing Fit & Proper Person Determination policy and Caravan Site Licensing: Fit & Proper Person Fees policy, as attached to the report at Appendix RS-1 and Appendix RS-2, respectively, be approved for implementation with immediate effect.

5. REVISION OF HACKNEY CARRIAGE FARES FOR THE YEAR 2022/23

The Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Committee to consider whether to approve and recommend an increase in hackney carriage fares. The following documents were attached to the report:

- Appendix I- Current and proposed table of fares
- Appendix II- Letter from the chair Reading Taxi Association
- Appendix II- National fares table

The report explained that from time to time the hackney carriage trade requested that the Council increase the amount they could charge their customers for transportation to their desired destinations. The most recent request had been considered by the Licensing Applications Sub-Committee 3 at its meeting held on 6 February 2020 (Minute 21 refers), when a reduction in the yardage for daytime fares to 133 yards had been agreed. There had been no increase in fare for the night-time tariff. The report also noted that the current charge available to drivers if a customer soiled the taxi was £40 for the inside and £10 for the exterior. These charges had not changed for many years and did not reflect the clean-up costs and time lost by drivers.

The report added that the chair of the Reading Taxi Association (RTA) had written to the licensing section requesting the fare rise and a change to the cost for cleaning their taxis

LICENSING APPLICATIONS COMMITTEE MEETING MINUTES - 12 JULY 2022

when customers had soiled the taxi. The proposal was to increase the flag drop by £1.00 on both daytime and night-time tariffs, an increase from £2.60 to £3.60 for the Day tariff and from £3.60 to £4.60 for the Night-time tariff. The Flag Drop was the standard hire fare a customer would pay before commencing their journey and included the first 300 yards (274.32 meters) or 2 minutes 36 seconds of the journey. The proposal also included an increase in soiling charges to £70 for inside the taxi and £25 for the outside of the taxi.

Asif Rashid, representing the RTA, and drivers Chris Avery, Asad Sheikh and Imran Ali attended the meeting and addressed the Committee on this item. Correspondence from drivers, relating to the proposed increase and the process by which it had been submitted to the Council, had also been circulated to members of the Committee.

Resolved -

- (1) That the Assistant Director of Planning, Transport and Public Protection be recommended to implement an increase of £1 in the flag-drop for both daytime and night-time tariffs, subject to no objections being received as a result of advertising the proposed increase in a local newspaper;**
- (2) That any objections received during the consultation be reported to a future meeting of the Committee for consideration;**
- (3) That the Assistant Director of Planning, Transport and Public Protection be recommended to implement an increase in the soiling charge for cleaning taxis to £70 for inside the taxi and £25 for the outside of the taxi.**

(The meeting closed at 8.12 pm)

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	LICENSING APPLICATIONS SUB-COMMITTEE 3		
DATE:	4th OCTOBER 2022	AGENDA ITEM:	
TITLE:	REVISION OF HACKNEY CARRIAGE FARES FOR THE YEAR 2022/23		
LEAD COUNCILLOR:	Cllr Tony Page	PORTFOLIO:	CLIMATE & TRANSPORTATION
SERVICE:	PLANNING, DEVELOPMENT & PUBLIC PROTECTION	WARDS:	BOROUGH WIDE
LEAD OFFICER:	CLYDE MASSON	TEL:	07710664077
JOB TITLE:	PRINCIPAL LICENSING & ENFORCEMENT OFFICER	E-MAIL:	clyde.masson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 From time to time the hackney carriage trade requests that the Council increases the amount they can charge their customers for transportation to their desired destinations, the last of which was 12 July 2022. This report sets out the recent history of fare rises and current levels of fares in Reading.

2. RECOMMENDED ACTION

- 2.1 That the Committee considers the contents of this report.
- 2.2 That, the Committee considers the objections received in respect of the proposed hackney carriage fare increase which was advertised in a local newspaper as statutorily required and provide your recommendation to the Assistant Director for Planning, Transport & Public Protection

2.3 List of appendices

- Appendix I - Table of fares up to the hearing 12/07/2022 & Table of fares as agreed on 12/07/2022
- Appendix II - Letter from the chair Reading Taxi Association
- Appendix III - Objections to the fare increase
- Appendix IV - Objectors further reasoning and proposal
- Appendix V - Chart Showing cost of journeys over two miles

3.0 POLICY CONTEXT

- 3.1** The Assistant Director for Planning, Development and Public Protection has delegated authority to approve and implement hackney carriage fare rises, having taken into account any recommendations expressed by the Licensing Applications Committee or Licensing Applications Sub-Committee 3.
- 3.2** The Assistant Director for Planning, Development and Public Protection has delegated authority to advertise hackney carriage fare rises in a local newspaper, in accordance with the requirements of the Local Government (Miscellaneous Provisions) Act 1976.
- 3.3** Currently in Reading hackney carriage fares are set by the Licensing Committee and all journeys taking place within Reading are paid in accordance with the fares set on the vehicle meter at the end of a journey.

4. THE PROPOSAL

4.1 Current Position

- 4.1.0** Hackney carriage fares were reviewed by the Licensing Applications Sub-Committee 3 at their February 2020 meeting. The committee granted a reduction in the yardage for all daytime fares to 133 yards, no other charges were changed. The table of fares tariff agreed at this meeting are attached in the background papers as Appendix I.
- 4.1.1** The current charge available to drivers if a customer soils the taxi is £40 for the inside and £10 for the exterior. These charges have not changed for many years and do not reflect the clean-up costs and time lost by drivers. These charges can be found within the table of fares as set out in Appendix I.
- 4.1.2** On 11th May & 5th June 2022 the Chair of the Reading Taxi Association (RTA) wrote to the licensing section requesting the fare rise as set out in Appendix II.
- 4.1.3** On 19th June 2022 the Taxi trade also requested a change to the cost for cleaning their taxis when customers have soiled the taxi this request is also included in Appendix II.
- 4.1.4** On the 12th July 2022 a report was submitted to the Licensing Applications Committee requesting a £1 increase in the flag drop on both tariff's 1&2 from £2.60 to £3.60 and £3.60 to £4.60 respectively.
- 4.1.5** At the Committee on 12th July 2022 members resolved to grant the increase in the flag drop as set out above at 4.1.4. and raise the cleaning charges after soiling to £70 inside the taxi and £25 outside.

- 4.1.5 As required under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 a consultation was commenced from the 20th July to 3rd August 2022 with an advert being placed in a local paper and on the RBC website.
- 4.1.6 During the consultation period four objections and a petition against the fare rise detailing 97 Hackney Carriage drivers was received by officers. These objections and petition are set out in Appendix III to this report. They do not object to the increase in soiling charges as agreed at the meeting on 12 July 2022.
- 4.1.7 The objections made by Hackney Carriage drivers state that they were not consulted fully by the RTA, and that the RTA failed to be transparent with its members on this issue. They do not agree to the fare increase in the form that was presented to the Licensing Applications Committee on the 12th July 2022.
- 4.1.8 The objectors have provided further reasoning for their objection to the fare rise and an alternative proposal as set out in Appendix IV and 4.3.3 to this report.
- 4.1.9 A chart has been compiled which shows how Reading's proposed tariffs compare to other Local Authorities over a two-mile journey and also what the other Local Authorities charge in respect of any extras. Appendix V refers.
- 4.2. Since the 12th July 2022 report the September edition of the Private Hire Taxi Monthly (PHTM) has been published. In this edition the National Fare Table places Reading at Number 19 in the national league table. <https://content.yudu.com/web/43sy4/0A43sy5/PHTMSEPTEMBER2022/html/index.html?page=78&origin=reader> pages 78 & 79. The Local Authority fares table is set out in Appendix VI to this report.
- 4.2.1 The trade have highlighted an increase in fuel over the last year as a major factor in their request for an increase in fares. The RAC provides data on fuel pricing on their website. Their data shows a considerable increase in fuel from May 2021 to Sept 2022.

<https://www.racfoundation.org/data/uk-pump-prices-over-time>

	May 2019	Down	May 2020	Up	May 2021	Up	May 2022	Up	Sept 2022
Diesel	£1.35.47	-23.5p	£1.11.86	19.5p	£1.31.33	50p	£1.81.48	£2p	182.66
Petrol	£1.30.43	-23.5p	£1.06.69	22.5p	£1.28.96	40.5p	£1.69.52	£4p	173.9p

4.3 Options

4.3.1 Option 1 -

As agreed at Licensing committee on 12 July 2022 maintain the decision of the committee to increase the flag drop by £1.00 on both daytime and night-time tariffs. The Day tariff is currently £2.60 which would increase to £3.60 and the Night-time tariff is currently £3.60 which would increase to £4.60.

4.3.2 As agreed on Licensing committee 12 July 2022 increase the Soiling charges as set out on the taxi fare tariff chart to £70 for the interior of the taxi and £25 for the exterior of the taxi.

4.3.3 Option 2 -

This proposal received by the petitioners following the Licensing hearing on 12 July 2022 provides a hybrid increase to both the flag drop and reduction in yardage to increase the fares on both day and night tariffs as set out below.

(a) A proportionate increase in the flag drop or flag down rate;

(b) An increase in yardage during the day on tariff one, up by at least 10% and during the evening or night rate on tariff two by 13.5%;

(c) Waiting time/duration should be reviewed and increased accordingly to a reasonable amount due to time spent in traffic;

(d) increase in extras 20p to at least 40p;

(e) In addition, the waiting time should be increased to £20 per hour from what it is right now given the economic climate.

In addition, this Committee is invited to review any increase in fares and tariffs after 12 months of implementation as a matter of transparency in the best interests of users as well as taxi drivers.

4.4 Other options to be considered

4.4.1 Option 3 - After taking into consideration the proposals, the Licensing Applications Committee may decide to provide an alternative option to those provided by the trade and petitioners.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Hackney Carriage trade provides a valuable service to the public by being available to transport customers throughout the borough on a 24-hour basis.

5.2 Equal Opportunities

The regulation of hackney carriage fares is one control which the Council exercises over the use of Hackney Carriages in Reading. The cost of providing taxis for use has become more expensive so owners and drivers need to be able to recoup increased costs. Any increase in fares will be across the board but may be detrimental to lower income users.

5.3 Sustainable Implications

The provision of an adequate number of controlled hackney carriages will encourage the economy of the town and Hackney Carriages form part of the integrated transport system for the borough. With the availability of an improved public transport system, there will be a reduced need for private motor vehicles, thereby contributing to an improved environment.

5.4 Community Safety Implications

The provision of high quality controlled Hackney Carriages, the drivers of which are vetted, allows the public to travel in safety. This reduces both the opportunity for crime and the fear of crime.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 There are no specific environmental or climate implications to this policy as any fare rise is more likely to dissuade customer usage due to increased cost.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Proposed changes to Hackney Carriage fares are legally required to be advertised in a local newspaper, allowing any person to object to the changes.
- 7.2 If objections are submitted these must be considered before any fare changes can be implemented.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 An equality impact assessment has been carried out and is attached as Appendix VII to this report.

9. LEGAL IMPLICATIONS

- 9.1 Section 65 (1) A district council may fix the rate or fares within the district as well for time and distance, and all other charges in connection with the hire of a vehicle or with the arrangements for hire of a vehicle; to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as “table of fares”) made or varied in accordance with the provisions of this section.

(2) (a) When a district council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.

(b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice, and shall at all reasonable hours be open to public inspection without payment.

(3) If no objections to a table of fares or variation is duly made within the period specified, in the notice referred to in subsection (2) of this section, or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.

(4) If an objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.

(5) A table of fares made or varied under this section shall have effect for the purposes of the Act of 1847 as if it were included in hackney carriage byelaws made thereunder.

10. FINANCIAL IMPLICATIONS

10.1 The cost of publishing the required notices is allowed for in existing budgets.

11. BACKGROUND PAPERS

11.1 None

LICENSED TAXI CABS - TABLE OF FARES

The driver must, unless he has reasonable excuse, accept any hiring if the destination is inside the Borough of Reading. If the hiring ends outside the Borough, you must be charged a fare based on this table unless a fare or rate of fare is agreed **before** the start of your journey.

FARE TABLE	
TARIFF 1 - (For hirings between 6.00am and 10.00pm each day)	
£3.60 (minimum charge shown on meter)	For the first 300 yards (274.32 metres) or 2 minutes 36 seconds
20p	For each additional 133 yards (121.61 metres) or 45 seconds, or part thereof of miles.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£4.60 (minimum charge shown on meter)	For the first 309 yards (282.55 metres) or 2 minutes 36 seconds
20p	For each additional 156 yards (142.65 metres) or 42 seconds, or part thereof for the next 2 miles
	For each additional 142 yards (129.85 metres) or 42 seconds or part thereof, for the next 2½ miles
	For each additional 135 yards (123.44 metres) or 42 seconds or part thereof, for the remaining distance

1. ADDITIONAL PASSENGERS - 20p per each <u>additional</u> person (ie excluding the hirer)	£1.00 max (manually added to final fare)
2. For any hiring beginning or ending within the following periods 6.00pm to midnight on CHRISTMAS EVE & NEW YEAR'S EVE. All of CHRISTMAS DAY, BOXING DAY, NEW YEAR'S DAY, and any other public holiday	Please note: A surcharge of 50% of the usual fare is <u>automatically</u> calculated and shown on the meter
3. Fouling of vehicle exterior £25.00 Fouling of vehicle interior £70.00	Both payable to driver immediately
4. Credit and debit cards - All major Debit and Credit Cards are accepted. No additional charge is made for this service.	
COMMENTS OR COMPLAINTS about your driver or cab should be sent to the Licensing Section, Civic Centre, Reading RG1 2LU with the number of the driver's badge, which the driver must be wearing and the licence plate number of the cab. You may also notify this office by telephone on 0118 937 3762 between 9.00am and 5.00pm Monday to Friday.	

ALL LOST PROPERTY enquiries should be made to **Thames Valley Police, Reading Police Station, Castle Street, Reading on 0845 8505505**



Frances Martin, Executive Director Economic Growth and Neighborhood Services - July 2022

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LICENSED TAXI CABS - TABLE OF FARES

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FARE TABLE	
TARIFF 1 - (For hirings between 6.00am and 10.00pm each day)	
£2.60 (minimum charge shown on meter)	For the first 300 yards (274.32 metres) or 2 minutes 36 seconds
20p	For each additional 133 yards (121.61 metres) or 45 seconds, or part thereof of miles.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£3.60 (minimum charge shown on meter)	For the first 309 yards (282.55 metres) or 2 minutes 36 seconds
20p	For each additional 156 yards (142.65 metres) or 42 seconds, or part thereof for the next 2 miles
	For each additional 142 yards (129.85 metres) or 42 seconds or part thereof, for the next 2½ miles
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ALL LOST PROPERTY enquiries should be made to Thames Valley Police,
Reading Police Station, Castle Street, Reading on 0845 8505505



Frances Martin, Executive Director Economic Growth and Neighborhood Services - Sept 2020

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From: [RTA](#)
To: [Groves, Mark](#)
Cc: [Masson, Clyde](#)
Subject: Re: Fare Increase
Date: 11 May 2022 18:57:34

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Dear Mark

Thank you for your email.

I can confirm that we are seeking the following two options in terms of the fare increase:

Option 1:

Increase Tariff 1 starting rate from £2.60 to £3.60 and Tariff 2 starting rate from £3.60 to £4.60. The yardage drop on both tariffs to remain the same.

In essence a £1.00 increase per job.

Option 2:

Increase Tariff 1 starting rate from £2.60 to £3.20 and Tariff 2 starting rate from £3.60 to £4.20. The yardage drop on both tariffs to remain the same.

In essence a £0.60p increase per job.

Many thanks.

Asif

On Wed, 4 May 2022 at 10:52, Groves, Mark <Mark.Groves@reading.gov.uk> wrote:

Good morning Asif,

Thank you for your email unfortunately at this time we are unable to take this to committee due to the impending elections tomorrow and we will then have to wait for the committees to be formed. In an effort to try and speed things up when the committee's are up and running could you let us know what areas you would like the fares to increase and by how much.

Regards

Mark Groves

Senior Licensing & Enforcement Officer

Licensing | Directorate for Economic Growth and Neighbourhood Services

Reading Borough Council

Civic Offices, Bridge Street, Reading, RG1 2LU

Tel No: 01189372239

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From: RTA <readingtaxiassociation@gmail.com>

Sent: 17 March 2022 16:48

To: Masson, Clyde <clyde.masson@reading.gov.uk>; Groves, Mark <Mark.Groves@reading.gov.uk>

Subject: Fare Increase

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Hi Clyde and Mark,

As you are all too aware the cost of living along with the record fuel prices are having a real impact upon us all.

We had a fare increase in September last year, although this was agreed by the Licensing Committee quite some time before.

Recently TfL have given the Hackney Carriage trade in London a fare increase of more than 5% plus an additional £5.20 per drop off to Heathrow Airport to cover Heathrow's £5.00 drop off charge.

In the last two weeks Uber has announced a fare increase of 20%.

We would request that you consider a fare increase for the Hackney Carriage trade in Reading, which should be implemented as soon as possible.

We are willing to agree with you the percentage increase before it goes to the Licensing Committee.

I would be grateful if you could look into this and come back to me as soon as you can.

Many thanks.

Asif

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From: [RTA](#)
To: [Masson, Clyde](#)
Cc: [Groves, Mark](#)
Subject: Re: Fare Increase
Date: 19 June 2022 19:46:09

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Hi Clyde

Further to my email of 5 June 2022, we request that the Licensing Committee also considers changes to the soiling charges at the same time as when the fare increase is considered.

Currently we are able to charge £40.00 for soiling inside of the vehicle and £10.00 for outside of the vehicle.

These charges have been effective for a very long time, and do not reflect the clean up costs/time lost by drivers.

As such, we propose that the soiling charges for inside of the vehicle is set at £70.00 and £25.00 for outside of the vehicle.

Many thanks.

Asif

On Mon, 6 Jun 2022 at 08:14, Masson, Clyde <clyde.masson@reading.gov.uk> wrote:

Thanks Asif, we'll add this into your submission for the report.

Thanks

Clyde Masson

Principal Licensing & Enforcement Officer

Licensing | Directorate for Economic Growth and Neighbourhood Services

Reading Borough Council

Civic Offices, Bridge Street, Reading, RG1 2LU

0118 937 2453

07710 664 077

PLEASE READ - IMPORTANT INFORMATION - NO MORE ENTITLEMENTS TO

DRIVE

From 01 February 2019 we implemented changes to the way private hire, hackney carriage and school transport driver licence renewal applications were processed, as approved by the Licensing Committee on 11 April 2018. In addition, you are no longer required to contact the DBS for a disclosure. Please follow the link below for full information

<http://www.reading.gov.uk/taxilicences>

Dear Customer, as you will all be aware, due to the Covid-19 virus (Coronavirus), the Civic Offices have been closed to the Public. Please send any queries you have by email to: licensing@reading.gov.uk where they will be responded to as quickly as we can.

We will endeavour to continue to provide our services as best we can and thank you for your patience at this time.

Reading Borough Council collects personal information when you contact us to help provide a service to you. We will not share your information with third parties for marketing purposes unless required to do so by law. For more information on how we protect and use your information please see our privacy notice at www.reading.gov.uk/dataprotection

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#)



From: RTA <readingtaxiassociation@gmail.com>
Sent: 05 June 2022 22:29
To: Masson, Clyde <clyde.masson@reading.gov.uk>
Cc: Groves, Mark <Mark.Groves@reading.gov.uk>
Subject:

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Hi Clyde

Further to my email of 11 May 2022 requesting a fare increase, please find below additional information.

In 2019 the Licensing Committee granted the hackney carriage trade a fare increase of 4.08% (Tariff 1) 0% (Tariff 2), giving an overall fare increase of 2.04%. On 2 January 2019 it became a compulsory requirement for all hackney carriage vehicles to offer card payment facilities to passengers. Furthermore due to Government legislation we are unable to apply any additional fees for card payments, however we are still required to pay a processing fee to the card machine provider for each and every transaction. Typically, this varies from 1.69% to 3.99% per transaction. In effect, this has meant that we did not see any real change despite the fare increase.

In the past six months, fuel (diesel) prices have increased by more than 50p per litre, with small increases occurring almost on a daily basis. This has increased our costs considerably.

As such, we would request that only Option 1 in our previous email is put forward for the Licensing Committee's consideration. This would enable us to recover the costs of the fuel increases and card payment transaction fees.

If you require any further information, please contact me.

Many thanks.

Asif

This page is intentionally left blank

Masson, Clyde

From: Licensing
Sent: 27 July 2022 09:26
To: Groves, Mark
Subject: FW: Taxi Fare Increase - Objection Notification

FYI

Kind regards,
Ryan Allen
Business Support Officer - Licensing Team
Directorate Economic Growth and Neighbourhood Services
Reading Borough Council | Civic Offices | Bridge Street | Reading RG1 2LU
E-MAIL: Licensing@reading.gov.uk
[Changes for taxi, private hire or scrap metal licence applications from April 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

Safeguarding courses are now available again via our website: [Taxi licensing - Reading Borough Council](#)

For all COVID-19 advice, please visit the [Government website](#)

www.reading.gov.uk/dataprotection

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#) | [Instagram](#) | [LinkedIn](#)



From: [REDACTED]
Sent: 26 July 2022 18:46
To: [REDACTED]
Cc: Licensing <Licensing@reading.gov.uk>
Subject: Fw: Taxi Fare Increase - Objection Notification

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

From: [REDACTED]
Sent: 26 July 2022 18:43
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Taxi Fare Increase - Objection Notification

I am writing to lodge my formal objection to the current fare increase proposed by Reading Borough Council's Licensing Application Sub-Committee on the basis that there was no formal consultation on a range of options by the Reading Taxi Association prior to their recommendation to the council.

Regards,

[REDACTED]

Masson, Clyde

From: [REDACTED]
Sent: 08 July 2022 00:35
To: Masson, Clyde
Subject: Fare increase

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

Dear Clyde,

It has come to my attention that the RTA is going to propose a fare increase.

I spoke with the RTA chairman (Asif Rasheed) and he told me that they were proposing a £1 increase on the starting fare for tariff 1 and 2.

I think this fare increase is unfair and discriminates against those taking shorter journeys in comparison. It doesn't take into account of the longer distance journeys that we do. With the current rate of inflation on living costs and increase in fuel prices this £1 increase is way too low overall.

What I propose is a 60p increase on the starting rate on tariff 1 and 2 and a 10% increase on yardage.

Also doubling of the current 20p extras to 40p. In the 22 years that I have driven taxis in Reading the extras have only gone up from 10p to 20p. So, I think they are long overdue.

I hope this email is considered when making a decision on the fare increase. Hopefully common sense will prevail.

Kind regards

[REDACTED]
[Get Outlook for Android](#)

Masson, Clyde

From: [REDACTED]
Sent: 08 July 2022 14:51
To: Masson, Clyde; Groves, Mark; Narancic, Peter [REDACTED]
Subject: Fare increase.

This is an EXTERNAL EMAIL. STOP THINK before CLICK links or OPEN attachments.

Dear Mr Masson.

I'm writing to you regarding the fare increase, I believe the rta have submitted there fare increase request to you and this is now going to the Licensing comitee meeting on the 12th July 2022.

I would like to raise my concerns and point out that the fare increase request has not been discussēd with the trade nor has the trade had chance to see what had been requested.

I would like to request to you if possible can this meeting be reschedule at a later date, until the trade has been fully consulted and having taken there points and views into consideration. If this is not possible can myself and Mr [REDACTED] request to speak at the meeting.

I Look forward hearing from you.

Regards
[REDACTED]

Masson, Clyde

From: Licensing
Sent: 27 July 2022 09:26
To: Groves, Mark
Subject: FW: Taxi Fare Increase - Objection Notification

FYI

Kind regards,
Ryan Allen
Business Support Officer - Licensing Team
Directorate Economic Growth and Neighbourhood Services
Reading Borough Council | Civic Offices | Bridge Street | Reading RG1 2LU
E-MAIL: Licensing@reading.gov.uk

Changes for taxi, private hire or scrap metal licence applications from April 2022 - GOV.UK (www.gov.uk)

Safeguarding courses are now available again via our website: [Taxi licensing - Reading Borough Council](#)

For all COVID-19 advice, please visit the [Government website](#)

www.reading.gov.uk/dataprotection

Website | Facebook | Twitter | YouTube | Instagram | LinkedIn



From: [REDACTED]
Sent: 26 July 2022 18:46
To: [REDACTED]
Cc: Licensing <Licensing@reading.gov.uk>
Subject: Fw: Taxi Fare Increase - Objection Notification

This is an EXTERNAL EMAIL. STOP THINK before you CLICK links or OPEN attachments.

From: [REDACTED]
Sent: 26 July 2022 18:43
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Taxi Fare Increase - Objection Notification

I am writing to lodge my formal objection to the current fare increase proposed by Reading Borough Council's Licensing Application Sub-Committee on the basis that there was no formal consultation on a range of options by the Reading Taxi Association prior to their recommendation to the council.

Regards,

[REDACTED]

Petition reference: fare increase 2022

PETITION – to stop and oppose the current fare increase proposed by Reading Borough Council's Licensing Applications Sub-Committee

To Reading Borough Council's Licensing Applications Sub-Committee:

We the undersigned disagree and strongly oppose the following:

- (a) The Reading Taxi Association's (RTA) proposed fare increase on the flag drop rather than a decrease to yardage;
- (b) Reading Borough Council's Licensing Applications Sub-Committee fare increase that was implemented on 12th July 2022 increasing the flag drop by £1.00 on both day and night tariffs.

The Day tariff is currently set at £2.60, would therefore increase to £3.60, and the night tariff which is currently set at £3.60 would increase to £4.60.

We the undersigned disagree with the above fare increase of £1.00 flag drop currently implemented by The Licensing Applications Sub-Committee in its entirety on the following grounds:

- (1) we have not been fully consulted by the RTA who have failed to be transparent with us on this issue;
- (2) that Reading Borough Council's Licensing Applications Sub-Committee's recently implemented fare increase is unfair, disproportionate, and discriminatory in nature under the Equality Act 2010;

Petition reference: fare increase 2022

- (3) That the figures for our vehicle running costs components were not reviewed when the Committee considered the said taxi fare increase in particular and most importantly fuel costs; and
- (4) The Committee failed to take additional factors into consideration when reviewing the said fares and tariffs, such as:
 - i. The requirement for taxi drivers to change their vehicles to electric as per Reading Borough Council's current emissions policy;
 - ii. The current cost of living;
 - iii. The impact of coronavirus pandemic on the taxi trade.

We look forward to an urgent review into this matter and the implementation of at least a 12.5 percent increase in the overall fare in the usual manner as per yardage and time with some increase to the current flag drop.

Yours sincerely

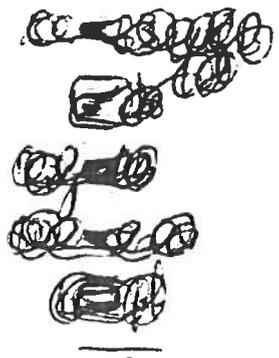
The undersigned of this document

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/7	[REDACTED]	YES	YES/NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	NO	NO	[REDACTED]	[REDACTED]
14/07	[REDACTED]	YES	Y/N	[REDACTED]	[REDACTED]

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
11-7	[REDACTED]	~	~	[REDACTED]	[REDACTED]
19-7	[REDACTED]	NO	NO	[REDACTED]	[REDACTED]

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
28-7-22	[REDACTED]	YES	NO	[REDACTED]	[REDACTED]
23/7/22	[REDACTED]	YES	NO	[REDACTED]	[REDACTED]
26/7/22	[REDACTED]	YES	NO	[REDACTED]	[REDACTED]



Petition reference: fare increase 2022

Date	Name	RTA Number	Were you consulted by the RTA Y/N	Badge Number	Signature
21.7.22	[REDACTED]	[REDACTED]	NO	[REDACTED]	[REDACTED]
21.7.22	[REDACTED]	N	NO	[REDACTED]	[REDACTED]
21/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
21.7	[REDACTED]	N	NO	[REDACTED]	[REDACTED]
21-07/22	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
21.07/22	[REDACTED]	Y ^{act} Year-use	NO	[REDACTED]	[REDACTED]
21/07/22	[REDACTED]	NO	NO	[REDACTED]	[REDACTED]

Petition reference: fare increase 2022

- (3) That the figures for our vehicle running costs components were not reviewed when the Committee considered the said taxi fare increase in particular and most importantly fuel costs; and
- (4) The Committee failed to take additional factors into consideration when reviewing the said fares and tariffs, such as:
 - i. The requirement for taxi drivers to change their vehicles to electric as per Reading Borough Council's current emissions policy;
 - ii. The current cost of living.
 - iii. The impact of coronavirus pandemic on the taxi trade.

We look forward to an urgent review into this matter and the implementation of at least a 12.5 percent increase in the overall fare in the usual manner as per yardage and time with some increase to the current flag drop.

Yours sincerely

The undersigned of this document

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/07	[Redacted]	N	NO	[Redacted]	[Redacted]
14/07	[Redacted]	N	NO	[Redacted]	[Redacted]
14.07	[Redacted]	Y	NO	[Redacted]	[Redacted]

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
15-7-22	[REDACTED]		NO	[REDACTED]	[REDACTED]
15-7-22	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]
15-07	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]
15-07	[REDACTED]	yes	NO	[REDACTED]	[REDACTED]
16-07	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]
16-07	[REDACTED]	yes	NO	[REDACTED]	[REDACTED]
17-07	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]
17-07	[REDACTED]	NO	NO	[REDACTED]	[REDACTED]
18-07	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]
18-07	[REDACTED]	✓	NO	[REDACTED]	[REDACTED]

Petition reference: fare increase 2022

- (3) That the figures for our vehicle running costs components were not reviewed when the Committee considered the said taxi fare increase in particular and most importantly fuel costs; and
- (4) The Committee failed to take additional factors into consideration when reviewing the said fares and tariffs, such as:
 - i. The requirement for taxi drivers to change their vehicles to electric as per Reading Borough Council's current emissions policy;
 - ii. The current cost of living;
 - iii. The impact of coronavirus pandemic on the taxi trade.

We look forward to an urgent review into this matter and the implementation of at least a 12.5 percent increase in the overall fare in the usual manner as per yardage and time with some increase to the current flag drop.

Yours sincerely

The undersigned of this document

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/07/22	[Redacted]	Y	2	[Redacted]	[Redacted]
14/07/22	[Redacted]	2	2	[Redacted]	[Redacted]
14/7/22	[Redacted]	2	2	[Redacted]	[Redacted]

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14-2-22	[REDACTED]	Y	N	[REDACTED]	[REDACTED]
14-2-22	[REDACTED]	N	N	[REDACTED]	[REDACTED]
14/7/22	[REDACTED]	N	N	[REDACTED]	[REDACTED]
14/7/22	[REDACTED]	T	N	[REDACTED]	[REDACTED]
14/7/22	[REDACTED]	X	N	[REDACTED]	[REDACTED]
15-2-22	[REDACTED]	Y	N	[REDACTED]	[REDACTED]
17/7/22	[REDACTED]	N	N	[REDACTED]	[REDACTED]
17/7/22	[REDACTED]	N	N	[REDACTED]	[REDACTED]
18/07/22	[REDACTED]	N	N	[REDACTED]	[REDACTED]
18/07/22	[REDACTED]	Y	N	[REDACTED]	[REDACTED]

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
19/7/20	[Redacted]	Y	No	[Redacted]	[Redacted]
14/7/22	[Redacted]	Y	No	[Redacted]	[Redacted]
29	[Redacted]	Y	Absolutely not	[Redacted]	[Redacted]

Petition reference: fare increase 2022

- (3) That the figures for our vehicle running costs components were not reviewed when the Committee considered the said taxi fare increase in particular and most importantly fuel costs; and
- (4) The Committee failed to take additional factors into consideration when reviewing the said fares and tariffs, such as:
 - i. The requirement for taxi drivers to change their vehicles to electric as per Reading Borough Council's current emissions policy;
 - ii. The current cost of living;
 - iii. The impact of coronavirus pandemic on the taxi trade.

We look forward to an urgent review into this matter and the implementation of at least a 12.5 percent increase in the overall fare in the usual manner as per yardage and time with some increase to the current flag drop.

Yours sincerely

The undersigned of this document

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/17/22		Y	N		
14/12/22		Y	N.		
14/02/22		Y	N		

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14.07.22	[Redacted]	Y	N	[Redacted]	[Redacted]
"	[Redacted]	Y	N	[Redacted]	[Redacted]
4/7/22	[Redacted]	Y	N	[Redacted]	[Redacted]
14/7.22	[Redacted]	Y	N	[Redacted]	[Redacted]
14 7 22	[Redacted]	N	N	[Redacted]	[Redacted]
18.7.22	[Redacted]	Y	N	[Redacted]	[Redacted]
18 > 22	[Redacted]	Y	N	[Redacted]	[Redacted]
15.07.2	[Redacted]	Y	N	[Redacted]	[Redacted]
15.07.22	[Redacted]	N	N	[Redacted]	[Redacted]
15-07-22	[Redacted]	Y	N	[Redacted]	[Redacted]
15/07/22	[Redacted]	Y	N	[Redacted]	[Redacted]

Petition reference: fare increase 2022

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
16.7.22	[Redacted]	244	N	[Redacted]	[Redacted]
16.7.22	[Redacted]	N	N	[Redacted]	[Redacted]
17.7.22	[Redacted]	N/A	N/A	[Redacted]	[Redacted]
17.7.22	[Redacted]	N	N	[Redacted]	[Redacted]
17.7.22	[Redacted]	Y	N	[Redacted]	[Redacted]
19/7/22	[Redacted]	Y	Y	[Redacted]	[Redacted]
19/7/22	[Redacted]	Y	N	[Redacted]	[Redacted]
19/7/22	[Redacted]	N	N	[Redacted]	[Redacted]
20.7.22	[Redacted]	Y	N	[Redacted]	[Redacted]
21.7.22	[Redacted]	Y	N	[Redacted]	[Redacted]
21.7.22	[Redacted]	N	N	[Redacted]	[Redacted]

Petition reference: fare increase 2022

- (3) That the figures for our vehicle running costs components were not reviewed when the Committee considered the card taxi fare increase in particular and most importantly fuel costs; and
- (4) The Committee failed to take additional factors into consideration when reviewing the said fares and tariffs, such as:
 - i. The requirement for taxi drivers to change their vehicles to electric as per Reading Borough Council's current emissions policy;
 - ii. The current cost of living;
 - iii. The impact of coronavirus pandemic on the taxi trade.

We look forward to an urgent review into this matter and the implementation of at least a 12.5 percent increase in the overall fare in the usual manner as per yardage and time with some increase to the current flag drop

Yours sincerely

The undersigned of this document

Date	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
13.7.22	YES	NO		
13.7.22	NO	NO		
13.7.22	YES	NO		
13.7.22	NO	NO		

Petition reference: fare increase 2022

5

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/7		NO	NO		
14/7		YES	YES		
14/7		yes	NO		
14/7		YES	NO		
14/7		YES	NO		
14/7		YES	NO		
14/7		YES	YES		
14/7		NO	NO		
14/7		YES	NO		
14/7		YES	NO		

1

Petition reference: fare increase 2022

5

Date	Name	RTA Member Y/N	Were you consulted by the RTA Y/N	Badge Number	Signature
14/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14.7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14.7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14.7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
14/7	[REDACTED]	N	N	[REDACTED]	[REDACTED]
4/17	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
	[REDACTED]	Y	NO	[REDACTED]	[REDACTED]
	[REDACTED]	N	NO	[REDACTED]	[REDACTED]

Petition reference: fare increase 2022

READING BOROUGH COUNCIL – WORKING BETTER FOR YOU

LICENCED TAXI CABS – PROPOSED TABLE OF FARES 2022 – v9 - AUTHOR CJ & JT Fennessy 01483 567 567 (option 1)

The driver must, unless they have reasonable excuse, accept any hiring if the destination is inside the Borough of Reading. If the hiring ends outside the Borough, you must be charged a fare based on this table unless a fare or rate is agreed before the start of your journey

TARIFF 1: DAYTIME RATE MONDAY - SUNDAY (except where rates 2, 3 or 4 apply)		TARIFF 2: NIGHT RATE MONDAY - SUNDAY (except where rates 3 or 4 apply)		TARIFF 3: Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)		TARIFF 4: Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Night rate +50%)	
HIRINGS BETWEEN 6am and 10pm		HIRINGS BETWEEN 10pm and 6am		HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.		HIRINGS BETWEEN 10pm and midnight on all above specified days & midnight and 6am only on Christmas Day, Boxing Day, New Year's Day, any other public holiday	
£3.00	Maximum charge up to 300 yards or 1 min 29 secs	£4.00	Maximum charge up to 309 yards or 1 min 20 secs	£4.50	Maximum charge up to 300 yards or 1 min 29 secs	£6.00	Maximum charge up to 309 yards or 1 min 20 secs
20p	For each additional 121 yards or 36 secs	20p	For each additional 139 yards or 36 secs, or part thereof for the next 2 miles	30p	For each additional 121 yards or 36 seconds	30p	For each additional 139 yards or 36 secs, or part thereof for the next 2 miles
		20p	For each additional 127 yards or 36 secs, or part thereof, for the next 2.5 miles			30p	For each additional 127 yards or 36 secs, or part thereof, for the next 2.5 miles
		20p	For each additional 121 yards or 36 secs, or part thereof, for the remaining distance			30p	For each additional 121 yards or 36 secs, or part thereof, for the remaining distance
Each additional passenger in excess of 1 (maximum charge £1.50)		30p	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) payable immediately			external soiling £25.00	
All major credit and debit cards are acceptable with no service charge		zero	Extra road usage charges may be payable by the passengers(s) depending on the journey:			internal soiling £70.00	
							extra charge examples: pick-up and/or drop off points at airports etc, congestion fees, toll road fees etc.

COMMENTS OR COMPLAINTS about your driver or cab should be sent to the Licensing Section, Civic Centre, Reading, RG1 2LU with the drivers badge number and licence plate number of the cab, both of which **MUST** be displayed at all times. Alternatively 'phone 0118 937 3762 9:00am to 5:00pm Mon – Fri. For lost property contact Thames Valley Police, Reading Police Station, Castle Street, Reading RG1 2LU

Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU



21/07/2022

To: Reading Borough Council's Licensing Applications Sub-Committee:

INTRODUCTION

1. Based on my written submissions to Reading Borough Council's Licensing Applications Sub-Committee dated 10th July 2022, I strongly oppose the decision made by the Committee to increase Hackney carriage fares implemented on 12th July 2022.
2. It is also important to bring to the attention of the Committee that a petition is in circulation on the taxi rank, opposing the current fare increase and indeed clarifying that a large number of Reading Taxi Association members had not been consulted by the Reading Taxi Association (RTA), specifically with regards to the £1 flag drop increase proposed by the RTA to this Committee.
3. It is disappointing to learn that some taxi drivers were reluctant to sign the said petition to avoid any backlash and repercussions from other taxi drivers and indeed the RTA itself.
4. Therefore, and under the circumstances the identity of those who have signed the said petition must remain confidential and anonymous.
5. Other taxi drivers have reported that the RTA have been scaremongering drivers into not signing the petition and voicing their views and concerns. Stating that any opposition to the currently implemented fare increase by taxi drivers could lead to further delays with some taxi drivers have even been told by the RTA that it could take up-to a year before the matter is reviewed.
6. Some drivers have even reported being told by the RTA that they could lose their right to any fare increase altogether if they opposed this increase.

BACKGROUND

7. The Current Committee implemented the fare increase as recommended by The Reading Taxi Association's (RTA) who proposed a fare increase on the flag drop rather than a decrease to yardage and time in the usual manner.
8. This would mean increasing the current flag drop by £1.00 on both day and night tariffs. The day tariff currently set at £2.60, would therefore increase to £3.60, and the night tariff which is currently set at £3.60 would therefore increase to £4.60.
9. I, therefore, strongly disagree and oppose the fare increase of £1.00 flag drop as being fair in its entirety on the following grounds:

- (a) RTA members have not fully been consulted by the RTA who have also failed to be transparent with its members on this issue;
- (b) The said fare increase may be unfair, disproportionate, and discriminatory in nature under the Equality Act 2010 to some taxi users.

REVIEWING TAXI FARES AND TARIFFS

10. When considering changes to taxi fares and tariffs the Committee must aim to try to strike an appropriate balance between taxi drivers being fairly paid and taxi users getting fair, reasonable, and affordable fares.
11. The current fare increase fails to strike this appropriate balance in its entirety and must be reviewed or disregard completely.
12. To assist the Committee in achieving its objectives regarding striking the appropriate balance when considering any increase in fares. I submit that the following: Six factors should be taken into consideration:
 - (1) Use the taxi vehicle and driver's running costs when determining any potential changes to taxi fares and tariffs;
 - (2) Consider any changes to the costs of being a taxi driver in Reading along with the need for fares to be fair, reasonable, and affordable for users;
 - (3) Take into account the need to maintain reasonable and justifiable differences in the tariffs for journeys in the:
 - I. Daytime;
 - II. Evening;
 - III. Weekends;
 - IV. At night; and
 - V. On public holidays.
 - (4) Take into account the need to maintain reasonable and justifiable differences in fares as the distance and duration of a taxi journey increases; this requires the Committee to review waiting time and time spent in traffic and so on;
 - (5) Recognise specific criteria regarding taxi licensing and services in Reading for example taxi vehicles having to meet the Conditions of Fitness; and
 - (6) Having due regard to the impact of changes to fares and tariffs on those sharing characteristics protected under the Equality Act 2010. This includes the impact on those who may use taxis more frequently or are more reliant on them compared to others because they are in a protected group.

This suggests that the Committee's current fare implementation could be unfair, disproportionate, and discriminatory in nature between users.

The current implementation means a typical journey where users previously paid up to £5.00 would under the current plans increase by 20%. Compare this to those users who were previously paying up to 20.00 would now only be paying an increase of 5% and so on.

Under the circumstances this could be seen as unfair, disproportionate, and discriminatory in nature between users and therefore the Committee must seek independent legal advice in this regard to prevent any prejudice between users.

Taxi running costs

13. As mentioned above when considering any increase, it is fundamental to consider taxi driver vehicle running costs as well as other costs of being a taxi driver, as the cost of running a taxi in the current climate is expensive to say the least.
14. A break down of the current costs of running a taxi should provide the Committee with a good illustration as to how fares and tariffs should be reviewed as costs relating to being a taxi driver.
15. The cost includes a number of different components covering drivers' operating costs for example: (This is a non-exhaustive list)
 - (a) vehicle costs;
 - (b) parts;
 - (c) tyres;
 - (d) servicing;
 - (e) insurance; and
 - (f) most importantly under the current climate fuel costs.
16. Please also note that drivers who are currently renting from other proprietors do not incur all the above costs directly but do contribute towards the running cost components indirectly through rental payments, this of course precludes the cost of fuel which renting drivers must pay directly.
17. It is imperative that the figures for these running cost components are reviewed when the Committee considers a taxi fares and tariffs increase.
18. The fact of the matter is when reviewing taxi fares the Committee should not look at for example a single running cost component such as fuel in isolation but must look at the running costs components as a whole.
19. The whole aim and purpose of a fare increase is to ensure most importantly that taxi drivers are paid fairly so that:
 - (a) taxi drivers can cover their running or operating costs.
 - (b) taxi driving remains a viable career and licensed taxi drivers do not cease trading simply because the running costs of a taxi exceed potential income. As this could

negatively affect the supply of taxis and mean taxi users are unable to get a taxi or must wait longer for a taxi;

20. It seems clear that the RTA under the circumstances have failed to take into consideration the above running cost components when reviewing any proposals for a taxi fare increase on behalf of all RTA members and the trade as a whole.
21. Also, the Committee should take additional factors into consideration when reviewing fares and tariffs, such as the requirement for taxi drivers to change their vehicles to electric as required by the Council in the next few years.

Additional factors

22. Other additional factors which the Committee should take into consideration when reviewing taxi fares include the impact that the coronavirus pandemic has had on the taxi industry which taxi drivers are still trying to recover from.
23. As the Committee is aware taxi drivers were hit hard during the pandemic and the near future is uncertain in this respect.
24. The requirement for taxi drivers to change their vehicles to electric vehicles, as per Reading Borough Council's current emissions policy is also another crucial factor which the Committee should take into consideration, as well as rising inflation and the current cost of living in this case on taxi drivers:
25. It is also important that taxis remain affordable for users because:
 - (a) taxis may be particularly important for some people who require an accessible vehicle or a door-to-door service;
 - (b) taxis provide an important service late at night or otherwise and if taxis are considered too expensive people may be more likely to use an unlicensed vehicle or unbooked PHVs or walk when this is a less safe option.

Other matters to consider

26. The Committee is also invited to recommend that:
 - (a) the 'extra charges' are increased from 20p; and
 - (b) as a matter of transparency, the fare chart is updated with regards to toll charges such as: Ulez, Congestion Charge, and
 - (c) relevant drop off charges at Heathrow; Gatwick; Luton and Stansted airport.

PROPOSAL

27. This Committee is invited to apply the fare increase and tariff increase in the usual manner which is a combination of:
- A. A proportionate increase in the flag drop or flag down rate;
 - B. An increase in yardage during the day on tariff one, up by at least 10% and during the evening or night rate on tariff two by 13.5%;
 - C. Waiting time/duration should be reviewed and increased accordingly to a reasonable amount due to time spent in traffic;
 - D. increase in extras 20p to at least 40p;
 - E. In addition, the waiting time should be increased to £20 per hour from what it is right now given the economic climate.
28. In addition, this Committee is invited to review any increase in fares and tariffs after 12 months of implementation as a matter of transparency in the best interests of users as well as taxi drivers.

CONCLUSION

29. In conclusion, I therefore strongly oppose the current fare increase for the reasons mentioned above, as it is unlikely to cover increasing taxi driver vehicle overheads as well as the cost of their living.
30. The fare increase should be set in accordance with a combination of a dropdown rate, yardage, and time as well as the other recommendations made above.
31. I therefore respectfully invite this Committee to review and if required disregard the fare increase currently being implemented based on my submissions and invite this Committee to take into consideration those proposals put forward applying the common-sense approach.
32. I look forward to addressing this Committee in the next forthcoming Committee meeting and having this matter concluded as an urgent priority.

Yours sincerely



(A Taxi Driver)



IN THE COMMITTEE CHAMBERS
BEFORE THE LICENSING APPLICATIONS SUB-COMMITTEE
FOR READING BOROUGH COUNCIL

BETWEEN:

(1) IMRAN ALI
(2) OTHER HACKNEY CARRIAGE TAXI DRIVERS

Appellant

-AND-

READING BOROUGH COUNCIL

Respondent

WRITTEN REPRESENTATIONS ON BEHALF OF MR IMRAN ALI

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Re: Reading Borough Council's Licensing Applications Sub-Committee:

INTRODUCTION

1. Imran Ali and other Hackney Carriage drivers (namely those who have signed a recent petition) collectively raise objections pursuant to section 65 of the Local Government (Miscellaneous Provisions) Act 1976 ("**1976 Act**") contrary to the recent decision by Reading Borough Council's Licensing Applications Sub-Committee ("**Committee**") to vary the table of fares implemented on 12th July 2022.

(Please note: the identity of those who have signed the said petition must remain confidential and anonymous this precludes Imran Ali).

BACKGROUND

2. Hackney carriage fares were last reviewed by the Licensing Applications Sub-Committee 3 in February 2020. As a result, the Committee granted a reduction in the yardage for all day-time fares to 133 yards. There was no increase to fares for the night-time tariff and no other changes were made.
3. On 12th July 2022 the Licensing Applications Sub-Committee implemented a fare increase as recommended by The Reading Taxi Association's ("**RTA**") who proposed a fare increase on the flag drop rather than a decrease to yardage and time in the usual manner.
4. The consequences of this would increase the current flag drop by £1.00 on both day and night tariffs. The day tariff currently set at £2.60, would therefore increase to £3.60, and the night tariff which is currently set at £3.60 would therefore have increased to £4.60.
5. Objections were raised by the parties named above within the time limits conferred by the statutory framework of section 65 of the 1976 Act. The said objections opposed an increase of £1.00 to the day and night flag drop on the grounds that this could be unreasonable and unfair as well as being a disproportionate increase between taxi users based on the distance they travel.

RELEVANT LAW

6. Reading Borough Council has power to fix or vary Hackney Carriage fares by virtue of section 65 of the 1976 Act.

This section provides inter alia that: ‘

- (1) A district council may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a “table of fares”) made or varied in accordance with the provisions of this section.
- (2)
 - (a) When a district council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares or variation can be made.
 - (b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice, and shall at all reasonable hours be open to public inspection without payment.
- (3) If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in subsection (2) of this section, or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever date is the later.
- (4) If objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the table of fares, shall come into force with or without modifications as decided by them after consideration of the objections.
- (5) A table of fares made or varied under this section shall have effect for the purposes of the Act of 1847 as if it were included in the hackney carriage bylaws made thereunder.’

ISSUES

7. The matter of setting fares for hackney carriage drivers is an important one primarily for two reasons. Firstly, any fares set by a local authority fundamentally determines the ability of drivers to earn a reasonable living, but also importantly to ensure that taxi users receive a fair deal when taking a journey in a licensed hackney carriage. Therefore, it is of crucial importance that a balance is struck between these two reasons.
8. It is disputed that the increase to the flag drop by £1.00 on both day and night tariffs implemented by the Committee strikes this appropriate balance in its entirety and therefore must be disregarded.
9. It is suggested that the current £1.00 increase to the flag drop with no increase to yardage or time, would be unfair and unreasonable in ensuring that Hackney Carriage drivers are able to recover the expected costs of running a taxi, with a reasonable return on profit in line with increasing inflation and the current cost of living crisis.
10. Paragraph 4.1.4 of the Committee report dated 12th July 2022 suggests that the only taxi running cost component that was taken into consideration by the Committee was fuel costs and evidence based on RAC data. No other cost components or additional factors were considered by the Committee.
11. Therefore, to fulfil its objectives in striking the appropriate balance whilst exercising powers conferred under section 65 of the 1976 Act when considering any increase in fares, this Committee needs to resolve the above issues by reviewing the cost components and additional factors which were not taken into consideration initially during the meeting on 12th July 2022. The said cost components and additional factors are of high importance as they collectively contribute towards the cost of running a hackney vehicle and therefore must be considered.
12. In addition, the current £1.00 flag drop increase could be seen as unfair, disproportionate, and discriminatory in nature between users, based on the distance travelled. The current implementation means a journey where users previously paid up to £5.00 for a typical metered fare would under the current increase pay an extra 20% for such a metered journey. Compare this to a typical user who previously paid up to £20.00 for a metered fare would now only be paying an increase of 5% and so on.
13. Please note that the Soiling charges as implemented in accordance with the report to the Committee dated 12th July 2022: at paragraph 4.2.3, raising soiling charges to £70 for inside the taxi and £25 for the outside of the taxi are not in issue.

REVIEWING TAXI FARES AND TARIFFS

14. As mentioned above, when exercising discretionary powers under section 65 of the 1976 Act, the Committee *may* fix the rates or fares within the Borough of Reading. However, in doing so must try to strike an appropriate balance between taxi drivers being paid fairly and taxi users getting fair, reasonable, and affordable fares.
15. To achieve its aim and objectives, the Committee must take the above-mentioned cost components and additional factors into consideration when exercising its powers.

Factors that should be taken into consideration

16. To assist the Committee in achieving its objectives when considering any increase in fares, it is submitted that the following: Six factors should be taken into consideration:
 - (1) Take into consideration the taxi vehicle and driver`s **running costs** when determining any potential changes to taxi fares and tariffs (see subheading below titled taxi running costs for a breakdown);
 - (2) Consider any changes to the costs of being a taxi driver in Reading along with the need for taxi fares to be fair, reasonable, and affordable for users (as mentioned above);
 - (3) Take into account the need to maintain reasonable and justifiable differences in the tariffs for journeys in the:
 - i. Daytime;
 - ii. At night; and
 - iii. On public holidays.
 - (4) Consider the need to maintain reasonable and justifiable differences in fares as the distance and duration of a taxi journey increases; this requires the Committee to review waiting time and time spent in traffic and so on;
 - (5) Recognise specific criteria regarding taxi licensing and services in Reading for example taxi vehicles having to meet the Conditions of Fitness; and
 - (6) Having due regard to the impact of changes to fares and tariffs on those sharing characteristics protected under the Equality Act 2010. This includes the impact on those who may use taxis more frequently or are more reliant on them compared to others because they are in a protected group.

Taxi running costs

17. As mentioned above, when considering any fare or tariff increase, it is fundamental to consider taxi driver vehicle running costs as well as other costs associated with being a taxi driver, as the cost of running a taxi in the current climate is expensive to say the least.
18. A breakdown of the current costs of running a taxi should provide the Committee with a good illustration as to how fares and tariffs should be reviewed as costs relating to being a taxi driver.
19. The cost includes a number of different components covering drivers' operating costs for example:
 - (a) Vehicle costs;
 - (b) Parts;
 - (c) Tyres;
 - (d) Servicing;
 - (e) Depreciation
 - (f) Insurance; and
 - (g) Most importantly under the current climate volatile fuel costs.

(This is a non-exhaustive list)
20. Please also note that drivers who are currently renting from other proprietors do not incur all the above costs directly but contribute towards the running cost components indirectly through rental payments, this of course precludes the cost of fuel which renting drivers incur directly.
21. Therefore, it is absolutely imperative that the figures for these running cost components are reviewed when the Committee considers any taxi fares and tariffs increase.
22. The fact of the matter is when reviewing taxi fares the Committee should not look at a single running cost component such as fuel in isolation but must look at the running cost components as a whole.
23. The whole aim and purpose of a fare increase is to ensure most importantly that taxi drivers are paid fairly so that:
 - (a) Taxi drivers can recover their running or operating costs;
 - (b) Taxi driving remains a viable career and licensed taxi drivers do not cease trading simply because the running costs of a taxi exceed potential income and a decrease in profit as a result.

24. The consequences of any decrease in income for taxi drivers could negatively affect the supply of taxis which would mean taxi users are unable to get a taxi or may wait longer for a taxi.
25. As mentioned previously, the report to the Committee dated 12th July 2022, unfortunately only looked at fuel costs in isolation as a single running cost component. Under the current financial climate all the above running costs must be taken into consideration when reviewing any proposals for a taxi fare increase.

Other additional factors

26. As well as the taxi running cost components mentioned above, it is also important to take other additional contributing factors (listed below) into consideration when reviewing taxi fares and tariffs.
27. The following additional factors must also be taken into consideration:
 - (a) The cost of living, which is skyrocketing, with food, fuel, energy bills, council tax, national insurance, mobile, broadband and water bills all increasing as well as rising inflation;
 - (b) Other additional factors which the Committee should take into consideration when reviewing taxi fares include the impact that the coronavirus pandemic has had on the taxi industry which taxi drivers are still trying to recover from.
 - (c) As the Committee is aware, taxi drivers were hit hard during the pandemic and the near future is still uncertain in this respect.
 - (d) The requirement for taxi drivers to change their vehicles to electric vehicles, as per Reading Borough Council's current emissions policy is also another crucial factor which the Committee should take into consideration,
28. As mentioned above, it is also important that taxi driving remains a viable career the reasoning for which is:
 - (a) Taxis are particularly important for some people who require an accessible vehicle or a door-to-door service;
 - (b) Taxis provide an important service late at night if the supply of taxis become decreased or disrupted as a result of increased costs resulting in lower income or profit margins for taxi drivers. Under the circumstances, taxi users may be more likely to use an unlicensed vehicle or unbooked private hire vehicle or walk at night when this is a less safe option.

Other matters to consider

29. The Committee is also invited to review current and proposed fare increases by other local authorities in order to make the appropriate comparisons.

Please see the following hyperlinks to fare Charts of local authorities mentioned below (Please note: copies of the fare chart for each local authority are also annexed hereto at Annexure 1 below at page 13):

- (1) [BRACKNELL FOREST COUNCIL HACKNEY CARRIAGE FARE CHART – effective from June/ July 2022;](#)
- (2) [Coventry City council Hackney carriage fare chart – effective from August 2022;](#)
- (3) [Slough Hackney Carriage Tariff 2022 – proposed;](#)
- (4) [Basingstoke and Deane Borough Council Hackney fares chart;](#)
- (5) [Wokingham Borough Council Hackney carriage fare chart – effective from 4th April 2022;](#)
- (6) [Proposed taxi tariff for Vale of White Horse District – Jointly with the South Oxfordshire District Council](#)
- (7) [Transport for London Taxi fares and tariffs for Hackney carriage vehicles.](#)
- (8) [Guildford Borough Hackney Carriage Fare Chart effective 13 July 2022](#)

(This is a non-exhaustive list)

30. The Committee is also invited to recommend that:

- (a) The `extra charges` are increased; and
- (b) As a matter of transparency, the fare chart is updated to list the following charges to be borne by passengers:
 - i. Toll charges such as: Ulez, Congestion Charge, and
 - ii. Relevant drop off charges at Heathrow; Gatwick; Luton and Stansted airports.

PROPOSAL

31. The Committee is invited to resolve the above-mentioned issues by applying a taxi fare increase to tariffs in the usual manner which is a combination of the following:

- A. A proportionate increase in the flag drop or flag down rate;
- B. An increase in yardage and time during the day on tariff one (6am to 10pm); and

- C. A further justified increase to the night tariff two (10pm to 6am) given that there has been no increase to night fares for a considerable period of time and therefore a material difference should exist between the day and night tariffs;
 - D. Waiting time/duration must also be reviewed and increased accordingly to a reasonable amount in order to reflect time spent in traffic by drivers;
 - E. An increase in extras is also proposed;
 - F. The waiting time should also be increased per hour.
32. In order to assist this Committee, we have collectively sought the services of a Specialist Fare Chart and Meter Expert, who is an independent taxi meter specialist and authorised Cygnus dealer;

Mr Colins Fennessy of CJ & JT Fennessy, who`s details are as follows:

Mr Colin Fennessy
 CJ & JT Fennessy
 11 Selbourne Road
 Guildford Surrey
 GU4 7JP
 01483 567 567
 07899 772352
cj.jt.fennessy@ntlworld.com

33. Mr Fennessy has reviewed the current hackney carriage fare chart set by Reading Borough Council and has concluded in his professional opinion that the current day rate set is calculated to be approximately £2.65 per mile (after the initial distance) or £16.00 per hour waiting time. According to Mr Fennessy the Night rate is currently less than £2.65 a mile, however, waiting time is slightly higher at about £17.14 per hour.
34. Mr Fennessy recommends two options for the Sub-Committee to consider in relation to any further increase to the current Hackney carriage fares within the Borough of Reading (please see the two draft proposed tables of fares 2022- V5 (option 1) and - V6 (option 2) by Author CJ & JT Fennessy, these draft fare charts can be found attached hereto at Annexure 2 at page 14.
35. The recommendations made by Mr Fennessy are in fact based on his current experience proposing and calculating fare increases for other neighbouring licencing authorities.

Option 1

36. Mr Fennessy has calculated that Option 1 would give an increased day rate of approximately £2.91 per mile, this would mean an increase of 10% on the current day rate (after the initial distance) or £20.00 per hour during the day.

The Option 1 night rate distance charged would increase by 12% but would still work out less than day rate until a typical journey goes beyond 4 miles and 1189 yards

when it becomes identical to day rate. The night rate waiting time would remain identical to day rate at £20.00 per hour.

Option 2

37. Mr Fennssey`s proposal for Option 2-day rate, would remain the same as option 1, however, the distinction between the day and night rate distance charged would be increased by 15% as well as the waiting time which would also be increased to about £24.83 per hour.
38. Based on the current climate and financial uncertainty the Committee is invited to consider Option 2, this is justified on the basis that there has been no night rate increase for a considerable period of time.
39. To assist the Committee in making its decision between the two proposed fare chart options, Mr Fennessy has supplied fare chart data from other local authorities, who have set these fare tariffs and are now charging these fares after their recent tariff revisions (please see the table at figure 1 below):

Figure 1:

Rushmoor
Day £3.60 for 1088y, 20p 125y or 30s = £2.82 mile (after initial) or £24.00 hour Night £5.40 for 1088y, 30p 125y or 30s = £4.23 mile (after initial) or £36.00 hour
Basingstoke & Deane
Day £4.00 for 293y, 20p 176y (after 5 miles) or 40s = £3.00 mile or £18.00 hour Night £5.50 for 293y, 30p 176y (after 5 miles) = £3.00 mile or £27.00 hour.
Guildford
Day £3.00 for 99y, 20p 99y or 17s = £3.56 mile (after initial) or £42.35 hour Night £3.50 99y or 17s = £5.33 mile (after initial) or £63.53 hour
Waverley
Day £2.40 for 128y, 20p 128y or 22s = £2.75 mile (after initial) or £32.73 hour Night £3.60 128y or 22s = £4.12 mile (after initial) or £49.09 hour.
Surrey Heath
Day £3.60 for 1210y 20p 110y or 32s = £3.20 mile (after initial) or £22.50 hour Night £3.90 for 660y, 30p 110y or 32s = £4.80 mile (after initial) or £33.75 hour
Hart
Day £3.40 for 704y, 30p 176y or 45s = £3.00 mile (after initial) or £24.00 hour

Night £4.20 for 704y, 45p 176y or 45s = £4.50 mile (after initial) or £36.00 hour
Most of these areas also have a Sunday surcharge, and Banks Hols at night rate all day.

40. According to the data in figure 1, the current fares and tariffs set by Reading Borough Council (particularly the night tariff) are much lower in comparison to the local jurisdictions mentioned in figure 1.
41. Please note, that if the Committee considers Option 2, the night rate will remain less than those night rates for jurisdiction's mentioned in Figure 1.
42. In addition, just to clarify, the day rates would remain the same whether the Committee selects Option 1 or Option 2 (an increase of 10% for day rate).
43. This Committee is also invited to review any increase in fares and tariffs after 12 months of implementation in the best interests of both the users as well as taxi drivers.

CONCLUSION

44. In conclusion, we therefore strongly oppose the current fare increase for the reasons mentioned above, as it is unlikely to cover increasing taxi driver vehicle costs as well as the cost of living.
45. The fare increase should be set in accordance with a combined increase of the flag drop rate, yardage, and time as recommended by Mr Colin Fennessy of CJ & JT Fennessy.
46. The Committee should take into consideration the six factors mentioned above at paragraph 16; as well as taxi driver running costs mentioned at paragraph 17 to 24; and other additional factors mentioned at paragraphs 25 to 27.
47. In addition, we invite the Committee to carefully review the two proposed fare chart Options calculated and drafted by Mr Fennessy and to consider the Tables of fares 2022- V6 (Option 2) as a viable option moving forward.
48. We respectfully submit that the Committee disregard the fare increase currently being implemented based on the above written submissions and representations and invite this Committee to take into consideration those proposals put forward above.

12th September 2022

Imran Ali

(A Taxi Driver)

Annexure 1

BRACKNELL FOREST COUNCIL HACKNEY CARRIAGE FARE CHART effective June/ July 2022
FARES FOR DISTANCE AND TIME

All distance and time charges include uncompleted parts thereof

Tariff 1		Tariff 2		Tariff 3		HC:
Rate for the first mile: £5.20		Rate for the first mile: £7.80		Rate for the first mile: £10.40		
Rate for each mile thereafter: £2.60		Rate for each mile thereafter: £3.90		Rate for each mile thereafter: £5.20		Extra Charges
Hiring when journey commences between 07:00 and 23:00 Monday to Sunday		Hiring when journey commences between 23:00 and 07:00 Monday to Sunday and on Bank and Public Holidays and on Christmas Eve and New Year's Eve from 18:00 until 24:00		Hiring when the journey commences on Christmas Day through to 07:00 on Boxing Day		Fouling of vehicle – interior (£50) Fouling of vehicle – exterior (£10)
£3.20	Maximum Charge up to 415 yards or 122.96 seconds or a combination of time and distance	£4.80	Maximum Charge up to 415 yards or 122.96 seconds or a combination of time and distance	£6.40	Maximum Charge up to 415 yards or 122.96 seconds or a combination of time and distance	
20p	For each subsequent 135 yards or every 40 seconds or part thereof	30p	For each subsequent 135 yards or every 40 seconds or part thereof	40p	For each subsequent 135 yards or every 40 seconds or part thereof	When this vehicle is carrying more than 4 passengers, a surcharge of 50% will be applied to the fare shown on the meter at the end of the journey. This will however not be shown on the taximeter

If the journey takes the taxi outside the Bracknell Forest Council area the driver **MUST** still charge in accordance with the above scales unless they have agreed otherwise with the hirer before the journey has started. **These are the maximum fares chargeable.**

Any complaints about a taxi or a driver should be directed to Licensing@Bracknell-Forest.gov.uk quoting of possible the taxi plate number and or the driver's badge number

1234567

HACKNEY CARRIAGE FARES IN COVENTRY

1. For journeys commencing and ending within the City of Coventry

Unless a lower fare is agreed before the journey starts:

	Day-Time (6am to 10pm)	Night-Time (10pm to 6am)	Holidays (See below)
For the first 0.922 Km (Approx. ⁶ / ₁₀ mile) or 4.5 minutes (or part)	£3.80	£4.60	£4.90
Then for every 0.162 Km (Approx. ¹ / ₁₀ mile) or 48 seconds (or part)	30p	30p	35p

When the speed is below approximately 8 miles per hour only the time charge applies.

Soiling/Cleaning Charge: £40

Holidays

Christmas

(6pm 24 Dec to 6am 27 Dec)

New Year

(6pm 31 Dec to 6am 2 Jan)

Easter Sunday & Monday

May Day Bank Holiday

Spring Bank Holiday

Summer Bank Holiday

(For 24 hours starting at 00.00am on the day)

2. For journeys ending outside the City of Coventry

The law does not permit a taxi driver to charge more than the price shown on the meter (which will be calculated at the rates shown above) unless the journey ends outside the City boundary and you and the driver have agreed a different fare BEFORE the journey commences.

IN CASE OF COMPLAINT - Note the driver's badge number & taxi number and Telephone 024 7683 2183 or write to the Taxi Licensing Office,

Whitley Depot, 259 London Road, Coventry CV3 4AR or email: taxi.licensing@coventry.gov.uk

AUGUST 2022

Slough Hackney Carriage Tariff 2022 – proposed CJ & JT Fennessy v6

Period Application	Daily 05:00 - 24:00	Daily 00:00 - 05:00	Christmas Day 00:00 - 24:00 Boxing Day 00:00 - 05:00 New Year's Day 00:00 – 24:00
Tariff Rate	1	2	3
Each adult passenger in excess of 3	£0.40	£0.40	£0.60
Initial distance 250 yards or initial time of 99 seconds or a combination of both	£3.40	£5.40	£5.40
Each additional 151 yards or each additional 60 seconds or a combination of both.	£0.20	£0.20	£0.30
Until the fare reaches	£5.60	£7.60	£8.40
Each additional 251 yards or each additional 60 seconds or a combination of both	£0.20	£0.20	£0.30
Until the fare reaches	£11.20	£13.20	£16.80
Each additional 135 yards or each additional 60 seconds or a combination of both	£0.20	£0.20	£0.40
Soiling the vehicle making it unfit for immediate re-hiring	£50	£50	£75
<p>The driver of this vehicle must discuss the following with passengers BEFORE moving off:</p> <p>In addition to the metered or pre-agreed fare</p> <p>Single vehicles that are hired by 5 or more passengers will be charged time and a half of the metered fare. No extra passenger charge will apply.</p> <p>EXTRA ROAD USAGE CHARGES MAY BE PAYABLE BY THE PASSENGER(S) DEPENDING ON THE JOURNEY PICK-UP AND/OR DROP-OFF POINTS.</p> <p>Extra charge examples: airport charges, congestion charges, toll road fees.</p>			
All items of luggage	free	free	free
Support and Assistance or caged animals	free	free	free
Card payment no minimum spend & driver must accept	free	free	free

All charges shown are inclusive of VAT where applicable.

Maximum Table of Fares

Distance	Tariff 1 Daily 0600h-2300h	Tariff 2 Daily 2300h-0600 & all bank/public holidays not covered under tariff 3.	Tariff 3 Between 2000h on Christmas Eve to 0600h on 27 December & New Year's Eve from 1900h – 0600h on 2 January.
Flag fare	£4.00	£5.50	£7.00
Mile 1	£6.00	£8.50	£11.00
Mile 2	£7.60	£10.90	£14.20
Mile 3	£9.20	£13.30	£17.40
Mile 4	£10.70	£15.50	£20.40
Mile 5	£12.20	£17.80	£23.40
Mile 6	£14.20	£20.80	£27.40
Mile 7	£16.20	£23.80	£31.40
Mile 8	£18.20	£26.80	£35.40
Mile 9	£20.20	£29.80	£39.40
Mile 10	£22.20	£32.80	£43.40
Each mile thereafter	£2 per mile	£3 per mile	£4 per mile

Fares are indicative only and calculated over distance and time. If waiting time(s) occurs within your journey, these may be exceeded.

Waiting Time – For each period of 40 seconds or uncompleted part thereof (Tariff 1/Tariff 2/Tariff 3)	20p / 30p / 40p
Fouling inside or outside of vehicle (Tariff1/Tariff 2/Tariff 3)	£50 / £75 / £100

Comments concerning the driver or vehicle must be made in writing to the Licensing Team, Civic Offices, London Road, Basingstoke, RG21 4AH or by email to licensing@basingstoke.gov.uk quoting the taxi licence plate number.

The driver is not permitted to charge a booking or unoccupied running fee. The meter is activated at the start of your journey.

Thank you for using hackney carriage services in Basingstoke and Deane.

ALL PASSENGERS ARE REMINDED THAT THE LAW REQUIRES THEM TO USE THE SEAT BELTS PROVIDED.

<https://www.basingstoke.gov.uk/hackney-carriage-taxi> (01256) 844844



Basingstoke and Deane Borough Council Hackney Carriage Fare Calculations:

Day rate.

£4.00 for 2/12th mile (293.3y) or 75 secs,
Then by 20p for 1/12th mile (146.7y) or 40 secs up to 1 mile (£6.00 for mile 1)
Then 20p for 1/8th mile (220.0y) or 40 secs up to 3 miles (£1.60 for miles 2 & 3)
Then 20p for 2/15th mile (234.7y) or 40 secs up to 5 miles (£1.50 for miles 4&5).
Then 20p for 1/10th mile (176.0y) or 40 secs thereafter (£2.00 mile thereafter).

Night rate etc.

£5.50 for 2/12th mile (293.3y) or 75 secs,
Then by 30p for 1/12th mile (146.7y) or 40 secs up to 1 mile (£8.50 for mile 1)
Then 30p for 1/8th mile (220.0y) or 40 secs up to 3 miles (£2.40 for miles 2&3)
Then 30p for 2/15th mile (234.7y) or 40 secs up to 5 miles (£2.25 for miles 4&5).
Then 30p for 1/10th mile (176.0y) or 40 secs thereafter (£3.00 mile thereafter).

Christmas rate etc.

£7.00 for 2/12th mile (293.3y) or 75 secs,
followed by 40p for 1/12th mile (146.7y) or 40 secs up to 1 mile (£11 for mile 1)
Then 40p for 1/8th mile (220.0y) or 40 secs up to 3 miles (£3.20 for mile 2&3)
Then 40p for 2/15th mile (234.7y) or 40 secs up to 5 miles (£3.00 for miles 4&5).
Then 40p for 1/10th mile (176.0y) or 40 secs thereafter (£4.00 mile thereafter).

GUILDFORD BOROUGH HACKNEY CARRIAGE FARE CHART effective 13 July 2022

FARES FOR DISTANCE & TIME

All distance and time charges include uncompleted parts thereof.

Tariff 1: DAYTIME RATES: (except where rates 2 or 3 apply)	Tariff 2: NIGHT AND HOLIDAY RATE:	Tariff 3: DOUBLE DAYTIME RATE:	4. EXTRA CHARGES:	
Rate for the first mile: £6.36 Mon - Sat and £7.36 Sun	Rate for the first mile: £8.54	Rate for the first mile: £12.72		
Rate for each mile thereafter: £3.56	Rate for each mile thereafter: £5.34	Rate for each mile thereafter: £7.12		
HIRINGS BETWEEN 7am and 11pm	HIRINGS BETWEEN 11PM AND 7AM AND NATIONAL PUBLIC HOLIDAYS (except where Double Day Rate applies)	HIRINGS BETWEEN:		

£3.00 (Mon – Sat)	Maximum charge up to 99 yards or 17 seconds	£3.50 (Mon-Sun)	Maximum charge up to 99 yards or 17 seconds	1) 11pm on Christmas Eve and 5am on 27 December; and 2) 11pm on 31 December and 7am on 1 January	For each passenger in excess of One:	50p
£4.00 (Sun)						
20p	For each additional 99 yards or 17 seconds.	30p	For each additional 99 yards or 17 seconds.			

ALL LUGGAGE CARRIED INSIDE OR OUTSIDE THE PASSENGER COMPARTMENT IS FREE OF CHARGE. ANY ASSISTANCE DOG IS CARRIED FREE OF CHARGE.

PAYMENT BY CREDIT/DEBIT CARD IS FREE OF CHARGE.

IMPORTANT

If the journey takes the taxi outside the Guildford Borough area, the driver MUST still charge in accordance with the above scale unless he/she has agreed otherwise with the hirer before the journey has started. **These are the maximum fares chargeable.**

COMPLAINTS

Any complaints about a taxi or driver should be directed to: Licensing Team, Guildford Borough Council, Millmead House, Millmead, Guildford, Surrey, GU2 4BB or (01483) 505050, regulatoryservices@guildford.gov.uk; quoting, if possible, the taxi plate number and/or the driver's badge number.

Environment and Regulatory Services Manager, Guildford Borough Council



**WOKINGHAM
BOROUGH COUNCIL**

**WOKINGHAM BOROUGH COUNCIL HACKNEY CARRIAGE FARE CHART EFFECTIVE
04 APRIL 2022 FARES FOR DISTANCE AND TIME**

All distance and time charges include uncompleted parts thereof

Tariff 1		Tariff 2		Tariff 3		Extra Charges
For hiring between 06:00 and 22:30 Monday to Sunday.		For hiring between 22:30 and 06:00 Monday to Sunday. For hiring on Bank and Public Holidays. For hiring on Christmas Eve and New Year's Eve from 18:00 until 22:30.		For hiring after 22:30 on Christmas Eve and New Year's Eve. For hiring all day on Christmas Day and New Year's Day. For hiring all day on the 26 December until 06:00 on the 27 December.		Fouling of vehicle – interior (£75). Fouling of vehicle – exterior (£15).
£3.00	For the first 440 yards or 110 seconds.	£4.50	For the first 440 yards or 110 seconds.	£6.00	For the first 440 yards or 110 seconds.	
20p	For each subsequent 120 yards or 30 seconds or part thereof.	30p	For each subsequent 120 yards or 30 seconds or part thereof.	40p	For each subsequent 120 yards or 30 seconds or part thereof.	When this vehicle is carrying more than 4 passengers, a surcharge of £2.00 for each additional passenger (5+). This will not be shown on the meter.

If the journey takes the taxi outside the Wokingham Borough Council area the driver MUST still charge in accordance with the above scales unless they have agreed otherwise with the hirer before the journey has started.

These are the maximum fares chargeable.

Any complaints about a taxi or a driver should be directed to Licensing@Wokingham.gov.uk quoting, if possible, the taxi plate number and/or the driver's badge number.

These prices do not apply to vehicles booked through a private hire operator.

Proposed taxi tariff for Vale of White Horse District

The CPI increase since 2014 (when the previous tariff was set) is 17.5%. Using this percentage rounded to the nearest 5p produces the figures as below.

There are three proposed tariffs depending on time of day, day of the week and holidays as shown in the below table:

For any journey starting:	The tariff level is:
06:00 - 22:59	Tariff 1
23:00 - 01:59	
All day on Sundays, Bank Holidays, Public Holidays and Easter Sunday	
20:00 - 23:59 Christmas Eve and New Year's Eve	Tariff 2
02:00 - 05:59	
All day Christmas Day, Boxing Day and New Year's Day	

The below table shows the proposed starting charge and subsequent charges for distance after 1 mile and for any waiting time.

	Tariff 1	Tariff 2	Tariff 3
Flag fall	£5.40	£6.70	£7.25
Inclusive miles	1	1	1
Subsequent 176 yd or 161 m (1/10 mile)	£0.27	£0.35	£0.40
Waiting time per minute or part thereof	£0.27	£0.35	£0.40

Some examples of journey costs are below:

2 miles	£8.10	£10.20	£11.25
3 miles	£10.80	£13.70	£15.25
5 miles	£16.20	£20.70	£23.25
10 miles	£29.70	£38.20	£43.25

Proposed extra charges are shown in the below table

Carrying more than 4 passengers	£1 per extra passenger (regardless of distance)
Soiling charge	£100 maximum

Rail, Tube and bus strikes

Services affected until Sunday 21 August

More

Tariffs

As the regulator, TfL is responsible for reviewing and setting taxi fares and tariffs. This page provides details of the tariff rates, and the times when they apply.

▼ [Tariff 1](#)

▼ [Tariff 3](#)

▼ [Tariff 2](#)

▼ [Tariff rate for longer journeys](#)

There are three standard tariff periods, and when a certain tariff applies depends on the day of the week and the time of day you travel.

The tariff rate can change (e.g. from Tariff 1 to 2, 2 to 3 or 3 to 1) if a journey starts when one tariff rate applies but is still going when the next Tariff rate starts.

The meter automatically adds a charge based on time for any part of a taxi journey when the speed drops below 10.4mph. Other extra charges may be included in the final fare.

Tariff 1

For any hiring during Monday to Friday between 05:00 and 20:00, other than on a public holiday:

- For the first 210.8 metres or 45.4 seconds (whichever is reached first) there is a minimum charge of £3.80
- For each additional 105.4 metres or 22.7 seconds (whichever is reached first), or part thereof, if the distance travelled is less than 9,591.4 metres there is a charge of 20p
- Once the distance has reached 9,591.4 metres then there is a charge of 20p for each additional 86.9 metres or 18.7 seconds (whichever is reached first), or part thereof

Tariff 2

For any hiring either during Monday to Friday between 20:00 and 22:00 or during Saturday or Sunday between 05:00 and 22:00, other than on a public holiday:

- For the first 172.2 metres or 37.0 seconds (whichever is reached first) there is a minimum charge of £3.80
- For each additional 86.1 metres or 18.5 seconds (whichever is reached first), or part thereof, the distance travelled is less than 9,643.2 metres there is a charge of 20p
- Once the distance has reached 9,643.2 metres then there is a charge of 20p for each additional 86.9 metres or 18.7 seconds (whichever is reached first), or part thereof

Tariff 3

For any hiring between 22:00 on any day and 05:00 the following day or at any time on a public holiday:

- For the first 162.4 metres or 35 seconds (whichever is reached first) there is a minimum charge of £3.80
- For each additional 81.2 metres or 17.5 seconds (whichever is reached first), or part thereof, the distance travelled is less than 9,581.6 metres there is a charge of 20p
- Once the distance has reached 9,581.6 metres then there is a charge of 20p for each additional 86.9 metres or 18.7 seconds (whichever is reached first)

Tariff rate for longer journeys

When a taxi journey reaches six miles the tariff rates changes. This new rate is sometimes referred to as Tariff 4.

Tariff	Rate	Times when the tariff currently applies
Tariff 1 for journeys up to 6 miles	£3.05 per mile	Monday to Friday, 05:00-20:00
Tariff 2 for journeys up to 6 miles	£3.74 per mile	Monday to Friday, 20:00-22:00 Saturday and Sunday, 05:00-22:00
Tariff 3 for journeys up to 6 miles	£3.96 per mile	Every night, 22:00-05:00 Public holidays
Tariff rate for journeys over 6 miles	£3.70 per mile	At all times for journeys over 6 miles

Annexure 2

READING BOROUGH COUNCIL – WORKING BETTER FOR YOU

LICENCED TAXI CABS – PROPOSED TABLE OF FARES 2022 – v5 - AUTHOR CJ & JT Fennessy 01483 567 567 (option 1)

The driver must, unless they have reasonable excuse, accept any hiring if the destination is inside the Borough of Reading. If the hiring ends outside the Borough, you must be charged a fare based on this table unless a fare or rate is agreed before the start of your journey

TARIFF 1: DAYTIME RATE MONDAY - SUNDAY (except where rates 2 3 or 4 apply)		TARIFF 2: NIGHT RATE MONDAY -SUNDAY (except where rates 3 or 4 apply)		TARIFF 3: Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day and any other public holiday (Daytime Rate +50%)		TARIFF 4: Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day and any other public holiday (Night rate +50%)	
HIRINGS BETWEEN 6am and 10pm		HIRINGS BETWEEN 10pm and 6am		HIRINGS BETWEEN 6pm and 10pm		HIRINGS BETWEEN 10pm and midnight Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day, and any other public holiday	
£3.00	Maximum charge up to 300 yards or 1 min 29 secs	£4.00	Maximum charge up to 309 yards or 1 min 20 secs	£4.50	Maximum charge up to 300 yards or 1 min 29 secs	£6.00	Maximum charge up to 309 yards or 1 min 20 secs
20p	For each additional 121 yards or 36 secs	20p	For each additional 139 yards or 36 secs, or part thereof for the next 2 miles	30p	For each additional 121 yards or 36 seconds	30p	For each additional 139 yards or 36 secs, or part thereof for the next 2 miles
		20p	For each additional 127 yards or 36 secs, or part thereof, for the next 2.5 miles			30p	For each additional 127 yards or 36 secs, or part thereof, for the next 2.5 miles
		20p	For each additional 121 yards or 36 secs, or part thereof, for the remaining distance			30p	For each additional 121 yards or 36 secs, or part thereof, for the remaining distance
Each additional passenger in excess of 1 (maximum charge £1.50)		30p	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) payable immediately	external soiling £25.00 internal soiling £70.00			
All major credit and debit cards are acceptable with no service charge		zero	Extra road usage charges may be payable by the passengers(s) depending on the journey:	extra charge examples: pick-up and/or drop off points at airports etc, congestion fees, toll road fees etc.			

COMMENTS OR COMPLAINTS about your driver or cab should be sent to the Licensing Section, Civic Centre, Reading, RG1 2LU with the drivers badge number and licence plate number of the cab, both of which **MUST** be displayed at all times. Alternatively ‘phone 0118 937 3762 9:00am to 5:00pm Mon – Fri. For lost property contact Thames Valley Police, Reading Police Station, Castle Street, Reading 08458505505

READING BOROUGH COUNCIL – WORKING BETTER FOR YOU

LICENCED TAXI CABS – PROPOSED TABLE OF FARES 2022 – v6 - AUTHOR CJ & JT Fennessy 01483 567 567 (option 2)

The driver must, unless they have reasonable excuse, accept any hiring if the destination is inside the Borough of Reading. If the hiring ends outside the Borough, you must be charged a fare based on this table unless a fare or rate is agreed before the start of your journey

TARIFF 1: DAYTIME RATE MONDAY - SUNDAY (except where rates 2 3 or 4 apply)		TARIFF 2: NIGHT RATE MONDAY -SUNDAY (except where rates 3 or 4 apply)		TARIFF 3: Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day and any other public holiday (Daytime Rate +50%)		TARIFF 4: Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day and any other public holiday (Night rate +50%)	
HIRINGS BETWEEN 6am and 10pm		HIRINGS BETWEEN 10pm and 6am		HIRINGS BETWEEN 6pm and 10pm		HIRINGS BETWEEN 10pm and midnight Christmas Eve, Christmas Day, Boxing Day, New Year’s Eve, New Year’s Day, and any other public holiday	
£3.00	Maximum charge up to 300 yards or 1 min 29 secs	£4.00	Maximum charge up to 309 yards or 1 min 04 secs	£4.50	Maximum charge up to 300 yards or 1 min 29 secs	£6.00	Maximum charge up to 309 yards or 1 min 04 secs
20p	For each additional 121 yards or 36 secs	20p	For each additional 136 yards or 29 secs, or part thereof for the next 2 miles	30p	For each additional 121 yards or 36 seconds	30p	For each additional 136 yards or 29 secs, or part thereof for the next 2 miles
		20p	For each additional 124 yards or 29 secs, or part thereof, for the next 2.5 miles			30p	For each additional 124 yards or 29 secs, or part thereof, for the next 2.5 miles
		20p	For each additional 117 yards or 29 secs, or part thereof, for the remaining distance			30p	For each additional 117 yards or 29 secs, or part thereof, for the remaining distance
Each additional passenger in excess of 1 (maximum charge £1.50)		30p	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) payable immediately		external soiling £25.00		
All major credit and debit cards are acceptable with no service charge		zero	Extra road usage charges may be payable by the passengers(s) depending on the journey:		internal soiling £70.00		
					extra charge examples: pick-up and/or drop off points at airports etc, congestion fees, toll road fees etc.		

COMMENTS OR COMPLAINTS about your driver or cab should be sent to the Licensing Section, Civic Centre, Reading, RG1 2LU with the drivers badge number and licence plate number of the cab, both of which **MUST** be displayed at all times. Alternatively ‘phone 0118 937 3762 9:00am to 5:00pm Mon – Fri. For lost property contact Thames Valley Police, Reading Police Station, Castle Street, Reading 08458505505

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Current/Proposed Taxi Fare for RBC and other LA's over a 2 mile journey	Tariff 1	Tariff 2	Tariff 3	Extras
Reading (proposed) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	06.00 to 22.00 each day - £3.60 Flag drop for the first 300 yards (274.32 metres) or 2 minutes 36 seconds and then 20p for each additional 133 yards (121.61 metres) or 45 seconds or part thereof.	22.00 to 06.00 each day - £4.60 Flag drop for the first 309 yards (282.55 metres) or 2 minutes 36 seconds and then 20p for each additional 156 yards (142.65 metres) or 42 seconds, or part thereof for the next 2 miles.		50% Surcharge from 6.00pm to midnight on Christmas Eve & New Year's Eve. All of Christmas Day, Boxing Day, New Year's Day and any other Public Holiday 20p for each extra passenger up to a max of £1 Soiling charge: Interior £75.00; Exterior £25.00
Wokingham (Current) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	06:00 to 22:30 each day - £3.00 flag drop for first 440yds or 110 seconds and then 20p for every 120 yds or 30 secs thereafter	22:30 to 06:00 each day, Bank and Public Holidays. Christmas Eve and New Year's Eve from 18:00 until 22:30 - £4.50 flag drop for first 440yds or 110 seconds and then 30p for every 120 yds or 30 secs thereafter	22:30 on Christmas Eve and New Year's Eve, All day on Christmas Day and New Year's Day, All day on the 26 December until 06:00 on the 27 December - £6.00 Flag drop for first 440yds or 110 seconds and then 40p for every 120 yds or 30 secs thereafter	When this vehicle is carrying more than 4 passengers, a surcharge of £2.00 per passenger. Soiling charge: Interior £75.00; Exterior £15.00
West Berkshire (proposed) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	Between 06:00 and 21:59 Monday to Saturday (excludes bank holidays, public holidays, 24th,25th,26th,31st December and 1st January - £5.00 flag drop for the first 1489.235 yards or 264 seconds and then 20p for each 135.385 yards or every 24 seconds (whichever is reached first)	Between 22:00 and 05:59 Monday to Saturday, 06.00 and 21.59 Sundays, bank holidays, and public holidays, between 06:00 and 23.59 on 24th,26th and 31st December - £7.50 flag drop for the first 1489.235 yards or 264 seconds and then 30p for each 135.385 yards or every 24 seconds (whichever is reached first)	Between 00.00 on the 25th December and 05:59 on 26th December. Journeys commencing between 00.00 and 05:59 on 1st January - £10.00 flag drop for the first 1489.235 yards or 264 seconds (whichever is reached first) and then 40p for each subsequent 135.385 yards or every 24 seconds (whichever is reached first)	When there are more than 4 passengers, a surcharge of 50% will be applied to the fare shown on the meter at the end of the journey. Congestion Charge, Ultra Low Emission Zone, or any tolls will be applied for any journey where such charges or tolls are incurred. These charges would not appear on the meter. Soiling charge: Interior £75.00; Exterior £25.00
Bracknell Forest (Current) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	07:00 to 23:00 every day except bank and public holiday - £3.00 flag drop for the first 700 yards (640 metres) or 2 mins 36 secs and then 20p for each subsequent 200 yards (182 metres) or uncompleted part	23:00 to 07:00 every day except Christmas Day Night, Bank and Public Holidays, and from 18:00 to Midnight on Christmas Eve and New Year's Eve - £4.50 flag drop for the first 700 yards (640 metres) or 2 mins 36 secs and then 30p for each subsequent 200 yards (182 metres) or uncompleted part	Christmas Day through to 7am on Boxing Day - £6.00 flag drop for the first 700 yards (640 metres) or 2 mins 36 secs and then 40p for each subsequent 200 yards (182 metres) or uncompleted part	When there are more than 4 passengers, a surcharge of 50% will be applied to the fare shown on the meter at the end of the journey. Soiling charge: Interior £50.00; Exterior £10.00
South Oxfordshire (Proposed) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	06:00 - 22:59 Monday to Saturday - £5.40 flag drop for the first mile (1760yds) and then 27p for the Subsequent 1/10 mile or 161 m (176 yds)	23:00 - 01:59 Monday to Saturday and All day on Sundays, Bank Holidays, Public Holidays and Easter Sunday - £6.70 flag drop for the first mile (1760yds) and then 35p for the Subsequent 1/10 mile or 161 m (176 yds)	02:00 - 05:59 Monday to Saturday, All day Christmas Day, Boxing Day and New Year's Day - £7.25 flag drop for the first mile (1760yds) and then 40p for the Subsequent 1/10 mile or 161 m (176 yds)	Carrying more than 4 passengers £1 per extra passenger (regardless of distance) Soiling charge £100 maximum
Royal Borough of Windsor and Maidenhead (Current) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	06.00 to 23.00 Every day - £3.00 flag drop for the first 899 yards (822m) or part thereof and then 20p for each additional 157 yards (142m), 36 seconds or part thereof.	23.00 to 06.00 Every day and Bank Holidays (50% above the normal rate or fare) - £4.40 for the first 899 yards (822m) or part thereof and then 30p for each additional 157 yards (143m), 36 seconds or part thereof.		When there are more than three passengers £1.00 per passenger Soiling charge: Interior £80.00; Exterior £20.00
Nottingham City Council (Current) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	06:00 to 22:00 each day - £2.00 flag drop for the first 122 yds and then 20p for every subsequent 86.2yds up to 1760 yds (1 mile) and then 20p for every subsequent 160yds thereafter	22:00 to 06:00 every day - £2.00 flag drop for the first 113 yds and then 20p for every subsequent 82.3yds up to 1760 yds (1 mile) and then 20p for every subsequent 146.67yds thereafter		12.00 noon on the 24 December to 06.00 27 December, from 18.00 on the 31 December to 06.00 on the 02 January and any Statutory Bank Holidays outside of the above period charged at a Fare and a half. Soiling charge - £60.00
Transport for London (Current) Two (2) mile journey (Fares and journey times may be higher if there are delays or heavy traffic.)	05:00 and 20:00 Monday to Friday other than on a public holiday - £3.80 flag drop for the first 230.534 yds (210.8 metres) or 45.4 seconds and then 20p for every additional 115.266yds (105.4 metres) or 22.7 seconds up to 10,489.28yds (9,591.4metres) and then a 20p charge for each additional 86.9 metres or 18.7 seconds (whichever is reached first), or part thereof.	20:00 and 22:00 Monday to Friday and Saturday or Sunday between 05:00 and 22:00, other than on a public holiday - £3.80 for the first 188.320yds (172.2 metres) or 37.0 seconds and then 20p for each additional 94.16yds (86.1 metres) or 18.5 seconds up to 10,545.93yds (9,643.2 metres) and then a 20p charge for each additional 95.03yds (86.9 metres) or 18.7 seconds (whichever is reached first), or part thereof.	22:00 on any day and 05:00 the following day or at any time on a public holiday - £3.80 flag drop For the first 117.60yds (162.4 metres) or 35 seconds and then a 20p charge for each additional 88.10 (81.2 metres) or 17.5 seconds up to 10,478.56 (9,581.6 metres) and then a 20p charge for each additional 95.03yds (86.9 metres) or 18.7 seconds (whichever is reached first) or part thereof.	There is an extra charge of £4 for journeys made between 20:00 on 24 December and 06:00 on 27 December and between 20:00 on 31 December and 06:00 on 2 January. The meter automatically adds a charge based on time for any part of a taxi journey when the speed drops below 10.4mph. Heathrow Airport Terminal Drop Off Charge (TDOC) - £5.20 (Blue Badge holders may claim a refund through Heathrow Airport Limited (HAL), airport) Passengers who do not want to pay the charge can be dropped off in the long stay terminal car parks at the airport for free and then take the free bus to the terminals. There are no extra charges for luggage, additional passengers There is an extra charge of £3.60 for journeys that start from Heathrow Airport taxi ranks. Soiling charge: £60.00

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THE NATIONAL HACKNEY FARES TABLE SEPTEMBER 2022

NATIONAL AVERAGE
TWO MILE HACKNEY FARE
TARIFF ONE

IS NOW £6.55

TABLE COLOUR CODE

RISE IN 2022	RISE IN 2014
RISE IN 2021	RISE IN 2013
RISE IN 2020	RISE IN 2012
RISE IN 2019	RISE IN 2011
RISE IN 2018	RISE IN 2010
RISE IN 2017	RISE IN 2009
RISE IN 2016	RISE IN 2008
RISE IN 2015	NO SET FARE

**UPDATED DAILY
CLICK HERE**

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
1	LONDON (HEATHROW)	£13.40
2	GLDIFORD	£10.00
3	EPSOM & EWELL	£9.00
4	LONDON	£9.00
5	LUTON AIRPORT	£6.70
6	STEVENAGE	£6.70
7	MID SUSSEX	£6.40
8	WATFORD (x)	£6.30
9	HUNTINGDONSHIRE	£6.30
10	LITTLESFORD	£6.30
11	CARRICK	£6.20
12	HART	£6.20
13	WOKINGHAM	£6.20
14	WORTHING	£6.20
15	BRENTWOOD	£6.10
16	BRECKLAND	£6.00
17	COVENTRY	£6.00
18	MADSTONE	£6.00
19	READING	£6.00
20	RUSHCLIFFE	£6.00
21	STROUD	£6.00
22	TORRIDGE	£6.00
23	TUNBRIDGE WELLS	£6.00
24	ISLE OF MAN	£7.00
25	RESTRIMEL	£7.00
26	BRACKNELL FOREST	£7.00
27	BRIGHTON & HOVE	£7.00
28	SURREY HEATH	£7.00
29	WATERSLEY	£7.00
30	CHELMSFORD	£7.70

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
31	GUERNSEY	£7.70
32	WEALDON	£7.70
33	BCP	£7.65
34	EAST AYRSHIRE	£7.60
35	BASINGSTOKE & DEANE	£7.60
36	SOUTH SOMERSET	£7.60
37	CHELTENHAM	£7.40
38	HERRIER	£7.40
39	MORMOUTHSHIRE	£7.60
40	OXFORD CITY	£7.60
41	RUSHMOOR	£7.60
42	SOUTHAMPTON	£7.60
43	TORBAY	£7.61
44	JERSEY	£7.43
45	CANTERBURY	£7.40
46	EAST HAMPSHIRE	£7.40
47	HARROGATE	£7.40
48	LEWES	£7.40
49	SOUTH AYRSHIRE	£7.40
50	TEWKESBURY	£7.40
51	WEST BERKSHIRE	£7.40
52	ASHFORD	£7.30
53	CAMBRIDGE CITY	£7.30
54	DARTFORD	£7.30
55	NORTH DEVON	£7.30
56	SOUTH CAMBRIDGE	£7.30
57	WEYMOUTH & PORTLAND	£7.30
58	TEONBRIDGE	£7.28
59	ARUN	£7.20
60	BATH & NORTH EAST	£7.20
61	DORSET	£7.20
62	EAST HERTS	£7.20
63	EAST NORTHANTS	£7.20
64	NORTH EAST LINCOLNSHIRE	£7.20
65	PORTSMOUTH UA	£7.20
66	REIGATE & BANSTEAD	£7.20
67	SOUTH GLOUCESTER	£7.20
68	ROTHER	£7.20
69	WEST SUFFOLK	£7.20
70	YORK	£6.70
71	EAST DEVON	£7.15
72	ARGYL & BUTE	£7.13
73	CRAWLEY	£7.10
74	DOVER	£6.70
75	ISLE OF WIGHT	£7.10
76	MENDIP	£7.10
77	MOLE VALLEY	£7.10
78	PENWITH	£7.10
79	RUGBY	£7.10
80	WINDSOR & MAIDENHEAD	£7.10
81	RUNNYMEDE	£7.10
82	HARBOROUGH	£7.00
83	SEVENDAKS	£7.00
84	BRISTOL	£7.00
85	BROMSGROVE	£7.00
86	EAST LOTHIAN	£7.00
87	EDINBURGH	£7.00
88	HERTSMERE	£7.00
89	MACCLESFIELD	£7.00
90	SLOUGH	£7.00
91	SWANSEA	£7.00
92	TONBRIDGE & MALING	£7.00
93	WELWYN HATFIELD	£7.00
94	WILTSHIRE	£7.00
95	CRAVEN	£6.90

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
96	SANDWELL	£6.92
97	COLCHESTER	£6.90
98	EASTBOURNE	£6.90
99	VALE OF WHITE HORSE	£6.90
100	WORCESTER CITY	£6.90
101	RHONDDA CYNON TAFF	£6.80
102	ADUR	£6.80
103	BEDFORD	£6.80
104	BOSTON	£6.80
105	BROXTOWE	£6.80
106	CARMARTHENSHIRE	£6.80
107	CARADON	£6.80
108	CEREDIGION	£6.80
109	EAST LINDSEY	£6.80
110	PIFE	£6.80
111	GLASGOW (x)	£6.80
112	GLOUCESTER	£6.80
113	GRAVESEND	£6.80
114	KINGSTON-UPON-HULL	£6.80
115	MID DEVON	£6.80
116	NORTH CORNWALL	£6.80
117	NORTH WARWICK	£6.80
118	NOTTINGHAM	£6.80
119	SEDESGROVE	£6.80
120	SOMERSET WEST & TAUNTON	£6.80
121	SWALE	£6.80
122	TENDRIG	£6.80
123	VALE OF GLAMORGAN	£6.80
124	WOLVERHAMPTON	£6.80
125	CHARWOOD	£6.75
126	NUNEATON & BEDWORTH	£6.75
127	MALVERN HILLS	£6.72
128	ANGUS	£6.70
129	BRAINTREE	£6.70
130	CHESTER	£6.70
131	CONGLETON	£6.70
132	EASTLEIGH	£6.70
133	PYLDE	£6.70
134	MANCHESTER	£6.70
135	NORTH SOMERSET	£6.70
136	NORTH TYNESIDE	£6.70
137	SHEFFIELD	£6.70
138	SOUTH LAKELAND	£6.70
139	SWINDON	£6.70
140	THREE RIVERS	£6.70
141	SOUTH HAMS	£6.66
142	CARLISLE	£6.60
143	CONWY	£6.60
144	DUDLEY	£6.60
145	EAST SUFFOLK (NORTH)	£6.60
146	EDEN	£6.60
147	EXETER	£6.60
148	MARLOW	£6.60
149	HAVANT	£6.60
150	HIGH PEAK	£6.60
151	MEDWAY	£6.60
152	MORAY (x)	£6.60
153	NORTH HERTS	£6.60
154	NORWICH	£6.60
155	PLYMOUTH	£6.60
156	ROCHFORD	£6.60
157	SCARBOROUGH	£6.60
158	SHEPHERD ISLES	£6.60
159	SOUTH TYNESIDE	£6.60
160	IPSWICH	£6.55

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
161	BASSETLAW	£6.50
162	CALDERDALE	£6.50
163	DURHAM COUNTY COUNCIL	£6.50
164	EREWASH	£6.50
165	LIVERPOOL	£6.50
166	LUTON	£6.50
167	ORKNEY	£6.50
168	CHESTERFIELD	£6.45
169	RYNDBURN	£6.42
170	BASILDON	£6.40
171	BLAENAU GWENT	£6.40
172	CASTLE POINT	£6.40
173	COUNTY OF HEREFORD	£6.40
174	CREWE & NANTWICH	£6.40
175	DERBYSHIRE DALES	£6.40
176	EAST RENFREW	£6.40
177	HASTINGS	£6.40
178	HINCKLEY & BOSWORTH	£6.40
179	LEEDS	£6.40
180	LINCOLN	£6.40
181	MELTON	£6.40
182	MID SUFFOLK	£6.40
183	NORTH KESTEVEN	£6.40
184	SHROPSHIRE	£6.40
185	SOUTHEND ON SEA	£6.40
186	TAMESIDE	£6.40
187	WEST LINDSEY	£6.40
188	WORKING	£6.40
189	PERTH & KINROSS	£6.33
190	NEWARK & SHERWOOD	£6.32
191	BLACKBURN	£6.30
192	BURY	£6.30
193	COTSWOLD (y)	£6.30
194	DACORUM	£6.30
195	DARLINGTON	£6.30
196	FEMBRIDGE	£6.30
197	SOUTH HOLLAND	£6.30
198	SOUTH RIBBLE	£6.30
199	DUNDEE CITY	£6.28
200	FOREST OF DEAN	£6.27
201	BABERGH	£6.26
202	REDDITCH	£6.25
203	MIDLOTHIAN	£6.22
204	THANE	£6.21
205	BRIMMINGHAM	£6.20
206	CHICHESTER	£6.20
207	CHORLEY	£6.20
208	COPELAND	£6.20
209	DAVENTRY	£6.20
210	DERBY	£6.20
211	EAST CAMBRIDGESHIRE	£6.20
212	EAST SUFFOLK (SOUTH)	£6.20
213	FALKIRK	£6.20
214	FENLAND	£6.20
215	FOLKESTONE & HYTHE	£6.20
216	NORSHAM	£6.20
217	NEWCASTLE-UPON-TYNE	£6.20
218	NORTHAMPTON	£6.20
219	NORTHUMBERLAND	£6.20
220	SOLSHILL	£6.20
221	SPELLTHORNE	£6.20
222	ST ALBANS	£6.20
223	STRATFORD ON AVON	£6.20
224	SUNDERLAND	£6.20
225	WEST OXFORD	£6.20

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
226	WINCHESTER	£6.20
227	WYCHAVON	£6.20
228	RENFREWSHIRE	£6.18
229	WYRE FOREST	£6.14
230	CENTRAL BEDFORDSHIRE	£6.13
231	ABERDEENSHIRE	£6.10
232	CANNOCK CHASE	£6.10
233	CAPOFF	£6.10
234	CLACKMANNAN	£6.10
235	ELMSBRIDGE	£6.10
236	NEW FOREST	£6.10
237	TAMWORTH	£6.10
238	SELBY	£6.08
239	SCOTTISH BORDERS	£6.08
240	ABERDEEN CITY	£6.00
241	ALLERDALE	£6.00
242	BLACKPOOL	£6.00
243	BUCKINGHAMSHIRE	£6.00
244	DENBIGHSHIRE	£6.00
245	SOUTH LANARKSHIRE (Ext. Kirkcaldy)	£6.00
246	EAST STAFFORDSHIRE	£6.00
247	GATESHEAD	£6.00
248	GREAT YARMOUTH	£6.00
249	GWYNEDD	£6.00
250	KETTERING	£6.00
251	KINGS LYNN & WEST NORFOLK	£6.00
252	KNOWSLEY	£6.00
253	LANCASTER	£6.00
254	MILTON KEYNES	£6.00
255	NORTH WEST LEICESTER	£6.00
256	PETERBOROUGH	£6.00
257	POWYS	£6.00
258	RICHMOND SHIRE	£6.00
259	PRESTON	£6.00
260	ROTHERHAM	£6.00
261	RYEDALE	£6.00
262	SALFORD	£6.00
263	STOCKPORT	£6.00
264	TEST VALLEY (x)	£6.00
265	THURROCK	£6.00
266	WARWICK	£6.00
267	WIRRAL	£6.00
268	BROCKBOURNE	£5.90
269	STAFFORD	£5.90
270	STOKE-ON-TRENT UA	£5.90
271	TANDRIDGE	£5.90
272	VALE ROYAL	£5.90
273	WALSALL	£5.90
274	BARNESLEY	£5.80
275	BARROW IN FURNESS	£5.80
276	BRIDGEND	£5.80
277	FAREHAM	£5.80
278	FLINTSHIRE	£5.80
279	HALTON	£5.80
280	HIGHLAND (x)	£5.80
281	LEICESTER	£5.80
282	LICHFIELD	£5.80
283	MERTHYR TYDFIL	£5.80
284	NEATH PORT TALBOT	£5.80
285	NORTHERN IRELAND	£5.80
286	NORTH LINCOLNSHIRE	£5.80
287	NORTH NORFOLK	£5.80
288	RUTHERGLEN (x)	£5.80
289	SEPTON	£5.80
290	SOUTH LANARKSHIRE (Dykehead)	£5.80

POSITION	TARIFF ONE COUNCIL	TWO MILE FARE
291	TRAFFORD	£5.80
292	WIGAN	£5.80
293	WYRE	£5.80
294	THE MOOR	£5.80
295	DONCASTER	£5.75
296	NORTH EAST DERBYSHIRE	£5.75
297	CAERPHILLY	£5.70
298	GEDLING	£5.70
299	ST HELENS	£5.70
300	STRLING (x)	£5.70
301	WARRINGTON	£5.70
302	BRADFORD	£5.60
303	GOSPORT	£5.60
304	NEWPORT	£5.60
305	NORTH LANARKSHIRE	£5.60
306	WEST LOTHIAN (x)	£5.60
307	WREKHAM	£5.60
308	CHERWELL	£5.60
309	NE-WCASTLE-UNDER-LYME	£5.58
310	INVERCLYDE	£5.54
311	DUMFRIES & GALLOWAY	£5.50
312	EAST DUNBARTONSHIRE	£5.50
313	EPPING FOREST	£5.50
314	HAMBLETON	£5.50
315	GLDHAM	£5.50
316	ROCHDALE	£5.50
317	TORFAEN	£5.50
318	CLYDEBANK	£5.40
319	DUNBARTON & VALE OF LEVEN (x)	£5.40
320	ELLSMERE PORT	£5.40
321	HARTLEPOOL	£5.40
322	TRANSFELD	£5.38
323	NORTH AYRSHIRE	£5.30
324	REBLE VALLEY	£5.30
325	SOUTH KESTEVEN	£5.30
326	BLABY	£5.24
327	AMBER VALLEY	£5.20
328	BOLTON	£5.20
329	HAMILTON (x)	£5.20
330	STAFFS MOORLANDS	£5.20
331	WAKEFIELD	£5.20
332	WEST LANCASHIRE	£5.20
333	EAST RIDING	£5.15
334	SOUTH STAFFORDSHIRE	£5.10
335	STOCKTON ON TEES	£5.10
336	BURNLEY	£5.00
337	KIRKLEES	£5.00
338	ROSSDALE	£5.00
339	SOUTH NORTHANTS	£5.00
340	CORBY	£4.90
341	MIDDLEBROUGH	£4.90
342	TELFORD & WREKIN	£4.90
343	WELLINGBOROUGH	£4.90
344	WESTERN ISLES (x)	£4.85
345	ASHFIELD	£4.80
346	BOLSOVER	£4.80
347	REDCAR & CLEVELAND	£4.50
348	ODDY & WGSTON	£4.40
349	FENDELE	£4.40
350	MALDON	

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Equality Impact Assessment (EIA)

For advice on this document please contact Clare Muir on 72119 or email Clare.Muir@reading.gov.uk.

Please contact the Project Management Office at pmo@reading.gov.uk for advice and/or support to complete this form from a project perspective.

Name of proposal/activity/policy to be assessed:
 Directorate: Economic Growth & Neighbourhood Services
 Service: Licensing
 Name: Rob Abell
 Job Title: Consumer Protection Group Manager
 Date of assessment: 26 September 2022

Version History

Version	Reason	Author	Date	Approved By
1	New	Rob Abell	26/9/22	Matt Golledge

Scope your proposal

- **What is the aim of your policy or new service/what changes are you proposing?**

The Hackney Carriage trade have requested to increase their tariffs. Such a fare rise is required to be accessed by members of the full licensing applications committee. This EqlA is accompanying that report which proposes to increase the 'flag drop' rate by £1. This flat rate is the initial cost borne by a customer by getting in the cab, and does not relate to time spent or distance travelled. The committee can approve, reject, or amend the proposal.

- **Who will benefit from this proposal and how?**

The hackney carriage trade will benefit from any fare rise. This will increase their income for each journey by £1, but proportionally works out better for them on short journeys. The increased costs faced by taxi drivers to run and maintain their vehicles as well as additional business costs (insurance, etc.) is cited as the reason behind the request.

- **What outcomes does the change aim to achieve and for whom?**

The change is proposed to the hackney carriage fares tariff taxi drivers are required to use to collect fares for journeys taken by the public. The outcome would be to increase takings for taxi drivers.

- **Who are the main stakeholders and what do they want?**

The hackney carriage trade are requesting a fare rise because of the economic climate which has pushed up the cost of living including the price of fuel which is their main expense.

The other main stakeholders are the customers who will pay £1 more per journey than currently.

The balance is to ensure that taxi drivers receive an appropriate/competitive income against ensuring that customers pay a fair price for the service.

Assess whether an EqlA is Relevant

How does your proposal relate to eliminating discrimination; advancing equality of opportunity; promoting good community relations?

- **Do you have evidence or reason to believe that some groups may be affected differently than others (due to race, disability, sex, gender, sexuality, age, religious belief or due to belonging to the Armed Forces community)? Make reference to the known demographic profile of the service user group, your monitoring information, research, national data/reports etc.**

We have noted that those on low incomes with mobility problems will be more affected. It is likely that age will also be a factor. We do not currently have any data, but this EqlA is to raise the concern that people using taxis for short journeys such as to get the weekly supermarket shopping would be financially affected by this proposed change. That said, this fare increase will only apply to hackney carriages which are hailed or taken from a rank as opposed to being pre-booked. Pre-booked private hire vehicles (mini-cabs) are more likely to be used for the types of short journeys we are concerned about.

- **Is there already public concern about potentially discriminatory practices/impact or could there be? Make reference to your complaints, consultation, feedback, media reports locally/nationally.**

No, however the elderly or persons who have reduced mobility may be impacted by the higher cost of travelling in a taxi if any fare rise is agreed.

If the answer is **Yes** to any of the above, you need to do an Equality Impact Assessment.

If **No** you **MUST** complete this statement.

An Equality Impact Assessment is not relevant because:

Completing officer

Lead Officer

A handwritten signature in black ink that reads "Rob Abell".

Rob Abell

Assess the Impact of the Proposal

Your assessment must include:

- **Consultation**
- **Collection and Assessment of Data**
- **Judgement about whether the impact is negative or positive**

Think about who does and doesn't use the service? Is the take up representative of the community? What do different minority groups think? (You might think your policy, project or service is accessible and addressing the needs of these groups, but asking them might give you a totally different view). Does it really meet their varied needs? Are some groups less likely to get a good service?

How do your proposals relate to other services - will your proposals have knock on effects on other services elsewhere? Are there proposals being made for other services that relate to yours and could lead to a cumulative impact?

Example: A local authority takes separate decisions to limit the eligibility criteria for community care services; increase charges for respite services; scale back its accessible housing programme; and cut concessionary travel.

Each separate decision may have a significant effect on the lives of disabled residents, and the cumulative impact of these decisions may be considerable.

This combined impact would not be apparent if decisions are considered in isolation.

Consultation

How have you consulted with or do you plan to consult with relevant groups and experts. If you haven't already completed a Consultation form do it now. The checklist helps you make sure you follow good consultation practice.

[Consultation manager form - Reading Borough Council Dash](#)

Relevant groups/experts	How were/will the views of these groups be obtained	Date when contacted
No consultation has yet been conducted	No consultation has yet been conducted	No consultation has yet been conducted

Collect and Assess your Data

Using information from Census, residents survey data, service monitoring data, satisfaction or complaints, feedback, consultation, research, your knowledge and the knowledge of people in your team, staff groups etc. describe how the proposal could impact on each group. Include both positive and negative impacts.

(Please delete relevant ticks)

- Describe how this proposal could impact on racial groups
- Is there a negative impact? ~~Yes~~ / No / ~~Not sure~~

- Describe how this proposal could impact on Sex and Gender identity (include pregnancy and maternity, marriage, gender re-assignment)
- Is there a negative impact? ~~Yes~~ / No / ~~Not sure~~

- Describe how this proposal could impact on Disability
- Is there a negative impact? ~~Yes~~ / ~~No~~ / Not sure

The fare increase will only apply to hackney carriage cabs and not private hire (mini-cabs) so it is felt that it is unlikely to affect people who cannot drive or walk to the bus stop and require a door to door transport solution as those people are more likely to use a charity or pre-booked private hire driver for their essential journeys.

- Describe how this proposal could impact on Sexual orientation (cover civil partnership)
- Is there a negative impact? ~~Yes~~ / No / ~~Not sure~~

- Describe how this proposal could impact on age
- Is there a negative impact? ~~Yes~~ / ~~No~~ / Not sure

Elderly people may be more likely to need to use taxis, however for essential journeys from home would not be likely to use a hackney carriage.

-
- Describe how this proposal could impact on Religious belief
 - Is there a negative impact? Yes / No / ~~Not sure~~

-
- Describe how this proposal could impact on the Armed Forces community (including reservists and veterans and their families)
 - Is there a negative impact? Yes / No / ~~Not sure~~
-

Make a Decision

If the impact is negative then you must consider whether you can legally justify it. If not you must set out how you will reduce or eliminate the impact. If you are not sure what the impact will be you MUST assume that there could be a negative impact. You may have to do further consultation or test out your proposal and monitor the impact before full implementation.

(Delete numbers below which don't apply)

1. No negative impact identified - Go to sign off

~~**2. Negative impact identified but there is a justifiable reason**~~

~~You must give due regard or weight but this does not necessarily mean that the equality duty overrides other clearly conflicting statutory duties that you must comply with.~~

~~**3. Negative impact identified or uncertain**~~

~~What action will you take to eliminate or reduce the impact? Set out your actions and timescale~~

-
- **How will you monitor for adverse impact in the future?**
-
-

X *Hubbell*

X

Completing Officer

Lead Officer

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Project / Proposal Name or Reference:

Date:

Your Name:

Revision of Hackney Carriage Fares For The Year 2022/23	16-Sep-22	CLYDE MASSON
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1. IMPACT ON CARBON EMISSIONS

HOW WILL THIS PROJECT/PROPOSAL AFFECT:	CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
1 ENERGY USE	* No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact	Nil	ce usage because of increased costs	Increase fare charges are likely to reduce usage because of increased costs to customers
2 WASTE GENERATION	* No waste will be generated = Nil Impact	Nil	Consider: = Re-usable/recycled goods = Recycling facilities = Reducing/reusing resources	N/A
3 USE OF TRANSPORT	No extra transport will be necessary = Nil Impact	Nil	Consider: = Use of public transport = Reducing need to travel or transport goods = Alternative fuels/electric vehicles/walking and cycling	Likey increase in use of public transport buses

2. IMPACT ON RESILIENCE TO THE EFFECTS OF CLIMATE CHANGE

HOW WILL THIS PROJECT/PROPOSAL AFFECT THE ABILITY OF READING TO WITHSTAND:	CONSIDERATIONS <i>See guidance below on determining whether negative or positive impacts are High, Medium or Low</i>	IMPACT? <i>Use drop down list</i>	GUIDANCE IF NEGATIVE/NIL RATING HAS BEEN AWARDED	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
4 HEATWAVES	* No increase in exposure to heat stress = Nil Impact	Nil	Greater need for cooling, ventilation, shading and hydration methods	N/A
5 DROUGHT	* Levels of water use will not be changed = Nil Impact	Nil	Greater need for water management and perhaps reserve supplies	N/A
6 FLOODING	* Levels of surface water run-off & flood risk are not affected = Nil Impact	Nil	Consider flood defence mechanisms or alternative arrangements (business continuity)	N/A
7 HIGH WINDS / STORMS	* No change to existing level of exposure to higher wind speeds = Nil Impact	Nil	Greater need for stabilisation measures, robust structures resilient to high winds	N/A
8 DISRUPTION TO SUPPLY CHAINS	No change in exposure to supply chain disruption for key goods and services = Nil Impact	Nil	Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy	N/A

Weighing up the negative and positive impacts of your project, what is the overall rating you are assigning to your project?:

Net Nil

This overall rating is what you need to include in your report/ budget proposal, together with your explanation given below.

Guidance on Assessing the Degree of Negative and Positive Impacts:

Note: Not all of the considerations/ criteria listed below will necessarily be relevant to your project

Low Impact (L)	* No publicity
	* Relevant risks to the Council or community are Low or none
	* No impact on service or corporate performance
	* No impact on capital assets; or relates to minor capital assets (minor works)
Medium Impact (M)	* Local publicity (good or bad)
	* Relevant risks to the Council or community are Medium
	* Affects delivery of corporate commitments
	* Affects service performance (e.g.: energy use; waste generation, transport use) by more than c.10%
High Impact (H)	* Relates to medium-sized capital assets (individual buildings or small projects)
	* National publicity (good or bad)
	* Relevant risks to the Council or community are Significant or High
	* Affects delivery of regulatory commitments
	* Affects corporate performance (e.g.: energy; waste; transport use) by more than c.10%
	* Relates to major capital assets (larger buildings and infrastructure projects)

In the box below please summarise any relevant policy context, explain how the overall rating has been derived, highlight significant impacts (positive and negative) and explain actions being taken to mitigate negatives and increase positives. This text can be replicated in the 'Environment and Climate Impacts' section of your Committee Report, though

There are no specific environmental or climate implications to this policy. Any increase in taxi fares is likely to reduce customer usage in favour of other forms of transport including but not limited to buses, private hire vehicles, private vehicles, cycling and walking.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	LICENSING APPLICATIONS COMMITTEE		
DATE:	4 th OCTOBER 2022		
TITLE:	REVIEW OF HACKNEY CARRIAGE VEHICLE PLATE CRITERIA POLICY		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	CLIMATE STRATEGY AND TRANSPORT
SERVICE:	PLANNING DEVELOPMENT & REGULATORY SERVICES	WARDS:	BOROUGHWIDE
LEAD OFFICER:	CLYDE MASSON	TEL:	0118 973 2453
JOB TITLE:	PRINCIPLE LICENSING & ENFORCEMENT OFFICER	E-MAIL:	Clyde.masson@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The licensing team now have three Hackney Carriage Vehicle licence plates to be allocated. These have been made available by one being revoked by a previous committee and following a lengthy legal battle is now eligible to be re-issued and two Hackney Carriage Vehicle licence plates which were allowed to expire by the current licence holders in October 2020 and December 2021.
- 1.2 To allow members to consider and approve an updated criteria for the allocation of Hackney Carriage Licence Plates as and when they may become available.
- 1.3 Appendix I - Current Criteria resolved by the Licensing Applications Committee on 4th November 2015.
Appendix II - Proposed Criteria.

2. RECOMMENDED ACTION

- 2.1 To consider and approve or amend the proposed criteria.

3. POLICY CONTEXT

- 3.1 The Town Police Clauses Act 1847, as amended by the Transport Act 1985, enables Councils to restrict the number of HC licences issued in their area, where they are satisfied that there is no significant unmet demand for hackney carriage services. In order to be satisfied that there is no significant unmet demand a survey must be carried out, at least every three years.

4. THE PROPOSAL

4.1 Current Position:

4.1.1 In November 2015 officers presented a report to the Licensing Applications Committee recommending a proposed criteria for issuing new Hackney Carriage Vehicle Licence Plates that potential proprietors would have to meet in order to be granted a licence.

4.1.2 The proposed criteria which was approved by the Licensing Applications Committee is attached at appendix i.

4.2 Officer recommendation:

4.2.1 The licensing team recommend the new set of criteria (attached as appendix ii) from the one approved by the Licensing Applications Committee in 2015 which will incorporate two changes. The changes are that -

- a) Licences are only granted to current licenced Reading Borough Council Hackney Carriage Drivers who have held a Reading Borough Council Hackney Carriage Drivers licence for **twelve (12)** consecutive years prior to showing an expression of interest.
- b) That applicants who successfully meet the criteria and are eligible for a Proprietors' licence must provide a **brand new ULEV or brand new fully electric purpose built hackney carriage vehicle** for licensing within three months of being permitted to apply for a Hackney Carriage Vehicle licence or the Hackney Carriage Proprietors' licence maybe issued to any other person who showed an expression of interest and met the current criteria.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The licensing of Hackney Carriage drivers and vehicles has the objective of ensuring that all drivers of such vehicles are trained to a high and equal standard and are able to provide an adequate, safe and efficient service to the residents and visitors of the Borough. The provision of wheelchair accessible HC's increases the ability of disabled consumers to utilise HC services.

5.2 The requirement to have a brand new ULEV or brand new fully electric purpose built hackney carriage vehicles will contribute towards the hackney carriage vehicle fleet producing less emissions and contributing towards RBC's aim of being carbon neutral by 2030.

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 By approving to amend the current hackney carriage vehicle licence plate criteria will require the 3 successful applicants to purchase brand new ULEV or brand new fully electric purpose built hackney carriage vehicles within 3 months of being granted a hackney carriage vehicle licence plate.

6.2 The Climate Impact Assessment has been completed and approved.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".
- 7.2 In considering whether it is appropriate to issue additional HC licences, consultation in the form of a questionnaire will be carried out involving those affected by any proposal, including HC drivers and owners.

8. EQUALITY IMPACT ASSESSMENT

- 7.1 Under the Equality Act 2010, Section 149, as amended by the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 a public authority must, in the exercise of its functions, have due regard to the need to—
- eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under this Act.
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2 An Equality Impact Assessment (EIA) is not relevant to the decision, as it will not have a differential impact on: racial groups; gender; people with disabilities; people of a particular sexual orientation; people due to their age; people due to their religious belief and the Armed Forces community.

9. LEGAL IMPLICATIONS

- 9.1 Section 37 of the Town Police Clauses Act 1847, as amended by section 16 of the Transport Act 1985, enables Councils to licence hackney carriages and to restrict the number of hackney carriage licences issued only if they are satisfied that there is no significant unmet demand for hackney carriage services in the area.
- 9.2 Any person aggrieved by the Council's refusal to grant a hackney carriage licence may appeal to the Crown Court.

10. FINANCIAL IMPLICATIONS

- 10.1 In the event of an appeal, the Council will have to bear the costs of defending their decision.

11. APPENDICES

- 11.1 Appendix I - Current Criteria resolved by the Licensing Applications Committee on 4th November 2015.
- 11.2 Appendix II - Proposed Criteria.

Present: Councillor Woodward (Chair);
Councillors Chrisp, Dennis, Livingston, Page, Skeats and Vickers.

Apologies: Councillors D Edwards, Grashoff and Singh.

2. MINUTES

The Minutes of the meetings held on 8 October 2014 and 27 May 2015 were confirmed as correct records and signed by the Chair.

3. HACKNEY CARRIAGE CRITERIA

The Director of Environment and Neighbourhood Services submitted a report asking the Committee to consider and approve suitable criteria for the allocation of Hackney Carriage Licence Plates as and when they may become available. A copy of the proposed criteria was attached to the report at Appendix 1.

The report explained that on 28 March 2007 officers had submitted a report to the Licensing Applications Committee (Minute 8 refers) that had recommended the delimitation of Hackney carriage vehicle numbers and had proposed criteria for issuing new licences that potential proprietors would have to meet in order to be granted a licence. A further report had been submitted to Licensing Applications Sub-Committee 3 on 3 September 2007 requesting discretion in applying the approved criteria agreed at the meeting in March 2007 for issuing new Hackney carriage vehicle licences (Minute 13 refers). The discretion was approved to be in conjunction with the Chair of Licensing Applications Sub-Committee 3 and where the Head of Environment and Consumer Services deemed appropriate the Reading Taxi Association (RTA); officers currently met with RTA representatives. Sections of the old criteria were challenged at the time and other areas of the criteria were currently considered inappropriate, as a result officers had drafted a new set of criteria.

The report stated that after a lengthy legal battle a Hackney Carriage Licence plate had become available to be issued to a suitable applicant and it was believed that demand for such a licence would be high. The proposed criteria had been drafted to allow the Council to consider the most suitable group of applicants who could be awarded the licence. It was also proposed that this criteria was used should any unmet demand survey find unmet demand and the Committee approved the issuing of additional Hackney Carriage Vehicle Licences Plates.

Asif Rashid, Chairman Reading Taxi Association, Syed Abbas, Chairman Reading Taxi Drivers Association, and Tahir Abdullah were present at the meeting and addressed the Committee.

The Committee discussed the report and agreed that new Hackney carriage proprietors' licences should be granted to licenced Reading Borough Council Hackney Carriage Drivers who had held a Reading Borough Council Hackney Carriage Drivers licence for eight consecutive years and who had rented a Hackney Carriage Vehicle for the same eight year period. The Committee also agreed that

proof of renting for the same relevant eight year period would be via tax records, rental receipts and audit accounts.

Resolved –

- (1) That new Hackney Carriage Proprietors' licences be granted to licensed Reading Borough Council Hackney Carriage Drivers who have held a Reading Borough Council licenced Hackney Carriage Drivers licence for eight consecutive years and have rented a Hackney carriage vehicle for the eight year period and whose intention it is to personally drive the Hackney Carriage vehicle for which any licence is issued full time (37 hours per week) (proof of renting for the same relevant eight year period will be via tax records, rental receipts and audit accounts);
- (2) That licences would not be granted to any person who has previously been issued a Proprietors' licence in the past by the Council, or to any person who currently owns a Reading Borough Council licensed Hackney Carriage Vehicle licence;
- (3) That applicants who successfully meet the criteria and are eligible for a Proprietors' licence must provide a brand new vehicle for licensing within three months of being permitted to apply for a Hackney Carriage Vehicle licence;
- (4) That should one or more applicants meet the required criteria, the Licensing Applications Committee will review the applications and take into consideration the following when awarding the vehicle licence:
 - (a) DVLA driving record;
 - (b) Number of years renting a Hackney Carriage Vehicle;
 - (c) Driving and complaints record;
- (5) That if one or more drivers meet the criteria and the number of licences issued is limited the allocation of licences be via a draw;
- (6) That conditions requiring the following be attached to new Hackney Carriage Proprietors' licences:
 - (a) The proprietor may transfer the licence to another appropriate vehicle, upon application to the Council;
 - (b) The vehicle to which the licence is proposed to be transferred to may not be older than the currently licensed vehicle.

(The meeting started at 6.30pm and closed at 7.16pm)

Hackney Carriage Vehicle Licence Plate Criteria - 2022

- (1) That any new Hackney Carriage Proprietors' licences are only granted to current licenced Reading Borough Council Hackney Carriage Drivers who have held a Reading Borough Council Hackney Carriage Drivers licence for twelve (12) consecutive years prior to showing an expression of interest.
- (2) That they have also rented a hackney carriage vehicle for the same twelve-year period and whose intention it is to personally drive the hackney carriage vehicle for which any licence is issued full time (37 hours per week). Proof of renting for the same relevant twelve year period will be via tax records, rental receipts and audited accounts.
- (3) That licences would not be granted to any person who has previously been issued a Proprietors' licence in the past by Reading Borough Council, or to any person who currently owns a Reading Borough Council Hackney Carriage Vehicle licence.
- (4) That should one or more applicants meet the required criteria, the Licensing Applications Committee will review the applications and take into consideration the following when awarding the vehicle licence:
 - (a) DVLA driving record.
 - (b) Total number of years renting a Hackney Carriage Vehicle.
 - (c) Driving and complaints record.
- (5) That applicants who successfully meet the criteria and are eligible for a Proprietors' licence must provide a brand new ULEV or brand new fully electric purpose built hackney carriage vehicle for licensing within three months of being permitted to apply for a Hackney Carriage Vehicle licence or the Hackney Carriage Proprietors' licence maybe issued to any other person who showed an expression of interest and met the current criteria.
- (6) That if one or more drivers meet the criteria and the number of licences issued is limited the allocation of any licence or licenses be made by the Licensing Applications Committee.
- (7) That conditions requiring the following be attached to new Hackney Carriage Proprietors' Licences
 - (a) The proprietor may transfer the licence to another appropriate vehicle upon application to the council.
 - (b) The vehicle to which the licence is proposed to be transferred to may not be older than the currently licensed vehicle.

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