

To: Councillors Woodward (Chair),
Edwards, Asare, Davies, G Dennis, Keane,
Kitchingham, Mitchell, Page, Robinson,
Rowland and Tarar

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5 July 2023

Your contact is: **Andrew Wood - Committee Services**

NOTICE OF MEETING - LICENSING APPLICATIONS COMMITTEE 13 JULY 2023

A meeting of the Licensing Applications Committee will be held on Thursday, 13 July 2023 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 AFFECTE D</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 meetings held on 21 February 2023 and 24 May 2023.		
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 questions from Councillors and members of the public.		
5. HACKNEY CARRIAGE FARE INCREASE	BOROUGH WIDE	9 - 46

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 the Committee to consider proposals put forward by the hackney carriage trade to increase hackney carriage fares.

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| 6. | STATUTORY TAXI AND PRIVATE HIRE VEHICLE STANDARDS AND THE TAXI AND PRIVATE HIRE VEHICLES (SAFEGUARDING AND ROAD SAFETY) ACT 2022 | BOROUGH WIDE | 47 - 74 |
|-----------|---|---------------------|----------------|

A report setting out the implications of the Department for Transport's Statutory Taxi and Private Hire Vehicle Standards guidance and the Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022, and seeking the approval of the Committee to consult with the hackney carriage and private hire vehicle trade on an updated Hackney Carriage and Private Hire Convictions Policy.

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| 7. | HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE STRATEGY 2023-2028 - DRAFT FOR CONSULTATION | BOROUGH WIDE | 75 - 96 |
|-----------|--|---------------------|----------------|

A report introducing the draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028 and seeking approval from the Committee to undertake a public consultation on the draft strategy.

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

Apologies: Councillors Page and Rowland

9. MINUTES

The Minutes of the Licensing Applications Committee meeting held on 10 October 2022 were confirmed as correct records and signed by the Chair.

10. REVISION OF HACKNEY CARRIAGE DRIVER AND VEHICLE CONDITIONS

The Director for Economic Growth and Neighbourhood Services submitted a report informing the Committee that officers had recently reviewed the specifications and conditions relating to Hackney Carriage Drivers (HCD) and vehicles (HCV) in consultation with the Hackney Trade and Reading Taxi Association (RTA). This had resulted in proposals to either remove or amend some wording of the conditions to bring them up to date.

The following documents were appended to the report:

- Appendix 1 Proposed Hackney Carriage Driver Conditions
- Appendix 2 Proposed Hackney Carriage Vehicle Conditions;
- Appendix 3 Climate Impact Assessment.

The report explained that the conditions relating to HCDs and HCVs had last been amended at the Licensing Applications Committee meeting held on 6 June 2018, to bring in compulsory electronic payment devices (Minute 2 refers). The proposed changes and the reasons for the amendments were set out in section 4.2 of the report. The Committee noted that changing the byelaws attached to HCD and HCV licences could be a lengthy process and this would be carried out as a separate piece of work to prevent delay to the updating of the conditions.

Resolved - That the amended Hackney Carriage Driver and Vehicles specifications and conditions as attached to the report at Appendices 1 and 2 be approved.

11. HACKNEY CARRIAGE UNMET DEMAND 2023

Further to Minute 3 of the meeting held on 12 July 2022, 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 2023 and whether it would be appropriate to amend the current limiting policy approach to Hackney

LICENSING APPLICATIONS COMMITTEE MEETING MINUTES - 21 FEBRUARY 2023

carriage numbers. Officers submitted details of the cost of carrying out the survey, which would be met by Hackney Carriage Vehicle owners and 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.”

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) explained that 10 of the 250 members had asked for a further delay and that the RTA therefore supported an Unmet Demand Survey during Autumn 2023.

Asif Rashid representing the RTA and Chris Avery, taxi driver, attended the meeting, addressed the Committee, and confirmed to the Committee that the RTA agreed the survey should be carried out during Autumn 2023. The RTA stated that the company carrying out the survey would provide a complete report on the survey results and that it would be not be necessary for representatives of the company to attend a future meeting of the Licensing Applications Committee to make a presentation.

Resolved -

- (1) That the Unmet Demand Survey be implemented in autumn 2023 and a report on the results be submitted to a future meeting of the Committee;**

- (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 survey in autumn 2023.

(The meeting closed at 6.57 pm)

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LICENSING APPLICATIONS COMMITTEE - 24 MAY 2023

Present: Councillor Woodward (Chair);
Councillors Asare, Davies, G Dennis, Edwards, Keane,
Kitchingham, Mitchell, Page, Robinson, Rowland and Tarar.

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

Resolved -

- (1) That, under the provisions of Section 9 of the Licensing Act 2003 and Sections 101 and 102 of the Local Government Act 1972, three Licensing Applications Sub-Committees (Sub-Committees A, B and C), each consisting of three members, be established for the Municipal Year 2023/24 to deal with applications for licences under Section 7 of the 2003 Act and to deal with other licensing matters under the 1972 Act;
- (2) That the members of Sub-Committees A, B and C be drawn from the membership of the Licensing Applications Committee;
- (3) That the Terms of Reference of the Sub-Committees be as set out in Appendix A to the Monitoring Officer's report to Council of 24 May 2023.

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Strategic Environment, Planning and Transport Committee



Reading
Borough Council
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13 July 2023

Title	Hackney Carriage Fare Increase
Purpose of the report	To make a decision
Report status	Public report
Report author	Mark Groves, Senior Licensing & Enforcement Officer
Lead Councillor	Councillor John Ennis
Corporate priority	Not applicable, but still requires a decision
Recommendations	<ol style="list-style-type: none"> 1. That the Committee consider the content of the report. 2. That the proposals put forward by the Reading Taxi Association, as set out in Appendix 2, to amend the taxi fares scheme, be considered. 3. That the proposals put forward by the drivers not affiliated to the RTA, as set out in Appendix 3, to amend the taxi fares scheme, be considered. 4. That, in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976, and having taken into account the representations of the Reading Taxi Association (RTA) and the Hackney Carriage Drivers not affiliated to the RTA, the Committee be asked to approve a new taxi fares scheme for consultation via an advert in a local paper and the Council's website. 5. That the Assistant Director for Planning, Transport & Public Protection Services be authorised to implement the new taxi fares scheme, unless there were objections to the scheme received during the consultation period, in which case a further report would be submitted to the Committee for consideration.

1. 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 4th October 2022. This report sets out the recent history of fare rises and current levels of fares in Reading.

2. Policy Context

- 2.1 The Director of Planning, Development and Regulatory Services has delegated authority to approve and implement hackney carriage fare rises, having taken into account any recommendations expressed by the Licensing Applications Committee.
- 2.2 The Director of Planning, Development and Regulatory Services 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. and include anything else which is relevant by way of Policy to this matter.

- 2.3 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.

3 The Proposal

- 3.1 Hackney carriage fares were reviewed by the Licensing Applications Committee at their October 2022 meeting. The committee granted an increase of £1 on the flag drop for both the day and night-time tariffs from £2.60 to £3.60 and £3.60 to £4.60 respectively. The table of fares tariff agreed at this meeting are attached in the Appendices as Appendix I.
- 3.2 The current charge available to drivers if a customer soils the taxi is £70 for the inside and £25 for the exterior. This was changed at the July 2022 committee meeting of the Licensing Applications Committee. These charges can be found within the table of fares as set out in Appendix I. There has been no request from the HC trade to increase these charges.
- 3.3 On the 4th June 2023 the chair of the Reading Taxi Association (RTA) wrote to the licensing section requesting that a report be put before the committee for a fare rise and supplied two options for consideration these are set out in Appendix II(a) and (b).
- 3.4 On 23rd June 2023 the Hackney Carriage Drivers who are not members of the RTA led by Mr Imran Ali, Mr Mohammad Afsar and Mr Johar Ali also requested a fare increase and supplied two options for the consideration of the Licensing Applications Committee and these are set out at Appendix III (a) and (b).
- 3.5 To assist the committee Appendix III(c) is the current fare chart that has been re-worked to an easier to comprehend version by Mr CJ & JT Fennessey who are the authors of all the 4 options that have been put forward.
- 3.6 As required under Section 65. of the Local Government (Miscellaneous Provisions) Act 1976 a consultation will be carried out following the approval of one of the options put before the Licensing Applications Committee with an advert being placed in a local paper and on the RBC website.
- 3.7 If no objections are received following the consultation, then the new fares will take effect once arrangements can be made to have the hackney carriage meters re-chipped with the new fares.
- 3.8 If any objections are received, then these will be brought at a meeting before the Licensing Applications Committee for due consideration.
- 3.9 In the June 2023 edition of the Private Hire Taxi Monthly (PHTM) has been published, and in this edition on pages 80 & 81 the National Fare Table places, Reading in 12th, Wokingham in 31st, South Oxfordshire 37th, West Berkshire 51st, Bracknell Forest in 56th and Windsor & Maidenhead 141st position. [PHTM June 2023 Issue 369 \(yudu.com\)](https://www.yudu.com)
- 3.10 The RAC provides a history of fuel pricing on their website which plots the rise of both diesel and petrol pricing since 2004 up to this date. Their data shows the following decreases since the last report presented to the committee in October 2022.

	Oct 2022	Down	Dec 2022	Down	Feb 2023	Down	Apr 2023	Down	June 2023
Diesel	£1.90.12	-15.24p	£1.74.88	6.89p	£1.67.99	7.95p	£1.60.04	14.74p	£1.45.30
Petrol	£1.66.17	-13.99p	£1.52.18	4.18p	£1.48.00	1.32p	£1.46.68	3.4p	£1.43.28

- 3.11 Tables showing the cost of fares over set distances for all the options has been produced and is shown at Appendix IV(a) - (e). Please note the fares that have been calculated are approximate and have not been verified as being 100% correct using a HC Meter. Also please note that any fares outside of the Borough can be agreed between the HCD and customer without the use of the meter before the journey commences.

4. Contribution to Strategic Aims

- 4.1 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.

6. Environmental and Climate Implications

There is no specific environmental or climate implication to this policy as any fare rise is likely to reduce customer usage due to the increased cost in the fares.

6. Community Engagement

- 6.1 Proposed changes to hackney carriage fares are legally required to be advertised in a local newspaper, allowing any person to object to the changes.
- 6.2 If any objections are received following the publication in the local newspaper and inclusion on the RBC Taxi Licensing webpages then they will be submitted to the Licensing Applications Committee, and these must be considered before any fare changes can be implemented.

7. Equality Implications

- 7.1. An equality assessment is not required in respect of the increase of hackney carriage fares.

8. Other Relevant Considerations

- 8.1 N/A

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.
- 9.2 Section 65 (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.
- 9.3 Section 65 (2) (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.
- 9.4 Section 65 (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.
- 9.5 Section 65 (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.
- 9.6 Section 65 (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. Timetable for Implementation

11.1 The fare option that is chosen by Councillors will be advertised in the local press for 14 days at which time if there are no representations then the new fees will take effect as soon as the licensing team can organise the re-chipping of all the HC meters. If there are representations received, then a further report will have to be brought before the full committee for their consideration at which point, and after all due consideration of the representations received, they can ask either for further work to be carried out or make the decision that their original decision of the 13th July takes effect.

12. Background Papers

12.1 There are none.

Appendices.

1. Table of fares agreed at the October 2022 Licensing Applications Committee.
2. Two options proposed by the Reading Taxi Association.
3. Two options proposed by non-Reading Taxi Association Hackney Carriage Drivers.
- 3(c). The re-worked current fare table by Mr Fennessey.
4. Tables showing the cost of fares over set distances for all the options proposed (a) – (d).
- 4(e). Table showing the re-worked current fare table by Mr Fennessey.

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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 remainder of the distance

1. ADDITIONAL PASSENGERS - 20p per each additional 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** or email licenceing@reading.gov.uk with the number of the driver's badge, which the driver must be wearing and the licence plate number of the cab.

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



Francis Martin, Executive Director Economic Growth and Neighborhood Services -
NOVEMBER 2022

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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 278 yards (256.94 meters) or 2 minutes 24 seconds
20p	For each additional 123 yards (112.47 meters) or 42 seconds, or part thereof.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£4.60 (minimum charge shown on meter)	For the first 281 yards (282.55 meters) or 2 minutes 22 seconds
20p	For each additional 142 yards (129.84 metres) or 38 seconds, or part thereof for the next 2 miles
	For each additional 129 yards (117.95 metres) or 38 seconds or part thereof, for the next 2.5 miles
	For each additional 123 yards (112.47 metres) or 38 seconds or part thereof, for the remaining distance
TARIFF 3 - Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)	
FOR HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.	
£5.40 (minimum charge shown on meter)	For the first 278 yards (256.94 meters) or 2 minutes 24 seconds
30p	For each additional 123yards (112.47 metres) or 42 seconds or part thereof.
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 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	
£6.90 (minimum charge shown on meter)	Maximum charge up to 281 yards (282.55 meters) or 2 min 22 secs

30p	For each additional 142 yards (129.84 metres) or 38 secs, or part thereof for the next 2 miles
	For each additional 129 yards (117.95 metres) or 38 secs, or part thereof, for the next 2.5 miles
	For each additional 123 yards (112.47 metres) or 38 secs, or part thereof, for the remaining distance

1. ADDITIONAL PASSENGERS - 20p per each additional person (ie excluding the hirer)	£1.00 max (manually added to final fare)
2. Fouling of vehicle exterior £25.00 Fouling of vehicle interior £70.00	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) Both payable to driver immediately
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.
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 or use the QR Code displayed inside the vehicle.	
ALL LOST PROPERTY enquiries should be made to Thames Valley Police, Reading Police Station, Castle Street, Reading on 0845 8505505	
XXXXXX	
Emma Gee, Interim Director Economic Growth and Neighbourhood Services June 2023	

LICENSED TAXI CABS - TABLE OF FARES

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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 meters) or 2 minutes 24 seconds
20p	For each additional 133 yards (121.61 meters) or 45 seconds, or part thereof.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£4.60 (minimum charge shown on meter)	For the first 286 yards (261.51 meters) or 2 minutes 24 seconds
20p	For each additional 144 yards (131.67 metres) or 39 seconds, or part thereof for the next 2 miles
	For each additional 132 yards (120.70 metres) or 39 seconds or part thereof, for the next 2.5 miles
	For each additional 125 yards (114.30 metres) or 39 seconds or part thereof, for the remaining distance
TARIFF 3 - Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)	
FOR HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.	
£5.40 (minimum charge shown on meter)	For the first 300 yards (274.32 meters) or 2 minutes 36 seconds
30p	For each additional 133yards (121.61 meters) or 45 seconds or part thereof.
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 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	
£6.90 (minimum charge shown on meter)	Maximum charge up to 286 yards (261.51 meters) or 2 min 24 secs

30p	For each additional 144 yards (131.67 metres) or 39 secs, or part thereof for the next 2 miles
	For each additional 132 yards (120.70 metres) or 39 secs, or part thereof, for the next 2.5 miles
	For each additional 125 yards (114.30 metres) or 39 secs, or part thereof, for the remaining distance

1. ADDITIONAL PASSENGERS - 40p per each additional person (ie excluding the hirer)	£2.00 max (manually added to final fare)
2. Fouling of vehicle exterior £25.00 Fouling of vehicle interior £70.00	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) Both payable to driver immediately
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.
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 or use the QR Code displayed inside the vehicle.	
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Emma Gee, Interim Director Economic Growth and Neighbourhood Services June 2023	

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FARE TABLE	
TARIFF 1 - (For hirings between 6.00am and 10.00pm each day)	
£3.60 (minimum charge shown on meter)	For the first 279 yards (255.11 meters) or 2 minutes 25 seconds
20p	For each additional 124 yards (113.38 meters) or 42 seconds, or part thereof.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£4.60 (minimum charge shown on meter)	For the first 275 yards (282.55 meters) or 2 minutes 25 seconds
20p	For each additional 120 yards (109.72 metres) or 37 seconds, or part thereof
TARIFF 3 - Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)	
FOR HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.	
£5.40 (minimum charge shown on meter)	For the first 279 yards (255.11 meters) or 2 minutes 25 seconds
30p	For each additional 124 yards (113.38 metres) or 42 seconds or part thereof.
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 10pm and midnight on all above specified days & midnight and 6am only on Christmas Day, Boxing Day, New Year's Day, and any other public holiday	
£6.90 (minimum charge shown on meter)	Maximum charge up to 275 yards (233.17 meters) or 2 min 25 secs
30p	For each additional 120 yards (109.72 metres) or 37 secs, or part thereof

1. ADDITIONAL PASSENGERS - 40p per each additional person (ie excluding the hirer)	£2.00 max (manually added to final fare)
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Emma Gee, Interim Director Economic Growth and Neighbourhood Services June 2023	

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FARE TABLE	
TARIFF 1 - (For hirings between 6.00am and 10.00pm each day)	
£3.60 (minimum charge shown on meter)	For the first 279 yards (255.11 meters) or 2 minutes 25 seconds
20p	For each additional 124 yards (113.38 meters) or 42 seconds, or part thereof.
TARIFF 2 - (For hirings between 10.00pm and 6.00am each day)	
£4.60 (minimum charge shown on meter)	For the first 266 yards (243.23 meters) or 2 minutes 14 seconds
20p	For each additional 116 yards (106.07 metres) or 36 seconds, or part thereof
TARIFF 3 - Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)	
FOR HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.	
£5.40 (minimum charge shown on meter)	For the first 279 yards (255.11 meters) or 2 minutes 25 seconds
30p	For each additional 124 yards (113.38 metres) or 42 seconds or part thereof.
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 10pm and midnight on all above specified days & midnight and 6am only on Christmas Day, Boxing Day, New Year's Day, and any other public holiday	
£6.90 (minimum charge shown on meter)	Maximum charge up to 266 yards (243.23 meters) or 2 min 14 secs
30p	For each additional 116 yards (106.07 metres) or 36 secs, or part thereof

1. ADDITIONAL PASSENGERS - 40p per each additional person (ie excluding the hirer)	£2.00 max (manually added to final fare)
2. Fouling of vehicle exterior £25.00 Fouling of vehicle interior £70.00	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) Both payable to driver immediately
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.
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 or use the QR Code displayed inside the vehicle.	
<p align="center">ALL LOST PROPERTY enquiries should be made to Thames Valley Police, Reading Police Station, Castle Street, Reading on 0845 8505505</p> <p align="center">XXXXXX</p> <p align="center">Emma Gee, Interim Director Economic Growth and Neighbourhood Services June 2023</p>	

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 meters) or 2 minutes 36 seconds
20p	For each additional 133 yards (121.61 meters) or 45 seconds, or part thereof.
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 meters) or 2 minutes 36 seconds
20p	For each additional 156 yards (142.64 metres) or 42 seconds, or part thereof for the next 2 miles
	For each additional 142 yards (129.84 metres) or 42 seconds or part thereof, for the next 2.5 miles
	For each additional 135 yards (123.44 metres) or 42 seconds or part thereof, for the remaining distance
TARIFF 3 - Christmas Eve, Christmas Day, Boxing Day, New Year's Eve, New Year's Day and any other public holiday (Daytime Rate +50%)	
FOR HIRINGS BETWEEN 6pm and 10pm on Christmas Eve and New Year's Eve & between 6am and 10pm on all other above specified days.	
£5.40 (minimum charge shown on meter)	For the first 300 yards (274.32 meters) or 2 minutes 36 seconds
30p	For each additional 133 yards (121.61 metres) or 45 seconds or part thereof.
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 10pm and midnight on all above specified days & midnight and 6am only on Christmas Day, Boxing Day, New Year's Day, and any other public holiday	
£6.90 (minimum charge shown on meter)	Maximum charge up to 309 yards (282.55 meters) or 2 min 36 secs

30p	For each additional 156 yards (142.64 metres) or 42 secs, or part thereof for the next 2 miles
	For each additional 142 yards (129.84 metres) or 42 secs, or part thereof, for the next 2.5 miles
	For each additional 135 yards (123.44 metres) or 42 secs, or part thereof, for the remaining distance

1. ADDITIONAL PASSENGERS - 20p per each additional person (ie excluding the hirer)	£1.00 max (manually added to final fare)
2. Fouling of vehicle exterior £25.00 Fouling of vehicle interior £70.00	Soiling the carriage leaving it unfit for immediate subsequent hiring (not shown on the meter) Both payable to driver immediately
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.
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 or use the QR Code displayed inside the vehicle.	
ALL LOST PROPERTY enquiries should be made to Thames Valley Police, Reading Police Station, Castle Street, Reading on 0845 8505505	
XXXXXX	
Emma Gee, Interim Director Economic Growth and Neighbourhood Services June 2023	

RTA FARE INCREASE - OPTION 1

JULY 2013

TARIFF 1 - DAYTIME FARES

Miles	Yards	Meters	Current Day			Proposed Day			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 4.47	602	4.89	£ 4.58	£ 0.11	2%	
1	1,760	1,609	1,460	10.98	£ 5.80	1,482	12.05	£ 6.01	£ 0.21	4%	
1.25	2,200	2,012	1,900	14.29	£ 6.46	1,922	15.63	£ 6.73	£ 0.27	4%	
1.5	2,640	2,414	2,340	17.59	£ 7.12	2,362	19.20	£ 7.44	£ 0.32	5%	
1.75	3,080	2,816	2,780	20.90	£ 7.78	2,802	22.78	£ 8.16	£ 0.38	5%	
2	3,520	3,219	3,220	24.21	£ 8.44	3,242	26.36	£ 8.87	£ 0.43	5%	
2.25	3,960	3,621	3,660	27.52	£ 9.10	3,682	29.93	£ 9.59	£ 0.48	5%	
2.5	4,400	4,023	4,100	30.83	£ 9.77	4,122	33.51	£ 10.30	£ 0.54	5%	
2.75	4,840	4,426	4,540	34.14	£ 10.43	4,562	37.09	£ 11.02	£ 0.59	6%	
3	5,280	4,828	4,980	37.44	£ 11.09	5,002	40.67	£ 11.73	£ 0.64	6%	
3.25	5,720	5,230	5,420	40.75	£ 11.75	5,442	44.24	£ 12.45	£ 0.70	6%	
3.5	6,160	5,633	5,860	44.06	£ 12.41	5,882	47.82	£ 13.16	£ 0.75	6%	
3.75	6,600	6,035	6,300	47.37	£ 13.07	6,322	51.40	£ 13.88	£ 0.81	6%	
4	7,040	6,437	6,740	50.68	£ 13.74	6,762	54.98	£ 14.60	£ 0.86	6%	
4.25	7,480	6,840	7,180	53.98	£ 14.40	7,202	58.55	£ 15.31	£ 0.91	6%	
4.5	7,920	7,242	7,620	57.29	£ 15.06	7,642	62.13	£ 16.03	£ 0.97	6%	
4.75	8,360	7,644	8,060	60.60	£ 15.72	8,082	65.71	£ 16.74	£ 1.02	6%	
5	8,800	8,047	8,500	63.91	£ 16.38	8,522	69.28	£ 17.46	£ 1.07	7%	
6	10,560	9,656	10,260	77.14	£ 19.03	10,282	83.59	£ 20.32	£ 1.29	7%	
7	12,320	11,265	12,020	90.38	£ 21.68	12,042	97.90	£ 23.18	£ 1.51	7%	
8	14,080	12,875	13,780	103.61	£ 24.32	13,802	112.21	£ 26.04	£ 1.72	7%	
9	15,840	14,484	15,540	116.84	£ 26.97	15,562	126.52	£ 28.90	£ 1.94	7%	
10	17,600	16,093	17,300	130.08	£ 29.62	17,322	140.83	£ 31.77	£ 2.15	7%	
11	19,360	17,703	19,060	143.31	£ 32.26	19,082	155.14	£ 34.63	£ 2.37	7%	
12	21,120	19,312	20,820	156.54	£ 34.91	20,842	169.45	£ 37.49	£ 2.58	7%	
13	22,880	20,921	22,580	169.77	£ 37.55	22,602	183.76	£ 40.35	£ 2.80	7%	
14	24,640	22,531	24,340	183.01	£ 40.20	24,362	198.07	£ 43.21	£ 3.01	7%	
15	26,400	24,140	26,100	196.24	£ 42.85	26,122	212.37	£ 46.07	£ 3.23	8%	
16	28,160	25,749	27,860	209.47	£ 45.49	27,882	226.68	£ 48.94	£ 3.44	8%	
17	29,920	27,359	29,620	222.71	£ 48.14	29,642	240.99	£ 51.80	£ 3.66	8%	
18	31,680	28,968	31,380	235.94	£ 50.79	31,402	255.30	£ 54.66	£ 3.87	8%	
19	33,440	30,577	33,140	249.17	£ 53.43	33,162	269.61	£ 57.52	£ 4.09	8%	
20	35,200	32,187	34,900	262.41	£ 56.08	34,922	283.92	£ 60.38	£ 4.30	8%	
22	38,720	35,405	38,420	288.87	£ 61.37	38,442	312.54	£ 66.11	£ 4.73	8%	
24	42,240	38,624	41,940	315.34	£ 66.67	41,962	341.15	£ 71.83	£ 5.16	8%	
26	45,760	41,843	45,460	341.80	£ 71.96	45,482	369.77	£ 77.55	£ 5.59	8%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 77.25	49,002	398.39	£ 83.28	£ 6.02	8%
	30	52,800	48,280	52,500	394.74	£ 82.55	52,522	427.01	£ 89.00	£ 6.45	8%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 236.05	154,602	1,256.93	£ 254.99	£ 18.93	8%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 241.34	158,122	1,285.54	£ 260.71	£ 19.36	8%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 304.86	200,362	1,628.96	£ 329.39	£ 24.53	8%

TARIFF 2 - NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed Night			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 5.33	599	4.22	£ 5.44	£ 0.11	2%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,479	10.42	£ 6.68	£ 0.22	3%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,919	13.51	£ 7.30	£ 0.28	4%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,359	16.61	£ 7.92	£ 0.33	4%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,799	19.71	£ 8.54	£ 0.39	5%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,239	22.81	£ 9.16	£ 0.45	5%	
2.25	3,960	3,621	3,651	23.68	£ 9.34	3,679	26.22	£ 9.84	£ 0.51	5%	
2.5	4,400	4,023	4,091	26.78	£ 9.96	4,119	29.63	£ 10.53	£ 0.57	6%	
2.75	4,840	4,426	4,531	29.88	£ 10.58	4,559	33.04	£ 11.21	£ 0.63	6%	
3	5,280	4,828	4,971	32.98	£ 11.20	4,999	36.45	£ 11.89	£ 0.70	6%	
3.25	5,720	5,230	5,411	36.08	£ 11.82	5,439	39.86	£ 12.57	£ 0.76	6%	
3.5	6,160	5,633	5,851	39.17	£ 12.43	5,879	43.27	£ 13.25	£ 0.82	7%	
3.75	6,600	6,035	6,291	42.27	£ 13.05	6,319	46.69	£ 13.94	£ 0.88	7%	
4	7,040	6,437	6,731	45.37	£ 13.67	6,759	50.10	£ 14.62	£ 0.94	7%	
4.25	7,480	6,840	7,171	48.47	£ 14.29	7,199	53.51	£ 15.30	£ 1.01	7%	
4.5	7,920	7,242	7,611	51.57	£ 14.91	7,639	56.92	£ 15.98	£ 1.07	7%	
4.75	8,360	7,644	8,051	54.83	£ 15.57	8,079	60.50	£ 16.70	£ 1.13	7%	
5	8,800	8,047	8,491	58.09	£ 16.22	8,519	64.07	£ 17.41	£ 1.20	7%	
6	10,560	9,656	10,251	71.12	£ 18.82	10,279	78.38	£ 20.28	£ 1.45	8%	
7	12,320	11,265	12,011	84.16	£ 21.43	12,039	92.69	£ 23.14	£ 1.71	8%	
8	14,080	12,875	13,771	97.20	£ 24.04	13,799	107.00	£ 26.00	£ 1.96	8%	
9	15,840	14,484	15,531	110.24	£ 26.65	15,559	121.31	£ 28.86	£ 2.21	8%	
10	17,600	16,093	17,291	123.27	£ 29.25	17,319	135.62	£ 31.72	£ 2.47	8%	
11	19,360	17,703	19,051	136.31	£ 31.86	19,079	149.93	£ 34.59	£ 2.72	9%	
12	21,120	19,312	20,811	149.35	£ 34.47	20,839	164.24	£ 37.45	£ 2.98	9%	
13	22,880	20,921	22,571	162.38	£ 37.08	22,599	178.54	£ 40.31	£ 3.23	9%	
14	24,640	22,531	24,331	175.42	£ 39.68	24,359	192.85	£ 43.17	£ 3.49	9%	
15	26,400	24,140	26,091	188.46	£ 42.29	26,119	207.16	£ 46.03	£ 3.74	9%	
16	28,160	25,749	27,851	201.50	£ 44.90	27,879	221.47	£ 48.89	£ 4.00	9%	
17	29,920	27,359	29,611	214.53	£ 47.51	29,639	235.78	£ 51.76	£ 4.25	9%	
18	31,680	28,968	31,371	227.57	£ 50.11	31,399	250.09	£ 54.62	£ 4.50	9%	
19	33,440	30,577	33,131	240.61	£ 52.72	33,159	264.40	£ 57.48	£ 4.76	9%	
20	35,200	32,187	34,891	253.64	£ 55.33	34,919	278.71	£ 60.34	£ 5.01	9%	
22	38,720	35,405	38,411	279.72	£ 60.54	38,439	307.32	£ 66.06	£ 5.52	9%	
24	42,240	38,624	41,931	305.79	£ 65.76	41,959	335.94	£ 71.79	£ 6.03	9%	
26	45,760	41,843	45,451	331.87	£ 70.97	45,479	364.56	£ 77.51	£ 6.54	9%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 76.19	48,999	393.18	£ 83.24	£ 7.05	9%
	30	52,800	48,280	52,491	384.01	£ 81.40	52,519	421.80	£ 88.96	£ 7.56	9%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 232.63	154,599	1,251.72	£ 254.94	£ 22.31	10%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 237.85	158,119	1,280.33	£ 260.67	£ 22.82	10%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 300.42	200,359	1,623.75	£ 329.35	£ 28.92	10%

TARIFF 3 - PUBLIC HOLIDAY DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed DAY FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 6.71	602	4.89	£ 6.87	£ 0.16	2%	
1	1,760	1,609	1,460	10.98	£ 8.69	1,482	12.05	£ 9.01	£ 0.32	4%	
1.25	2,200	2,012	1,900	14.29	£ 9.69	1,922	15.63	£ 10.09	£ 0.40	4%	
1.5	2,640	2,414	2,340	17.59	£ 10.68	2,362	19.20	£ 11.16	£ 0.48	5%	
1.75	3,080	2,816	2,780	20.90	£ 11.67	2,802	22.78	£ 12.23	£ 0.56	5%	
2	3,520	3,219	3,220	24.21	£ 12.66	3,242	26.36	£ 13.31	£ 0.64	5%	
2.25	3,960	3,621	3,660	27.52	£ 13.66	3,682	29.93	£ 14.38	£ 0.72	5%	
2.5	4,400	4,023	4,100	30.83	£ 14.65	4,122	33.51	£ 15.45	£ 0.81	5%	
2.75	4,840	4,426	4,540	34.14	£ 15.64	4,562	37.09	£ 16.53	£ 0.89	6%	
3	5,280	4,828	4,980	37.44	£ 16.63	5,002	40.67	£ 17.60	£ 0.97	6%	
3.25	5,720	5,230	5,420	40.75	£ 17.63	5,442	44.24	£ 18.67	£ 1.05	6%	
3.5	6,160	5,633	5,860	44.06	£ 18.62	5,882	47.82	£ 19.75	£ 1.13	6%	
3.75	6,600	6,035	6,300	47.37	£ 19.61	6,322	51.40	£ 20.82	£ 1.21	6%	
4	7,040	6,437	6,740	50.68	£ 20.60	6,762	54.98	£ 21.89	£ 1.29	6%	
4.25	7,480	6,840	7,180	53.98	£ 21.60	7,202	58.55	£ 22.97	£ 1.37	6%	
4.5	7,920	7,242	7,620	57.29	£ 22.59	7,642	62.13	£ 24.04	£ 1.45	6%	
4.75	8,360	7,644	8,060	60.60	£ 23.58	8,082	65.71	£ 25.11	£ 1.53	6%	
5	8,800	8,047	8,500	63.91	£ 24.57	8,522	69.28	£ 26.19	£ 1.61	7%	
6	10,560	9,656	10,260	77.14	£ 28.54	10,282	83.59	£ 30.48	£ 1.94	7%	
7	12,320	11,265	12,020	90.38	£ 32.51	12,042	97.90	£ 34.77	£ 2.26	7%	
8	14,080	12,875	13,780	103.61	£ 36.48	13,802	112.21	£ 39.06	£ 2.58	7%	
9	15,840	14,484	15,540	116.84	£ 40.45	15,562	126.52	£ 43.36	£ 2.90	7%	
10	17,600	16,093	17,300	130.08	£ 44.42	17,322	140.83	£ 47.65	£ 3.23	7%	
11	19,360	17,703	19,060	143.31	£ 48.39	19,082	155.14	£ 51.94	£ 3.55	7%	
12	21,120	19,312	20,820	156.54	£ 52.36	20,842	169.45	£ 56.23	£ 3.87	7%	
13	22,880	20,921	22,580	169.77	£ 56.33	22,602	183.76	£ 60.53	£ 4.19	7%	
14	24,640	22,531	24,340	183.01	£ 60.30	24,362	198.07	£ 64.82	£ 4.52	7%	
15	26,400	24,140	26,100	196.24	£ 64.27	26,122	212.37	£ 69.11	£ 4.84	8%	
16	28,160	25,749	27,860	209.47	£ 68.24	27,882	226.68	£ 73.40	£ 5.16	8%	
17	29,920	27,359	29,620	222.71	£ 72.21	29,642	240.99	£ 77.70	£ 5.49	8%	
18	31,680	28,968	31,380	235.94	£ 76.18	31,402	255.30	£ 81.99	£ 5.81	8%	
19	33,440	30,577	33,140	249.17	£ 80.15	33,162	269.61	£ 86.28	£ 6.13	8%	
20	35,200	32,187	34,900	262.41	£ 84.12	34,922	283.92	£ 90.58	£ 6.45	8%	
22	38,720	35,405	38,420	288.87	£ 92.06	38,442	312.54	£ 99.16	£ 7.10	8%	
24	42,240	38,624	41,940	315.34	£ 100.00	41,962	341.15	£ 107.75	£ 7.74	8%	
26	45,760	41,843	45,460	341.80	£ 107.94	45,482	369.77	£ 116.33	£ 8.39	8%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 115.88	49,002	398.39	£ 124.92	£ 9.04	8%
	30	52,800	48,280	52,500	394.74	£ 123.82	52,522	427.01	£ 133.50	£ 9.68	8%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 354.08	154,602	1256.93	£ 382.48	£ 28.40	8%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 362.02	158,122	1285.54	£ 391.06	£ 29.05	8%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 457.29	200,362	1628.96	£ 494.09	£ 36.79	8%

TARIFF 4 - PUBLIC HOLIDAY NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed NIGHT FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 8.00	599	4.22	£ 8.17	£ 0.17	2%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,479	10.42	£ 10.02	£ 3.56	55%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,919	13.51	£ 10.95	£ 3.93	56%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,359	16.61	£ 11.88	£ 4.30	57%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,799	19.71	£ 12.81	£ 4.66	57%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,239	22.81	£ 13.74	£ 5.03	58%	
2.25	3,960	3,621	3,651	23.68	£ 14.00	3,679	26.22	£ 14.77	£ 0.76	5%	
2.5	4,400	4,023	4,091	26.78	£ 14.93	4,119	29.63	£ 15.79	£ 0.86	6%	
2.75	4,840	4,426	4,531	29.88	£ 15.86	4,559	33.04	£ 16.81	£ 0.95	6%	
3	5,280	4,828	4,971	32.98	£ 16.79	4,999	36.45	£ 17.84	£ 1.04	6%	
3.25	5,720	5,230	5,411	36.08	£ 17.72	5,439	39.86	£ 18.86	£ 1.14	6%	
3.5	6,160	5,633	5,851	39.17	£ 18.65	5,879	43.27	£ 19.88	£ 1.23	7%	
3.75	6,600	6,035	6,291	42.27	£ 19.58	6,319	46.69	£ 20.91	£ 1.32	7%	
4	7,040	6,437	6,731	45.37	£ 20.51	6,759	50.10	£ 21.93	£ 1.42	7%	
4.25	7,480	6,840	7,171	48.47	£ 21.44	7,199	53.51	£ 22.95	£ 1.51	7%	
4.5	7,920	7,242	7,611	51.57	£ 22.37	7,639	56.92	£ 23.98	£ 1.60	7%	
4.75	8,360	7,644	8,051	54.83	£ 23.35	8,079	60.50	£ 25.05	£ 1.70	7%	
5	8,800	8,047	8,491	58.09	£ 24.33	8,519	64.07	£ 26.12	£ 1.80	7%	
6	10,560	9,656	10,251	71.12	£ 28.24	10,279	78.38	£ 30.41	£ 2.18	8%	
7	12,320	11,265	12,011	84.16	£ 32.15	12,039	92.69	£ 34.71	£ 2.56	8%	
8	14,080	12,875	13,771	97.20	£ 36.06	13,799	107.00	£ 39.00	£ 2.94	8%	
9	15,840	14,484	15,531	110.24	£ 39.97	15,559	121.31	£ 43.29	£ 3.32	8%	
10	17,600	16,093	17,291	123.27	£ 43.88	17,319	135.62	£ 47.59	£ 3.70	8%	
11	19,360	17,703	19,051	136.31	£ 47.79	19,079	149.93	£ 51.88	£ 4.08	9%	
12	21,120	19,312	20,811	149.35	£ 51.70	20,839	164.24	£ 56.17	£ 4.47	9%	
13	22,880	20,921	22,571	162.38	£ 55.62	22,599	178.54	£ 60.46	£ 4.85	9%	
14	24,640	22,531	24,331	175.42	£ 59.53	24,359	192.85	£ 64.76	£ 5.23	9%	
15	26,400	24,140	26,091	188.46	£ 63.44	26,119	207.16	£ 69.05	£ 5.61	9%	
16	28,160	25,749	27,851	201.50	£ 67.35	27,879	221.47	£ 73.34	£ 5.99	9%	
17	29,920	27,359	29,611	214.53	£ 71.26	29,639	235.78	£ 77.63	£ 6.37	9%	
18	31,680	28,968	31,371	227.57	£ 75.17	31,399	250.09	£ 81.93	£ 6.76	9%	
19	33,440	30,577	33,131	240.61	£ 79.08	33,159	264.40	£ 86.22	£ 7.14	9%	
20	35,200	32,187	34,891	253.64	£ 82.99	34,919	278.71	£ 90.51	£ 7.52	9%	
22	38,720	35,405	38,411	279.72	£ 90.82	38,439	307.32	£ 99.10	£ 8.28	9%	
24	42,240	38,624	41,931	305.79	£ 98.64	41,959	335.94	£ 107.68	£ 9.05	9%	
26	45,760	41,843	45,451	331.87	£ 106.46	45,479	364.56	£ 116.27	£ 9.81	9%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 114.28	48,999	393.18	£ 124.85	£ 10.57	9%
	30	52,800	48,280	52,491	384.01	£ 122.10	52,519	421.80	£ 133.44	£ 11.33	9%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 348.95	154,599	1,251.72	£ 382.41	£ 33.47	10%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 356.77	158,119	1,280.33	£ 391.00	£ 34.23	10%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 450.64	200,359	1,623.75	£ 494.02	£ 43.39	10%

RTA FARE INCREASE - OPTION 2

JULY 2013

TARIFF 1 - DAYTIME FARES

Miles	Yards	Meters	Current Day			Proposed Day			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 4.47	580	4.36	£ 4.47	£ -	0%	
1	1,760	1,609	1,460	10.98	£ 5.80	1,460	10.98	£ 5.80	£ -	0%	
1.25	2,200	2,012	1,900	14.29	£ 6.46	1,900	14.29	£ 6.46	£ -	0%	
1.5	2,640	2,414	2,340	17.59	£ 7.12	2,340	17.59	£ 7.12	£ -	0%	
1.75	3,080	2,816	2,780	20.90	£ 7.78	2,780	20.90	£ 7.78	£ -	0%	
2	3,520	3,219	3,220	24.21	£ 8.44	3,220	24.21	£ 8.44	£ -	0%	
2.25	3,960	3,621	3,660	27.52	£ 9.10	3,660	27.52	£ 9.10	£ -	0%	
2.5	4,400	4,023	4,100	30.83	£ 9.77	4,100	30.83	£ 9.77	£ -	0%	
2.75	4,840	4,426	4,540	34.14	£ 10.43	4,540	34.14	£ 10.43	£ -	0%	
3	5,280	4,828	4,980	37.44	£ 11.09	4,980	37.44	£ 11.09	£ -	0%	
3.25	5,720	5,230	5,420	40.75	£ 11.75	5,420	40.75	£ 11.75	£ -	0%	
3.5	6,160	5,633	5,860	44.06	£ 12.41	5,860	44.06	£ 12.41	£ -	0%	
3.75	6,600	6,035	6,300	47.37	£ 13.07	6,300	47.37	£ 13.07	£ -	0%	
4	7,040	6,437	6,740	50.68	£ 13.74	6,740	50.68	£ 13.74	£ -	0%	
4.25	7,480	6,840	7,180	53.98	£ 14.40	7,180	53.98	£ 14.40	£ -	0%	
4.5	7,920	7,242	7,620	57.29	£ 15.06	7,620	57.29	£ 15.06	£ -	0%	
4.75	8,360	7,644	8,060	60.60	£ 15.72	8,060	60.60	£ 15.72	£ -	0%	
5	8,800	8,047	8,500	63.91	£ 16.38	8,500	63.91	£ 16.38	£ -	0%	
6	10,560	9,656	10,260	77.14	£ 19.03	10,260	77.14	£ 19.03	£ -	0%	
7	12,320	11,265	12,020	90.38	£ 21.68	12,020	90.38	£ 21.68	£ -	0%	
8	14,080	12,875	13,780	103.61	£ 24.32	13,780	103.61	£ 24.32	£ -	0%	
9	15,840	14,484	15,540	116.84	£ 26.97	15,540	116.84	£ 26.97	£ -	0%	
10	17,600	16,093	17,300	130.08	£ 29.62	17,300	130.08	£ 29.62	£ -	0%	
11	19,360	17,703	19,060	143.31	£ 32.26	19,060	143.31	£ 32.26	£ -	0%	
12	21,120	19,312	20,820	156.54	£ 34.91	20,820	156.54	£ 34.91	£ -	0%	
13	22,880	20,921	22,580	169.77	£ 37.55	22,580	169.77	£ 37.55	£ -	0%	
14	24,640	22,531	24,340	183.01	£ 40.20	24,340	183.01	£ 40.20	£ -	0%	
15	26,400	24,140	26,100	196.24	£ 42.85	26,100	196.24	£ 42.85	£ -	0%	
16	28,160	25,749	27,860	209.47	£ 45.49	27,860	209.47	£ 45.49	£ -	0%	
17	29,920	27,359	29,620	222.71	£ 48.14	29,620	222.71	£ 48.14	£ -	0%	
18	31,680	28,968	31,380	235.94	£ 50.79	31,380	235.94	£ 50.79	£ -	0%	
19	33,440	30,577	33,140	249.17	£ 53.43	33,140	249.17	£ 53.43	£ -	0%	
20	35,200	32,187	34,900	262.41	£ 56.08	34,900	262.41	£ 56.08	£ -	0%	
22	38,720	35,405	38,420	288.87	£ 61.37	38,420	288.87	£ 61.37	£ -	0%	
24	42,240	38,624	41,940	315.34	£ 66.67	41,940	315.34	£ 66.67	£ -	0%	
26	45,760	41,843	45,460	341.80	£ 71.96	45,460	341.80	£ 71.96	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 77.25	48,980	368.27	£ 77.25	£ -	0%
	30	52,800	48,280	52,500	394.74	£ 82.55	52,500	394.74	£ 82.55	£ -	0%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 236.05	154,580	1,162.26	£ 236.05	£ -	0%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 241.34	158,100	1,188.72	£ 241.34	£ -	0%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 304.86	200,340	1,506.32	£ 304.86	£ -	0%

TARIFF 2 – NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed Night			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 5.33	594	4.13	£ 5.43	£ 0.09	2%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,474	10.24	£ 6.65	£ 0.19	3%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,914	13.29	£ 7.26	£ 0.23	3%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,354	16.35	£ 7.87	£ 0.28	4%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,794	19.40	£ 8.48	£ 0.33	4%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,234	22.46	£ 9.09	£ 0.38	4%	
2.25	3,960	3,621	3,651	23.68	£ 9.34	3,674	25.79	£ 9.76	£ 0.42	5%	
2.5	4,400	4,023	4,091	26.78	£ 9.96	4,114	29.13	£ 10.43	£ 0.47	5%	
2.75	4,840	4,426	4,531	29.88	£ 10.58	4,554	32.46	£ 11.09	£ 0.52	5%	
3	5,280	4,828	4,971	32.98	£ 11.20	4,994	35.79	£ 11.76	£ 0.56	5%	
3.25	5,720	5,230	5,411	36.08	£ 11.82	5,434	39.13	£ 12.43	£ 0.61	5%	
3.5	6,160	5,633	5,851	39.17	£ 12.43	5,874	42.46	£ 13.09	£ 0.66	5%	
3.75	6,600	6,035	6,291	42.27	£ 13.05	6,314	45.79	£ 13.76	£ 0.70	5%	
4	7,040	6,437	6,731	45.37	£ 13.67	6,754	49.13	£ 14.43	£ 0.75	5%	
4.25	7,480	6,840	7,171	48.47	£ 14.29	7,194	52.46	£ 15.09	£ 0.80	6%	
4.5	7,920	7,242	7,611	51.57	£ 14.91	7,634	55.79	£ 15.76	£ 0.84	6%	
4.75	8,360	7,644	8,051	54.83	£ 15.57	8,074	59.31	£ 16.46	£ 0.90	6%	
5	8,800	8,047	8,491	58.09	£ 16.22	8,514	62.83	£ 17.17	£ 0.95	6%	
6	10,560	9,656	10,251	71.12	£ 18.82	10,274	76.91	£ 19.98	£ 1.16	6%	
7	12,320	11,265	12,011	84.16	£ 21.43	12,034	90.99	£ 22.80	£ 1.37	6%	
8	14,080	12,875	13,771	97.20	£ 24.04	13,794	105.07	£ 25.61	£ 1.57	7%	
9	15,840	14,484	15,531	110.24	£ 26.65	15,554	119.15	£ 28.43	£ 1.78	7%	
10	17,600	16,093	17,291	123.27	£ 29.25	17,314	133.23	£ 31.25	£ 1.99	7%	
11	19,360	17,703	19,051	136.31	£ 31.86	19,074	147.31	£ 34.06	£ 2.20	7%	
12	21,120	19,312	20,811	149.35	£ 34.47	20,834	161.39	£ 36.88	£ 2.41	7%	
13	22,880	20,921	22,571	162.38	£ 37.08	22,594	175.47	£ 39.69	£ 2.62	7%	
14	24,640	22,531	24,331	175.42	£ 39.68	24,354	189.55	£ 42.51	£ 2.83	7%	
15	26,400	24,140	26,091	188.46	£ 42.29	26,114	203.63	£ 45.33	£ 3.03	7%	
16	28,160	25,749	27,851	201.50	£ 44.90	27,874	217.71	£ 48.14	£ 3.24	7%	
17	29,920	27,359	29,611	214.53	£ 47.51	29,634	231.79	£ 50.96	£ 3.45	7%	
18	31,680	28,968	31,371	227.57	£ 50.11	31,394	245.87	£ 53.77	£ 3.66	7%	
19	33,440	30,577	33,131	240.61	£ 52.72	33,154	259.95	£ 56.59	£ 3.87	7%	
20	35,200	32,187	34,891	253.64	£ 55.33	34,914	274.03	£ 59.41	£ 4.08	7%	
22	38,720	35,405	38,411	279.72	£ 60.54	38,434	302.19	£ 65.04	£ 4.49	7%	
24	42,240	38,624	41,931	305.79	£ 65.76	41,954	330.35	£ 70.67	£ 4.91	7%	
26	45,760	41,843	45,451	331.87	£ 70.97	45,474	358.51	£ 76.30	£ 5.33	8%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 76.19	48,994	386.67	£ 81.93	£ 5.75	8%
	30	52,800	48,280	52,491	384.01	£ 81.40	52,514	414.83	£ 87.57	£ 6.16	8%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 232.63	154,594	1,231.47	£ 250.89	£ 18.26	8%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 237.85	158,114	1,259.63	£ 256.53	£ 18.68	8%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 300.42	200,354	1,597.55	£ 324.11	£ 23.69	8%

TARIFF 3 – PUBLIC HOLIDAY DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed DAY FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 6.71	580	4.36	£ 6.71	£ -	0%	
1	1,760	1,609	1,460	10.98	£ 8.69	1,460	10.98	£ 8.69	£ -	0%	
1.25	2,200	2,012	1,900	14.29	£ 9.69	1,900	14.29	£ 9.69	£ -	0%	
1.5	2,640	2,414	2,340	17.59	£ 10.68	2,340	17.59	£ 10.68	£ -	0%	
1.75	3,080	2,816	2,780	20.90	£ 11.67	2,780	20.90	£ 11.67	£ -	0%	
2	3,520	3,219	3,220	24.21	£ 12.66	3,220	24.21	£ 12.66	£ -	0%	
2.25	3,960	3,621	3,660	27.52	£ 13.66	3,660	27.52	£ 13.66	£ -	0%	
2.5	4,400	4,023	4,100	30.83	£ 14.65	4,100	30.83	£ 14.65	£ -	0%	
2.75	4,840	4,426	4,540	34.14	£ 15.64	4,540	34.14	£ 15.64	£ -	0%	
3	5,280	4,828	4,980	37.44	£ 16.63	4,980	37.44	£ 16.63	£ -	0%	
3.25	5,720	5,230	5,420	40.75	£ 17.63	5,420	40.75	£ 17.63	£ -	0%	
3.5	6,160	5,633	5,860	44.06	£ 18.62	5,860	44.06	£ 18.62	£ -	0%	
3.75	6,600	6,035	6,300	47.37	£ 19.61	6,300	47.37	£ 19.61	£ -	0%	
4	7,040	6,437	6,740	50.68	£ 20.60	6,740	50.68	£ 20.60	£ -	0%	
4.25	7,480	6,840	7,180	53.98	£ 21.60	7,180	53.98	£ 21.60	£ -	0%	
4.5	7,920	7,242	7,620	57.29	£ 22.59	7,620	57.29	£ 22.59	£ -	0%	
4.75	8,360	7,644	8,060	60.60	£ 23.58	8,060	60.60	£ 23.58	£ -	0%	
5	8,800	8,047	8,500	63.91	£ 24.57	8,500	63.91	£ 24.57	£ -	0%	
6	10,560	9,656	10,260	77.14	£ 28.54	10,260	77.14	£ 28.54	£ -	0%	
7	12,320	11,265	12,020	90.38	£ 32.51	12,020	90.38	£ 32.51	£ -	0%	
8	14,080	12,875	13,780	103.61	£ 36.48	13,780	103.61	£ 36.48	£ -	0%	
9	15,840	14,484	15,540	116.84	£ 40.45	15,540	116.84	£ 40.45	£ -	0%	
10	17,600	16,093	17,300	130.08	£ 44.42	17,300	130.08	£ 44.42	£ -	0%	
11	19,360	17,703	19,060	143.31	£ 48.39	19,060	143.31	£ 48.39	£ -	0%	
12	21,120	19,312	20,820	156.54	£ 52.36	20,820	156.54	£ 52.36	£ -	0%	
13	22,880	20,921	22,580	169.77	£ 56.33	22,580	169.77	£ 56.33	£ -	0%	
14	24,640	22,531	24,340	183.01	£ 60.30	24,340	183.01	£ 60.30	£ -	0%	
15	26,400	24,140	26,100	196.24	£ 64.27	26,100	196.24	£ 64.27	£ -	0%	
16	28,160	25,749	27,860	209.47	£ 68.24	27,860	209.47	£ 68.24	£ -	0%	
17	29,920	27,359	29,620	222.71	£ 72.21	29,620	222.71	£ 72.21	£ -	0%	
18	31,680	28,968	31,380	235.94	£ 76.18	31,380	235.94	£ 76.18	£ -	0%	
19	33,440	30,577	33,140	249.17	£ 80.15	33,140	249.17	£ 80.15	£ -	0%	
20	35,200	32,187	34,900	262.41	£ 84.12	34,900	262.41	£ 84.12	£ -	0%	
22	38,720	35,405	38,420	288.87	£ 92.06	38,420	288.87	£ 92.06	£ -	0%	
24	42,240	38,624	41,940	315.34	£ 100.00	41,940	315.34	£ 100.00	£ -	0%	
26	45,760	41,843	45,460	341.80	£ 107.94	45,460	341.80	£ 107.94	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 115.88	48,980	368.27	£ 115.88	£ -	0%
	30	52,800	48,280	52,500	394.74	£ 123.82	52,500	394.74	£ 123.82	£ -	0%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 354.08	154,580	1,162.26	£ 354.08	£ -	0%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 362.02	158,100	1,188.72	£ 362.02	£ -	0%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 457.29	200,340	1,506.32	£ 457.29	£ -	0%

TARIFF 4 – PUBLIC HOLIDAY NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed NIGHT FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 8.00	594	4.13	£ 8.14	£ 0.14	2%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,474	10.24	£ 9.97	£ 3.51	54%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,914	13.29	£ 10.89	£ 3.86	55%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,354	16.35	£ 11.80	£ 4.22	56%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,794	19.40	£ 12.72	£ 4.57	56%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,234	22.46	£ 13.64	£ 4.92	56%	
2.25	3,960	3,621	3,651	23.68	£ 14.00	3,674	25.79	£ 14.64	£ 0.63	5%	
2.5	4,400	4,023	4,091	26.78	£ 14.93	4,114	29.13	£ 15.64	£ 0.70	5%	
2.75	4,840	4,426	4,531	29.88	£ 15.86	4,554	32.46	£ 16.64	£ 0.77	5%	
3	5,280	4,828	4,971	32.98	£ 16.79	4,994	35.79	£ 17.64	£ 0.84	5%	
3.25	5,720	5,230	5,411	36.08	£ 17.72	5,434	39.13	£ 18.64	£ 0.91	5%	
3.5	6,160	5,633	5,851	39.17	£ 18.65	5,874	42.46	£ 19.64	£ 0.99	5%	
3.75	6,600	6,035	6,291	42.27	£ 19.58	6,314	45.79	£ 20.64	£ 1.06	5%	
4	7,040	6,437	6,731	45.37	£ 20.51	6,754	49.13	£ 21.64	£ 1.13	5%	
4.25	7,480	6,840	7,171	48.47	£ 21.44	7,194	52.46	£ 22.64	£ 1.20	6%	
4.5	7,920	7,242	7,611	51.57	£ 22.37	7,634	55.79	£ 23.64	£ 1.27	6%	
4.75	8,360	7,644	8,051	54.83	£ 23.35	8,074	59.31	£ 24.69	£ 1.34	6%	
5	8,800	8,047	8,491	58.09	£ 24.33	8,514	62.83	£ 25.75	£ 1.42	6%	
6	10,560	9,656	10,251	71.12	£ 28.24	10,274	76.91	£ 29.97	£ 1.74	6%	
7	12,320	11,265	12,011	84.16	£ 32.15	12,034	90.99	£ 34.20	£ 2.05	6%	
8	14,080	12,875	13,771	97.20	£ 36.06	13,794	105.07	£ 38.42	£ 2.36	7%	
9	15,840	14,484	15,531	110.24	£ 39.97	15,554	119.15	£ 42.65	£ 2.67	7%	
10	17,600	16,093	17,291	123.27	£ 43.88	17,314	133.23	£ 46.87	£ 2.99	7%	
11	19,360	17,703	19,051	136.31	£ 47.79	19,074	147.31	£ 51.09	£ 3.30	7%	
12	21,120	19,312	20,811	149.35	£ 51.70	20,834	161.39	£ 55.32	£ 3.61	7%	
13	22,880	20,921	22,571	162.38	£ 55.62	22,594	175.47	£ 59.54	£ 3.93	7%	
14	24,640	22,531	24,331	175.42	£ 59.53	24,354	189.55	£ 63.77	£ 4.24	7%	
15	26,400	24,140	26,091	188.46	£ 63.44	26,114	203.63	£ 67.99	£ 4.55	7%	
16	28,160	25,749	27,851	201.50	£ 67.35	27,874	217.71	£ 72.21	£ 4.86	7%	
17	29,920	27,359	29,611	214.53	£ 71.26	29,634	231.79	£ 76.44	£ 5.18	7%	
18	31,680	28,968	31,371	227.57	£ 75.17	31,394	245.87	£ 80.66	£ 5.49	7%	
19	33,440	30,577	33,131	240.61	£ 79.08	33,154	259.95	£ 84.89	£ 5.80	7%	
20	35,200	32,187	34,891	253.64	£ 82.99	34,914	274.03	£ 89.11	£ 6.12	7%	
22	38,720	35,405	38,411	279.72	£ 90.82	38,434	302.19	£ 97.56	£ 6.74	7%	
24	42,240	38,624	41,931	305.79	£ 98.64	41,954	330.35	£ 106.01	£ 7.37	7%	
26	45,760	41,843	45,451	331.87	£ 106.46	45,474	358.51	£ 114.45	£ 7.99	8%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 114.28	48,994	386.67	£ 122.90	£ 8.62	8%
	30	52,800	48,280	52,491	384.01	£ 122.10	52,514	414.83	£ 131.35	£ 9.25	8%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 348.95	154,594	1,231.47	£ 376.34	£ 27.39	8%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 356.77	158,114	1,259.63	£ 384.79	£ 28.02	8%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 450.64	200,354	1,597.55	£ 486.17	£ 35.53	8%

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Mr ALI FARE INCREASE - OPTION 1

JULY 2013

TARIFF 1 - DAYTIME FARES

Miles	Yards	Meters	Current Day			Proposed Day			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 4.47	601	4.85	£ 4.57	£ 0.10	2%	
1	1,760	1,609	1,460	10.98	£ 5.80	1,481	11.94	£ 5.99	£ 0.19	3%	
1.25	2,200	2,012	1,900	14.29	£ 6.46	1,921	15.49	£ 6.70	£ 0.24	4%	
1.5	2,640	2,414	2,340	17.59	£ 7.12	2,361	19.04	£ 7.41	£ 0.29	4%	
1.75	3,080	2,816	2,780	20.90	£ 7.78	2,801	22.59	£ 8.12	£ 0.34	4%	
2	3,520	3,219	3,220	24.21	£ 8.44	3,241	26.14	£ 8.83	£ 0.39	5%	
2.25	3,960	3,621	3,660	27.52	£ 9.10	3,681	29.69	£ 9.54	£ 0.43	5%	
2.5	4,400	4,023	4,100	30.83	£ 9.77	4,121	33.23	£ 10.25	£ 0.48	5%	
2.75	4,840	4,426	4,540	34.14	£ 10.43	4,561	36.78	£ 10.96	£ 0.53	5%	
3	5,280	4,828	4,980	37.44	£ 11.09	5,001	40.33	£ 11.67	£ 0.58	5%	
3.25	5,720	5,230	5,420	40.75	£ 11.75	5,441	43.88	£ 12.38	£ 0.63	5%	
3.5	6,160	5,633	5,860	44.06	£ 12.41	5,881	47.43	£ 13.09	£ 0.67	5%	
3.75	6,600	6,035	6,300	47.37	£ 13.07	6,321	50.98	£ 13.80	£ 0.72	6%	
4	7,040	6,437	6,740	50.68	£ 13.74	6,761	54.52	£ 14.50	£ 0.77	6%	
4.25	7,480	6,840	7,180	53.98	£ 14.40	7,201	58.07	£ 15.21	£ 0.82	6%	
4.5	7,920	7,242	7,620	57.29	£ 15.06	7,641	61.62	£ 15.92	£ 0.87	6%	
4.75	8,360	7,644	8,060	60.60	£ 15.72	8,081	65.17	£ 16.63	£ 0.91	6%	
5	8,800	8,047	8,500	63.91	£ 16.38	8,521	68.72	£ 17.34	£ 0.96	6%	
6	10,560	9,656	10,260	77.14	£ 19.03	10,281	82.91	£ 20.18	£ 1.15	6%	
7	12,320	11,265	12,020	90.38	£ 21.68	12,041	97.10	£ 23.02	£ 1.35	6%	
8	14,080	12,875	13,780	103.61	£ 24.32	13,801	111.30	£ 25.86	£ 1.54	6%	
9	15,840	14,484	15,540	116.84	£ 26.97	15,561	125.49	£ 28.70	£ 1.73	6%	
10	17,600	16,093	17,300	130.08	£ 29.62	17,321	139.69	£ 31.54	£ 1.92	6%	
11	19,360	17,703	19,060	143.31	£ 32.26	19,081	153.88	£ 34.38	£ 2.11	7%	
12	21,120	19,312	20,820	156.54	£ 34.91	20,841	168.07	£ 37.21	£ 2.31	7%	
13	22,880	20,921	22,580	169.77	£ 37.55	22,601	182.27	£ 40.05	£ 2.50	7%	
14	24,640	22,531	24,340	183.01	£ 40.20	24,361	196.46	£ 42.89	£ 2.69	7%	
15	26,400	24,140	26,100	196.24	£ 42.85	26,121	210.65	£ 45.73	£ 2.88	7%	
16	28,160	25,749	27,860	209.47	£ 45.49	27,881	224.85	£ 48.57	£ 3.07	7%	
17	29,920	27,359	29,620	222.71	£ 48.14	29,641	239.04	£ 51.41	£ 3.27	7%	
18	31,680	28,968	31,380	235.94	£ 50.79	31,401	253.23	£ 54.25	£ 3.46	7%	
19	33,440	30,577	33,140	249.17	£ 53.43	33,161	267.43	£ 57.09	£ 3.65	7%	
20	35,200	32,187	34,900	262.41	£ 56.08	34,921	281.62	£ 59.92	£ 3.84	7%	
22	38,720	35,405	38,420	288.87	£ 61.37	38,441	310.01	£ 65.60	£ 4.23	7%	
24	42,240	38,624	41,940	315.34	£ 66.67	41,961	338.40	£ 71.28	£ 4.61	7%	
26	45,760	41,843	45,460	341.80	£ 71.96	45,481	366.78	£ 76.96	£ 5.00	7%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 77.25	49,001	395.17	£ 82.63	£ 5.38	7%
	30	52,800	48,280	52,500	394.74	£ 82.55	52,521	423.56	£ 88.31	£ 5.76	7%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 236.05	154,601	1246.78	£ 252.96	£ 16.91	7%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 241.34	158,121	1275.17	£ 258.63	£ 17.29	7%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 304.86	200,361	1615.81	£ 326.76	£ 21.90	7%

TARIFF 2 - NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed Night			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 5.33	605	5.04	£ 5.61	£ 0.28	5%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,485	12.38	£ 7.08	£ 0.61	10%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,925	16.04	£ 7.81	£ 0.78	11%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,365	19.71	£ 8.54	£ 0.95	13%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,805	23.38	£ 9.28	£ 1.12	14%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,245	27.04	£ 10.01	£ 1.29	15%	
2.25	3,960	3,621	3,651	23.68	£ 9.34	3,685	30.71	£ 10.74	£ 1.41	15%	
2.5	4,400	4,023	4,091	26.78	£ 9.96	4,125	34.38	£ 11.48	£ 1.52	15%	
2.75	4,840	4,426	4,531	29.88	£ 10.58	4,565	38.04	£ 12.21	£ 1.63	15%	
3	5,280	4,828	4,971	32.98	£ 11.20	5,005	41.71	£ 12.94	£ 1.75	16%	
3.25	5,720	5,230	5,411	36.08	£ 11.82	5,445	45.38	£ 13.68	£ 1.86	16%	
3.5	6,160	5,633	5,851	39.17	£ 12.43	5,885	49.04	£ 14.41	£ 1.97	16%	
3.75	6,600	6,035	6,291	42.27	£ 13.05	6,325	52.71	£ 15.14	£ 2.09	16%	
4	7,040	6,437	6,731	45.37	£ 13.67	6,765	56.38	£ 15.88	£ 2.20	16%	
4.25	7,480	6,840	7,171	48.47	£ 14.29	7,205	60.04	£ 16.61	£ 2.31	16%	
4.5	7,920	7,242	7,611	51.57	£ 14.91	7,645	63.71	£ 17.34	£ 2.43	16%	
4.75	8,360	7,644	8,051	54.83	£ 15.57	8,085	67.38	£ 18.08	£ 2.51	16%	
5	8,800	8,047	8,491	58.09	£ 16.22	8,525	71.04	£ 18.81	£ 2.59	16%	
6	10,560	9,656	10,251	71.12	£ 18.82	10,285	85.71	£ 21.74	£ 2.92	15%	
7	12,320	11,265	12,011	84.16	£ 21.43	12,045	100.38	£ 24.68	£ 3.24	15%	
8	14,080	12,875	13,771	97.20	£ 24.04	13,805	115.04	£ 27.61	£ 3.57	15%	
9	15,840	14,484	15,531	110.24	£ 26.65	15,565	129.71	£ 30.54	£ 3.89	15%	
10	17,600	16,093	17,291	123.27	£ 29.25	17,325	144.38	£ 33.48	£ 4.22	14%	
11	19,360	17,703	19,051	136.31	£ 31.86	19,085	159.04	£ 36.41	£ 4.55	14%	
12	21,120	19,312	20,811	149.35	£ 34.47	20,845	173.71	£ 39.34	£ 4.87	14%	
13	22,880	20,921	22,571	162.38	£ 37.08	22,605	188.38	£ 42.28	£ 5.20	14%	
14	24,640	22,531	24,331	175.42	£ 39.68	24,365	203.04	£ 45.21	£ 5.52	14%	
15	26,400	24,140	26,091	188.46	£ 42.29	26,125	217.71	£ 48.14	£ 5.85	14%	
16	28,160	25,749	27,851	201.50	£ 44.90	27,885	232.38	£ 51.08	£ 6.18	14%	
17	29,920	27,359	29,611	214.53	£ 47.51	29,645	247.04	£ 54.01	£ 6.50	14%	
18	31,680	28,968	31,371	227.57	£ 50.11	31,405	261.71	£ 56.94	£ 6.83	14%	
19	33,440	30,577	33,131	240.61	£ 52.72	33,165	276.38	£ 59.88	£ 7.15	14%	
20	35,200	32,187	34,891	253.64	£ 55.33	34,925	291.04	£ 62.81	£ 7.48	14%	
22	38,720	35,405	38,411	279.72	£ 60.54	38,445	320.38	£ 68.68	£ 8.13	13%	
24	42,240	38,624	41,931	305.79	£ 65.76	41,965	349.71	£ 74.54	£ 8.78	13%	
26	45,760	41,843	45,451	331.87	£ 70.97	45,485	379.04	£ 80.41	£ 9.44	13%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 76.19	49,005	408.38	£ 86.28	£ 10.09	13%
	30	52,800	48,280	52,491	384.01	£ 81.40	52,525	437.71	£ 92.14	£ 10.74	13%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 232.63	154,605	1,288.38	£ 262.28	£ 29.64	13%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 237.85	158,125	1,317.71	£ 268.14	£ 30.29	13%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 300.42	200,365	1,669.71	£ 338.54	£ 38.12	13%

TARIFF 3 - PUBLIC HOLIDAY DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed DAY FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 6.71	601	4.85	£ 6.85	£ 0.15	2%	
1	1,760	1,609	1,460	10.98	£ 8.69	1,481	11.94	£ 8.98	£ 0.29	3%	
1.25	2,200	2,012	1,900	14.29	£ 9.69	1,921	15.49	£ 10.05	£ 0.36	4%	
1.5	2,640	2,414	2,340	17.59	£ 10.68	2,361	19.04	£ 11.11	£ 0.43	4%	
1.75	3,080	2,816	2,780	20.90	£ 11.67	2,801	22.59	£ 12.18	£ 0.51	4%	
2	3,520	3,219	3,220	24.21	£ 12.66	3,241	26.14	£ 13.24	£ 0.58	5%	
2.25	3,960	3,621	3,660	27.52	£ 13.66	3,681	29.69	£ 14.31	£ 0.65	5%	
2.5	4,400	4,023	4,100	30.83	£ 14.65	4,121	33.23	£ 15.37	£ 0.72	5%	
2.75	4,840	4,426	4,540	34.14	£ 15.64	4,561	36.78	£ 16.43	£ 0.79	5%	
3	5,280	4,828	4,980	37.44	£ 16.63	5,001	40.33	£ 17.50	£ 0.87	5%	
3.25	5,720	5,230	5,420	40.75	£ 17.63	5,441	43.88	£ 18.56	£ 0.94	5%	
3.5	6,160	5,633	5,860	44.06	£ 18.62	5,881	47.43	£ 19.63	£ 1.01	5%	
3.75	6,600	6,035	6,300	47.37	£ 19.61	6,321	50.98	£ 20.69	£ 1.08	6%	
4	7,040	6,437	6,740	50.68	£ 20.60	6,761	54.52	£ 21.76	£ 1.15	6%	
4.25	7,480	6,840	7,180	53.98	£ 21.60	7,201	58.07	£ 22.82	£ 1.23	6%	
4.5	7,920	7,242	7,620	57.29	£ 22.59	7,641	61.62	£ 23.89	£ 1.30	6%	
4.75	8,360	7,644	8,060	60.60	£ 23.58	8,081	65.17	£ 24.95	£ 1.37	6%	
5	8,800	8,047	8,500	63.91	£ 24.57	8,521	68.72	£ 26.02	£ 1.44	6%	
6	10,560	9,656	10,260	77.14	£ 28.54	10,281	82.91	£ 30.27	£ 1.73	6%	
7	12,320	11,265	12,020	90.38	£ 32.51	12,041	97.10	£ 34.53	£ 2.02	6%	
8	14,080	12,875	13,780	103.61	£ 36.48	13,801	111.30	£ 38.79	£ 2.31	6%	
9	15,840	14,484	15,540	116.84	£ 40.45	15,561	125.49	£ 43.05	£ 2.59	6%	
10	17,600	16,093	17,300	130.08	£ 44.42	17,321	139.69	£ 47.31	£ 2.88	6%	
11	19,360	17,703	19,060	143.31	£ 48.39	19,081	153.88	£ 51.56	£ 3.17	7%	
12	21,120	19,312	20,820	156.54	£ 52.36	20,841	168.07	£ 55.82	£ 3.46	7%	
13	22,880	20,921	22,580	169.77	£ 56.33	22,601	182.27	£ 60.08	£ 3.75	7%	
14	24,640	22,531	24,340	183.01	£ 60.30	24,361	196.46	£ 64.34	£ 4.04	7%	
15	26,400	24,140	26,100	196.24	£ 64.27	26,121	210.65	£ 68.60	£ 4.32	7%	
16	28,160	25,749	27,860	209.47	£ 68.24	27,881	224.85	£ 72.85	£ 4.61	7%	
17	29,920	27,359	29,620	222.71	£ 72.21	29,641	239.04	£ 77.11	£ 4.90	7%	
18	31,680	28,968	31,380	235.94	£ 76.18	31,401	253.23	£ 81.37	£ 5.19	7%	
19	33,440	30,577	33,140	249.17	£ 80.15	33,161	267.43	£ 85.63	£ 5.48	7%	
20	35,200	32,187	34,900	262.41	£ 84.12	34,921	281.62	£ 89.89	£ 5.76	7%	
22	38,720	35,405	38,420	288.87	£ 92.06	38,441	310.01	£ 98.40	£ 6.34	7%	
24	42,240	38,624	41,940	315.34	£ 100.00	41,961	338.40	£ 106.92	£ 6.92	7%	
26	45,760	41,843	45,460	341.80	£ 107.94	45,481	366.78	£ 115.43	£ 7.49	7%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 115.88	49,001	395.17	£ 123.95	£ 8.07	7%
	30	52,800	48,280	52,500	394.74	£ 123.82	52,521	423.56	£ 132.47	£ 8.65	7%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 354.08	154,601	1246.78	£ 379.43	£ 25.36	7%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 362.02	158,121	1275.17	£ 387.95	£ 25.93	7%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 457.29	200,361	1615.81	£ 490.14	£ 32.85	7%

TARIFF 4 - PUBLIC HOLIDAY NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed NIGHT FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 8.00	605	5.04	£ 8.41	£ 0.41	5%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,485	12.38	£ 10.61	£ 4.15	64%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,925	16.04	£ 11.71	£ 4.69	67%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,365	19.71	£ 12.81	£ 5.22	69%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,805	23.38	£ 13.91	£ 5.76	71%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,245	27.04	£ 15.01	£ 6.30	72%	
2.25	3,960	3,621	3,651	23.68	£ 14.00	3,685	30.71	£ 16.11	£ 2.11	15%	
2.5	4,400	4,023	4,091	26.78	£ 14.93	4,125	34.38	£ 17.21	£ 2.28	15%	
2.75	4,840	4,426	4,531	29.88	£ 15.86	4,565	38.04	£ 18.31	£ 2.45	15%	
3	5,280	4,828	4,971	32.98	£ 16.79	5,005	41.71	£ 19.41	£ 2.62	16%	
3.25	5,720	5,230	5,411	36.08	£ 17.72	5,445	45.38	£ 20.51	£ 2.79	16%	
3.5	6,160	5,633	5,851	39.17	£ 18.65	5,885	49.04	£ 21.61	£ 2.96	16%	
3.75	6,600	6,035	6,291	42.27	£ 19.58	6,325	52.71	£ 22.71	£ 3.13	16%	
4	7,040	6,437	6,731	45.37	£ 20.51	6,765	56.38	£ 23.81	£ 3.30	16%	
4.25	7,480	6,840	7,171	48.47	£ 21.44	7,205	60.04	£ 24.91	£ 3.47	16%	
4.5	7,920	7,242	7,611	51.57	£ 22.37	7,645	63.71	£ 26.01	£ 3.64	16%	
4.75	8,360	7,644	8,051	54.83	£ 23.35	8,085	67.38	£ 27.11	£ 3.76	16%	
5	8,800	8,047	8,491	58.09	£ 24.33	8,525	71.04	£ 28.21	£ 3.89	16%	
6	10,560	9,656	10,251	71.12	£ 28.24	10,285	85.71	£ 32.61	£ 4.38	15%	
7	12,320	11,265	12,011	84.16	£ 32.15	12,045	100.38	£ 37.01	£ 4.86	15%	
8	14,080	12,875	13,771	97.20	£ 36.06	13,805	115.04	£ 41.41	£ 5.35	15%	
9	15,840	14,484	15,531	110.24	£ 39.97	15,565	129.71	£ 45.81	£ 5.84	15%	
10	17,600	16,093	17,291	123.27	£ 43.88	17,325	144.38	£ 50.21	£ 6.33	14%	
11	19,360	17,703	19,051	136.31	£ 47.79	19,085	159.04	£ 54.61	£ 6.82	14%	
12	21,120	19,312	20,811	149.35	£ 51.70	20,845	173.71	£ 59.01	£ 7.31	14%	
13	22,880	20,921	22,571	162.38	£ 55.62	22,605	188.38	£ 63.41	£ 7.80	14%	
14	24,640	22,531	24,331	175.42	£ 59.53	24,365	203.04	£ 67.81	£ 8.29	14%	
15	26,400	24,140	26,091	188.46	£ 63.44	26,125	217.71	£ 72.21	£ 8.78	14%	
16	28,160	25,749	27,851	201.50	£ 67.35	27,885	232.38	£ 76.61	£ 9.26	14%	
17	29,920	27,359	29,611	214.53	£ 71.26	29,645	247.04	£ 81.01	£ 9.75	14%	
18	31,680	28,968	31,371	227.57	£ 75.17	31,405	261.71	£ 85.41	£ 10.24	14%	
19	33,440	30,577	33,131	240.61	£ 79.08	33,165	276.38	£ 89.81	£ 10.73	14%	
20	35,200	32,187	34,891	253.64	£ 82.99	34,925	291.04	£ 94.21	£ 11.22	14%	
22	38,720	35,405	38,411	279.72	£ 90.82	38,445	320.38	£ 103.01	£ 12.20	13%	
24	42,240	38,624	41,931	305.79	£ 98.64	41,965	349.71	£ 111.81	£ 13.18	13%	
26	45,760	41,843	45,451	331.87	£ 106.46	45,485	379.04	£ 120.61	£ 14.15	13%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 114.28	49,005	408.38	£ 129.41	£ 15.13	13%
	30	52,800	48,280	52,491	384.01	£ 122.10	52,525	437.71	£ 138.21	£ 16.11	13%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 348.95	154,605	1,288.38	£ 393.41	£ 44.46	13%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 356.77	158,125	1,317.71	£ 402.21	£ 45.44	13%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 450.64	200,365	1,669.71	£ 507.81	£ 57.18	13%

Mr ALI FARE INCREASE - OPTION 2

JULY 2013

TARIFF 1 - DAYTIME FARES

Miles	Yards	Meters	Current Day			Proposed Day			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 4.47	601	4.85	£ 4.57	£ 0.10	2%	
1	1,760	1,609	1,460	10.98	£ 5.80	1,481	11.94	£ 5.99	£ 0.19	3%	
1.25	2,200	2,012	1,900	14.29	£ 6.46	1,921	15.49	£ 6.70	£ 0.24	4%	
1.5	2,640	2,414	2,340	17.59	£ 7.12	2,361	19.04	£ 7.41	£ 0.29	4%	
1.75	3,080	2,816	2,780	20.90	£ 7.78	2,801	22.59	£ 8.12	£ 0.34	4%	
2	3,520	3,219	3,220	24.21	£ 8.44	3,241	26.14	£ 8.83	£ 0.39	5%	
2.25	3,960	3,621	3,660	27.52	£ 9.10	3,681	29.69	£ 9.54	£ 0.43	5%	
2.5	4,400	4,023	4,100	30.83	£ 9.77	4,121	33.23	£ 10.25	£ 0.48	5%	
2.75	4,840	4,426	4,540	34.14	£ 10.43	4,561	36.78	£ 10.96	£ 0.53	5%	
3	5,280	4,828	4,980	37.44	£ 11.09	5,001	40.33	£ 11.67	£ 0.58	5%	
3.25	5,720	5,230	5,420	40.75	£ 11.75	5,441	43.88	£ 12.38	£ 0.63	5%	
3.5	6,160	5,633	5,860	44.06	£ 12.41	5,881	47.43	£ 13.09	£ 0.67	5%	
3.75	6,600	6,035	6,300	47.37	£ 13.07	6,321	50.98	£ 13.80	£ 0.72	6%	
4	7,040	6,437	6,740	50.68	£ 13.74	6,761	54.52	£ 14.50	£ 0.77	6%	
4.25	7,480	6,840	7,180	53.98	£ 14.40	7,201	58.07	£ 15.21	£ 0.82	6%	
4.5	7,920	7,242	7,620	57.29	£ 15.06	7,641	61.62	£ 15.92	£ 0.87	6%	
4.75	8,360	7,644	8,060	60.60	£ 15.72	8,081	65.17	£ 16.63	£ 0.91	6%	
5	8,800	8,047	8,500	63.91	£ 16.38	8,521	68.72	£ 17.34	£ 0.96	6%	
6	10,560	9,656	10,260	77.14	£ 19.03	10,281	82.91	£ 20.18	£ 1.15	6%	
7	12,320	11,265	12,020	90.38	£ 21.68	12,041	97.10	£ 23.02	£ 1.35	6%	
8	14,080	12,875	13,780	103.61	£ 24.32	13,801	111.30	£ 25.86	£ 1.54	6%	
9	15,840	14,484	15,540	116.84	£ 26.97	15,561	125.49	£ 28.70	£ 1.73	6%	
10	17,600	16,093	17,300	130.08	£ 29.62	17,321	139.69	£ 31.54	£ 1.92	6%	
11	19,360	17,703	19,060	143.31	£ 32.26	19,081	153.88	£ 34.38	£ 2.11	7%	
12	21,120	19,312	20,820	156.54	£ 34.91	20,841	168.07	£ 37.21	£ 2.31	7%	
13	22,880	20,921	22,580	169.77	£ 37.55	22,601	182.27	£ 40.05	£ 2.50	7%	
14	24,640	22,531	24,340	183.01	£ 40.20	24,361	196.46	£ 42.89	£ 2.69	7%	
15	26,400	24,140	26,100	196.24	£ 42.85	26,121	210.65	£ 45.73	£ 2.88	7%	
16	28,160	25,749	27,860	209.47	£ 45.49	27,881	224.85	£ 48.57	£ 3.07	7%	
17	29,920	27,359	29,620	222.71	£ 48.14	29,641	239.04	£ 51.41	£ 3.27	7%	
18	31,680	28,968	31,380	235.94	£ 50.79	31,401	253.23	£ 54.25	£ 3.46	7%	
19	33,440	30,577	33,140	249.17	£ 53.43	33,161	267.43	£ 57.09	£ 3.65	7%	
20	35,200	32,187	34,900	262.41	£ 56.08	34,921	281.62	£ 59.92	£ 3.84	7%	
22	38,720	35,405	38,420	288.87	£ 61.37	38,441	310.01	£ 65.60	£ 4.23	7%	
24	42,240	38,624	41,940	315.34	£ 66.67	41,961	338.40	£ 71.28	£ 4.61	7%	
26	45,760	41,843	45,460	341.80	£ 71.96	45,481	366.78	£ 76.96	£ 5.00	7%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 77.25	49,001	395.17	£ 82.63	£ 5.38	7%
	30	52,800	48,280	52,500	394.74	£ 82.55	52,521	423.56	£ 88.31	£ 5.76	7%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 236.05	154,601	1246.78	£ 252.96	£ 16.91	7%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 241.34	158,121	1275.17	£ 258.63	£ 17.29	7%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 304.86	200,361	1615.81	£ 326.76	£ 21.90	7%

TARIFF 2 – NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed Night			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 5.33	614	5.29	£ 5.66	£ 0.33	6%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,494	12.88	£ 7.18	£ 0.72	11%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,934	16.67	£ 7.93	£ 0.91	13%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,374	20.47	£ 8.69	£ 1.10	15%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,814	24.26	£ 9.45	£ 1.30	16%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,254	28.05	£ 10.21	£ 1.49	17%	
2.25	3,960	3,621	3,651	23.68	£ 9.34	3,694	31.84	£ 10.97	£ 1.63	17%	
2.5	4,400	4,023	4,091	26.78	£ 9.96	4,134	35.64	£ 11.73	£ 1.77	18%	
2.75	4,840	4,426	4,531	29.88	£ 10.58	4,574	39.43	£ 12.49	£ 1.91	18%	
3	5,280	4,828	4,971	32.98	£ 11.20	5,014	43.22	£ 13.24	£ 2.05	18%	
3.25	5,720	5,230	5,411	36.08	£ 11.82	5,454	47.02	£ 14.00	£ 2.19	19%	
3.5	6,160	5,633	5,851	39.17	£ 12.43	5,894	50.81	£ 14.76	£ 2.33	19%	
3.75	6,600	6,035	6,291	42.27	£ 13.05	6,334	54.60	£ 15.52	£ 2.47	19%	
4	7,040	6,437	6,731	45.37	£ 13.67	6,774	58.40	£ 16.28	£ 2.60	19%	
4.25	7,480	6,840	7,171	48.47	£ 14.29	7,214	62.19	£ 17.04	£ 2.74	19%	
4.5	7,920	7,242	7,611	51.57	£ 14.91	7,654	65.98	£ 17.80	£ 2.88	19%	
4.75	8,360	7,644	8,051	54.83	£ 15.57	8,094	69.78	£ 18.56	£ 2.99	19%	
5	8,800	8,047	8,491	58.09	£ 16.22	8,534	73.57	£ 19.31	£ 3.10	19%	
6	10,560	9,656	10,251	71.12	£ 18.82	10,294	88.74	£ 22.35	£ 3.52	19%	
7	12,320	11,265	12,011	84.16	£ 21.43	12,054	103.91	£ 25.38	£ 3.95	18%	
8	14,080	12,875	13,771	97.20	£ 24.04	13,814	119.09	£ 28.42	£ 4.38	18%	
9	15,840	14,484	15,531	110.24	£ 26.65	15,574	134.26	£ 31.45	£ 4.80	18%	
10	17,600	16,093	17,291	123.27	£ 29.25	17,334	149.43	£ 34.49	£ 5.23	18%	
11	19,360	17,703	19,051	136.31	£ 31.86	19,094	164.60	£ 37.52	£ 5.66	18%	
12	21,120	19,312	20,811	149.35	£ 34.47	20,854	179.78	£ 40.56	£ 6.09	18%	
13	22,880	20,921	22,571	162.38	£ 37.08	22,614	194.95	£ 43.59	£ 6.51	18%	
14	24,640	22,531	24,331	175.42	£ 39.68	24,374	210.12	£ 46.62	£ 6.94	17%	
15	26,400	24,140	26,091	188.46	£ 42.29	26,134	225.29	£ 49.66	£ 7.37	17%	
16	28,160	25,749	27,851	201.50	£ 44.90	27,894	240.47	£ 52.69	£ 7.79	17%	
17	29,920	27,359	29,611	214.53	£ 47.51	29,654	255.64	£ 55.73	£ 8.22	17%	
18	31,680	28,968	31,371	227.57	£ 50.11	31,414	270.81	£ 58.76	£ 8.65	17%	
19	33,440	30,577	33,131	240.61	£ 52.72	33,174	285.98	£ 61.80	£ 9.08	17%	
20	35,200	32,187	34,891	253.64	£ 55.33	34,934	301.16	£ 64.83	£ 9.50	17%	
22	38,720	35,405	38,411	279.72	£ 60.54	38,454	331.50	£ 70.90	£ 10.36	17%	
24	42,240	38,624	41,931	305.79	£ 65.76	41,974	361.84	£ 76.97	£ 11.21	17%	
26	45,760	41,843	45,451	331.87	£ 70.97	45,494	392.19	£ 83.04	£ 12.06	17%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 76.19	49,014	422.53	£ 89.11	£ 12.92	17%
	30	52,800	48,280	52,491	384.01	£ 81.40	52,534	452.88	£ 95.18	£ 13.77	17%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 232.63	154,614	1,332.88	£ 271.18	£ 38.54	17%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 237.85	158,134	1,363.22	£ 277.24	£ 39.40	17%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 300.42	200,374	1,727.36	£ 350.07	£ 49.65	17%

TARIFF 3 – PUBLIC HOLIDAY DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed DAY FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 6.71	601	4.85	£ 6.85	£ 0.15	2%	
1	1,760	1,609	1,460	10.98	£ 8.69	1,481	11.94	£ 8.98	£ 0.29	3%	
1.25	2,200	2,012	1,900	14.29	£ 9.69	1,921	15.49	£ 10.05	£ 0.36	4%	
1.5	2,640	2,414	2,340	17.59	£ 10.68	2,361	19.04	£ 11.11	£ 0.43	4%	
1.75	3,080	2,816	2,780	20.90	£ 11.67	2,801	22.59	£ 12.18	£ 0.51	4%	
2	3,520	3,219	3,220	24.21	£ 12.66	3,241	26.14	£ 13.24	£ 0.58	5%	
2.25	3,960	3,621	3,660	27.52	£ 13.66	3,681	29.69	£ 14.31	£ 0.65	5%	
2.5	4,400	4,023	4,100	30.83	£ 14.65	4,121	33.23	£ 15.37	£ 0.72	5%	
2.75	4,840	4,426	4,540	34.14	£ 15.64	4,561	36.78	£ 16.43	£ 0.79	5%	
3	5,280	4,828	4,980	37.44	£ 16.63	5,001	40.33	£ 17.50	£ 0.87	5%	
3.25	5,720	5,230	5,420	40.75	£ 17.63	5,441	43.88	£ 18.56	£ 0.94	5%	
3.5	6,160	5,633	5,860	44.06	£ 18.62	5,881	47.43	£ 19.63	£ 1.01	5%	
3.75	6,600	6,035	6,300	47.37	£ 19.61	6,321	50.98	£ 20.69	£ 1.08	6%	
4	7,040	6,437	6,740	50.68	£ 20.60	6,761	54.52	£ 21.76	£ 1.15	6%	
4.25	7,480	6,840	7,180	53.98	£ 21.60	7,201	58.07	£ 22.82	£ 1.23	6%	
4.5	7,920	7,242	7,620	57.29	£ 22.59	7,641	61.62	£ 23.89	£ 1.30	6%	
4.75	8,360	7,644	8,060	60.60	£ 23.58	8,081	65.17	£ 24.95	£ 1.37	6%	
5	8,800	8,047	8,500	63.91	£ 24.57	8,521	68.72	£ 26.02	£ 1.44	6%	
6	10,560	9,656	10,260	77.14	£ 28.54	10,281	82.91	£ 30.27	£ 1.73	6%	
7	12,320	11,265	12,020	90.38	£ 32.51	12,041	97.10	£ 34.53	£ 2.02	6%	
8	14,080	12,875	13,780	103.61	£ 36.48	13,801	111.30	£ 38.79	£ 2.31	6%	
9	15,840	14,484	15,540	116.84	£ 40.45	15,561	125.49	£ 43.05	£ 2.59	6%	
10	17,600	16,093	17,300	130.08	£ 44.42	17,321	139.69	£ 47.31	£ 2.88	6%	
11	19,360	17,703	19,060	143.31	£ 48.39	19,081	153.88	£ 51.56	£ 3.17	7%	
12	21,120	19,312	20,820	156.54	£ 52.36	20,841	168.07	£ 55.82	£ 3.46	7%	
13	22,880	20,921	22,580	169.77	£ 56.33	22,601	182.27	£ 60.08	£ 3.75	7%	
14	24,640	22,531	24,340	183.01	£ 60.30	24,361	196.46	£ 64.34	£ 4.04	7%	
15	26,400	24,140	26,100	196.24	£ 64.27	26,121	210.65	£ 68.60	£ 4.32	7%	
16	28,160	25,749	27,860	209.47	£ 68.24	27,881	224.85	£ 72.85	£ 4.61	7%	
17	29,920	27,359	29,620	222.71	£ 72.21	29,641	239.04	£ 77.11	£ 4.90	7%	
18	31,680	28,968	31,380	235.94	£ 76.18	31,401	253.23	£ 81.37	£ 5.19	7%	
19	33,440	30,577	33,140	249.17	£ 80.15	33,161	267.43	£ 85.63	£ 5.48	7%	
20	35,200	32,187	34,900	262.41	£ 84.12	34,921	281.62	£ 89.89	£ 5.76	7%	
22	38,720	35,405	38,420	288.87	£ 92.06	38,441	310.01	£ 98.40	£ 6.34	7%	
24	42,240	38,624	41,940	315.34	£ 100.00	41,961	338.40	£ 106.92	£ 6.92	7%	
26	45,760	41,843	45,460	341.80	£ 107.94	45,481	366.78	£ 115.43	£ 7.49	7%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 115.88	49,001	395.17	£ 123.95	£ 8.07	7%
	30	52,800	48,280	52,500	394.74	£ 123.82	52,521	423.56	£ 132.47	£ 8.65	7%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 354.08	154,601	1246.78	£ 379.43	£ 25.36	7%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 362.02	158,121	1275.17	£ 387.95	£ 25.93	7%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 457.29	200,361	1615.81	£ 490.14	£ 32.85	7%

TARIFF 4 – PUBLIC HOLIDAY NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed NIGHT FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 8.00	614	5.29	£ 8.49	£ 0.49	6%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,494	12.88	£ 10.76	£ 4.30	67%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,934	16.67	£ 11.90	£ 4.88	69%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,374	20.47	£ 13.04	£ 5.45	72%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,814	24.26	£ 14.18	£ 6.03	74%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,254	28.05	£ 15.32	£ 6.60	76%	
2.25	3,960	3,621	3,651	23.68	£ 14.00	3,694	31.84	£ 16.45	£ 2.45	17%	
2.5	4,400	4,023	4,091	26.78	£ 14.93	4,134	35.64	£ 17.59	£ 2.66	18%	
2.75	4,840	4,426	4,531	29.88	£ 15.86	4,574	39.43	£ 18.73	£ 2.87	18%	
3	5,280	4,828	4,971	32.98	£ 16.79	5,014	43.22	£ 19.87	£ 3.07	18%	
3.25	5,720	5,230	5,411	36.08	£ 17.72	5,454	47.02	£ 21.01	£ 3.28	19%	
3.5	6,160	5,633	5,851	39.17	£ 18.65	5,894	50.81	£ 22.14	£ 3.49	19%	
3.75	6,600	6,035	6,291	42.27	£ 19.58	6,334	54.60	£ 23.28	£ 3.70	19%	
4	7,040	6,437	6,731	45.37	£ 20.51	6,774	58.40	£ 24.42	£ 3.91	19%	
4.25	7,480	6,840	7,171	48.47	£ 21.44	7,214	62.19	£ 25.56	£ 4.12	19%	
4.5	7,920	7,242	7,611	51.57	£ 22.37	7,654	65.98	£ 26.69	£ 4.32	19%	
4.75	8,360	7,644	8,051	54.83	£ 23.35	8,094	69.78	£ 27.83	£ 4.48	19%	
5	8,800	8,047	8,491	58.09	£ 24.33	8,534	73.57	£ 28.97	£ 4.64	19%	
6	10,560	9,656	10,251	71.12	£ 28.24	10,294	88.74	£ 33.52	£ 5.28	19%	
7	12,320	11,265	12,011	84.16	£ 32.15	12,054	103.91	£ 38.07	£ 5.93	18%	
8	14,080	12,875	13,771	97.20	£ 36.06	13,814	119.09	£ 42.63	£ 6.57	18%	
9	15,840	14,484	15,531	110.24	£ 39.97	15,574	134.26	£ 47.18	£ 7.21	18%	
10	17,600	16,093	17,291	123.27	£ 43.88	17,334	149.43	£ 51.73	£ 7.85	18%	
11	19,360	17,703	19,051	136.31	£ 47.79	19,094	164.60	£ 56.28	£ 8.49	18%	
12	21,120	19,312	20,811	149.35	£ 51.70	20,854	179.78	£ 60.83	£ 9.13	18%	
13	22,880	20,921	22,571	162.38	£ 55.62	22,614	194.95	£ 65.38	£ 9.77	18%	
14	24,640	22,531	24,331	175.42	£ 59.53	24,374	210.12	£ 69.94	£ 10.41	17%	
15	26,400	24,140	26,091	188.46	£ 63.44	26,134	225.29	£ 74.49	£ 11.05	17%	
16	28,160	25,749	27,851	201.50	£ 67.35	27,894	240.47	£ 79.04	£ 11.69	17%	
17	29,920	27,359	29,611	214.53	£ 71.26	29,654	255.64	£ 83.59	£ 12.33	17%	
18	31,680	28,968	31,371	227.57	£ 75.17	31,414	270.81	£ 88.14	£ 12.97	17%	
19	33,440	30,577	33,131	240.61	£ 79.08	33,174	285.98	£ 92.69	£ 13.61	17%	
20	35,200	32,187	34,891	253.64	£ 82.99	34,934	301.16	£ 97.25	£ 14.25	17%	
22	38,720	35,405	38,411	279.72	£ 90.82	38,454	331.50	£ 106.35	£ 15.53	17%	
24	42,240	38,624	41,931	305.79	£ 98.64	41,974	361.84	£ 115.45	£ 16.82	17%	
26	45,760	41,843	45,451	331.87	£ 106.46	45,494	392.19	£ 124.56	£ 18.10	17%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 114.28	49,014	422.53	£ 133.66	£ 19.38	17%
	30	52,800	48,280	52,491	384.01	£ 122.10	52,534	452.88	£ 142.76	£ 20.66	17%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 348.95	154,614	1,332.88	£ 406.76	£ 57.82	17%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 356.77	158,134	1,363.22	£ 415.87	£ 59.10	17%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 450.64	200,374	1,727.36	£ 525.11	£ 74.47	17%

Appendix IV(e) - Mr ALI FARE INCREASE – OPTION 3 (THIS IS THE CURRENT FARE CHART RE-WORKED BY Mr FENNESSEY INTO AN EASIER TO COMPREHEND FORMAT)

JULY 2023

TARIFF 1 – DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed Day			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 4.47	580	4.36	£ 4.47	£ -	0%	
1	1,760	1,609	1,460	10.98	£ 5.80	1,460	10.98	£ 5.80	£ -	0%	
1.25	2,200	2,012	1,900	14.29	£ 6.46	1,900	14.29	£ 6.46	£ -	0%	
1.5	2,640	2,414	2,340	17.59	£ 7.12	2,340	17.59	£ 7.12	£ -	0%	
1.75	3,080	2,816	2,780	20.90	£ 7.78	2,780	20.90	£ 7.78	£ -	0%	
2	3,520	3,219	3,220	24.21	£ 8.44	3,220	24.21	£ 8.44	£ -	0%	
2.25	3,960	3,621	3,660	27.52	£ 9.10	3,660	27.52	£ 9.10	£ -	0%	
2.5	4,400	4,023	4,100	30.83	£ 9.77	4,100	30.83	£ 9.77	£ -	0%	
2.75	4,840	4,426	4,540	34.14	£ 10.43	4,540	34.14	£ 10.43	£ -	0%	
3	5,280	4,828	4,980	37.44	£ 11.09	4,980	37.44	£ 11.09	£ -	0%	
3.25	5,720	5,230	5,420	40.75	£ 11.75	5,420	40.75	£ 11.75	£ -	0%	
3.5	6,160	5,633	5,860	44.06	£ 12.41	5,860	44.06	£ 12.41	£ -	0%	
3.75	6,600	6,035	6,300	47.37	£ 13.07	6,300	47.37	£ 13.07	£ -	0%	
4	7,040	6,437	6,740	50.68	£ 13.74	6,740	50.68	£ 13.74	£ -	0%	
4.25	7,480	6,840	7,180	53.98	£ 14.40	7,180	53.98	£ 14.40	£ -	0%	
4.5	7,920	7,242	7,620	57.29	£ 15.06	7,620	57.29	£ 15.06	£ -	0%	
4.75	8,360	7,644	8,060	60.60	£ 15.72	8,060	60.60	£ 15.72	£ -	0%	
5	8,800	8,047	8,500	63.91	£ 16.38	8,500	63.91	£ 16.38	£ -	0%	
6	10,560	9,656	10,260	77.14	£ 19.03	10,260	77.14	£ 19.03	£ -	0%	
7	12,320	11,265	12,020	90.38	£ 21.68	12,020	90.38	£ 21.68	£ -	0%	
8	14,080	12,875	13,780	103.61	£ 24.32	13,780	103.61	£ 24.32	£ -	0%	
9	15,840	14,484	15,540	116.84	£ 26.97	15,540	116.84	£ 26.97	£ -	0%	
10	17,600	16,093	17,300	130.08	£ 29.62	17,300	130.08	£ 29.62	£ -	0%	
11	19,360	17,703	19,060	143.31	£ 32.26	19,060	143.31	£ 32.26	£ -	0%	
12	21,120	19,312	20,820	156.54	£ 34.91	20,820	156.54	£ 34.91	£ -	0%	
13	22,880	20,921	22,580	169.77	£ 37.55	22,580	169.77	£ 37.55	£ -	0%	
14	24,640	22,531	24,340	183.01	£ 40.20	24,340	183.01	£ 40.20	£ -	0%	
15	26,400	24,140	26,100	196.24	£ 42.85	26,100	196.24	£ 42.85	£ -	0%	
16	28,160	25,749	27,860	209.47	£ 45.49	27,860	209.47	£ 45.49	£ -	0%	
17	29,920	27,359	29,620	222.71	£ 48.14	29,620	222.71	£ 48.14	£ -	0%	
18	31,680	28,968	31,380	235.94	£ 50.79	31,380	235.94	£ 50.79	£ -	0%	
19	33,440	30,577	33,140	249.17	£ 53.43	33,140	249.17	£ 53.43	£ -	0%	
20	35,200	32,187	34,900	262.41	£ 56.08	34,900	262.41	£ 56.08	£ -	0%	
22	38,720	35,405	38,420	288.87	£ 61.37	38,420	288.87	£ 61.37	£ -	0%	
24	42,240	38,624	41,940	315.34	£ 66.67	41,940	315.34	£ 66.67	£ -	0%	
26	45,760	41,843	45,460	341.80	£ 71.96	45,460	341.80	£ 71.96	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 77.25	48,980	368.27	£ 77.25	£ -	0%
	30	52,800	48,280	52,500	394.74	£ 82.55	52,500	394.74	£ 82.55	£ -	0%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 236.05	154,580	1,162.26	£ 236.05	£ -	0%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 241.34	158,100	1,188.72	£ 241.34	£ -	0%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 304.86	200,340	1,506.32	£ 304.86	£ -	0%

TARIFF 2 – NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed Night			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 5.33	571	3.66	£ 5.33	£ -	0%	
1	1,760	1,609	1,451	9.30	£ 6.46	1,451	9.30	£ 6.46	£ -	0%	
1.25	2,200	2,012	1,891	12.12	£ 7.02	1,891	12.12	£ 7.02	£ -	0%	
1.5	2,640	2,414	2,331	14.94	£ 7.59	2,331	14.94	£ 7.59	£ -	0%	
1.75	3,080	2,816	2,771	17.76	£ 8.15	2,771	17.76	£ 8.15	£ -	0%	
2	3,520	3,219	3,211	20.58	£ 8.72	3,211	20.58	£ 8.72	£ -	0%	
2.25	3,960	3,621	3,651	23.68	£ 9.34	3,651	23.68	£ 9.34	£ -	0%	
2.5	4,400	4,023	4,091	26.78	£ 9.96	4,091	26.78	£ 9.96	£ -	0%	
2.75	4,840	4,426	4,531	29.88	£ 10.58	4,531	29.88	£ 10.58	£ -	0%	
3	5,280	4,828	4,971	32.98	£ 11.20	4,971	32.98	£ 11.20	£ -	0%	
3.25	5,720	5,230	5,411	36.08	£ 11.82	5,411	36.08	£ 11.82	£ -	0%	
3.5	6,160	5,633	5,851	39.17	£ 12.43	5,851	39.17	£ 12.43	£ -	0%	
3.75	6,600	6,035	6,291	42.27	£ 13.05	6,291	42.27	£ 13.05	£ -	0%	
4	7,040	6,437	6,731	45.37	£ 13.67	6,731	45.37	£ 13.67	£ -	0%	
4.25	7,480	6,840	7,171	48.47	£ 14.29	7,171	48.47	£ 14.29	£ -	0%	
4.5	7,920	7,242	7,611	51.57	£ 14.91	7,611	51.57	£ 14.91	£ -	0%	
4.75	8,360	7,644	8,051	54.83	£ 15.57	8,051	54.83	£ 15.57	£ -	0%	
5	8,800	8,047	8,491	58.09	£ 16.22	8,491	58.09	£ 16.22	£ -	0%	
6	10,560	9,656	10,251	71.12	£ 18.82	10,251	71.12	£ 18.82	£ -	0%	
7	12,320	11,265	12,011	84.16	£ 21.43	12,011	84.16	£ 21.43	£ -	0%	
8	14,080	12,875	13,771	97.20	£ 24.04	13,771	97.20	£ 24.04	£ -	0%	
9	15,840	14,484	15,531	110.24	£ 26.65	15,531	110.24	£ 26.65	£ -	0%	
10	17,600	16,093	17,291	123.27	£ 29.25	17,291	123.27	£ 29.25	£ -	0%	
11	19,360	17,703	19,051	136.31	£ 31.86	19,051	136.31	£ 31.86	£ -	0%	
12	21,120	19,312	20,811	149.35	£ 34.47	20,811	149.35	£ 34.47	£ -	0%	
13	22,880	20,921	22,571	162.38	£ 37.08	22,571	162.38	£ 37.08	£ -	0%	
14	24,640	22,531	24,331	175.42	£ 39.68	24,331	175.42	£ 39.68	£ -	0%	
15	26,400	24,140	26,091	188.46	£ 42.29	26,091	188.46	£ 42.29	£ -	0%	
16	28,160	25,749	27,851	201.50	£ 44.90	27,851	201.50	£ 44.90	£ -	0%	
17	29,920	27,359	29,611	214.53	£ 47.51	29,611	214.53	£ 47.51	£ -	0%	
18	31,680	28,968	31,371	227.57	£ 50.11	31,371	227.57	£ 50.11	£ -	0%	
19	33,440	30,577	33,131	240.61	£ 52.72	33,131	240.61	£ 52.72	£ -	0%	
20	35,200	32,187	34,891	253.64	£ 55.33	34,891	253.64	£ 55.33	£ -	0%	
22	38,720	35,405	38,411	279.72	£ 60.54	38,411	279.72	£ 60.54	£ -	0%	
24	42,240	38,624	41,931	305.79	£ 65.76	41,931	305.79	£ 65.76	£ -	0%	
26	45,760	41,843	45,451	331.87	£ 70.97	45,451	331.87	£ 70.97	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 76.19	48,971	357.94	£ 76.19	£ -	0%
	30	52,800	48,280	52,491	384.01	£ 81.40	52,491	384.01	£ 81.40	£ -	0%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 232.63	154,571	1,140.16	£ 232.63	£ -	0%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 237.85	158,091	1,166.24	£ 237.85	£ -	0%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 300.42	200,331	1,479.12	£ 300.42	£ -	0%

TARIFF 3 – PUBLIC HOLIDAY DAYTIME RATES

Miles	Yards	Meters	Current Day			Proposed DAY FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current day fare	Yards less flag drop	Chargeable yardage	Proposed day fare	£	%	
0.5	880	805	580	4.36	£ 6.71	580	4.36	£ 6.71	£ -	0%	
1	1,760	1,609	1,460	10.98	£ 8.69	1,460	10.98	£ 8.69	£ -	0%	
1.25	2,200	2,012	1,900	14.29	£ 9.69	1,900	14.29	£ 9.69	£ -	0%	
1.5	2,640	2,414	2,340	17.59	£ 10.68	2,340	17.59	£ 10.68	£ -	0%	
1.75	3,080	2,816	2,780	20.90	£ 11.67	2,780	20.90	£ 11.67	£ -	0%	
2	3,520	3,219	3,220	24.21	£ 12.66	3,220	24.21	£ 12.66	£ -	0%	
2.25	3,960	3,621	3,660	27.52	£ 13.66	3,660	27.52	£ 13.66	£ -	0%	
2.5	4,400	4,023	4,100	30.83	£ 14.65	4,100	30.83	£ 14.65	£ -	0%	
2.75	4,840	4,426	4,540	34.14	£ 15.64	4,540	34.14	£ 15.64	£ -	0%	
3	5,280	4,828	4,980	37.44	£ 16.63	4,980	37.44	£ 16.63	£ -	0%	
3.25	5,720	5,230	5,420	40.75	£ 17.63	5,420	40.75	£ 17.63	£ -	0%	
3.5	6,160	5,633	5,860	44.06	£ 18.62	5,860	44.06	£ 18.62	£ -	0%	
3.75	6,600	6,035	6,300	47.37	£ 19.61	6,300	47.37	£ 19.61	£ -	0%	
4	7,040	6,437	6,740	50.68	£ 20.60	6,740	50.68	£ 20.60	£ -	0%	
4.25	7,480	6,840	7,180	53.98	£ 21.60	7,180	53.98	£ 21.60	£ -	0%	
4.5	7,920	7,242	7,620	57.29	£ 22.59	7,620	57.29	£ 22.59	£ -	0%	
4.75	8,360	7,644	8,060	60.60	£ 23.58	8,060	60.60	£ 23.58	£ -	0%	
5	8,800	8,047	8,500	63.91	£ 24.57	8,500	63.91	£ 24.57	£ -	0%	
6	10,560	9,656	10,260	77.14	£ 28.54	10,260	77.14	£ 28.54	£ -	0%	
7	12,320	11,265	12,020	90.38	£ 32.51	12,020	90.38	£ 32.51	£ -	0%	
8	14,080	12,875	13,780	103.61	£ 36.48	13,780	103.61	£ 36.48	£ -	0%	
9	15,840	14,484	15,540	116.84	£ 40.45	15,540	116.84	£ 40.45	£ -	0%	
10	17,600	16,093	17,300	130.08	£ 44.42	17,300	130.08	£ 44.42	£ -	0%	
11	19,360	17,703	19,060	143.31	£ 48.39	19,060	143.31	£ 48.39	£ -	0%	
12	21,120	19,312	20,820	156.54	£ 52.36	20,820	156.54	£ 52.36	£ -	0%	
13	22,880	20,921	22,580	169.77	£ 56.33	22,580	169.77	£ 56.33	£ -	0%	
14	24,640	22,531	24,340	183.01	£ 60.30	24,340	183.01	£ 60.30	£ -	0%	
15	26,400	24,140	26,100	196.24	£ 64.27	26,100	196.24	£ 64.27	£ -	0%	
16	28,160	25,749	27,860	209.47	£ 68.24	27,860	209.47	£ 68.24	£ -	0%	
17	29,920	27,359	29,620	222.71	£ 72.21	29,620	222.71	£ 72.21	£ -	0%	
18	31,680	28,968	31,380	235.94	£ 76.18	31,380	235.94	£ 76.18	£ -	0%	
19	33,440	30,577	33,140	249.17	£ 80.15	33,140	249.17	£ 80.15	£ -	0%	
20	35,200	32,187	34,900	262.41	£ 84.12	34,900	262.41	£ 84.12	£ -	0%	
22	38,720	35,405	38,420	288.87	£ 92.06	38,420	288.87	£ 92.06	£ -	0%	
24	42,240	38,624	41,940	315.34	£ 100.00	41,940	315.34	£ 100.00	£ -	0%	
26	45,760	41,843	45,460	341.80	£ 107.94	45,460	341.80	£ 107.94	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,980	368.27	£ 115.88	48,980	368.27	£ 115.88	£ -	0%
	30	52,800	48,280	52,500	394.74	£ 123.82	52,500	394.74	£ 123.82	£ -	0%
Luton Airport	88	154,880	141,622	154,580	1,162.26	£ 354.08	154,580	1,162.26	£ 354.08	£ -	0%
Gatwick Airport	90	158,400	144,841	158,100	1,188.72	£ 362.02	158,100	1,188.72	£ 362.02	£ -	0%
Stanstead Airport	114	200,640	183,465	200,340	1,506.32	£ 457.29	200,340	1,506.32	£ 457.29	£ -	0%

TARIFF 4 – PUBLIC HOLIDAY NIGHTTIME RATES

Miles	Yards	Meters	Current Night			Proposed NIGHT FARES			Increase		
			Yards less flag drop	Chargeable yardage	Current night fare	Yards less flag drop	Chargeable yardage	Proposed night fare	£	%	
0.5	880	805	571	3.66	£ 8.00	571	3.66	£ 8.00	£ -	0%	
1	1,760	1,609	1,451	9.30	£ 9.69	1,451	9.30	£ 9.69	£ -	0%	
1.25	2,200	2,012	1,891	12.12	£ 10.54	1,891	12.12	£ 10.54	£ -	0%	
1.5	2,640	2,414	2,331	14.94	£ 11.38	2,331	14.94	£ 11.38	£ -	0%	
1.75	3,080	2,816	2,771	17.76	£ 12.23	2,771	17.76	£ 12.23	£ -	0%	
2	3,520	3,219	3,211	20.58	£ 13.08	3,211	20.58	£ 13.08	£ -	0%	
2.25	3,960	3,621	3,651	23.68	£ 14.00	3,651	23.68	£ 14.00	£ -	0%	
2.5	4,400	4,023	4,091	26.78	£ 14.93	4,091	26.78	£ 14.93	£ -	0%	
2.75	4,840	4,426	4,531	29.88	£ 15.86	4,531	29.88	£ 15.86	£ -	0%	
3	5,280	4,828	4,971	32.98	£ 16.79	4,971	32.98	£ 16.79	£ -	0%	
3.25	5,720	5,230	5,411	36.08	£ 17.72	5,411	36.08	£ 17.72	£ -	0%	
3.5	6,160	5,633	5,851	39.17	£ 18.65	5,851	39.17	£ 18.65	£ -	0%	
3.75	6,600	6,035	6,291	42.27	£ 19.58	6,291	42.27	£ 19.58	£ -	0%	
4	7,040	6,437	6,731	45.37	£ 20.51	6,731	45.37	£ 20.51	£ -	0%	
4.25	7,480	6,840	7,171	48.47	£ 21.44	7,171	48.47	£ 21.44	£ -	0%	
4.5	7,920	7,242	7,611	51.57	£ 22.37	7,611	51.57	£ 22.37	£ -	0%	
4.75	8,360	7,644	8,051	54.83	£ 23.35	8,051	54.83	£ 23.35	£ -	0%	
5	8,800	8,047	8,491	58.09	£ 24.33	8,491	58.09	£ 24.33	£ -	0%	
6	10,560	9,656	10,251	71.12	£ 28.24	10,251	71.12	£ 28.24	£ -	0%	
7	12,320	11,265	12,011	84.16	£ 32.15	12,011	84.16	£ 32.15	£ -	0%	
8	14,080	12,875	13,771	97.20	£ 36.06	13,771	97.20	£ 36.06	£ -	0%	
9	15,840	14,484	15,531	110.24	£ 39.97	15,531	110.24	£ 39.97	£ -	0%	
10	17,600	16,093	17,291	123.27	£ 43.88	17,291	123.27	£ 43.88	£ -	0%	
11	19,360	17,703	19,051	136.31	£ 47.79	19,051	136.31	£ 47.79	£ -	0%	
12	21,120	19,312	20,811	149.35	£ 51.70	20,811	149.35	£ 51.70	£ -	0%	
13	22,880	20,921	22,571	162.38	£ 55.62	22,571	162.38	£ 55.62	£ -	0%	
14	24,640	22,531	24,331	175.42	£ 59.53	24,331	175.42	£ 59.53	£ -	0%	
15	26,400	24,140	26,091	188.46	£ 63.44	26,091	188.46	£ 63.44	£ -	0%	
16	28,160	25,749	27,851	201.50	£ 67.35	27,851	201.50	£ 67.35	£ -	0%	
17	29,920	27,359	29,611	214.53	£ 71.26	29,611	214.53	£ 71.26	£ -	0%	
18	31,680	28,968	31,371	227.57	£ 75.17	31,371	227.57	£ 75.17	£ -	0%	
19	33,440	30,577	33,131	240.61	£ 79.08	33,131	240.61	£ 79.08	£ -	0%	
20	35,200	32,187	34,891	253.64	£ 82.99	34,891	253.64	£ 82.99	£ -	0%	
22	38,720	35,405	38,411	279.72	£ 90.82	38,411	279.72	£ 90.82	£ -	0%	
24	42,240	38,624	41,931	305.79	£ 98.64	41,931	305.79	£ 98.64	£ -	0%	
26	45,760	41,843	45,451	331.87	£ 106.46	45,451	331.87	£ 106.46	£ -	0%	
Heathrow Airport	28	49,280	45,062	48,971	357.94	£ 114.28	48,971	357.94	£ 114.28	£ -	0%
	30	52,800	48,280	52,491	384.01	£ 122.10	52,491	384.01	£ 122.10	£ -	0%
Luton Airport	88	154,880	141,622	154,571	1,140.16	£ 348.95	154,571	1,140.16	£ 348.95	£ -	0%
Gatwick Airport	90	158,400	144,841	158,091	1,166.24	£ 356.77	158,091	1,166.24	£ 356.77	£ -	0%
Stanstead Airport	114	200,640	183,465	200,331	1,479.12	£ 450.64	200,331	1,479.12	£ 450.64	£ -	0%

Licensing Applications Committee

13 July 2023



Reading
Borough Council
Working better with you

Title	Statutory Taxi and Private Hire Vehicle Standards and the Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022
Purpose of the report	To make a decision
Report status	Public report
Report author	Matthew Golledge
Lead Councillor	Councillor Ennis
Corporate priority	Thriving Communities
Recommendations	<ol style="list-style-type: none"> 1. That the committee note the requirements of the Statutory Taxi and Vehicle Standards and the Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 and the ongoing work to implement the measures and align current policies to the standards. 2. That the updated Hackney Carriage and Private Hire Convictions Policy, as attached to the report at Appendix 2, be published for consultation with the Hackney Carriage and Private Hire Vehicle trade, and a further report be submitted to a future meeting to adopt the final policy, having taken the results of the consultation into account.

1. Executive Summary

- 1.1. Under the terms of the Policing and Crime Act 2017 ('PCA') the Department for Transport (DfT) has introduced Statutory Taxi and Private Hire Vehicle Standards for hackney carriages (taxis) and private hire vehicles (PHVs). These standards were published in July 2020.
- 1.2. As part of this review the Hackney Carriage and Private Hire Convictions Policy has been assessed and updated against the standards.
- 1.3. The Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 ('TPHVA') places a further duty on Licensing authorities to share, consider and act upon relevant information regarding safeguarding and road safety concerns about taxi and private hire drivers. Statutory guidance was issued under this Act on 27 April 2023.
- 1.4. This report sets out a proposal for the way in which these requirements are going to be implemented by the Council.

2. Policy Context

- 2.1. The Council is responsible for licensing hackney carriage (taxis) and private hire drivers (PHV), vehicles, and private hire operators. In undertaking those responsibilities, the Council has regard to the legislation in place including case law, relevant guidance, best practice documentation and its own policies and procedures
- 2.2. In July 2020 the Secretary of State for Transport published new Statutory Taxi and Private Hire Vehicle Standards to all licensing authorities. [statutory taxi and private hire vehicle standards](#) The Standards are aimed at safeguarding children and vulnerable

adults. The Standards were developed to set-out a range of robust measures to protect taxi and private hire vehicle passengers, particularly those most vulnerable.

- 2.3. The Standards are the result of extensive consultation with the police, the trade, the Institute of Licensing, and others and sets out the approach that Licensing Authorities should adopt when carrying out their functions. Under s.177(4) of the PCA the council **must** have regard to this statutory guidance when undertaking its taxi and private hire vehicle licensing functions, it shall be followed unless there is a compelling local reason not to do so.
- 2.4. In addition, the Department for Transport (DfT) has published new statutory guidance for licensing authorities in England which is intended to help licensing authorities comply with their new duties under the TPHVA which came into effect on 31 May 2022. [taxis and private hire vehicles safeguarding and road safety act 2022](#). Again, under s.7 of the TPHVA, the council **must** have regard to statutory guidance that was issued on 27 April 2023.
- 2.5. The Council is required to review its taxi licensing policies and standards to ensure they meet the standards outlined in the legislation and guidance. All of these requirements are in response to longstanding national concerns about public safety in this sector.

3. The Proposal

Statutory Taxi and Private Hire Vehicle Standards Statutory Standards

- 3.1. Licensing Officers have conducted a full assessment against the Statutory Standards to compare against current requirements (**Appendix 1**). The authority has already implemented a number of the recommendations, but the assessment also highlights where further changes are required through changes to current policies and procedures.
- 3.2. The following table is a summary of the main requirements of the Statutory Standards highlighting the council's position to date.

Statutory Standards	Requirement	Council Position
Licensing policy	Authorities should produce a 'cohesive policy document' that brings all procedures together and reviewed every five years.	Policies are being reviewed with the intention of producing an overarching Hackney Carriage and Private Hire Licensing Policy which incorporate the standards as highlighted.
Fit and Proper Test	Test based on a balance of probabilities basis and proportionate.	In line with existing policies
Administration	Sufficient training and adequate resource for those involved with making licensing decisions. Delegations should be set out in a clear scheme and less contentious matters can be resolved by authorised officers.	Mandatory requirement that all Councillors, who sit on the Licensing Committee, must undergo licensing training. Reviewing delegations to consider extending some decisions to officers.
DBS Checks	Drivers and operators are to subscribe to the DBS Update Service.	Proposed to make subscription a requirement. Implemented the DBS check review period.

	6 monthly DBS checks for drivers, 12 months for operators.	
Multi-agency Safeguarding Hub (MASH)	Establish a means to facilitate the objectives of the local MASH to remove barriers to effective safeguarding.	Reporting between parties taking place with formal agreements to be set up.
Mandatory Safeguarding Training for drivers	Safeguarding advice and guidance and explain to drivers how to respond and report concerns and where to get advice. To include 'County Lines' drug trafficking awareness.	Mandatory training in place to cover all areas.
Joint Enforcement	Jointly authorises officers from other authorities so enforcement action can be taken against licensees from outside their area.	To reach agreement with neighbouring authorities to establish joint authorisations.
CCTV in vehicles	Local consultation to determine if mandatory CCTV would have a positive or negative on the safety of passengers	Identify best practice and provide further report to the licensing committee to determine next steps.
Proficiency in English language	Drivers able to converse with passengers to understand destination, estimates of time along with other common passenger requests.	English proficiency test to be introduced unless driver has an appropriate educational qualification certificate.

Hackney Carriage and Private Hire Convictions Policy

- 3.3 The Statutory Standards state that in considering an individual's criminal record, licensing authorities must consider each case on its merits, but they should take a particularly cautious view of any offences against individuals with special needs, children, and other vulnerable groups, particularly those involving violence, those of a sexual nature and those linked to organised crime.
- 3.4 In order to achieve consistency, and to mitigate the risk of successful legal challenge, licensing authorities should have a clear policy for the consideration of criminal records. This should include, for example, which offences would prevent an applicant from being licenced regardless of the period elapsed in all but truly exceptional circumstances. In the case of lesser offences, a policy should consider the number of years the authority will require to have elapsed since the commission of particular kinds of offences before they will grant a licence.
- 3.5 Officers have updated the council's policy (**Appendix 2**) to align with the DfT's recommendations on the assessment of previous convictions. This places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain a licence.
- 3.6 A comparison showing the changes to the existing Convictions Policy is shown at **Appendix 3**.

Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022

- 3.7 The Act requires, if any licensing authority in England has information about a taxi or PHV driver licensed by another authority that is relevant to safeguarding or road safety concerns in its area, it must share that information with the authority that issued that driver's licence. Any licensing authority provided with such information by another authority must consider whether to suspend or revoke the driver's licence and inform the authority that shared the information of its decision.
- 3.7.1 Once the licensing authority becomes aware of the safeguarding or road safety concerns, it has 10 working days to provide the relevant information and any other information to identify the driver to the licensing authority that issued the driver's licence. Within 20 working days of receiving the concerns, the licensing authority must inform, in writing, the licensing authority that reported the concerns whether it has suspended or revoked the driver's licence or intends to do so.
- 3.7.2 In addition, the Act requires licensing authorities in England to input, into a central database, instances where the authority has refused, suspended, chosen not to renew or revoked a taxi or PHV driver's licence based wholly or in part on information relating to the driver concerning safeguarding or road safety.
- 3.7.3 The authority has registered with the National Anti-Fraud Network's database, the National Register for Revocations, Refusals and Suspensions (NR3S). Officers are actively checking the database for every taxi or PHV driver's licence application received and adding to NR3S the details of any new taxi and PHV driver licence revocation and refusal decisions, together with previous revocations and refusals.
- 3.7.4 The requirements of the Act have been implemented.

4. Contribution to Strategic Aims

- 4.1. The legislation primarily aims to protect and enhance the safety of taxi and PHV passengers, safeguarding children and those most vulnerable.
- 4.2. Through implementing these requirements, this will ensure the council has an effective regulatory framework, working collaboratively with other agencies and authorities to administer and enforce statutory and local requirements. This will benefit both the trade and customers and will contribute to the following priorities in the Corporate Plan:
- Thriving Communities – by ensuring the Taxi and PHV sector remains integrated into our sustainable transport network and the sector is safe and trusted; passengers are confident in using the services and vehicles are modern and accessible.
 - Inclusive Economy - Taxis and PHVs are one of the most flexible elements of the transport system operating 24/7 on a commercial basis. They are integral to supporting local businesses to thrive by transporting residents and visitors around the Borough. The services are a primary mode of passenger transport for many people for whom mainstream public transport is not an option or suitable. Taxis and PHVs help support many disabled and vulnerable people to live more independent lives. They also play an important part in supporting the night-time economy, providing a safe and secure mode of transport for many people home.

5. Environmental and Climate Implications

- 5.1. There are no environmental or climate implications arising from the decisions in this report. The council has a duty to adopt the requirements of the legislation which are aimed to enhance safety in the Hackney Carriage and PHV sector.

6. Community Engagement

- 6.1. The council will conduct a consultation exercise with the Taxi and PHV trade with regards implementing a policy on CCTV within vehicles.
- 6.2. A consultation exercise will be conducted with the trade on the proposed Hackney Carriage and Private Hire Vehicle Convictions Policy.

7. Equality Implications

- 7.1. Under the Equality Act 2010, Section 149, 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. The Council will undertake an equality impact assessment scoping exercise on the projects included within the recommendations where applicable and at the appropriate stage of development. For example, with regard to the introduction of an English proficiency test.

8. Other Relevant Considerations

- 8.1. There are no other relevant considerations.

9. Legal Implications

- 9.1. Section 177(4) of the Policing and Crime Act 2017 enables the Secretary of State to issue guidance to Licensing Authorities as to how their taxi and private hire vehicle licensing functions shall be exercised so as to protect children and vulnerable adults and requires authorities exercising their licensing functions to have regard to it. Licensing Authorities have a legal duty to have regard to the minimum standards – this means that the Authority **must** take the standards into account and must give clear and compelling reasons for any departure from them.
- 9.2. The powers to grant or renew, hackney carriage and private hire vehicle driver and operator licenses are contained in the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976.
- 9.3. In respect of the grant of a licence to drive hackney carriage and private hire vehicles, you may refuse on the grounds that the applicant is not a fit and proper person to hold such a licence or has not held a full driving licence for at least twelve months.
- 9.4. In respect of the grant of a private hire operator licence, you may refuse on the grounds that the applicant is not a fit and proper person to hold such a licence.
- 9.5. In respect of renewal, revocation or suspension of a licence to drive hackney carriage and private hire vehicles, you may refuse to renew or may revoke or suspend a licence on the grounds that since the grant of a licence: (a) the applicant has been convicted of an offence involving dishonesty, indecency or violence; (b) the applicant has been convicted of an offence or failed to comply with the legislation controlling the private hire vehicle trade; (c) any other reasonable cause.
- 9.6. In respect of the renewal, revocation or suspension of a private hire operator licence, you may refuse to renew or may revoke or suspend a licence on the grounds that since the grant of a licence: (a) any offence under, or non-compliance with, the provision of this Part of this Act. (b) any conduct on the part of the operator, which appears to the district council to render him unfit to hold an operator's licence. (c) any material change since the licence was granted in of the circumstances of the operator on the basis of which the licence was granted. (d) any other reasonable cause.

9.7. An applicant aggrieved by the refusal, refusal to renew suspension or revocation of a licence may appeal to the Magistrates' Court.

10. Financial Implications

10.1. Where detailed aspects of the strategy, as they are introduced, result in additional costs as part of the licensing process, this will be reflected in the fees charged. Higher fares could result where operators and driver's costs increase. Any changes to the fees or fares are required to be approved through the committee process.

11. Timetable for Implementation

11.1 Following approval of the proposal a consultation exercise will be conducted with the trade and a further report submitted to the committee on the final Hackney Carriage and Private Hire Vehicle Convictions Policy.

12. Background Papers

12.1. There are none.

Appendices

- 1. Assessment against the Statutory Standards**
- 2. Proposed Hackney Carriage and Private Hire Conviction Policy**
- 3. Comparison between the existing and new Conviction Policy**

Appendix 1

Department for Transport Statutory Taxi & Private Hire Vehicle Standards

Comparison between Reading Borough Councils current Taxi and Private Hire Policies and the Statutory Standards

	Statutory Standards Element	Current	Proposal	Impact on licence holders	Officers Rationale
1	Joint Enforcement	Reading Borough Council (RBC) officers can only enforce for breaches made by licence holders licensed with Reading Borough Council.	<p>Joint authorisation of enforcement officers of licensing authorities (LAs) that have adopted these common standards.</p> <p>To improve information sharing between authorities.</p>	Officers from all neighbouring authorities will be able to enforce for breaches against the common standards and taxi and private hire legislation by any licence holders. Standards will be raised across the board on a regional basis. Multi-agency operations and joint enforcement working will improve. There will be more equity and consistency in enforcement over local authority boundaries.	This will allow enforcement officers to ensure licensed drivers and vehicles that operate in Reading from other LA's are of a high standard and they comply with all legislation whilst in Reading, and that any RBC licensed drivers and vehicles which are operating in neighbouring authorities continue to adhere to the same high standards that are expected of them. This will allow enforcement officers from either RBC or other authorities to take the appropriate action against any drivers or vehicles that do not comply.

2	Delegations for Decisions	Reading Borough Council Licensing Officers are delegated to make all decisions on new applications and can suspend licences with immediate effect. Reviews of licences and revocation of a licence are dealt with by the Licensing Sub-Committee.	The statutory standards now state all licensing authorities should consider arrangements for dealing with serious matters that may require the immediate revocation of a licence. It is recommended that this role is delegated to a senior officer/manager with responsibility for the licensing service. We therefore propose no change to the current arrangements for applications or reviews and will continue to utilise the Licensing Applications Committee and Licensing Sub Committees as before, but we will add in this recommendation availing this additional option to revoke licences.	New applicants with relevant convictions will be able to present their case to a Licensing Sub-Committee. Managers will be able to take immediate action in cases where there is a risk to the public and there is not time to arrange a Licensing Sub-Committee. This will be carried out through consultation and approval of the chair of the Licensing Applications Committee when possible.	Extending the delegated powers of Licensing Officers to refuse new applications for example because the applicant has not informed RBC of other transgressions or the applicants previous convictions preclude them from obtaining a licence. This would reduce the workload on Licensing Officers and the need to put them before a Licensing Subcommittee. We would increase our agility and capacity to revoke licences in the most serious of cases.
3	Frequency of DBS Enhanced Criminal Checks	On new application and then every three years on renewal.	Every six months.	We will compel drivers to subscribe to the auto-update subscription service which will save them money and make the process more efficient for us. As they are more frequent this increases the volume of DBS returns for officers to check.	There is a new process to be carried out by officers where the DBS check is to be conducted every six months instead of 3 years. This will increase the workload of officers but will ensure that any convictions etc committed by licensed drivers can be dealt with at the earliest opportunity. It is a

					significant safety improvement.
4	Time period for licence holders to notify the Council of any arrest, charges, and other offences	14 days for any convictions, 28 days for any cautions, fixed penalties or court case pending.	48 hours for arrest and release, charge or conviction of any sexual offence, any offence involving dishonesty or violence and any motoring offence.	No significant impact on licence holders.	This is just a change in time limits that licensed drivers will be required to adhere to leading to increased safety.
5	How to complain and signage in vehicles	Council contact details for complaint displayed on the rear of the internal vehicle disc displayed in front windscreen.	Signage to be displayed in vehicles giving guidance for passengers on how to complain and such signage to be displayed where it can easily be read. Failure to display could lead to suspension and a possible review of their driver's licence.	No significant impact. It will improve the customer experience.	Licence holders will need to display an additional sign in the vehicle which has been produced by the licensing team. There will be no cost for the sign on the first occasion but any signs that are required to be replaced will incur a charge of £5.00. The sign will only need to be replaced if it is lost or damaged. If the vehicle is changed the licence holder can change the sign from the old vehicle to the new one.
6	Immediate revocation of licences	Where there are concerns regarding a licensed driver or vehicle or operator that cannot wait until the next Licensing Sub-Committee then officers can consult with the Chair of the Licensing Committee who can immediately revoke a licence.	The standard states Licensing authorities have the option to suspend or revoke a licence should information be received that causes concern over whether a driver is a fit and proper person. Where the licence holder has been served an immigration penalty or convicted of an	Revocations, when needed, are likely to happen quicker.	This ensures that an independent decision has been made regarding the immediate revocation of a licence balanced against the recommendation to act immediately in certain circumstances.

			immigration offence the licence should be revoked immediately. The proposal is to maintain the current system but introduce the additional option (as recommended in the standards) to allow a manager to make an immediate decision if necessary.		
7	Mandatory Safeguarding Training	Safeguarding training and a test is mandatory for all existing driver licence holders and for all new applicants.	Existing licensees will be required to undertake refresher training and a test every three years.	This is an additional cost and time commitment for existing licence holders. The cost of the training is currently £22.50.	This method is currently undertaken. Any driver failing to undertake this training will have their licence suspended while they resolve matters.
8	Language proficiency	Reading Borough Council currently have no criteria for an applicant/license holder to take an English Proficiency test. Currently there is a declaration on the application form stating that they can understand and write written English, and all new driver applicants are required to have a driver interview with a licensing officer before a licence is issued.	All new applicants must take an English Proficiency test unless they can provide an appropriate educational certificate for a qualification related to both written and spoken English. English language proficiency requirements will apply to new applicants from date of adoption of these standards. Discretion to refer an existing licence holder for	This places an additional burden on drivers but a possible saving to the applicant if they have an appropriate educational certificate. If an appropriate educational certificate cannot be produced, then there will be a financial implication in a requirement to take a course.	This will ensure that new applicants and licensed drivers and operators have a good understanding of English through a recognised educational certificate provided by a recognised provider. This will apply to ALL licensed drivers and operators. This has been a matter of some concern and raised following recent enforcement activities and committee meetings where applicants or current licensed drivers have not had a good

			an assessment on a case-to-case basis.		understanding of English causing mis understandings.
9	Criminality checks for vehicle proprietors	No requirements for licensed vehicle proprietors to provide a DBS certificate.	Licensed vehicle proprietors must provide an annual basic disclosure certificate from the DBS unless they are also a licensed driver. However, if they no longer continue to be a licensed driver then a basic DBS is to be carried out as soon as possible.	The Cost of a basic DBS is currently £18.	This will ensure that all licensed vehicle proprietors will have been checked by licensing officers and that a basic due diligence check will have been carried out to ensure that they are fit and proper.
10	Criminality checks for private hire operators	Licensed private hire operators must provide a basic disclosure check from the DBS every 1 or 5 years on renewal unless they are also a licensed driver.	Licensed private hire operators must provide an annual basic disclosure check from the DBS unless they are also a licensed driver. However, if they no longer continue to be a licensed driver then a basic DBS is to be carried out as soon as possible.	Small impact as nearly all licensed operators licensed by Reading Borough Council also hold a driver licence. The current cost is £18 for a basic DBS.	This will ensure that all licensed vehicle operators will have been checked by licensing officers and that a basic due diligence check will have been carried out to ensure that they are fit and proper.
11	Private Hire Operator Booking and dispatch staff	No requirement for operators to make criminality checks on booking and dispatch staff.	Private hire operators must have written policies and procedures in place to ensure criminality checks are undertaken on all booking and dispatch staff at appropriate intervals and set out its approach on employing staff that are ex-offenders. Where a booking is outsourced, the operator	Some impact on operators who must develop policies and procedures. Basic criminal conviction disclosure cost is currently £18.	This will have a due diligence impact on the operator to ensure that their staff are suitable to be carrying out the roles for which they are employed.

			must ensure the third-party have adequate arrangements in place as outlined above.		
12	Whistle-blowing	Reading Borough Council has a Whistleblowing policy in place.	That licensing authorities should have effective internal procedures in place for staff to raise concerns and for any concerns to be dealt with openly and fairly.	No impact on either Staff or licence holders.	Reading Borough Council is committed to the highest possible standards of openness, honesty, and accountability. In line with that commitment, staff are encouraged, if they have serious concerns about any aspect of the Council's work, to come forward and voice those concerns. It is recognised that certain cases will have to proceed on a confidential basis. The policy has the support of the Council's recognised trade unions.
13	Common Law Police Disclosure	Where public protection is an issue, the Police are able to pass information to us in order we can swiftly mitigate the danger.	No change.	No impact.	This facility has existed before the statutory standards, so we will continue to work closely with TVP and share information between us.
14	Sharing of information with other Licensing Authorities and use of NR3S	Policies and information sharing protocols with neighbouring authorities have been in place for some time.	The national database NR3S is now being utilised to share information on a wider and more consistent basis.	Some increased administration in updating the database is required.	It improves the safety for users by ensuring applicants actions in other Local Authority areas can be considered and can no longer hide refused applications in other areas, revocations, or other misdemeanours.

15	Improving intelligence sharing and new duties on Licensing Authorities.	RBC have been sharing intelligence and information with other local authorities regarding their licensed drivers operating in Reading for a number of years.	The duty to report concerns about out-of-area drivers, if any licensing authority in England has information about a taxi or PHV driver licensed by another authority, that is relevant to safeguarding or road safety concerns, it must share that information with the authority that issued that driver's licence within 10 days of becoming aware.	No change in our current practices.	This practice will extend the intelligence and information we receive from other local authorities regarding our licensed drivers as previously we have only received this from a small number of local authorities.
16	Requirement to respond to local authorities when intelligence or information is received	This is something that we currently undertake when any information or intelligence is received and depending on the nature of the report determines on how it is dealt with for e.g.: either added to the drivers record or if serious taken to a licensing sub-committee.	Licensing authorities who receive concerns about drivers they have licensed must, within 20 working days of receiving the concerns, inform, in writing, the licensing authority that reported the concerns whether they have suspended or revoked the driver's licence (or intend to suspend or revoke the licence). They must also provide reasons for the action they have taken or intend to take.	No change in current practices, but we must continue to ensure we retain sufficient staffing resource to meet the deadlines.	This practice will show to our licensed drivers that we expect them to continue with the high standards that we require of them even when they are operating outside of our borough and that we will take the appropriate action against them on receiving a report if required.
17	Requirements of operators sub-contracting work	While operators can outsource some functions e.g.: telephone contact centre, the acceptance of PHV bookings and	Operators may outsource booking and dispatch functions, but they cannot pass on the obligation to protect children and vulnerable adults. Operators should be	This will ensure operators take responsibility for their safeguarding requirements and ensure that operators who they out-source to are also fully aware of their responsibilities.	This will require operators to take more responsibility ensuring that who they sub-contract their work to also take their responsibilities seriously. This will be monitored through operators

		<p>provision of PHVs can only be undertaken by a licensed operator - these functions cannot be outsourced. Operators can sub-contract bookings, but this can only be to another licensed operator. Therefore, the fact that they are licensed should provide the necessary assurance that appropriate safeguarding provisions are in place. We are in the process of updating our operator conditions which will require operators to undertake due diligence when sub-contracting bookings, to ensure companies they use have comparable safeguarding policies.</p>	<p>required to evidence that comparable protections are applied by the company to which they outsource these functions.</p>		<p>visits that enforcement officers carry out.</p>
18	'County Lines' exploitation	<p>Exploitation is an integral part of the county lines offending model with children and vulnerable adults exploited to transport and store drugs and money between locations. This is now going to be included</p>	<p>County Lines is a term used to describe gangs and organised criminal networks involved in exporting illegal drugs using dedicated mobile phone lines or other forms of deal lines across Police or Local Authority boundaries by often</p>	<p>Extended training for licence holders through Safeguarding.</p>	<p>This will enable licence holders to identify the signs of children and young people travelling in taxis and private hire vehicles alone, travelling at unusual hours during school time, early hours of the morning or late at night, travelling long distances, being unfamiliar with the local</p>

		into the safeguarding training provided through BFfC.	exploiting young or vulnerable people.		area and paying for journeys by cash or the journey is pre-paid. This will enable the licence holder if they believe a child or vulnerable person is at risk of harm to either call the police or use the local safeguarding process.
19	In-vehicle visual and audio recording - CCTV	RBC does not have a current policy for the use of CCTV in vehicles.	The government has acknowledged the potential risk to public safety when passengers travel in taxis and private hire vehicles. DfT's view is that CCTV can provide additional deterrence to prevent this and it can provide a safer environment for the benefit of passengers and licence holders.	There will be a cost to the licence holder of the purchase of the CCTV system, there is also the question of who will be in control of the data: the licence holder or RBC. This will be more challenging to implement amongst the PH trade as vehicles are owned and operated by different people.	Best practice will be sought, and a consultation will take place with both the Hackney and private hire trades along with other external partners and interested parties. Following this consultation, a full report will be presented to the licensing committee to determine the next steps.
20	Stretched Limousines	RBC currently has a procedure for licensing limousines contained within the current vehicle specifications document.	It is suggested that licensing authorities should approach such requests on the basis that these vehicles – where they have fewer than nine passenger seats - have a legitimate role to play in the private hire trade, meeting a public demand. It is the Department's view that it is not a legitimate course of action for licensing authorities to adopt policies that exclude limousines as a matter of principle thereby excluding these services from the	No impact on licence holders or officers.	This document is currently being reviewed which may change the way RBC looks at licensing limousines in line with the statutory standards.

			scope of the private hire vehicle regime and the safety benefits this provides.		
21	Duration of licences	<p>The licensing sub-committee currently issue licences for a shorter period where it thinks it is appropriate to do so as an opportunity for an applicant to prove that they are a fit and proper person to hold a licence for the full duration of 3 years. In the first instance we will consider whether an applicant is fit and proper to hold a licence. Once this determination is made, if an applicant is considered fit and proper to hold a licence, we will then consider the appropriate length. While the majority of licences are issued for the maximum period, if there are particular circumstances that would make it appropriate to do so, we will issue a licence for a shorter period, but will not be issued</p>	<p>Shorter duration licences should only be issued when the licensing authority thinks it is appropriate in the specific circumstances of the case, if a licensee has requested one or where required (e.g.: when the licence holder's leave to remain in the UK is time-limited) or when the licence is only required to meet a short-term demand; they should not be issued on a 'probationary' basis.</p>	<p>The shorter durations of licences are determined by the licensing sub-committee after listening to the facts presented by the licensing team and the representation of the applicant.</p>	<p>It is a fine line between what a sub-licensing committee determine as a specific circumstance and issuing a licence because of the applicants 'previous history and using a shorter period as a test to make sure they do not commit any breaches of conditions or other offences. Licenses will not be issued on a probationary basis, and we should take note of this requirement.</p>

		on a 'probationary' basis			
22	Fit and Proper test	<p>The overriding consideration will be safeguarding the public. This means that an applicant or licensee should not be 'given the benefit of doubt'. If the Licensing Sub-Committee or delegated officer is only "50/50" as to whether the applicant or licensee is 'fit and proper', they should not hold a licence. The threshold used here is lower than for a criminal conviction (that being beyond reasonable doubt) and can take into consideration conduct that has not resulted in a criminal conviction.</p>	<p>Licensing authorities have a duty to ensure that any person to whom they grant a hackney or private hire vehicle driver's licence is a 'fit and proper' person to be a licensee. It may be helpful when considering whether an applicant or licensee is fit and proper to pose oneself the following question "Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night?" If, on the balance of probabilities, the answer to the question is 'no', the individual should not hold a licence.</p>	<p>No current change except when new councillors join the committee, and this is part of their training. The licensing sub-committee currently use this process when making a determination on whether to grant a licence or not. The decision is only made after reviewing all of the facts placed before them.</p>	<p>This process ensures that the right people are issued a licence and all of the right safeguards are in place.</p>
23	Multi-agency Safeguarding Hub (MASH)	<p>All licensing authorities should operate or establish a means to facilitate the objectives of a MASH (i.e.: the sharing of necessary and relevant information between stakeholders)</p>	<p>Reporting between licensing officers and MASH takes place as and when incidents come to either parties' attention.</p>	<p>Formal reporting procedures for information sharing including what information will be provided should be agreed to assist both Licensing Officers and MASH. These agreements will ensure both parties are consistent with information sharing</p>	<p>Licensing and MASH deal with incidents where children and vulnerable adults may become victims of abuse. The exchange of information will help reduce the likelihood of perpetrators to operate in and around taxis and private hire services.</p>

				which may affect the safety of children and vulnerable adults.	
24	Convictions Policy	A current criminal convictions policy which some of the enhanced convictions recommendations we have already adopted and are incorporated into our current policy.	An enhanced convictions policy that adds further conviction categories and extends some of the time scales applicants are expected to be clear of offences. It reflects the statutory standards - see separate conviction policy comparison table below.	Existing licence holders may have convictions that fall in the timescales within the proposed policy. All existing licences will be considered in line with the new policy and where there is concern, they will be reviewed by the Licensing Sub-Committee.	This will be carried out on a case-by-case basis and if officers are concerned then the licensed driver should be referred to a licensing sub-committee. The standard has raised the bar and older convictions are now to be considered.

Appendix 2

READING BOROUGH COUNCIL – HACKNEY CARRIAGE AND PRIVATE HIRE CONVICTIONS POLICY

INFORMATION FOR APPLICANTS AND EXISTING LICENCE HOLDERS

1. This policy is intended to provide guidance on determining suitability of new applicants and existing licence holders where the applicant or licence holder has been convicted of a criminal or driving offence.
2. The policy lists the types of offences that may give concern to the Licensing Authority. For the more serious offences the expectation is that an application will be refused, or an existing licence holder will have their licence revoked. For other offences the policy gives the timescales that it is expected will have elapsed since the conviction before an application will be granted.
3. The Policy states that each case will be treated on its own merits. Where an applicant or Licence Holder has an offence listed in this policy it will not necessarily mean an automatic barring or revocation. However, the applicant or licence holder can expect that their application or licence will be put before a Licensing Sub-Committee for consideration who will take account of this policy. The obligation will be on the applicant or licence holder to put forward reasons and/or evidence in support of their case for the Licensing Sub-Committee to consider.
4. If an application is refused or a licence is revoked the applicant or licence holder will have right of appeal to the Magistrate's Court. The application to the Magistrates Court should be made within 21 days of the applicant or licence holder being notified by the Licensing Authority of the decision to refuse or revoke.
5. Where a licence holder is convicted of an offence where the Licensing Authority believes that the safety of the public may be at immediate risk, the licence may be suspended/revoked with immediate effect. The licence holder will have right of appeal to the Magistrates Court against a suspension issued with immediate effect however they may **not** use the licence until any decision is made by the Court.
6. Existing licence holders that have been granted licences previous to this policy coming into effect may have convictions on their record that fall within the timescales within this policy. The Licensing Authority will have made decisions on those licences based on policies in place at the time where the timescales may have been lesser, or those offences not included. It is not reasonable that those licences should be automatically revoked. The Licensing Authority will review all existing licences in light of this policy and where the Licensing Authority has concerns about a particular licence holder and/or there are further offences, breaches or complaint, the licence holder may be reviewed by a Licensing Sub-Committee who will take into account all matters including any previous offences that may now fall within this current policy. In particular, serious account will be taken of any history of safeguarding matters. Where appropriate, existing licence holders may be requested to apply for a new enhanced DBS certificate in order that the Council can review historic offences in line with this policy.

OVERVIEW

7. The function of licensing is the protection of the public. A member of the public stepping into a motor vehicle driven by a stranger must have the confidence that the driver is safe and suitable.

8. Taxi legislation provides that any person must satisfy the authority that they are a fit and proper person to hold a licence. If a licence holder falls short of the fit and proper standard at any time, the licence should be revoked or not renewed on application to do so.
9. These guidelines apply to all new applications for a taxi or private hire driver licence and all licensed taxi and private hire drivers.
10. In addition, where relevant, they will also be applied to taxi and private hire vehicle licence applicants and licence holders, and private hire operator licence applicants and licence holders. Where such applicants and licence holders are not applying for, or already hold a taxi or private hire driver licence they will be required to provide a basic criminal conviction check on application and then at regular intervals. The Licensing Authority will take account of any current criminal convictions showing on the basic criminal conviction check, or criminal conviction received, in accordance with this policy.
11. Taxi legislation specifically identifies offences involving dishonesty, indecency or violence as a concern when assessing whether an individual is 'fit and proper' to hold a taxi or private hire vehicle licence.
12. This policy is based on the Statutory Taxi and Private Hire Vehicle Standards issued by the Department of Transport in July 2020, Annex - Assessment of Previous Convictions. <https://www.gov.uk/government/publications/statutory-taxi-and-private-hire-vehicle-standards>

and the

Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 Section 1 (1) <https://www.legislation.gov.uk/ukpga/2022/14/enacted>

13. The Licensing Authority will consider each case on its own merits, and applicants/licensees are entitled to a fair and impartial consideration of their application.
14. In each case appropriate weight should be given to the evidence provided. This will include assessing the risk of re-offending and harm.
15. The Licensing Authority will be looking at the entirety of the individual when making the decision whether an applicant or licence holder is a safe and suitable person. Time periods are relevant and weighty considerations, but they are not the only determining factor. Other factors that the Licensing Authority will take into account when making a decision include but are not exhaustively:
 - Relevance and date of the offence
 - Sentence imposed by the court
 - Age of person and circumstances when the offence was committed
 - Subsequent periods of good behaviour

Their overall conviction history

- Any history of complaints made to the Licensing Authority against an existing licence holder. Unproven complaints may in some circumstances be taken into account if it is considered that there is a strong likelihood that the complaints are justified and the nature and/or number of complaints raise concern regarding suitability of applicant.

- Whether the applicant has intentionally misled the Licensing Authority or has lied as part of the application process.
 - Information provided by other agencies or other services at the Licensing Authority. This may include information disclosed by the Police or Safeguarding Services.
 - Any other matters that are relevant.
16. Convictions for attempt or conspiracy will be regarded as convictions for the substantive crime.
- Taxi and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 Section 1(2)
17. A caution is regarded in the same way as a conviction.
18. Fixed penalties and community resolutions will also be considered in the same way as a conviction.
19. Hackney carriage and private hire drivers are exempt from the provisions of the Rehabilitation of Offenders Act 1974. This means that there are no “spent” convictions and that any and all criminal convictions (apart from “protected convictions” and “protected cautions” where they have been declared) can be taken into account by the local authority in assessing safety and suitability, but only relevant spent convictions should be considered.
20. Where a period is given below, it should be taken to be a **minimum** in considering whether a licence should be granted or renewed in most cases. This places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain or retain a licence.
21. It is important to recognise that matters which have not resulted in a criminal conviction whether that is the result of an acquittal, a conviction being quashed, where a decision not to prosecute has been made or an investigation which is continuing where the individual has been bailed can and will be considered by the licensing authority. In addition, complaints where there was no police involvement will also be considered.
22. Within this document, any reference to “conviction” will also include matters that amount to criminal behaviour, but which have not resulted in a conviction.
23. In the case of any new applicant who has been charged with any offence and is awaiting trial, the determination will be deferred until the trial has been completed or the charges withdrawn. Where an existing licensee is charged, it will be for the licensing authority to decide what action to take in the light of these guidelines.
24. Any offences committed, or unacceptable behaviour reported whilst driving a hackney carriage or private hire vehicle, concerning the use of a hackney carriage or private hire vehicle, or in connection with an operator of a private hire vehicle will be viewed as aggravating features, and the fact that any other offences were not connected with the hackney carriage and private hire trades will not be seen as mitigating factors.
25. In addition to the nature of the offence or other behaviour, the quantity of matters and the period over which they were committed will also be considered. Patterns of repeated unacceptable or criminal behaviour are likely to cause greater concern than isolated occurrences as such patterns can demonstrate a propensity for such behaviour or offending.

26. It is also important to recognise that once a licence has been granted, there is a continuing requirement on the part of the licensee to maintain their safety and suitability. The licensing authority has powers to take action against the holder of all types of licence (driver's, vehicles, and operator's) and it must be understood that any convictions or other actions on the part of the licensee which would have prevented them being granted a licence on initial application will lead to that licence being revoked. There is a further ongoing duty to notify the licensing authority of arrest and/or prosecution within the timescales set out in the adopted statutory standards.
27. Any dishonesty by any applicant or other person on the applicant's behalf which is discovered to have occurred in any part of any application process (e.g., failure to declare convictions, false names or addresses, falsified references) will result in a licence being refused, or if already granted, revoked, and may result in prosecution.
28. Where an applicant/licensee is convicted of an offence which is not detailed in this guidance, the licensing authority will take that conviction into account and use these guidelines as an indication of the approach that should be taken.
29. These guidelines do not replace the duty of the licensing authority to refuse to grant a licence where they are not satisfied that the applicant or licensee is a fit and proper person.
30. Where a situation is not covered by these guidelines, the authority must consider the matter from first principles and determine the fitness and propriety of the individual.

OFFENCES

Crimes resulting in death

31. Where an applicant or licensee has been convicted of a crime which resulted in the death of another person or was intended to cause the death or serious injury (where there was an intention or strong likelihood of death) of another person they will not be licensed. A licence holder who is convicted of the above will have their licence revoked.

Exploitation

32. Where an applicant or licensee has been convicted of a crime involving, related to, or has any connection with abuse, exploitation, use or treatment of another individual irrespective of whether the victim or victims were adults or children, they will not be licensed.

This includes (this is not an exhaustive list)

- a. Slavery,
- b. Child sexual abuse,
- c. Exploitation,
- d. Grooming,
- e. Psychological,
- f. Emotional,
- g. Financial abuse,
- h. Domestic abuse,
- i. Harassment and stalking.

Offences involving violence against the person

32. Licensed drivers have close regular contact with the public who could be at risk from violent behaviour. Drivers are often entrusted with the care of children, young persons and vulnerable adults. The Licensing Authority seeks to protect the safety of the public and minimise risk.
33. Where an applicant has a conviction for an offence of violence against the person, or connected with any offence of violence, a licence will not be granted until at least **TEN YEARS** have elapsed since the completion of any sentence imposed. A licence holder convicted of the above will have their licence revoked.

Examples of Violent offences include (this is not an exhaustive list)

- a. Arson
- b. Malicious wounding or grievous bodily harm
- c. Actual bodily harm
- d. Grievous bodily harm with intent
- e. Robbery
- f. Riot
- g. Assault Police
- h. Any racially aggravated assault
- i. Violent disorder
- j. Resisting arrest
- k. Common assault/battery
- l. Affray
- m. Obstruction

Possession of a weapon

34. Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least **SEVEN YEARS** have elapsed since the completion of any sentence imposed. A licence holder convicted of the above will have their licence revoked.

Sexual offences

35. As licensed drivers often carry unaccompanied and vulnerable passengers, the Licensing Authority will take a strong line in relation to applicants or existing licence holders with convictions for sexual offences. All sexual and indecency offences should be considered as serious.
36. Where an applicant has a conviction for any offence involving or connected with illegal sexual activity, a licence will not be granted. A licence holder convicted of the above will have their licence revoked.
37. In addition to the above, the licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any barred list. A licence holder who goes on any of the above will have their licence revoked.

38. Sexual/Indecency Offences include (this is not an exhaustive list)

- a. Rape
- b. Assault by penetration
- c. Offences involving children or vulnerable adults

- d. Trafficking, sexual abuse against children and / or vulnerable adults and preparatory offences (as defined within the Sexual Offences Act 2003).
 - e. Making or distributing obscene material
 - f. Possession of indecent photographs depicting child pornography.
 - g. Sexual assault
 - h. Indecent assault
 - i. Exploitation of prostitution
 - j. Soliciting (kerb crawling)
 - k. Making obscene / indecent telephone calls
 - l. Indecent exposure
 - m. Any similar offences (including attempted or conspiracy to commit) offences
39. Any licence holder charged with, convicted, or issued with a formal caution for any of the offences mentioned above should expect to have their licence revoked with immediate effect.

Dishonesty

40. Drivers of hackney carriage and private hire vehicles are expected to be persons of trust. It is comparatively easy for a dishonest driver to defraud the public by demanding more than the legal fare and in other ways. In certain situations, drivers will know that a property is empty whilst the occupants are away on holiday for a set period of time after taking them to the airport or railway station. For these reasons convictions of dishonesty are treated very seriously.
41. Where an applicant has a conviction for any offence where dishonesty is an element of the offence, a licence will not be granted until at least **SEVEN YEARS** have elapsed since the completion of any sentence imposed. A licence holder convicted of any of the above will have their licence revoked.
42. Dishonesty offence includes (this is not an exhaustive list)
- a. Theft
 - b. Burglary
 - c. Fraud
 - d. Benefit fraud
 - e. Handling or receiving stolen goods
 - f. Forgery
 - g. Conspiracy to defraud
 - h. Obtaining money or property by deception
 - i. Other deception
 - j. Any similar offence

Drugs

43. Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a licence will not be granted until at least **TEN YEARS** have elapsed since the completion of any sentence imposed.
44. Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least **FIVE YEARS** have elapsed since the

completion of any sentence imposed. In these circumstances, any applicant may also have to undergo drugs testing for a period at their own expense to demonstrate that they are not using controlled drugs. A licence holder convicted of the above will have their licence revoked.

Discrimination

45. Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least **SEVEN YEARS** have elapsed since the completion of any sentence imposed. A licence holder convicted of the above will have their licence revoked.
46. Examples of Discrimination offences include (this is not exhaustive list)
- a. Racially aggravated common assault
 - b. Any racially aggravated offence against a person or property.
 - c. Any offences (including attempted or conspiracy to commit offences) that are similar to those above.
 - d. Offences under The Equality Act 2010
 - e. Any offence considered as hate crime. Hate crime is any criminal offence which is perceived by the victim, or anybody else, to be motivated by hostility or prejudice towards someone's: race, religion, sexual orientation, transgender identity, disability.

Motoring convictions

47. Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the granting of a licence. However, applicants with multiple motoring convictions may indicate that an applicant does not exhibit the behaviours of a safe road user and one that is suitable to drive professionally.
48. For the purposes of this policy a minor traffic offence is one where the DVLA has imposed no more than 3 penalty points on the applicant's DVLA driving licence for the offence. A major conviction is one where the DVLA has imposed more than 3 penalty points on the applicant's DVLA driving licence for the offence. There is more information about endorsement codes and penalty points on the Government's website. <https://www.gov.uk/penalty-points-endorsements/endorsement-codes-and-penalty-points>
49. For the purposes of this policy, a 'valid' traffic offence is the same definition as used by the DVLA. Points that stay on a DVLA licence for 4 years are 'valid' for 3 years. Points that stay on a DVLA driving licence for 11 years are 'valid' for 10 years. There is more information on the Government's website <https://www.gov.uk/penalty-points-endorsements/how-long-endorsements-stay-on-your-driving-licence>
50. Where an applicant has more than one minor traffic offence a licence would be refused whilst the relevant points remain 'valid' on their driving licence.
51. Where an applicant has a major conviction, the application will be refused whilst the relevant points remain 'valid' on their driving licence.

52. Any motoring conviction while a licensed driver demonstrates that the licensee may not take their professional responsibilities seriously. However, it is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence may not necessitate the revocation of a taxi or private hire vehicle driver licence providing the Licensing Authority considers that the licensee remains a fit and proper person to retain a licence.
53. Where there is a second occurrence of a minor traffic offence, whilst the first minor traffic offence is valid, or a single occurrence of a major traffic offence of **up to 6** points, a licence holder can agree to complete an extended driving assessment, at their own expense, through an approved provider, as an alternative to a review/revocation of their licence by a Licensing Sub-Committee.
54. Where a licence holder has **more than 6** valid penalty points for driving offences, their licence will be revoked.

Drink driving/driving under the influence of drugs

55. Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least **SEVEN YEARS** have elapsed since the completion of any sentence or driving ban imposed. In the case of driving under the influence of drugs, any applicant may also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs. A licence holder convicted of the above will have their licence revoked.

Using a hand-held device whilst driving

56. Where an applicant has a conviction for using a hand-held mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least **FIVE YEARS** have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later. A licence holder convicted of the above will have their licence revoked.
57. Where the offence is dealt with as a driving offence and penalty points have been imposed on a DVLA licence, the licence will not be granted until at least **FOUR YEARS** have passed. This is the length of time these points remain current of the DVLA licence. A licence holder who has had penalty points imposed on their DVLA licence for using a hand-held mobile telephone or a hand-held device, will have their licence revoked.

Hackney Carriage and Private Hire Offences

58. Where an applicant has a licence for any offences under any relevant hackney carriage or private hire legislation will not be granted a licence until at least **SEVEN YEARS** have elapsed since the conviction. A licence holder convicted of the above will have their licence revoked.

Appendix 3

Comparison Table for Convictions Policy

Suitability of new applicants is considered in relation to the period of time that has elapsed since the conviction or sentence. Offences are grouped in categories. This table shows a summary of the current and proposed policy

Offence Category	Reading Borough Council's current Conviction Policy	New Conviction Sentencing requirements based on Statutory standards	Officers Rationale
Exploitation	Nothing currently	Never	This is a new requirement since the RBC conviction policy was approved in 2011. Any previous concerns regarding this would have been brought before the Licensing Sub-Committee
Violence	10 years	All offences 10 years	No change
Possession of Weapon	3 years	7 years	An increase of 4 years from our current policy
Sexual Offences	Never/10 & 3 years	Never for all offences	This will apply to ALL Sexual Offences
Dishonesty	3 years	7 years	An increase of 4 years from our current policy
Drugs	Supply 5 years Possession 5 years	Supply 10 years Possession 5 years	A further increase in years for the supply of a controlled substance.
Discrimination	7 years	7 years	No change

<p>Motoring convictions New Applicants</p>	<p>Minor – isolated incidents should not prevent a person from holding a licence, but the number, type and frequency should be taken into account.</p> <p>Major – an isolated conviction should normally merit a warning. More than one within the last 2 years should merit refusal and no further application should be considered for a period of 7 years from the time a conviction has elapsed.</p>	<p>More than one minor - 3 years</p> <p>One or more major – 10 years</p>	<p>This is a complete change to our current policy this will ensure that RBC's high standards are met and that licensed drivers adhere to them at all times. This will in turn ensure the safety of all members of the public and other road users.</p>
<p>Motoring convictions - current licence holders</p>	<p>12 points or DVLA Disqualification</p>	<p>Two minor or one major up to 6 points - licence holder to complete driving assessment More than 6 points referred to a Licensing Sub-Committee for revocation</p>	<p>This will make drivers aware that they will be required to ensure that their standard of driving is at a high standard at all times.</p>
<p>Drink driving/driving under the influence of drugs</p>	<p>3 years since conviction</p>	<p>7 years since conviction or completion of any sentence or driving ban</p>	<p>An increase of 4 years from our current policy</p>
<p>Use of handheld device whilst driving</p>	<p>Nothing at present</p>	<p>5 years since conviction or completion of any sentence or driving ban.</p>	<p>This is a new requirement since the RBC conviction policy was approved in 2011.</p>
<p>Hackney carriage or private hire offence</p>	<p>3 years</p>	<p>7 years</p>	<p>An increase of 4 years from our current policy</p>

Licensing Applications Committee

13 July 2023



Reading
Borough Council
Working better with you

Title	Draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028
Purpose of the report	To make a decision
Report status	Public report
Report author	Matthew Golledge
Lead councillor	Councillor Ennis
Corporate priority	Healthy Environment
Recommendations	<ol style="list-style-type: none"> 1. That the draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028, as appended to the report, be approved for consultation as set out in section 6 to the report; 2. That a further report be submitted to a future meeting to adopt the final Strategy, having taken the results of the consultation into account.

1. Executive summary

- 1.1. The Council is committed to ensuring the Hackney Carriage and Private Hire Sector remains integrated into our sustainable transport network to continue to move passengers to destinations safely, whilst contributing to the economy with minimal environmental impact.
- 1.2. A draft Strategy has been prepared setting out the council's overall vision for the Hackney Carriage and Private Hire trade in the Town (**Appendix 1**). The Strategy aims to set out how we can achieve meeting this vision and make improvements to the system over the next 5 years.
- 1.3. The Council has set out 4 key objectives which underpin the basis of the strategy:
 - **Customer focused:** high levels of customer service, accountable operators and drivers and a service which provides value for money.
 - **Safe:** the sector is trusted; passengers are confident in using the services and vehicles are modern and accessible for all.
 - **Clean:** the fleet is greener and cleaner helping to deliver services with a low environmental impact.
 - **Well regulated:** the Council has an effective regulatory framework to administer and enforce statutory and local requirements, to benefit both the trade and customers.
- 1.4. The Strategy sets out a number of key actions and improvements including how we plan to meet environmental objectives and a commitment to ensure full compliance with the Statutory Taxi and Private Hire Standards. This will encompass the ongoing review and amendment of current policies and the adoption of a cohesive policy document that brings together all procedures on taxi and private hire vehicle licensing.

2. Policy context

- 2.1. Reading 2050 Vision is an ambitious description of what Reading can be: a green tech city, a city of culture and diversity, and a city of rivers and parks. The vision identifies key elements for its delivery, including a number in which transport plays a major part. Transport will be critical to enhancing the connectivity needed to facilitate economic growth and enable everyone to enjoy the multitude of assets the town has to offer. The way in which we deliver this will be key to low carbon living and creating the green and healthy spaces to allow our communities to thrive. Technology will support our transport network, facilitating smart and efficient solutions, and maximising the impact that transport can make.
- 2.2 Following the Council's declaration of a Climate Emergency, the Climate Change Partnership developed "The Reading Climate Emergency Strategy 2020-25". This set out priorities on the pathway to net zero for transport. The main aims are for a low carbon future for transport in which emissions are cut by reducing the need to travel by more polluting modes of transport, shifting more journeys to sustainable modes of transport and supporting the transition from petrol/diesel to electric vehicles. In the process, this will improve health and wellbeing, while making transport infrastructure more resilient to climate impacts.
- 2.3 The Reading Transport Strategy 2040 (Local Transport Plan) outlines the high-level policy and strategy for transport to meet existing and future transport demand in the town to 2040.

The plan sets out key commitments with regards the taxi and PHV trade:

- The Council seeks to ensure that providers of taxi and private hire services adhere to the quality obligations set out in the relevant licences and are compliant with all relevant guidance on the conditions that arise from the application of the appropriate sections of legislation.
- The Council can revoke taxi and private hire licences if the licence holder does not meet their obligations. A penalty points system is in place for breaches of regulations, as set out in the licence holder handbook. Through these mechanisms, we will continue to work with taxi and private hire providers to deliver high-quality and reliable services in Reading.
- Technology can play a huge part in making taxis and PHVs more accessible to people with the introduction of apps, cashless pay systems and enabling ride sharing.
- The Council are also responsible for providing and maintaining suitable taxi ranks and pick-up points and will continue to liaise with operators to maintain adequate and appropriately located facilities across Reading. The Council will continue to support a shift towards electric taxis and will work with taxi and private hire service operators to identify ways in which we can support fleet changes.

3 key objectives are set out under the strategy - Policy RTS10:

- We will work with operators to deliver smart, accessible and efficient taxi services across the Borough.
 - We will work with taxi and private hire services, offering support and incentives to encourage a shift towards the use of cleaner vehicles.
 - We will require all taxis operating in Reading to be electric or hybrid vehicles by 2028.
- 2.4 The Reading Electric Vehicle (EV) Strategy forms part of the wider Sustainable Transport, Climate Emergency Strategy and Air Quality Action Plan (AQAP) policy areas that aim to address congestion, environment and air quality issues associated with transport choices. A key driver to the successful adoption of electric vehicles is the ability to adequately charge vehicles. Having comprehensive, accessible, equitable and efficient charging infrastructure is essential in enabling the rapid adoption of electric

vehicles. The scope of the strategy includes consideration of specific transport sectors including Hackney Carriages (taxis) and Private Hire Vehicles (PHVs).

- 2.5 The Council's Hackney Carriage Vehicle Emissions and Age Policy 2019 intends to improve the hackney carriage vehicle fleet by removing older vehicles, creating a safer more reliable fleet and removing more polluting vehicles which will improve local air quality within Reading. The policy aims to encourage the move to cleaner vehicles and highlight the benefits to the trade as residents and businesses demand a greener alternative transport offer.
- 2.6 The policy uses a staged approach to remove the older and more polluting vehicles whose exhaust fumes are harmful to health and detrimental to the environment. The policy was formulated in consultation with the Taxi trade following the declaration of the Climate Change Emergency. The policy has set a target that all vehicles will be minimum ULEV by 1 October 2028.
- 2.7 The Council is the Taxi Licensing Authority and has a duty to regulate the quality of service and safety standards of both taxis and PHVs. Drivers of both must be licensed. The Council seeks to promote and maintain an adequate supply and coverage of operators and vehicles across the Borough. It is also the Council's responsibility to implement taxi ranks on the public highway, reasonably close to where people want to travel from, including key interchange points with bus and rail networks. The Council has adopted a policy to not issue any additional hackney carriage vehicle licenses unless there is evidence of significant unmet demand for hackney carriage services. This is reviewed at least every three years by way of an independent unmet demand survey being conducted. Applicants for a licence are required to undertake a knowledge test and a driving assessment. Annual inspections of operators and regular checks within the town in respect of driver's licences, vehicle licences and conditions of vehicle are conducted by council enforcement officers.

3. The proposal

Current Position

- 3.1. Hackney Carriages (taxis) and Private Hire Vehicles (PHVs) are an important part of Reading's integrated transport system. They are a useful, often vital component to completing journeys and may form part of a more sustainable longer distance multi modal trip or be used where no convenient alternative is available.
- 3.2. Taxis and PHVs are one of the most flexible elements of the transport system operating 24/7 on a commercial basis. In Reading, taxis and PHVs are integral to supporting local businesses to thrive by transporting residents and visitors around the Borough. The services are a primary mode of passenger transport for many people for whom mainstream public transport is not an option or suitable. Taxis and PHVs help support many disabled and vulnerable people to live more independent lives. They also play an important part in supporting the night-time economy, providing a safe and secure mode of transport for many people home.
- 3.3. A safe, modern, clean, and affordable taxi and PHV service contributes to the local economy and benefits both local residents and visitors to Reading.
- 3.4. The regulatory framework operated by the Council is underpinned through a number of policies and procedures which are subject to regular review, however there is no current overall strategy which sets out the vision for the service and recognises the role it plays in the integrated transport system. There is no statutory requirement for the council to produce a strategy.

Option Proposed

- 3.5. This proposal is to introduce an overarching strategy which clearly sets out the vision and objectives for the Taxi and Private Hire sector in Reading over the next five years,

which will steer policy development over that period. It is intended all policies will be reviewed against the strategic plan going forward.

3.6. The Council has set out 4 key objectives which underpin the basis of the strategy:

- **Customer focused:** high levels of customer service, accountable operators and drivers and a service which provides value for money.
- **Safe:** the sector is trusted; passengers are confident in using the services and vehicles are modern and accessible for all.
- **Clean:** the fleet is greener and cleaner helping to deliver services with a low environmental impact.
- **Well regulated:** the Council has an effective regulatory framework to administer and enforce statutory and local requirements, to benefit both the trade and customers.

The objectives will be achieved by:

- Regulating and developing a modern fleet of hackney carriages and private hire vehicles utilising the latest technology that is easy to book, with contactless payment and accessible for all.
- To consult and support the trade so drivers and operators can operate on a viable commercial basis and have confidence to invest in their service.
- Incentivise the uptake of Ultra Low Emission Vehicles (ULEV) and invest in charging infrastructure across the Town.
- Ensure that the Council's engagement with the taxi and PHV sector enjoys a high degree of public confidence and that regulatory interventions are targeted, proportionate and consistent.
- Being transparent and accountable with up-to date policies and procedures which ensure compliance with statutory standards.
- Enhancing the online processing of licensing applications and communications with customers.

3.7. Under the terms of the Policing and Crime Act 2017 the Department for Transport (DfT) has introduced minimum licensing standards for hackney carriages (taxis) and private hire vehicles. The standards were published in July 2020. The Council has a legal duty to have regard to the minimum standards when undertaking its taxi and private hire vehicle licensing function.

3.8. The Statutory Standards set-out a range of robust measures to protect taxi and private hire vehicle passengers, particularly those most vulnerable. Government advice is that Licensing Authorities must work to ensure that, above all else, the taxi and private hire vehicle services the public use are safe. DfT recommends all licensing authorities make publicly available a cohesive policy document that brings together all their procedures on taxi and private hire vehicle licensing.

3.9. The Council are committed to ensuring full compliance with these standards by assessing against the criteria, amending current policies and implementing an improvement action plan. As part of this the council will consider:

- Introducing a requirement for CCTV in Taxis and Private Hire Vehicles to protect both customers and drivers.
- Joint authorisations with other local authorities to aid enforcement of out-of-town vehicles.
- Data sharing protocols with respective agencies to improve the information received regarding offences.

- English comprehension tests for drivers on initial application.
- 3.10. A further report regarding Statutory Standards will be submitted to the committee separately.
- 3.11. The draft Strategy also outlines the council's position on a number of other key areas including:
- Taxi Ranks - The Council will consider in light of development within the borough and emerging town centre strategy, making phased changes to the existing ranks in consultation with the trade and to prioritise Ultra Low Emission Vehicles ranks.
 - Wheelchair Accessible Vehicles - The Council are committed to reviewing the type of hackney carriage vehicles licensed to ensure they are fully wheelchair accessible and to consider if the types of vehicles permissible on the fleet should be extended to meet these requirements.
 - App based Taxi Operations - The Council will consider new license applications which are in line with this strategy and comply with legal requirements.
 - Highways Use Benefits - The Council considers that any changes to access must not undermine bus services and reliability and, if made, should primarily support Reading licensed vehicles. Any changes would have to consider that appropriate enforcement measures and necessary time restrictions are in place to ensure both bus and taxi journey times benefit and the service to the public improves.
- 3.12 The draft Strategy sets out an action plan to demonstrate how these key objectives will be achieved.

4. Contribution to strategic aims

- 4.1. The Hackney Carriage and Private Hire Vehicle Strategy will, through setting out the council's vision and objectives for the sector, contribute to the following priorities in the Corporate Plan:
- Healthy Environment - Developing Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley – reducing the emissions from the Taxi and PHV fleets will contribute to a lower carbon footprint and reduce the NOx (Nitrogen Oxides) and particulate matter in the air which is associated with poor health outcomes.
 - Thriving Communities – by ensuring the Taxi and PHV sector remains integrated into our sustainable transport network to continue to move passengers to destinations safely, contributing to the economy with low impact on the environment through cleaner vehicles.
 - Inclusive Economy - Taxis and PHVs are one of the most flexible elements of the transport system operating 24/7 on a commercial basis. They are integral to supporting local businesses to thrive by transporting residents and visitors around the Borough. The services are a primary mode of passenger transport for many people for whom mainstream public transport is not an option or suitable. Taxis and PHVs help support many disabled and vulnerable people to live more independent lives. They also play an important part in supporting the night-time economy, providing a safe and secure mode of transport for many people home.

5. Environmental and climate implications

- 5.1. Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in the Reading Climate Emergency Strategy 2020-25, this figure is lower in Reading with transport accounting for around

20% of carbon emissions. However, significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency declared by the Council in February 2019 and to help achieve our target of a carbon neutral Reading by 2030.

- 5.2. The Climate Impact Assessment tool has been used to assess the proposal as set out within this report, resulting in an overall Net Medium Positive impact. This is due to the Strategy being focused on encouraging the introduction of less polluting vehicles and improving the electric vehicle charging infrastructure. The Council's Hackney Carriage Vehicle Emissions and Age Policy 2019 intends to improve the hackney carriage vehicle fleet by removing older more polluting vehicles, creating a safer more reliable fleet which will improve local air quality within Reading.

6. Community engagement

- 6.1. The Strategy has been drafted in consultation with the Lead Councillor for Climate Strategy and Transport.
- 6.2. A public consultation exercise on the draft Strategy will be conducted following approval by the Licensing Committee on 13 July 2023.
- 6.3. The outline timetable for the consultation will be:
- 24 July 2023 - consultation opens.
 - 3 September 2023 – consultation ends, and outcomes considered.
 - 7 November 2023 – further report to Licensing Applications Committee to adopt the final Strategy.

7. Equality impact assessment

- 7.1 Under the Equality Act 2010, Section 149 of the Equality Act 2010, a public authority must 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, and
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 7.2 The Council will undertake an equality impact assessment scoping exercise on the projects included within the strategy at the appropriate stage of development.

8. Other relevant considerations

- 8.1. There are no other relevant considerations.

9. Legal implications

- 9.1. The Taxi Strategy is an overarching document setting out the role of the Licensing Authority and how the council will apply its policies. Legal implications for each of those policies will be considered as they are reviewed.

10. Financial implications

- 10.1. There are no direct financial implications of the strategy for the Council. Where detailed aspects of the strategy, as they are introduced, result in additional costs as part of the licensing process, this will be reflected in the fees charged. Higher fares could result where operators and drivers costs increase. Any changes to the fees or fares are required to be approved through the committee process.

11. Timetable for implementation

11.1. The draft Strategy is for a five-year period, 2023-2028. The Strategy sets out the key actions and timescales in an action plan.

12. Background papers

12.1. There are none.

Appendices

1. Draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028

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Appendix 1

Reading Borough Council

Draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028

1.0 Introduction

Hackney Carriages (taxis) and Private Hire Vehicles (PHVs) are an important part of Reading's integrated transport system. They are a useful, often vital component to completing journeys and may form part of a more sustainable longer distance multi modal trip or be used where no convenient alternative is available.

Taxis and PHVs are one of the most flexible elements of the transport system operating 24/7 on a commercial basis. In Reading, taxis and PHVs are integral to supporting local businesses to thrive by transporting residents and visitors around the Borough. The services are a primary mode of passenger transport for many people for whom mainstream public transport is not an option or suitable. Taxis and PHVs help support many disabled and vulnerable people to live more independent lives. They also play an important part in supporting the night-time economy, providing a safe and secure mode of transport for many people home.

The distinction between taxis and PHVs is that taxis are more accessible, can ply for work from a rank, can be hailed in the street and undertake prebooked work. PHVs can only be prebooked.

A safe, modern, clean, and affordable taxi and PHV service contributes to the local economy and benefits both local residents and visitors to Reading.

2.0 Strategic Aims

2.1 Statement

The Council is committed to ensuring the Hackney Carriage and Private Hire Sector remains integrated into our sustainable transport network to continue to move passengers to destinations safely, whilst contributing to the economy with minimal environmental impact. The Strategy aims to set out how we can achieve this and make improvements to the system over the next 5 years.

2.2 Strategic Objectives

The Council has set out 4 key objectives which underpin the basis of the strategy:

- **Customer focused:** high levels of customer service, accountable operators and drivers and a service which provides value for money.
- **Safe:** the sector is trusted; passengers are confident in using the services and vehicles are modern and accessible for all.
- **Clean:** the fleet is greener and cleaner helping to deliver services with a low environmental impact.
- **Well regulated:** the Council has an effective regulatory framework to administer and enforce statutory and local requirements, to benefit both the trade and customers.

We will achieve these objectives by:

- Regulating and developing a modern fleet of hackney carriages and private hire vehicles utilising the latest technology that is easy to book, with contactless payment and accessible for all.

- To consult and support the trade so drivers and operators can operate on a viable commercial basis and have confidence to invest in their service.
- Incentivise the uptake of Ultra Low Emission Vehicles (ULEV) and invest in charging infrastructure across the Town.
- Ensure that the Council’s engagement with the taxi and PHV sector enjoys a high degree of public confidence and that regulatory interventions are targeted, proportionate and consistent.
- Being transparent and accountable with up-to date policies and procedures which ensure compliance with statutory standards.
- Enhancing the online processing of licensing applications and communications with customers.

3.0 Policy Context

3.1 Reading Vision 2050

Reading 2050 Vision is an ambitious description of what Reading can be: a green tech city, a city of culture and diversity, and a city of rivers and parks. The vision identifies key elements for its delivery, including a number in which transport plays a major part. Transport will be critical to enhancing the connectivity needed to facilitate economic growth and enable everyone to enjoy the multitude of assets the town has to offer. The way in which we deliver this will be key to low carbon living and creating the green and healthy spaces to allow our communities to thrive. Technology will support our transport network, facilitating smart and efficient solutions, and maximising the impact that transport can make.

3.2 Climate Emergency

The Council has a long track record of acting on climate change both to reduce Reading’s emissions of the greenhouse gases which are causing climate change, and to prepare for the impacts. As our understanding of the potential impacts has improved, the urgency of the need to act has become apparent, this has resulted in the Council declaring a Climate Emergency in 2019.

Following the declaration of a Climate Emergency, the Climate Change Partnership developed “The Reading Climate Emergency Strategy 2020-25”. This set out priorities on the pathway to net zero for transport.

The main aims are for a low carbon future for transport in which emissions are cut by reducing the need to travel by more polluting modes of transport, shifting more journeys to sustainable modes of transport and supporting the transition from petrol/diesel to electric vehicles. In the process, this will improve health and wellbeing, while making transport infrastructure more resilient to climate impacts.

Key actions for the council in respect of the taxi and PHV trade include:

- Increase public electric vehicle charging points in council car parks, leisure centres, lamp columns, business premises and taxi ranks.
- Reduce emissions from the fleet by requiring all taxis and PHVs to be electric or hybrid by 2028 to improve air quality and reduce carbon emissions.

3.3 Reading Transport Strategy 2040

The Reading Transport Strategy 2040 is a statutory document (known as a Local Transport Plan) that outlines the high-level policy and strategy for transport to meet existing and future transport demand in the town to 2040.

The plan sets out key commitments with regards the taxi and PHV trade:

- The Council seeks to ensure that providers of taxi and private hire services adhere to the quality obligations set out in the relevant licences and are compliant with all relevant guidance on the conditions that arise from the application of the appropriate sections of legislation.
- The Council can revoke taxi and private hire licences if the licence holder does not meet their obligations. A penalty points system is in place for breaches of regulations, as set out in the licence holder handbook. Through these mechanisms, we will continue to work with taxi and private hire providers to deliver high-quality and reliable services in Reading.
- Technology can play a huge part in making taxis and PHVs more accessible to people with the introduction of apps, cashless pay systems and enabling ride sharing.
- The Council are also responsible for providing and maintaining suitable taxi ranks and pick-up points and will continue to liaise with operators to ensure adequate and appropriately located facilities across Reading. The Council will continue to support a shift towards electric taxis and will work with taxi and private hire service operators to identify ways in which we can support fleet changes.

3 key objectives are set out under the strategy - Policy RTS10:

- We will work with operators to deliver smart, accessible and efficient taxi services across the Borough.
- We will work with taxi and private hire services, offering support and incentives to encourage a shift towards the use of cleaner vehicles.
- We will require all taxis operating in Reading to be electric or hybrid vehicles by 2028.

In addition, a number of transport schemes and initiatives have been identified to help address challenges. These include establishing a sustainable Mobility as a Service Scheme (MaaS) allowing residents, commuters and visitors to simply plan, pay for and undertake multi-modal journeys through an easy-to-use app linked to a single payment platform. This would link various modes and operators such as bus services, rail services, cycle hire, e-scooters (if/when legalised), taxis, car share and car hire.

3.4 Reading Electric Vehicle Strategy 2040

The Reading Electric Vehicle (EV) Strategy forms part of the wider Sustainable Transport, Climate Emergency Strategy and Air Quality Action Plan (AQAP) policy areas that aim to address congestion, environment and air quality issues associated with our transport choices

A key driver to the successful adoption of electric vehicles is the ability to adequately charge vehicles. Having comprehensive, accessible, equitable and efficient charging infrastructure is essential in enabling the rapid adoption of electric vehicles.

The scope of the strategy includes consideration of specific transport sectors including Taxis and PHVs.

2021 Energy Saving Trust (EST) research¹ showed that 95% of Taxi drivers would switch to EV with two in five planning to switch within the next 5 years, however many consider cost of electric vehicles as a major barrier to purchase or lease.

The EST research also identified that average taxi mileages reported were low: 81% stated their typical daily mileage was 100 miles or less. Usage patterns of both forms of taxi mean that access to Rapid and Ultra-Rapid charging would be important in the transition to EV Taxis. This will be important in allowing drivers to maximise their productive work time, and that charging infrastructure at company premises, and close to popular routes or ranks are beneficial to supporting the EV taxi business case. The Council will continue to look at innovative ways of supporting the trade to move to low emission and electric vehicles.

¹ Energy Savings Trust (2021) Reading Taxi research

3.5 Role of the local authority in regulating the taxi system

As a Unitary Authority the Council is the Taxi Licensing Authority, within its boundary. It is the duty of the Council to regulate the quality of service and safety standards of both taxis and PHVs. Drivers of both must be licensed.

The Council seeks to promote and maintain an adequate supply and coverage of operators and vehicles across the Borough. It is also the Council’s responsibility to implement taxi ranks on the public highway, reasonably close to where people want to travel from, including key interchange points with bus and rail networks. The number of hackney vehicle licences is limited by the Council where applicants for a licence are required to undertake a knowledge test and a driving assessment.

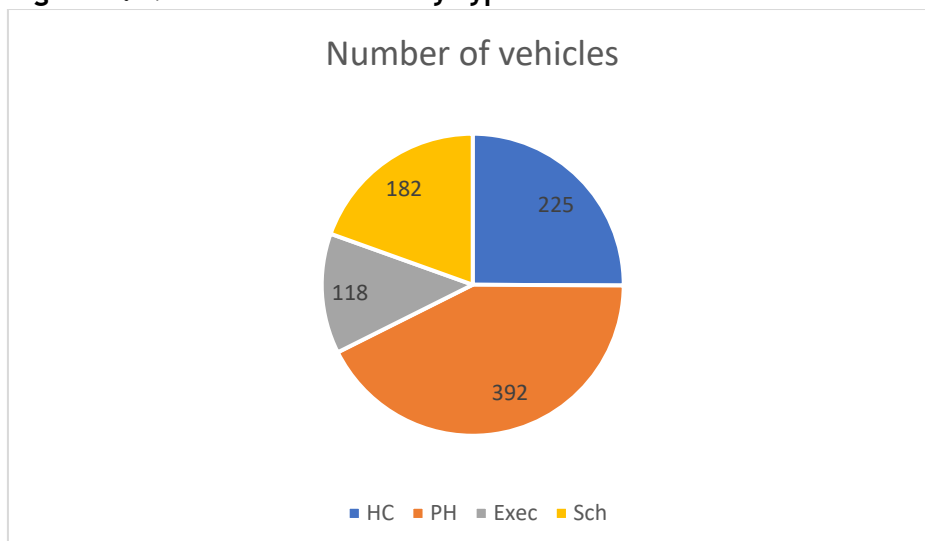
The Licensing Team carry out annual inspections of operators at their respective bases. Enforcement officers conduct regular checks within the town in respect of driver’s licences, vehicle licences and conditions of vehicle. Multi-agency checks are carried out for example to check for unlicensed drivers or plying for hire. The Council resources officers to work on a shift system to conduct night-time/early hour checks. Enforcement costs are recovered through the fees structure.

The service also administers the Licensing process for school transport. These licences are issued by the Council to persons who wish to undertake limited forms of hire and reward work involving the transporting of children in accordance with contracts in place with the local authority.

3.6 Table 1: Breakdown of drivers and vehicle numbers by category

Category	Number
Hackney Carriage Drivers	377
Hackney Carriage Vehicles	225
Private Hire Drivers	573
Private Hire Vehicles	392
Executive Private Hire Vehicles	118
Private Hire Operators	28
School Transport Drivers	279
School Transport Vehicles	182
School Transport Operators	10

Figure 1: Number of vehicles by type



4.0 Vehicle Age and Emissions

The Council’s Hackney Carriage Vehicle Emissions and Age Policy 2019 intends to improve the hackney carriage vehicle fleet by removing older vehicles, creating a safer more reliable fleet and removing more polluting vehicles which will improve local air quality within Reading. The policy aims to encourage the move to cleaner vehicles and highlight the benefits to the trade as residents and businesses demand a greener alternative transport offer.

The policy uses a staged approach to remove the older and more polluting vehicles whose exhaust fumes are harmful to health and detrimental to the environment. The policy was formulated in consultation with the Taxi trade following the declaration of the Climate Change Emergency. The policy has set a target that all vehicles will be minimum ULEV by 1 October 2028.

Figure 2: Number and age of vehicles by type

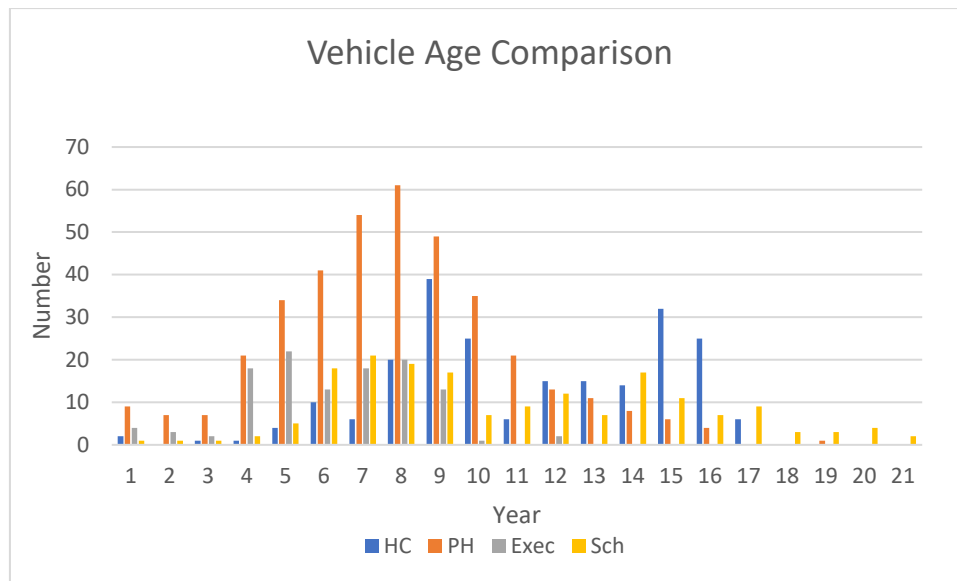
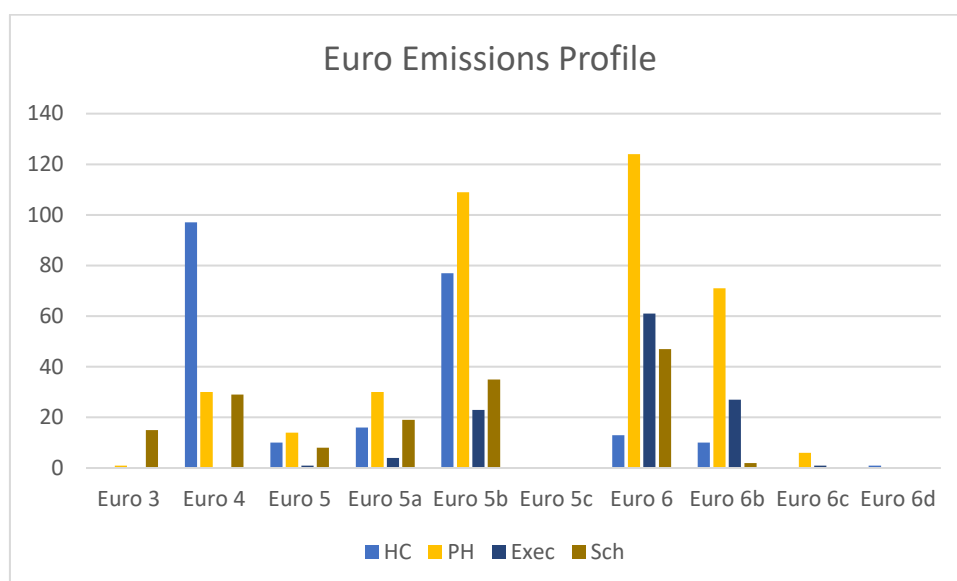


Figure 3: The Euro Emission Profile of the Hackney Carriage and Private Hire Fleet



4.1 Unmet Demand Survey

The Council has adopted a policy to not issue any additional hackney carriage vehicle licenses unless there is evidence of significant unmet demand for hackney carriage services. This is reviewed at least every three years by way of an independent unmet demand survey being conducted. The last survey was conducted in 2018/19. Due to the impact of the Covid pandemic the Council will conduct the next survey in 2023.

4.2 Taxi Ranks

Taxi ranks are an important element in helping to manage the supply of taxis at busy locations. They help to reduce congestion and vehicle emissions by limiting the time drivers spend on the road while waiting to be hired. Ranks are important especially for disabled passengers as they allow enough time and space for wheelchairs to be loaded safely. 24-hour taxi ranks are provided at key transport interchanges to support the night-time economy.

The key issue the Council faces with ranks is competition for kerb side space from: bus stops, loading and general parking and the management of ranks with incidents of over ranking or idling vehicles. In addition, the town centre continues to undergo significant development which provides challenges both in the short term with accessibility and longer term in planning for positioning of ranks. Reading Station is a major transport hub in the Southeast and this has been enhanced with the opening of the Elizabeth Line.

Although there is no statutory duty to provide taxi rank spaces, the Council chooses to implement taxi ranks on the public highway close to where people want to travel from, including key interchange points with bus and rail networks. The Council will continue to consider making phased changes to the existing ranks in consultation with the trade and to prioritise Ultra Low Emission Vehicles ranks.

Figure 4: Plan of town centre showing taxi rank positions



4.3 Wheelchair accessible vehicles

The Taxis and Private Hire Vehicles (Disabled Persons) Act 2022, which came into force on 28 June, is the most significant change to taxi accessibility legislation since the Equality Act was introduced 12 years ago. The 2022 Act amends the Equality Act 2010 to place duties on Hackney Carriage and Private Hire drivers and operators, so any disabled person has specific rights and protections to be transported and receive assistance when using a taxi or PHV without being charged extra.

The Act places a duty on local authorities to keep a publicly accessible register of licensed wheelchair-accessible taxis and PHVs which must be updated at least every 3 months or when details on the list require changing. The Council are committed to reviewing the type of hackney carriage vehicles licensed to ensure they are fully wheelchair accessible and to consider if the types of vehicles permissible on the fleet should be extended to meet these requirements.

4.4 App based taxi operations

The adoption of new technology by the sector and most significantly by the public, has resulted in a much-changed sector. The biggest change is the ease with which passengers can engage services using an app on a mobile phone. The Council are supportive of technological developments which both improve the customer experience and ensure safety measures are

adhered to. App based companies are licensed in the Borough and are subject to the same conditions and requirements as other operators. The Council will consider new applications which are in line with this strategy and comply with legal requirements.

4.5 National Highways and Transport (NHT) Public Satisfaction Survey Results

The council participates in the NHT Public Satisfaction Survey. This collects public perspectives and satisfaction with a range of Highway and Transport Services in the Local Authority area. The overall satisfaction rate for Taxi/mini cab services in 2022 was 66%. This was down 2% on the previous year but still above the national average of 61%.

4.6 Highways Use Benefits

The Council permits the use of bus lanes by licensed hackney carriage vehicles in Reading and hackney carriage vehicles licensed elsewhere that are wheelchair accessible. Private hire vehicles licensed in Reading or elsewhere are not authorised to use bus lanes.

The Council introduced one experimental traffic order in July 2019 which allows “authorised vehicles” to use the bus lane alongside buses, bicycles and motorcycles. In this context, “authorised vehicles” include licensed Hackney Carriages and Private Hire Vehicles licensed in Reading only.

The Council will continue to monitor the use of bus lanes and consider if any further traffic orders could be trialed or introduced. The Council considers that any changes to access must not undermine bus services and reliability and, if made, should primarily support Reading licensed vehicles. Any changes would have to consider that appropriate enforcement measures and necessary time restrictions are in place to ensure both bus and taxi journey times benefit and the service to the public improves. The council may also consider restricting access to newer, less polluting vehicles only.

5.0 Statutory Taxi and Private Hire Standards

Under the terms of the Policing and Crime Act 2017 the Department for Transport (DfT) has introduced minimum licensing standards for hackney carriages (taxis) and private hire vehicles. The standards were published in July 2020. The Council has a legal duty to have regard to the minimum standards when undertaking its taxi and private hire vehicle licensing function.

The Statutory Standards set-out a range of robust measures to protect taxi and private hire vehicle passengers, particularly those most vulnerable. Government advice is that Licensing Authorities must work to ensure that, above all else, the taxi and private hire vehicle services the public use are safe. DfT recommends all licensing authorities make publicly available a cohesive policy document that brings together all their procedures on taxi and private hire vehicle licensing.

The Council are committed to ensuring full compliance with these standards by assessing against the criteria, amending current policies and implementing an improvement action plan.

As part of the ongoing commitment to safety the council will consider introducing:

- A requirement for CCTV in Hackney Carriages and Private Hire Vehicles to protect both customers and drivers. The Council will examine how this could be achieved in consultation with the trade.
- Joint authorisations with other local authorities to aid enforcement of out-of-town vehicles. This would permit officers to enforce the conditions of the other authority against vehicles operating in their authority, or whilst officers are working in the other authority’s area.

- Data sharing protocol with respective agencies to improve the information received regarding offences, to make informed decisions as to whether to revoke licenses.
- English tests for drivers on initial application. The statutory standards highlight a lack of language proficiency could impact on a driver’s ability to understand written documents, policies and guidance, relating to the protection of children and vulnerable adults. A local area “knowledge” based test is currently required together with a verbal assessment to ascertain proficiency in English. It is recommended this be formalised through a recognised comprehension test.

6.0 Policies

The regulatory framework operated by the Council is underpinned through a number of policies and procedures which are subject to regular review. The Council makes changes to conditions to improve the service for example through agreeing taxi fare rates and introducing a mandatory requirement to accept contactless/card payments with no fee or minimum charge. Fees are calculated to ensure that the reasonable costs associated with providing the taxi licensing service can be recovered. The framework ensures that any surplus or deficit is considered when setting fees for subsequent years.

It is intended the policies will be reviewed against the strategic plan going forward.

Current policies include:

- Fees Policy
- Convictions Policy
- Penalty Points System
- Hackney Carriage and Private Hire Conditions
- Hackney Carriage Vehicle Emissions and Age Policy
- Taxi Fares
- School Transport Policy

7.0 To deliver this strategy the Council will work with partners including: Councillors, trade representatives, user groups, public transport operators, business representatives, Business Improvement District BID and Reading’s Economy & Destination Agency REDA.

8.0 Action Plan

	Strategic Objective	Action	Target date
1	Customer Focussed, Well Regulated	Review how consultation with the trade is conducted to maintain and enhance coverage and transparency.	June 2023
2	Safe	Conduct a full assessment of policies against the Statutory Taxi & Private Hire Vehicle Standards and publish a policy document.	July 2023
3	Safe	Review and implement a new Conviction Policy in line with the Statutory Standards.	July 2023

4	Well Regulated, Customer Focussed, Safe	Review the School Transport Policy in line with the Statutory Taxi & Private Hire Vehicle Standards.	July 2023
5	Well Regulated, Customer Focussed	Conduct the unmet demand survey.	September 2023
6	Well Regulated, Safe	Explore Joint authorisations with other local authorities to aid enforcement of out-of-town vehicles.	October 2023
7	Well Regulated, Safe	Implement mandatory English tests for drivers on application.	October 2023
8	Well Regulated, Safe	Introduce Data sharing protocol with other agencies.	October 2023
9	Clean	Creation of further measures to facilitate the uptake of low emission vehicles including reviewing eligible vehicle criteria and finance options.	October 2023
10	Safe	Review the type of Hackney Carriage vehicle permitted on the fleet to increase wheelchair accessibility.	February 2024
11	Clean	Reduce the age limit policy for Private Hire Vehicles.	April 2024
12	Customer Focussed, Clean	Facilitate customer choice to book an ultra-low emission/ electric vehicle	April 2024
13	Customer Focussed, Safe	Facilitate customer choice to book a wheelchair accessible hackney carriage and private hire vehicle.	April 2024
14	Customer Focussed	Enhance the online application, renewal, booking payment and customer communication processes.	June 2024
15	Well Regulated, Safe	Conduct feasibility study to introduce CCTV in Hackney Carriages and PHVs in compliance with data protection legislation.	July 2024

16	Clean	Review taxi rank positions and capacity and consider ULEV only ranks.	September 2024
17	Customer Focussed, Well Regulated	Review the use of bus lanes permissible for Hackney Carriages and PHVs.	April 2025

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Project / Proposal Name or Reference:

Date:

Your Name:

Draft Hackney Carriage and Private Hire Vehicle Strategy 2023-2028		28-Jun-23	Ross Jarvis
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>	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
1 ENERGY USE	<ul style="list-style-type: none"> * More energy will be consumed or emissions generated (by RBC or others) = Negative Impact * No extra energy use is involved or any additional energy use will be met from renewable sources = Nil Impact * Energy use will be reduced or renewable energy sources will replace existing fossil fuel energy = Positive Impact 	Medium Positive	Consider: <ul style="list-style-type: none"> - Energy efficiency measures - Renewable energy - Reducing demand for energy
2 WASTE GENERATION	<ul style="list-style-type: none"> * More waste will be generated (by RBC or others) = Negative Impact * No waste will be generated = Nil Impact * Less waste will be generated OR amount of waste that is reused/ recycled will be increased = Positive Impact 	Nil	Consider: <ul style="list-style-type: none"> - Re-usable/recycled goods - Recycling facilities - Reducing/reusing resources
3 USE OF TRANSPORT	<ul style="list-style-type: none"> * RBC or others will need to travel more OR transport goods/people more often/further = Negative Impact * No extra transport will be necessary = Nil Impact * The need to travel, the use of transport and/or of fossil fuel-based transport will be reduced = Positive Impact 	Medium Positive	Consider: <ul style="list-style-type: none"> - Use of public transport - Reducing need to travel or transport goods - Alternative fuels/electric vehicles/walking and cycling
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>	SUMMARISE HOW YOU PLAN TO MANAGE AND REDUCE ANY NEGATIVE IMPACTS
4 HEATWAVES	<ul style="list-style-type: none"> * Increased exposure of vulnerable people and/or infrastructure to heat stress = Negative Impact * No increase in exposure to heat stress = Nil Impact * Reduced exposure of vulnerable people and/or infrastructure to heat stress = Positive Impact 	Nil	Greater need for cooling, ventilation, shading and hydration methods
5 DROUGHT	<ul style="list-style-type: none"> * Water use will increase and/or no provision made for water management = Negative Impact * Levels of water use will not be changed = Nil Impact * Provision made for water management, water resources will be protected = Positive Impact 	Nil	Greater need for water management and perhaps reserve supplies
6 FLOODING	<ul style="list-style-type: none"> * Levels of surface water run-off will increase, no management of flood risk = Negative Impact * Levels of surface water run-off & flood risk are not affected = Nil Impact * Sustainable drainage measures incorporated, positive steps to reduce & manage flood risk = Positive Impact 	Nil	Consider flood defence mechanisms or alternative arrangements (business continuity)
7 HIGH WINDS / STORMS	<ul style="list-style-type: none"> * Exposure to higher wind speeds is increased or is not managed = Negative Impact * No change to existing level of exposure to higher wind speeds = Nil Impact * Exposure to higher wind speeds is being actively managed & reduced = Positive Impact 	Nil	Greater need for stabilisation measures, robust structures resilient to high winds
8 DISRUPTION TO SUPPLY CHAINS	<ul style="list-style-type: none"> * Exposure to supply chain disruption for key goods and services is increased = Negative Impact * No change in exposure to supply chain disruption for key goods and services = Nil Impact * Exposure to supply chain disruption for key goods and services is reduced = Positive Impact 	Nil	Source key goods and services locally as it reduces exposure to supply chain disruption and boosts the local economy

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

Not Medium Positive

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)	<ul style="list-style-type: none"> * 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)	<ul style="list-style-type: none"> * 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% * Relates to medium-sized capital assets (individual buildings or small projects)
High Impact (H)	<ul style="list-style-type: none"> * 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 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total carbon emissions. As set out in our Climate Emergency Strategy this figure is lower in Reading with transport accounting for around 20% of carbon emissions, however significant investment in sustainable transport solutions is vital in order to respond to the Climate Emergency. In order to achieve our sustainable transport vision and meet our climate change goals, we will need to reduce car use both within and through the borough of Reading and we will need to do this by providing attractive and viable alternatives through prioritising and promoting public transport and active travel schemes. The Transport Strategy recognises the role taxis can play in the integrated transport network. Therefore, by encouraging the adoption of ULEV and electric vehicles for the trips that still need to be made they can be made to be more sustainable with a lower impact on the environment and climate change as well as reducing the impact of poor air quality in Reading.

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