

Notice of Meeting

Licensing Committee

Tuesday, 24 March, 2015 at 6.30pm
in the Council Chamber Council Offices
Market Street Newbury

Date of despatch of Agenda: Friday, 13 March 2015

For further information about this Agenda, or to inspect any background documents referred to in Part I reports, please contact Catalin Bogos on (01635) 519102
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Further information and Minutes are also available on the Council's website at
www.westberks.gov.uk



To: Councillors Peter Argyle (Chairman), Paul Bryant, Billy Drummond, Adrian Edwards, Sheila Ellison, Manohar Gopal, Tony Linden, Mollie Lock (Vice-Chairman), Geoff Mayes, Andrew Rowles, Ieuan Tuck and Quentin Webb

Agenda

Part I

Page No.

- 1. Apologies**
To receive apologies for inability to attend the meeting (if any).
- 2. Minutes** 3 - 8
To approve as a correct record the Minutes of the meeting of this Committee held on 16 December 2014.
- 3. Declarations of Interest**
To remind Members of the need to record the existence and nature of any Personal, Disclosable Pecuniary or other interests in items on the agenda, in accordance with the Members' [Code of Conduct](#).
- 4. West Berkshire Taxi Tariff 2015/16** 9 - 56
Purpose: To inform Members of a request from the taxi trade to make a variation to the taxi table of fares, both in format and in the way that fares are calculated.
- 5. Taxi Livery and Advertising** 57 - 84
Purpose: To inform Members of a request from the taxi trade to standardise livery and advertising on West Berkshire taxis.

Andy Day
Head of Strategic Support

If you require this information in a different format or translation, please contact Moira Fraser on telephone (01635) 519045.



Agenda Item 2.

DRAFT

Note: These Minutes will remain DRAFT until approved at the next meeting of the Committee

LICENSING COMMITTEE

MINUTES OF THE MEETING HELD ON TUESDAY, 16 DECEMBER 2014

Councillors Present: Peter Argyle (Chairman), Paul Bryant, Adrian Edwards, Manohar Gopal, Tony Linden, Geoff Mayes, Andrew Rowles and Quentin Webb

Also Present: Sarah Clarke (Team Leader - Solicitor), Sharon Gavin (Technical Officer - Licensing), Cheryl Lambert (Technical Officer), Brian Leahy (Senior Licensing Officer), Julia O'Brien (Principal Licensing Officer), Amanda Ward (Licensing Officer) and Jo Naylor (Principal Policy Officer)

Apologies for inability to attend the meeting: Councillor Billy Drummond, Councillor Sheila Ellison, Councillor Mollie Lock and Councillor Ieuan Tuck

Others Present: Eight members of the public were present.

PART I

1. Minutes

The Minutes of the meeting held on 3rd June 2014 were approved as a true and correct record and signed by the Chairman.

2. Declarations of Interest

There were no declarations of interest received.

3. Specially Adapted Taxis

Mr Brian Leahy introduced (Agenda Item 4) explaining the former decision by the Council's Public Protection Committee (6th June 2000) which required that all new taxi licences granted after this point had to be suitable for wheelchair users and other people with disabilities. This was in response to the Disability Discrimination Act 1995 and the provisions which needed to be made to comply with this legislation.

The impact of the decision meant that new licences issued from 2003 needed to be for a suitably adapted vehicle (SAV) i.e. either adapted with a swivel seat or by the purchase of a fully wheelchair accessible vehicle. Brian explained that approximately one third of the current taxi fleet was fully wheelchair accessible.

Mr Leahy described the background which included former challenges to the decision through both a Judicial Review and a local Magistrates Court appeal. The Judicial Review was dismissed however the Magistrates Court appeal found that the swivel seats were not fit for purpose and caused particular difficulties in relation to restricted headroom within the vehicle.

Mr Leahy also mentioned the historic significance of two taxi licensed zones; the Newbury 'town' zone and the West Berkshire 'district' zone. Back in 2000, a taxi survey commissioned through MCL Transport Consultants demonstrated unmet demand for taxis, particularly in the Newbury 'town' zone. This led to a decision to suspend licensing conditions in order to allow the 'district' taxis to also operate in the Newbury town centre.

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A number of recent requests had been made by the taxi operators for a change to the current policy to remove the requirement for a swivel seat in favour of reverting back to an un-adapted vehicle. The taxi operators were also keen to seek early guidance as to the future accessibility requirements of the Licensing Authority in line with national legislation before making any commitment to purchase new vehicles.

Mr Leahy described some of the options contained within the report to allow for swivel seats to be removed, ensure the entire fleet was wheelchair accessible or wait for further Government guidance should the Taxi and Private Hire Bill become legislation; however there was no further information at this point in time as to whether the Bill would receive Royal Assent.

Mr Leahy also explained the views of West Berkshire Council's Access Officer and the West Berkshire Disability Alliance that a mixed fleet of taxis was preferable, with a removal of the need for swivel seats, in favour of fully wheelchair accessible vehicles.

Mr Leahy reported that there were potentially 29 licensees that would be directly affected by this decision; these had not been consulted individually but had been made aware of the agenda item at this Licensing Committee meeting. It was felt that potentially a further period of consultation would be beneficial with the taxi trade including these 29 licensees.

Councillor Webb wished to put to the taxi trade a query about the maintenance of the fleet and whether there was a point at which vehicles had to be replaced or whether there was no age limit for a vehicle other than the requirement for it to remain roadworthy.

Similarly Councillor Bryant expressed a view that he was keen to hear the view of those present at the Committee particularly to gain a further understanding of any inadequacies of the swivel seats currently being used.

It was agreed to suspend the Standing Orders of the Committee in order to allow representatives from the taxi trade to speak to the Committee.

Councillor Mayes enquired about the number of licences issued as a whole. Mr Leahy confirmed that there were a total of 189 Hackney Carriage Proprietor Licences and 29 of these vehicles had been adapted with swivel seats.

Mr Ashley Vass, Chairman of the West Berkshire Hackney and Private Hire Association spoke on behalf of the local taxi trade. He described the discussion of ideas at quarterly trade liaison meetings however he explained that during July 2014 they were still awaiting the Government legislation on future accessibility requirements before taking any firm view. Mr Vass explained how he felt there were clearly two sides to consider and possible objections on either side.

Mr Vass explained that he was aware of 26 vehicles fitted with swivel seats and all taxi operators had abided by the rules imposed by the Council since 2003. He explained the general view that the trade would like to see a mixed fleet of vehicles. He explained how disability was not just restricted to those that were wheelchair bound but that the needs of the blind, deaf and infirm also needed to be considered. Mr Vass described his own vehicle, a Peugeot E7 which although technically fully wheelchair accessible had on a previous occasion not been able to accommodate a person in a wheelchair due to height of the person in the wheelchair; thus confirming the difficulty of vehicles being universally accessible. Similarly, the swivel seat often resulted in issues with headroom within the cab as the swivel seat restricted the overall height available. Additionally, he described how the Ford Galaxy MPV which could be bought with a swivel seat already incorporated was equally difficult to access for the elderly due to the vehicle's height from the ground.

Mr Vass explained that the estimated lifetime of a vehicle used as a taxi was four to five years. If a new vehicle had been bought factory manufactured with a swivel seat (i.e. a

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Ford Galaxy or similar) it would have been almost eight to ten years before that vehicle broke-even on costs. Therefore he argued that most taxi proprietors that invested in vehicles, factory manufactured with swivel seats, would be further financially disadvantaged if they were then subsequently required to convert these to a fully wheelchair accessible vehicle. Mr Vass confirmed that full consultation with the trade would be welcomed, particularly to receive views from proprietors on swivel seats, the move towards fully wheelchair accessible vehicles or providing the option to return a swivel seated vehicle to a normal un-adapted car.

Councillor Webb queried whether wheelchairs were always available in a taxi to help assist the less mobile, for example, those recovering from knee surgery. Mr Vass confirmed that wheelchairs were not stored in the taxi but that any passenger would need to choose the most appropriate vehicle from the rank.

Councillor Bryant asked for clarity about the main drawback of swivel seats; particularly the restricted height issue and the differences between vehicles. Mr Vass confirmed that the Ford Galaxy MVP was manufactured with a swivel seat however other vehicles would need to be adapted. The swivel seat was generally viewed by the trade as ineffective and was rarely used.

Councillor Gopal enquired about the potential difficulties with mobility of large-bodied disabled individuals and access to the different types of taxi. Mr Vass confirmed how present day wheelchairs could be far more sizeable; some having as many as 6-wheels and therefore it was not always possible to accommodate these.

Mr Vass explained taxis similar to a London cab (a Metrocab) would require a ramp access mainly through passenger door. The Peugeot E7 (a Eurocab) was generally side access, some having side and rear door access. The FX1 was side access and the Fiat Doblo was rear door accessible however was not always capable of taking passengers with a wheelchair due to limited space and legroom. He explained how the VW Transporter had rear door access and as a larger vehicle was better able to accommodate most wheelchairs.

Mr Vass further explained the issues of single ramps and the challenges of ensuring all wheelchair wheels were in alignment. Mr Vass described that some wheelchair users liked to go in a saloon car thus a mixed fleet proposal was seen as the most satisfactory.

Councillor Webb enquired from Mr Vass about what valid questions could be posed to the trade to help inform the Committee as part of the consultation. Mr Vass confirmed that it would be helpful to survey the trade for a view on a mixed fleet over a fully wheelchair accessible fleet and the usage of swivel seats which in his view were rarely used.

Sarah Clarke (Solicitor) confirmed that any consultation would focus on the proposal that was currently being debated not the questions the taxi trade might wish to see surveyed.

Christina Hayes, a member of the taxi trade present, was permitted to speak by the Chairman. Ms Hayes explained how she had recently tried to help an elderly lady onto a swivel seat in her taxi however the lady felt it preferable to move herself into the vehicle with the assistance of a plastic bag instead.

Mr Vass continued by explaining the relative cost of the different taxi vehicles. For example, a second-hand Fiat Doblo cost approximately £3-4k whilst a fully wheelchair accessible vehicle such as a Peugeot E7 was approximately £30k. The Ford Galaxy MPV and Peugeot E7 represented far more expensive options and would need to be kept for longer periods of time i.e. up to 15 years to represent value for money.

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Stephen Richards, another taxi operator explained the trade's compliance with the swivel seat licensing regulation since 2003. He explained how since then he had been required to replace his vehicle several times and that only certain vehicles could accommodate swivel seats. Mr Richards felt that a move towards all fully wheelchair accessible fleet could be viewed as a further penalty measure to the trade. Mr Richards felt costs were higher in West Berkshire than for taxi drivers elsewhere. He also raised a concern that Hackney Carriage drivers were not insured to push wheelchairs onto taxis and this would require the disabled person to have a carer present to do so.

Councillor Mayes asked about the mechanism by which swivel seats were attached. Mr Vass confirmed it was a replacement to a normal car seat, fitted via bolts and a bracket to the holes left after the original car seat was removed.

Mr Vass also mentioned that these swivel seats could result in error messages on the dashboard for example, the airbag light showing or seatbelt error message which consequently could cause a vehicle to fail its MOT test.

Another member of the trade raised a point about the need for the Council to establish the number of disabled people that used taxis as a consideration as part of this decision.

Councillor Bryant raised a concern about whether the current timescales made it practical for the fleet of suitably adapted taxis to be fully wheelchair accessible by 2016.

Members of the Committee then decided to reintroduce Standard Orders to not allow any more comment from the public.

It was agreed that there should be full consultation with the entire licensed taxi trade (all West Berkshire Hackney Carriage Proprietors) to allow for their views to be collected. The questionnaire would cover the main concerns raised by the taxi trade around the inadequacies of the swivel seats, the option for a permanent mixed fleet (both fully wheelchair accessible and un-adapted) and the reasonableness of expecting fully wheelchair accessible vehicles by 2016. Members requested they see and approve the draft questionnaire before it was released.

Councillor Rowles added that he thought there was scope for a fleet which provided for full wheelchair accessibility and un-adapted taxis. He felt that 100 percent full wheelchair access compliant might not be necessary and that a proportionate view should be taken. He further added he was aware from personal experiences with disabled users of taxis that swivel seats were often regarded as unsuitable.

Councillor Mayes added that as part of the consultation on swivel seats that some view of any suitable timescale for introducing changes should be considered.

The consultation period suggested was 12-weeks and it was agreed it would also be made public on the Council's website.

RESOLVED that:

There should be full consultation on current proposals regarding Suitably Adapted Vehicles (SAVs) with all of the West Berkshire Taxi Licensed Proprietors over a 12-week period to assist in informing the Licensing Committee with respect to conditions attached to existing licenses issued after 2000 and future licence applications.

All Members unanimously agreed this decision other than Councillor Edwards who abstained due to his late arrival and absence from the early part of the debate.

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(The meeting commenced at 6.35 pm and closed at 7.20 pm)

CHAIRMAN

Date of Signature

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Agenda Item 4.

Title of Report:	TAXI TARIFF 2015/16
Report to be considered by:	Licensing
Date of Meeting:	24 March 2015
Forward Plan Ref:	N/A

Purpose of Report: To inform Members of a request from the taxi trade to make a variation to the taxi table of fares, both in format and in the way that fares are calculated.

Recommended Action: To consider the request

Reason for decision to be taken: Request from the Trade

Other options considered:

1. To approve the table of fares and re-formatted table
2. To not vary the existing table of fares and/or table
3. To alter the current table of fares from the proposal to one agreed by Members

Key background documentation: Written requests from the trade which are attached as appendices

Published Works: Local Government (Miscellaneous Provisions) Act 1976
West Berkshire District Council Hackney Carriage Conditions
West Berkshire Council/Newbury District Council Hackney Carriage Byelaws

The proposals contained in this report will help to achieve the following Council Strategy priorities:

- CSP1 – Caring for and protecting the vulnerable**
- CSP2 – Promoting a vibrant district**

The proposals will also help achieve the following Council Strategy principle:

- CSP5 - Putting people first**

Portfolio Member Details	
Name & Telephone No.:	Councillor Hilary Cole - Tel 01635 248542
E-mail Address:	hcole@westberks.gov.uk
Date Portfolio Member agreed report:	10 March 2015

Contact Officer Details	
Name:	Brian Leahy
Job Title:	Team Manager Licensing
Tel. No.:	01635 519494
E-mail Address:	bleahy@westberks.gov.uk

Implications

Policy: Although not a mandatory requirement the Council has set a maximum fare for a number of years.

Personnel: None

Legal/Procurement: The Council has a duty to advertise any variation in rate of fare in a local newspaper for a period of 14 days from the proposed date of introducing the table of fares

Property: None

Risk Management: None

Is this item relevant to equality?	Please tick relevant boxes	Yes	No
Does the policy affect service users, employees or the wider community and:			
• Is it likely to affect people with particular protected characteristics differently?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Is it a major policy, significantly affecting how functions are delivered?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Will the policy have a significant impact on how other organisations operate in terms of equality?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Does the policy relate to an area with known inequalities?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality)			
Relevant to equality - Complete an EIA available at http://intranet/EqIA			<input checked="" type="checkbox"/>
Not relevant to equality			<input type="checkbox"/>

Executive Summary

1. Introduction

- 1.1 The Local Government (Miscellaneous Provisions) Act 1976 section 65 allows a district council to fix the rate of fares by means of a table, within the District in respect of hackney carriages. The Council is not obliged to set a table of fares for their area however if it does so then the table of fares set must be the maximum that can be charged. In the past, West Berkshire Council and its predecessor has set a table of fares. The table is generally reviewed annually.
- 1.2 Members have the option to not set a table of fares at all and allow market forces to establish the going rate and at the same time promoting competition. The taxi trade are generally not supportive of a table of fares not being set citing potential threats from the public where fares differ between operators. By not setting a fare there is the potential for unscrupulous drivers to charge extortionate rates.

2. Proposals

- 2.1 To consider responses to a consultation upon the proposed table of fares and to decide if the fares and the table of fares format should be varied.

3. Equalities Impact Assessment Outcomes

- 3.1 Taxi trade licence holders and the public have been consulted upon the trade's proposals.

4. Conclusion

- 4.1 If Members agree to a variation in fares, a notice setting out the variation and its coming into operation date, must be posted in a locally circulating newspaper giving a 14 day period for objections to be received. Where objections are received, the Council must take these into consideration and set a further date for the coming into force of the table of fares with or without modification, which is not later than 2 months after the first specified date.
- 4.2 If Members decide not to vary the table of fares the existing table will remain in force as set in 2013.
- 4.3 Members may, if they wish, agree a table of fares which differs from both the existing table and that proposed.

Executive Report

1. Introduction

- 1.1 The existing taxi table of fares was set by the Licensing Committee and came into force on the 18th April 2013 (Appendix A).
- 1.2 The Council does not have to set a table however, if it does, then the fare must be the maximum to be charged. Any lesser charge can be agreed between the driver and the passenger before the commencement of the journey.
- 1.3 The trade did not request an increase or any change to the table for the 2014/15 financial year.
- 1.4 The trade submitted an application for a review of the table on the 20th November 2014 (Appendix B). Although officers would normally submit such requests directly to the Committee for their consideration, it was felt that the request for review was not as straight forward as in previous years in that it required a re- design of the table sheet and calculated the fares in a new way.
- 1.5 Officers embarked upon a consultation exercise which asked for views from owner drivers and also drivers who admittedly have no responsibilities for running vehicles but are the front line of customer interaction when charging fares. A consultation was also published on the Council's web site. Some owner drivers objected to this extended form of consultation however it was felt prudent to at least solicit the views of drivers. Where driver views have been expressed these have been separated from owner driver responses for Members consideration, should they so wish.
- 1.6 The consultation letters were printed with the trade's suggestions for variation and posted on the 1st December 2014 (Appendix B).
- 1.7 On the 10th December 2014 the trade, through Mr Riaz Sheik, submitted a revised table - Option 2/Alternative Restructure of the Table of Fares for 1st April 2015, and asked that this document be considered (Appendix C). The consultation had already started and after taking legal advice, officers decided that the revised document would be considered as a response to the consultation. It was felt that the publishing of the alternative structure would only cause confusion.

2. Consultation Responses

- 2.1 At the close of the consultation it would appear that 20 responses had been received from the trade and 1 through the Council's web site, although the latter was from the Chairman of the West Berkshire Taxi and Private Hire Association. Of these, 6 were in favour of the revised table of fares and the re-formatted table with 15 being against. In support of the lobby against the proposal, a petition was received which had been signed by 23 licence holders. Of these, 16 are owner drivers and 6 are from drivers and 1 from a person who leases the vehicle.
- 2.2 The reasons given for opinions are diverse and it would be extremely difficult to analyse and categorise these comments into report format. This being the case, each of the response letters/emails are attached as Appendix D. There are some

deletions shown on responses and these will be addressed in a separate report regarding vehicle livery and advertising.

- 2.3 Amongst the responses are a number of proposals which are asking for additional conditions to be considered regardless of the decision. These are:
- that if the table of fares is revised, or not, all vehicle licence holders are required to upgrade the meter to the agreed maximum rates set out in the table and submit a certificate from an authorised meter agent within 7 days of the table being implemented or by a date to be decided should the table not be revised.
 - That calendar controlled meters be required for all licensed taxis.
- 2.4 Some of the responses contain thoughts and beliefs that are not strictly asked for in the consultation and officers would ask Members to dismiss them, for the time being. This report is about the revised table of fares and the re-formatted table and other issues should not cloud a decision being made on the original request from the trade.
- 2.5 It is worthy of note that the original proposal and the revised proposal, appendix B and C, do not give any % detail about any increase in fares nor do they give any rationale for any increase in rates. I.e. increases in costs, fuel etc.
- 2.6 A check on CPI for the 12 months from December 14 to January 15 shows that transport prices fell by 2.0% compared with a smaller fall of 0.6% between the same two months a year earlier. Most of the downward contribution came from motor fuel prices falling at a quicker rate than a year ago. The average petrol price fell by 8.5p per litre between December 14 and January 15, to 108.3p. The average diesel price fell by 7.3p over the same period to 115.6p. Petrol is now at its lowest price since November 2009 and diesel since February 2010. These figures were collated from the Office for National Statistics on the 10th March 2015.
- 2.7 Also noted is the request to add to the table of fares a statement regarding credit card charges and an increase in the charge for fouling which rises from an undisclosed sum to a maximum of £150. In the matter of credit card charges, officers have always felt that without a set charge for the use of cards, any statement would appear to give carte blanche to a charging free for all. Local Government (Miscellaneous Provisions) Act 1976 section 65 allows a council to fix the rates or fares within the district as well as for a time as distance and all other charges in connection with the hire of a vehicle, or with the arrangements for the hire of the vehicle, to be paid in respect of the hire of hackney carriages by means of a table of fares.

3. Recommendations

- 3.1 That Members consider the responses received on the design and structure of the table of fares and the means by which the fare is calculated.
- 3.2 That Members decide whether or not to approve the new rates and table of fares format as submitted in options 1 and 2.
- 3.3 That Members decide on the proposals in 2.3.1 and 2.3.2

Appendices

Appendix A - Current Table of Fares
Appendix B - Proposed Table of Fares
Appendix C - Alternative Table of Fares
Appendix D - Response letters/e mails
Appendix E - Equality Impact Assessment

Consultees

Local Stakeholders: All taxi licence holders
Officers Consulted: Julia O'Brien Principal Licensing Officer
Trade Union: None

Appendix A

Hackney Carriages – Table of Fares effective from 18th April 2013

Customers should be aware that these charges are the MAXIMUM to be charged and any lesser fare agreed prior to commencement of the journey. Where the taxi is used for pre-booked journeys the fare shall be calculated from the point in the district at which the hirer commences his/her journey) (Local Government (Miscellaneous Provisions) Act 1976 sec. 67)

Tariff 1

Applies for any hiring when the journey commences between 06:00 and 22:00 Monday to Saturday, other than Bank

Holidays, Public Holidays, Boxing Day or Christmas Day.

Initial distance not exceeding 377.1429 yards or part thereof

Initial waiting time 81 seconds or a combination of time and distance **£2.80**

For each subsequent 123.2493 yards completed or part thereof **15p**

Waiting time: for every period of 27 seconds or part thereof **15p**

Tariff 2

Applies for any hiring when the journey commences between 22:00 and 06:00 Monday to Saturday.

Applies for any hiring when the journey commences on Sundays, Bank Holidays or Public Holidays.

Applies for any hiring when the journey commences between 06:00 and midnight on Boxing Day.

Applies for any hiring when the journey commences between 19:00 and midnight on Christmas Eve or New Years Eve.

For any journey with 5 or more passengers which commences between 06:00 and 22:00 Monday to Saturday.

Initial distance not exceeding 377.1429 yards or part thereof

Initial waiting time 72 seconds or a combination of time and distance **£3.80**

For each subsequent 106.8431 yards completed or part thereof **20p**

Waiting time: for every period of 24 seconds or part thereof **20p**

Tariff 3

Applies for any hiring when the journey commences on Christmas Day until 0600hrs on Boxing Day.

Applies for any hiring when the journey commences between midnight and 06:00 on New Years Day.

Initial distance not exceeding 377.1429 yards or part thereof

Initial waiting time 81 seconds or a combination of time and distance **£4.80**

For each subsequent 123.2493 yards completed or part thereof **30p**

Waiting time: for every period of 27 seconds or part thereof **30p**

If a Hackney Carriage is booked by telephone, facsimile, e mail or other electronic means a booking fee may be charged by prior arrangement only.

London Congestion Charge (or similar in any other place), or any Tolls, will be applied for any journey where such charges or tolls are incurred.

Fouling will be charged.

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Appendix B

West Berkshire Hackney and Private Hire Association
(WBHPHA)
27 Harrington Close
Manor Park
Newbury
Berks
RG14 2 RQ

Julia O'Brien
Senior Licensing Officer
West Berkshire District Council
Council Offices
Market Street
Newbury
Berkshire
RG14 5LD

20th Nov. 2014

Dear Julia,

Setting of the maximum chargeable fares & Restructure of the Tariff Card for Hackney Carriages W.E.F the 1st April 2015

The members of the above mentioned association with the support of local independent drivers, operators and Directors from Cabco, Dolphin Taxis, Theale Taxis, and Kenikabs have instructed me to apply to you for a restructure of the Tariff s,

Whilst we understand the current market forces our Trade agrees that all WB Licenced Hackney Carriage's need to adopt a change in the way we charge and transport the public.

Our application is as follows:

Restructure of tariff Card – Introduction of two new tariffs and a new start time for T2.
(Please see attached revised tariff card).

This restructure will see the introduction of a new tariff 2 between the hours of 22:00hr – 24:00hr, resulting in a reduction of fares, during this time.

This will help boost the local economy, encourage people to travel to local amenities i.e. cinemas, Corn exchange, restaurants etc.

Furthermore, the above proposals present an increase's in initial distance (in yards) before any subsequent (yards) are charged.

We would be obliged if you could consider the above and arrange for the appropriate Committee to consider our application at their earliest convenient meeting in order that the proposed changes can be implemented from the 1st April 2015. We will be pleased to have a representative at the committee meeting to answer any questions councillors might have.

Yours faithfully,

Mr A Vass Chairman of the WBHPHA and Mr. R Sheikh on behalf of the West Berkshire Hackney and Private Hire Association

Mr Wally O'Brien on behalf of the Cabco Owners and Drivers Association and Mr Matt Castle on behalf of Dolphin Taxis.

Hackney Carriages Table of MAXIMUM Fares

A lesser fare can be agreed prior to commencement of the journey.

	MAXIMUM fare for any hiring when the journey commences:				
Taxi Plate Number Licenced to Carry ?? Passengers	Tariff 1 (Standard Time) Indicated by a "1" on the taxi meter 1. 06:00 and 21:59 Monday to Saturday.	Tariff 2 (Time and a 1/4) Indicated by a "2" on the taxi meter 1. 22:00 and 23:59 Monday to Saturday 2. Any journey with 5 or more passengers which commences between 06:00 and 21:59 Monday to Saturday	Tariff 3 (Time and a ½) Indicated by a "3" on the taxi meter 1. 00:00 and 01:59 Monday to Saturday 2. All day Sunday, Bank Holidays or Public Holidays 3. 19:00 and midnight on Christmas & New Year's Eve. 4. 06:00 and midnight Boxing Day 5. Any Journey with 5 or more passengers which commences between 22:00 and 23:59 Monday to Saturday	Tariff 4 (Time and 3/4) Indicated by a "4" on the taxi meter 1. 02:00 and 05:59 Monday to Sunday 2. Any journey with 5 or more passengers which commences between 00:00 and 01:59 Monday to Sunday. 3. Any journey with 5 or more passengers which commences all day Sunday, Bank Holidays or Public Holidays. 4. Any Journey with 5 or more passengers which commences between 19:00 and midnight on Christmas & New Year's Eve. 5. Any journey with 5 or more passengers which commences between 06:00 and midnight Boxing Day	Tariff 5 (Double time) Indicated by a "5" on the taxi meter 1. Christmas Day until 06:00hrs on Boxing Day 2. Midnight and 06:00 on New Year's Day
Initial 1280 yards (1170.4 meters) (8/11 of a mile) or 240 seconds or a combination of time and distance.	£4.00	£5.00	£6.00	£7.00	£8.00
For each subsequent 160 yards (146.304 meters) (1/11 of a mile) completed or part thereof	20p	25p	30p	35p	40p
Waiting time: for every period of 30 seconds or part there of	20p	25p	30p	35p	40p

Where the taxi is used for pre-booked journeys the fare shall be calculated from the point in the district at which the hirer commences their journey. (Local Government (Miscellaneous Provisions) Act 1976 sec. 67) If a Hackney Carriage is booked by telephone, facsimile, e mail, app or other electronic means a booking fee may be charged by prior arrangement only.

Congestion Zone Charges, Tolls or similar will be applied for any journey where such charges or tolls are incurred.

Credit and Debit card payment surcharges that comply with Consumer Rights (Payment Surcharges) Regulations 2012 may be added on top of the metered Fare.

Fouling will be charged at a maximum of £150

WEST BERKSHIRE

CURRENT TARIFF

Name : TARIFF 1 Date: 01/03/2013 Soiling charge: ALLOWED Wait: 27 (secs) Flag fall: £2.80 A Initial yardage: 377 1429 B Unit thereafter: 123.2493 C Price unit: 0.15 D Initial Waiting Time (secs): 63	Name : TARIFF 2 (current) Date: 01/03/2013 Soiling charge: ALLOWED Wait: 24 (secs) Flag fall: £3.80 A Initial yardage: 377 1429 B Unit thereafter: 106.8431 C Price unit: 0.2 D Initial Waiting Time (secs): 85	Name : TARIFF 2 (current) Date: 01/03/2013 Soiling charge: ALLOWED Wait: 24 (secs) Flag fall: £3.80 A Initial yardage: 377 1429 B Unit thereafter: 106.8431 C Price unit: 0.2 D Initial Waiting Time (secs): 85	Name : TARIFF 3 Date: 01/03/2013 Soiling charge: ALLOWED Wait: 27 (secs) Flag fall: £4.80 A Initial yardage: 377 1429 B Unit thereafter: 123.2493 C Price unit: 0.3 D Initial Waiting Time (secs): 63
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WBC 201516

Name : TARIFF 1 Wait: 30 (secs) Flag fall: £4.00 A Initial yardage: 1280 B Unit thereafter: 160 C Price unit: 0.2 D Initial Waiting Time (secs): 240	Name : TARIFF 2 NEW Wait: 30 (secs) Flag fall: £5.00 A Initial yardage: 1280 B Unit thereafter: 160 C Price unit: 0.25 D Initial Waiting Time (secs): 240	Name : TARIFF 3 Wait: 30 (secs) Flag fall: £6.00 A Initial yardage: 1280 B Unit thereafter: 160 C Price unit: 0.3 D Initial Waiting Time (secs): 240	Name : TARIFF 4 Wait: 30 (secs) Flag fall: £7.00 A Initial yardage: 1280 B Unit thereafter: 160 C Price unit: 0.35 D Initial Waiting Time (secs): 240	Name : TARIFF 5 Wait: 30 (secs) Flag fall: £8.00 A Initial yardage: 1280 B Unit thereafter: 160 C Price unit: 0.4 D Initial Waiting Time (secs): 240
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

WBC 201516

Distance (miles)	TARIFF 1		TARIFF 2		TARIFF 3		TARIFF 4		TARIFF 5	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	£4.60	£4.80	£8.40	£6.76	£9.40	£8.89	£9.05	£8.86	£8.40	£8.20
2	£8.70	£8.80	£9.80	£8.50	£9.80	£10.20	£11.90	£11.90	£12.60	£13.00
3	£8.80	£9.00	£13.00	£11.26	£13.00	£13.80	£15.75	£15.75	£16.80	£18.00
4	£11.05	£11.20	£16.40	£14.00	£16.40	£16.80	£19.60	£19.60	£21.30	£22.40
5	£13.15	£13.40	£19.80	£16.75	£19.80	£20.10	£23.45	£23.45	£25.50	£26.80
6	£15.25	£16.60	£23.00	£18.50	£23.00	£23.40	£27.30	£27.30	£29.70	£31.20
7	£17.35	£17.80	£26.20	£22.26	£26.20	£26.70	£31.15	£31.15	£33.90	£35.60
8	£19.60	£20.00	£29.60	£25.90	£29.60	£30.00	£35.00	£35.00	£38.40	£40.00
9	£21.70	£22.20	£32.80	£27.76	£32.80	£33.30	£38.85	£38.85	£42.60	£44.40
10	£23.80	£24.40	£36.20	£30.60	£36.20	£36.80	£42.70	£42.70	£48.80	£48.80

3 December 2014

Chief Vehicle Rentals
Roundham Road
Paignton
Devon
TQ4 6DS

Environmental Health and Licensing

West Berkshire District Council
Council Offices
Market Street
Newbury
BERKS
RG14 5LD

Our Ref: Taxi Consultation
Please ask for: Licensing Team
Direct Line: 01635 519184
Fax: 01635 519172
e-mail: licensing@westberks.gov.uk

Dear Chief Vehicle Rentals

RE: CONSULTATION (in Two Parts)

Please read this document carefully, it may affect the way in which you operate your business in the future.

First Part (Taxis Only) (Owners and Drivers)

The Council is consulting all hackney carriage owners and drivers regarding a proposal put to the Council by Mr A Vass as Chairman of the West Berkshire Hackney and Private Hire Association and Mr R Sheikh on behalf of the West Berkshire Hackney and Private Hire Association. This document is supported by a number of others, all listed or mentioned in the covering letter.

The proposal consists of three pages and is enclosed with this letter.

If you wish to have your views upon the proposals considered you should submit them to the Licensing Team no later than **31st January 2015**. All results will be collated and the results presented to the Licensing Committee at its meeting on the 24th March 2015. These views will be presented without bias and using only the details received other than the officer's standard report format.

Comments should be submitted with name, licence number/s and a contact address or telephone number. You may also respond as "in favour" or "not in favour". It is important that your licence number/s is/are included. It is also important that you identify yourself as either a proprietor or a driver, driving someone else's vehicle.

Appendix C

Brian Leahy

From: Brian Leahy
Sent: 11 December 2014 10:55
To: Julia OBrien
Subject: RE: New Restructure of Tariff Card for 1st April 2015 option2

I have consulted with legal.

We will take this submission as a response to consultation. The new /revised tariff will not be published (website) but will be addressed in the committee report as a response from Riaz et al, along with all other written replies to the consultation letter that we sent out last week.
Brian

From: Julia OBrien
Sent: 10 December 2014 14:27
To: Brian Leahy
Subject: FW: New Restructure of Tariff Card for 1st April 2015 option2

The amended tariff we discussed the other day – can we put on web page?

J

From: riaz sheikh [<mailto:riaz.sheikh@btinternet.com>]
Sent: 10 December 2014 10:40
To: Julia OBrien
Cc: 'Matt Castle'; 'Ashley Vass'; 'riaz sheikh'; w.obrien1@sky.com; 'Richard Brown'; "Kenikabs (Bill Annetts)"; info@broadway-cars.com
Subject: New Restructure of Tariff Card for 1st April 2015 option2

Hi Julia,

As discussed recently please see attached Option 2 / Alternative Restructure Tariff Card for 1st April 2015.

I am aware that you will instruct for this to go onto your website but will you also confirm if this will be presented as part of your report to the Committee next year.

Look forward to your confirmation .

Regards
Riaz

Hackney Carriages Table of **MAXIMUM** Fares

A lesser fare can be agreed prior to commencement of the journey.

MAXIMUM fare for any hiring when the journey commences:					
Taxi Plate Number ???	Tariff 1 (Standard Time)	Tariff 2 (Time and a 1/4)	Tariff 3 (Time and a 1/2)	Tariff 4 (Time and 3/4)	Tariff 5 (Double time)
Licenced to Carry ?? Passengers	Indicated by a "1" on the taxi meter	Indicated by a "2" on the taxi meter	Indicated by a "3" on the taxi meter	Indicated by a "4" on the taxi meter	Indicated by a "5" on the taxi meter
<p>Comments regarding this vehicle or driver, quoting the above Plate number or drivers badge number should be made to:</p> <p>West Berkshire Council, Council Offices, Market Street, Newbury, Berkshire, RG142AF</p> <p>Tel: 01635 42400</p> <p>Email: licencing@westberks.gov.uk</p>	<p>1. 06:00 and 21:59 Monday to Saturday.</p>	<p>1. 22:00 and 23:59 Monday to Saturday.</p> <p>2. Any journey with 5 or more passengers which commences between 06:00 and 21:59 Monday to Saturday.</p>	<p>1. 00:00 and 01:59 Monday to Saturday</p> <p>2. All day Sunday, Bank Holidays or Public Holidays.</p> <p>3. 19:00 and midnight on Christmas & New Year's Eve.</p> <p>4. 06:00 and midnight Boxing Day</p> <p>5. Any journey with 5 or more passengers which commences between 22:00 and 23:59 Monday to Saturday</p>	<p>1. 02:00 and 05:59 Monday to Sunday</p> <p>2. Any journey with 5 or more passengers which commences between 00:00 and 01:59 Monday to Sunday.</p> <p>3. Any journey with 5 or more passengers which commences all day Sunday, Bank Holidays or Public Holidays.</p> <p>4. Any journey with 5 or more passengers which commences between 19:00 and midnight on Christmas & New Year's Eve.</p> <p>5. Any journey with 5 or more passengers which commences between 06:00 and midnight Boxing Day</p>	<p>1. Christmas Day until 0600hrs on Boxing Day</p> <p>2. Midnight and 06:00 on New Year's Day.</p>
Initial 88 yards (80.467 meters) (1/20 of a mile)	£3.00 <small>(First mile equals £4.60)</small>	£3.75 <small>(First mile equals £5.75)</small>	£4.50 <small>(First mile equals £6.90)</small>	£5.25 <small>(First mile equals £8.05)</small>	£6.00 <small>(First mile equals £9.20)</small>
For the next 836 yards (764.438 meters) or part thereof (until 1 mile)	80p	£1.00	£1.20	£1.40	£1.60
For each subsequent 160 yards (146.304 meters) (1/11 of a mile) completed or part thereof	20p <small>(£2.20 per mile after first mile)</small>	25p <small>(£2.75 per mile after first mile)</small>	30p <small>(£3.30 per mile after first mile)</small>	35p <small>(£3.85 per mile after first mile)</small>	40p <small>(£4.40 per mile after first mile)</small>
Waiting time: for every period of 30 seconds or part thereof	20p <small>(£4.00 per 10 mins, £24.00 per hour)</small>	25p <small>(£5.00 per 10 mins, £30.00 per hour)</small>	30p <small>(£6.00 per 10 mins, £36.00 per hour)</small>	35p <small>(£7.00 per 10 mins, £42.00 per hour)</small>	40p <small>(£8.00 per 10 mins, £48.00 per hour)</small>

Where the taxi is used for pre-booked journeys the fare shall be calculated from the point in the district at which the hirer commences their journey. (Local Government (Miscellaneous Provisions) Act 1976 sec. 67) If a Hackney Carriage is booked by telephone, facsimile, e-mail, app or other electronic means a booking fee may be charged by prior arrangement only.

Congestion Zone Charges, Tolls or similar will be applied for any journey where such charges or tolls are incurred.

Credit and Debit card payment surcharges that comply with Consumer Rights (Payment Surcharges) Regulations 2012 may be added on top of the metered fare.

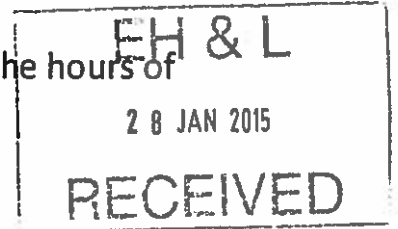
Fouling will be charged at a maximum of £150

Appendix D

Proposal of Restructure of Tariff Card

The council have received notices from local independent drivers, operators and directors for the restructure of the tariff.

This will affect the drivers that drive in the evening between the hours of 22:00hrs-24:00hrs.



Please sign the following form if you are to be "in favour" or "not in favour".

I will personally forward this to the council.

Many Thanks. Mohammad Ahmed : Licence No - 774

Name:	Licence No:	In Favour	Not In Favour	Contact Number	SIGN
Mohammed AHMED	774	V + D	X	0745682662	Ahmed
ABDUL WAHID	2267	V + D	X	07780963474	A. Wahid
Peter MEVEETHAN	2255	D	X	07827775331	Peter
AMIR HUSAIN	2190	V + D	X	07723554927	A. Husain
M S HUSSAIN	2176	V + D	X	07886669810	M S Husain
MOHAMMED ISLAM	770	V + D	X	07533315873	Mohammed
TANWER AHMED	2247	D	X	07897459029	Tanwer
KAT PERK	2180	D	X	WESTBROOK CARE	Kat
MOHAMMED OHID UDDIN	2224	V + D	X	07824559255	Mohammed
JAMES HIGGINS	2238	V + D	X	07764556496	James
E. White	2235	D	X	WESTBROOK CARE	E. White

Name:	Licence No:	In Favour	Not In Favour	Contact Number	SIGN
ADNAN MUSSAIN	773	V + D.	X	077139 22422	
MR RANAN AHMED	2185	V + D.	X	07985 440668	
A.M. KHAN	2146	V + D	X	0753446 20636	
MAMUN	2243	D	X	0783328 5392	
M.A. KHALIQUE	205	V + D	X	0790825 5380	
FATIK Islam	2022	V + D	X	0776777 2122	
SHIBIR AHMED	1070 2275	V + D.	X	078257287 83	
D LER AGAH	2221	Leases vel. D	X	078094 76997	
MICHAEL SIMPSON	609	V + D	X	07851 422215	
Bayan Richardson	2194	V + D	X	0744902 5687	B.R
TAMER TAMER	2199	D.	X	07825 744456	
PAUL WEBBROOK	2211	V + D.	X	01635 600434	

Cheryl Lambert

From: Ancientfzrexup@aol.com
Sent: 12 December 2014 14:00
To: Cheryl Lambert
Subject: Re: Insurance request

Cheryl,

Anything to bring a bit of honesty to some self centered people. It appears to me that once again the minority are trying to rule the roost, I don't believe that the Association accounts for much more than 20% of the drivers in the area at the current time as they no longer seem to represent the wishes of the majority of drivers.

Regards.

Dave Kimber.

In a message dated 12/12/2014 08:59:24 GMT Standard Time, CLambert@westberks.gov.uk writes:

Thanks Dave, that's really useful.

Kind Regards

Cheryl

Cheryl Lambert

Technical Officer

Licensing

West Berkshire and Wokingham Environmental Health and Licensing

Market Street, Newbury, Berkshire, RG14 5LD

(01635) 519 184 / Ext 2184 / Fax (01635 519 172 / clambert@westberks.gov.uk)

www.westberks.gov.uk

From: Ancientfzrexup@aol.com [<mailto:Ancientfzrexup@aol.com>]

Sent: 11 December 2014 21:03

To: Cheryl Lambert
Subject: Re: Insurance request

Cheryl,

With reference to the changes to the Taxi tariffs proposed by Mr A.Vass and others, have read the proposals and believe the changes to be ludicrous. I still believe it is inappropriate to increase the taxi rate at this time. We are still amongst the highest percentile in the country for our rates and this is very obvious to any one who works outside of the town, we are facing increased competition from both Reading and Hampshire private hires, and also now from South Oxfordshire Hackney Carriages.

I find that I am now using my meter less and having to quote fixed prices in order to get custom, and the increase as proposed will only confound the situation further

I can see no justification in increasing the number of tariffs further as some areas have reduced their tariffs to 1, equivalent to their daytime rate, only to try to recover custom lost due to high prices.

to use the excuse of fuel cost increases to help justify a rate increase is laughable, I currently pay 98 pence per liter (ex V.A.T.), in 2013 it was £1.10, 2012 it was £1.13, 2011 it was £1.15, 2010 it was £1.07, so fuel today is cheaper than it has been for 5 years.

This system can only lead to a further loss of custom, I will have to work more off meter in order to make a living, in fact, if it didn't cost more to run a Private Hire vehicle I would convert my Hackney Carriage in to one and run full time without a meter.

Regards.

Dave Kimber, (Ancient's Services Ltd, Plate number 716)



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If you are not the intended recipient of this email, you must neither take any action based upon its contents, nor copy or show it to anyone. Please contact the sender if you believe you have received this e-mail in error.

All communication sent to or from West Berkshire Council may be subject to recording and or monitoring in accordance with UK legislation, are subject to the requirements of the Freedom of Information Act 2000 and may therefore be disclosed to a third party on request.

Cheryl Lambert

From: rsjtaxicabs@aol.com
Sent: 27 January 2015 08:54
To: Licensing
Subject: Re Consultation

In regards to the Taxi consultation in 2 parts.

I'm not in favour of the new 5 tier tariff proposal. Its too convoluted and could cause problems with aggressive customers who don't understand how it works. They will simply see the initial flag and think we are taking the mickey. And with certain members of our trade would be even more detrimental given certain attitudes in the town.

There is a solution which would mean common sense on the drivers behalf. I realise this is a big leap but they may just be able to manage it.

If its left to us to agree with common sense and offer a discount at certain times then it would make far more sense. Also those who during the day who want to have a minimum fare for small journeys need to put their own proposal forward or stop moaning.

In terms of part 2 I agree with the proposal.

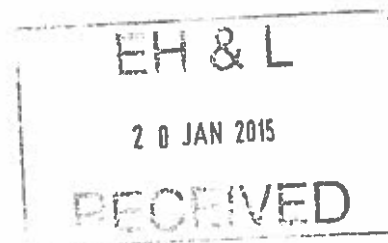
Re: Swivel Seat Consultation

I don't have an opinion as such as I have a WAV already and it doesn't effect me. If I was forced to decide then I think option 1 seems fair for now as the only wheelchair users I've seen use the rank regularly actually prefer a saloon car.

Many thanks,

Simon Boys
Licence 2195
Plate 822
07786511099

27 Derwent Road, Thatcham, RG19 3UT
Sent from my BlackBerry® wireless device



John Bs Taxi service

Flat 7, Link house

Link Road

Newbury

Berks

RG14 7LS

Tel 07900648008

Taxi Consultation

To Mr Brian Leahy

My Name is John Burke, owner of John Bs Taxi Service, Badge No 2077, Taxi Plate 617.

And strongly object to changes in Meter and Tariff changes

Cheryl Lambert

From: Andy Keast [andy.keast.ak@gmail.com]
Sent: 29 January 2015 15:13
To: Licensing
Subject: Consultation - Tariff Changes

RE: Consultation.

Andrew Keast: Badge 2093 Proprietor 840

I would like to offer my opinion on the proposed changes to the tariff card.

(I have no opinion on item 2)

I categorically disagree with the entire proposal.

I can see no benefit to either the customers or the drivers.

The included spreadsheet will do nothing to help me explain to an intoxicated race goer why the hell his fare is £7.00 before we even leave the rank!

(I'm laughing as I write this)

We have weathered the worst downturn since WW2; sky high fuel prices have fallen for the first time in 5 years; people have the spare cash to go out again...

There is a glimmer of hope that it may be worth dragging myself into Newbury on a Saturday night and actually get some decent fares...and guess what?

Our glorious self appointed representatives decide to launch the most convoluted Tariff change in the history of the taxi industry.

NO NO NO

Cheryl Lambert

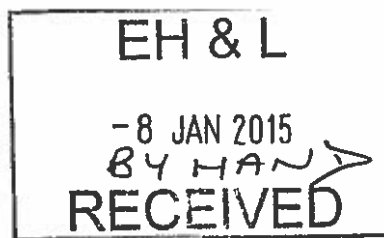
West Berkshire & Wokingham Environmental Health & Licensing

From: Tony Sheikh [tonysheikh@msn.com]
Sent: 26 January 2015 12:37
To: Cheryl Lambert
Subject: Tariff change

Dear Cheryl Lambert

I as a holder of Hackney plate 11,14,95 and 523 I don't agree with the proposed changes to the tariff, prefer to stick with the current tariff.

Kind regards
E Sheikh



Daniel Griffiths
Bluebird Cars.
24 Southend
Cold Ash
Thatcham
Berkshire
RG18 3BW

Julia O'Brien
Senior Licensing Officer
West Berkshire Council
Council Offices
Market St
Newbury
RG14 5LD

Thursday, 08 January 2015

Ref; Taxi fare increase.

Dear Julia.

Thank you for your letter of 3rd December, inviting me to participate in the consultation regarding the proposed revision of taxi fares & tariffs.

I am particularly grateful for this opportunity as your letter was the first I had heard of the proposed changes. I believe most drivers & operators are in the same position. It's my opinion than Mr Vass & Mr Sheikh & the other named applicants have taken it upon themselves to present this proposal without completing their own consultation of the people they purport to represent.

I object to the proposals listed. My objections are listed below in order the proposals have been presented to you. I will also offer alternatives based upon my 25 years in the trade as a driver & operator in my own right & many years served as a former company director of Cabco Ltd. I am also a former treasurer of the old Newbury Taxi Driver's Association.

Restructure of tariff card.

This revision will not boost the local economy as suggested. The tariff 1 increase on the initial charge (flag), will harm the elderly & less mobile members of our community. This amounts to an increase of 30% on the flag. Many of our less mobile passengers take shorter journeys, enabling them to maintain a quality of life which allows them to leave the house for maybe visiting friends, day centre visits, shopping trips, hairdresser's appointments etc. More seriously, they may be deterred from making vital doctor's or hospital visits, believing the cost of travel to be too much. I accept the fare revisions will reduce the costs of the longer part of the journey but people do not understand how fares are calculated. I fear many people in this area of our community will end up housebound as a result. I believe this increase discriminates against the elderly & less mobile.

Introduction of new tariffs.

The proposal states that a new tariff effective between 22.00 & midnight will encourage people to visit local amenities such as the cinema & restaurants & local theatres etc. Really? I would think after 10pm any theatre or cinema showing would have finished or at least on the final acts & most people would have eaten by now. Many kitchens stop cooking after 9.30.

We then have rate change between midnight & 2am. Then another between 2am & 6am. This whole process will be confusing to the fare paying public & open to abuse by drivers. I cannot think of another local authority in the UK which operates this many tariffs.

However as an operator of 8 seater vehicles I do feel that another tariff be added for use when carrying 5 or more passengers after 22.00, Sundays & bank holidays. To provide a good service, I find myself driving increasingly longer distances to reach passengers requiring a larger vehicle. This was incredibly frustrating on New Year's Eve for example. After 7pm, I was only allowed to charge the same price as a 4 seater, despite carrying twice as many passengers per journey. Effectively offering my services half price.

I'm sure you have noticed the incredible reduction in fuel costs recently. The cost of crude oil is now less than \$50 a barrel. This is reported to be at it's cheapest since 2009. I recently replaced my saloon car I use on Hackney 766. I now operate a new Seat Toledo. Incredibly this car returns fuel economy figures of 60mpg round town & up to 90mpg when driven steadily on the motorway. Because of these exceptional returns & subsequent low emissions, the road tax for it is only £20 per year. Insurance costs are coming down also. My renewal is due in February & first indications suggest a reduction of around 15% on last year's premium. Do we really need any increase in fares at all?

With all the factors I have listed above, I am strongly opposed to the increased flag charges & additional tariffs, apart from those I have suggested regarding larger passenger capacity vehicles. I would suggest keeping the flag charges to remain as they are but implement the restructuring of the subsequent mileage charges. This will give our trade a boost with the correct marketing. This will have the knock on effect of boosting the local economy too. After all, passengers in cabs have to be going somewhere!

Once again please accept my thanks for inviting my comments, I am more than happy to offer the benefit of my experience if you feel I can be of further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniel Griffiths', with a stylized flourish at the end.

Daniel Griffiths.

Cheryl Lambert

From: trevor645@gmail.com [trevor645@googlemail.com]
Sent: 08 December 2014 17:09
To: Licensing
Subject: New tariffs

Plate 818 licence no 2010

I strongly disagree with these proposed tariffs who ever thought them up does not work late at night ie try explaining to a drunken passenger the meter start, s at £7.00

Sent from Samsung tablet

TREVOR PALMER.
2 TROTMAN'S COTTAGES.
HEATH ROAD.
BRADFIELD SOUTHEND
READING
RG7 6HG.

Cheryl Lambert

From: Fatik Islam [fatik-islam@hotmail.com]
Sent: 10 January 2015 14:29
To: Licensing
Subject: Swivel Seat Consultation

Dear sir/madam

My name is Fatik Islam, taxi plate number 749. ~~I have received a letter for your feedback regarding the consultation on swivel seats.~~

I feel ~~option 1 which is leaving the swivel seat condition in the place until any change in legislation requires a review as my opinion.~~

Additionally I have also received another letter regarding changes to the maximum fare of hiring when the journey commences. However I feel the fares should remain how they are.

Kind regards

Thank you

Fatik Islam

Cheryl Lambert

**West Berkshire
& Wokingham** Environmental
Health &
Licensing

From: richardbailey123@tiscali.co.uk
Sent: 26 January 2015 22:23
To: Licensing
Subject: Taxi Fares and Restructure Tariff Card

Mr Richard Bailey

157 Walton Way

Newbury

Berkshire

RG14 2NZ

Mr Brian
Leahy

Licensing

West Berkshire Council

Market Street

Newbury

Berkshire RG14 5LD

Dear Mr Brian Leahy

Many Thanks for the consultation on taxi fares and restructure tariff card.

My response is "NOT IN FAVOUR".

Many Thanks

Richard Bailey . taxi proprietor plate 61



This service is provided in partnership

1

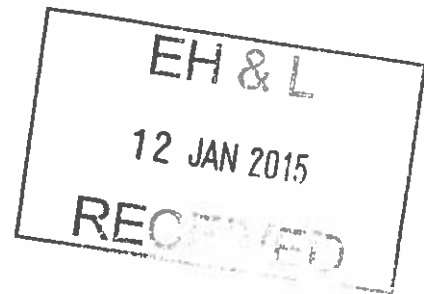




35, Church Way, Hungerford, RG17 0JP
Email :- Sales@hungerford-cabs.co.uk

12/01/15

West Berkshire District Council
Council Offices
Market Street
Newbury
RG14 5LD
Attn :- Licencing Team



Dear Mr Leahy,

RE :- Consultation

I write to you with regard to your letter dated the 3rd December 2014 in which you set out the proposals put to you by the trade for changes to tariffs.

I represent 1st Direct Cars of Hungerford as a proprietor and driver, Mr Barry Dunning as plate holder and part time driver with me and also Mr Ian Marshall, also a plate holder and driver with me.

At the present time we feel we need to object to the proposed increase in fares on the following grounds.

- **Customer price index has continued to fall and is likely to continue falling when the cost of fuel is taken account.**

“The rate of inflation faced by households has fallen to a 12-year low. The Consumer Prices Index, which measures changes in the prices of the goods and services bought by households, increased by 1.0% in the year to November 2014, down from 1.3% in the year to October. The last time the rate was as low as 1.0% was September 2002 and it was last lower than this in June 2002 when 0.6% was recorded.” (Source Office for National Statistics report released 16th November 14)

Hungerford's Premier Taxi Company – Mark Townsend



Also the price of fuel has continued to fall with the UK national average price per litre at 111.06 per litre for unleaded and 117.93 per litre of diesel (Source UK government weekly road fuel price report dated 5/1/15) this compares with 130.26 and 138.11 respectively for the same week in 2014, and 131.86 and 139.75 respectively for the same week in 2013.. It is widely believed that the price of fuel will soon fall below £1.00 per litre.

- **As rural operator my drivers and I will suffer greatly with the proposed charges to the tariff system.**

By the addition of a tariff running from 10pm to Midnight which equates to a reduction in the fare charged of £5.70 on a 10 mile journey.

In this area the majority of the evening trade is between 10pm and midnight and as such each driver is likely to lose around £25 per shift which is a loss of £2,600 per annum based on a driver doing just two shifts per week.

- **The increased flag rate will cause more problems for driver and cost us as a trade to lose more business.**

The first thing that a member of the travelling public notices is the flag rate, if this is set too high it causes some issues for the drivers. As you are aware we offer a service to members of the public which have been drinking, unfortunately a minority can and do become verbally aggressive when the meter is started and each time there is an increase in the flag rate this becomes more marked until people get used to new rate. We also note that immediately after a rate increase the number of customers we are carrying falls off.

- **We feel that the rate charged in West Berkshire is already too high.**

The national average flag is:- Tariff 1 £2.74 and Tariff 2 is £3.61(National Fare Tables Jan 2015 – PHTM (Trade publication)) therefore we are already above average even before any increase.

We also at present are 19th most expensive out 365 charging areas with a 2 mile journey on tariff 1 costing £6.70 against the national average of £5.65



With this taken into account we feel strongly that the licensing committee should reject any proposal that increases the fare from it's present level.

If you should need any further input please feel free to contact me.

Yours sincerely,

Mark Townsend

Mark Townsend
1st Direct Cars

Cheryl Lambert

From: Steve [steven@sry.co.uk]
Sent: 16 January 2015 10:16
To: Licensing
Subject: Consultation on Tariff Changes 2015

Brian Leahy
Licensing,
West Berkshire Council.

Dear Brian,

I strongly disagree the proposal for five tariffs.

The five tariffs would lead to great confusion and distrust amongst the general public resulting in damage to the trade and a loss of business.

We would also see a large increase in the number of complaints made to the council from customers who believe they have been overcharged, and probably have better things to do than to try and understand and memorise five taxi tariffs. Five tariffs would also be even more open to abuse than three tariffs, by a very small minority of drivers working mainly at night.

Finally, with the current reduction in the price of fuel it is debatable whether we need any increase in the fares at all this year.

Regards,
Steven Fry

Taxi Plate Number 720.

Cheryl Lambert

From: Kevin Hauxwell [kevin@kenav.com]
Sent: 17 November 2014 13:36
To: Licensing
Subject: Richard brown tariff

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kevin here from Kennet & Avon Cars

I've just been given a copy of a email showing Richard brown tariff of 5 different Tariff I think he's lost his marbles and I don't agree with it the three tariff's we have now Ok on his tariff,s no one would ever want to Catch a taxi because it will to expensive plus these have not been put to the taxi trade or company's many thanks Kevin

Sent from my iPhone

Cheryl Lambert

From: Sultan Mahmud [sultanmahmud@hotmail.com]
Sent: 30 January 2015 22:26
To: Licensing
Subject: Taxi Consultation

Name: Sultan Mahmud
Badge No: 2084
Taxi Plate No: 786

Dear Licensing Team,

This is to confirm that I am AGAINST the proposal of the tariff increase Version 1. In my view the starting rate is too high and the initial distance is also far too high and should be reduced.

Therefore, I am in FAVOUR of the tariff increase Version 2 proposal.

I believe if the version 2 was sent to all the drivers along with Version 1, then everyone would have TWO tariff guides to choose from, and majority would have been in favour of Version 2.

Many Thanks,

Sultan Mahmud

Cheryl Lambert

From: Ancientzrexup@aol.com
Sent: 12 December 2014 14:00
To: Cheryl Lambert
Subject: Re: Insurance request

Cheryl,

Anything to bring a bit of honesty to some self centered people. It appears to me that once again the minority are trying to rule the roost, I don't believe that the Association accounts for much more than 20% of the drivers in the area at the current time as they no longer seem to represent the wishes of the majority of drivers.

Regards.

Dave Kimber.

In a message dated 12/12/2014 08:59:24 GMT Standard Time, CLambert@westberks.gov.uk writes:

Thanks Dave, that's really useful.

Kind Regards

Cheryl

Cheryl Lambert

Technical Officer

Licensing

West Berkshire and Wokingham Environmental Health and Licensing

Market Street, Newbury, Berkshire, RG14 5LD

(01635) 519 184 / Ext 2184 / Fax (01635 519 172 / clambert@westberks.gov.uk)

www.westberks.gov.uk

From: Ancientzrexup@aol.com [<mailto:Ancientzrexup@aol.com>]
Sent: 11 December 2014 21:03

To: Cheryl Lambert
Subject: Re: Insurance request

Cheryl,

With reference to the changes to the Taxi tariffs proposed by Mr A.Vass and others, have read the proposals and believe the changes to be ludicrous. I still believe it is inappropriate to increase the taxi rate at this time. We are still amongst the highest percentile in the country for our rates and this is very obvious to any one who works outside of the town, we are facing increased competition from both Reading and Hampshire private hires, and also now from South Oxfordshire Hackney Carriages.

I find that I am now using my meter less and having to quote fixed prices in order to get custom, and the increase as proposed will only confound the situation further

I can see no justification in increasing the number of tariffs further as some areas have reduced their tariffs to 1, equivalent to their daytime rate, only to try to recover custom lost due to high prices.

to use the excuse of fuel cost increases to help justify a rate increase is laughable, I currently pay 98 pence per liter (ex V.A.T.), in 2013 it was £1.10, 2012 it was £1.13, 2011 it was £1.15, 2010 it was £1.07, so fuel today is cheaper than it has been for 5 years.

This system can only lead to a further loss of custom, I will have to work more off meter in order to make a living, in fact, if it didn't cost more to run a Private Hire vehicle I would convert my Hackney Carriage in to one and run full time without a meter.

Regards.

Dave Kimber, (Ancient's Services Ltd, Plate number 716)



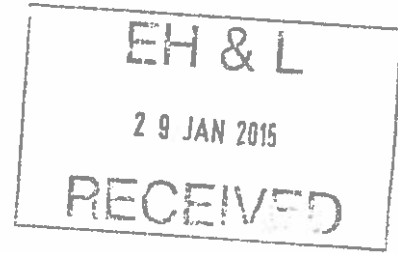
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28-1-15

Brian Leahey / Julia O'Brien,
West Berks Licensing
Market Street
Newbury



Dear Brian/Julia,

In response to the 3-12-14 ref TAXI CONSULTATION

As owner/Driver

Part 1 – Tariff Amendment

Whilst I accept it is the right of any member of the Taxi/Private Hire community to put forwards any changes to the way we work, this is one of the most ridiculous ideas I have ever heard for several reasons.

1 During the daylight hours 50% (as a guess) of the main rank customers are elderly people, having been moved from the market place, our passing trade has been diminishing. Starting a tariff at a higher point would almost certainly lose more custom.

2 If there is no specific rate increase, is this just an exercise for the meter agents to cash in again.

3 When deciding to plate a vehicle, there are compensatory scales in place for those wishing to use a multi seat vehicle (tariff 2)

4 We should be increasing customer confidence at this time when fuel costs are reducing, not creating an air of mistrust with those that use our services.

5 If the general Public cannot grasp the 3 tariff scheme, how can they be expected to understand 5 tariffs.

6 The proposed scheme (for all the reasons listed and more) is very likely to be abused by less scrupulous drivers.

My vote NOT IN FAVOUR

~~Part 2 Livery~~

~~I do not understand why I cannot advertise my vehicle in any way I see fit (In the same way any other business does). I accept that there is good taste and decency to bear in mind.~~

~~I additionally do not understand why a gas guzzling London taxi can be exempt whilst pumping 23mpg fumes into our clean town, as a proposal~~

~~The front doors and windows must be kept clear for WBC and statutory notifications. The rest of the car would be therefore mine to promote my business as I see fit. Ladbrokes can advertise in their~~

~~shop window that they offer better odds than stan james. Vodafone can advertise their costs are cheaper than orange etc, why can I not promote my prices to everyone if I want.~~

~~I jump through the proverbial moving goal posts every time I bring a vehicle onto my fleet, I should not be told how I chose to recoup my investment through advertising of my or any other business, I already advertise yours on my doors, plate and livery.~~

~~I accept that further discussion is needed but when I see Dolphin Cars flouting the rules every day, Premier Cars (Reading) do not conform, many cars not carrying ramps, fire extinguishers etc etc, is it really at the top of the taboo list how I advertise. After all CABCO clearly advertise CAB on their Private hire vehicles. Should I buy a private hire vehicle can I cover it with WESTBROOK TAXIS as it is my trading name. MOST HAVE AN ADDITIONAL CABCO ADVERT ABOVE THE WBC TAXI SIGNAGE. NOT ADDRESSED BY WBC. WBC and Trading Standards are aware of all of the above, as I have reported it myself over the past 20 months without anyone having had to remove illegal signage. Perhaps it has become a free for all.~~

Livery should allow me to promote my business (or any as I chose fit) on or in my business premises without causing offence to anyone.

Many thanks

Paul Westbrook

07769346494



Consultation on the proposed changes to fares and fees for Hackney Carriages in West Berkshire – to be effective from April 2015.

If you wish to comment on the proposals, please do so in the space below.

Please also provide your name and address / email, so that we can respond to your comment in due course.

Name: Bill Annetts (Michael)

Address: 6 Burybank Road Greenham Thatcham Berks Rg19 8SL

E-mail: billannettskts@aol.com

I do believe it is time for a restructure of the tariff so that a fixed "drop" can be achieved as it has done for the last few years
.Drivers are also sat for very long times between jobs sometimes on the wharf rank for in excess of 1 Hour.
We are looking at the changes in the late evening Tarrif T2 by moving this and making it slightly cheaper it might deter those who get **Cheap uninsured people** given rides into town.
I also understand that this is the easiest way forward for maybe the next few years with the longer more expensive "drop" we would then be able to shorten tis stretch without changing the start figure

Please either email your completed form to licensing@westberks.gov.uk or post it to:

Consultation on Hackney Carriages fares and fees
Licensing team
West Berkshire District Council,
Market Street
Newbury, RG14 5LD



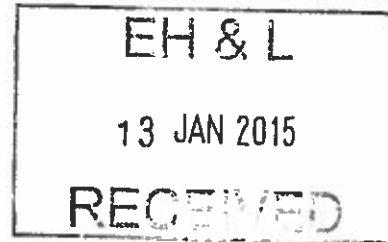
12 Audley Close
Newbury
Berkshire
RG14 2NW

Mobile: 07836 268869
Email: rodnev@newburytaxi.biz

www.newburytaxi.biz

Newburytaxi.biz

Brian Leahy
Licencing
West Berkshire Council
Market Street
Newbury
Berkshire
RG14 5LD



13th January 2015

Taxi Consultation/Fare increase

Dear Brian,

We are in favour off the change to the tariff structure. It very much makes sense.

Although we have seen a drop in fuel costs in the past couple of months, I would suggest this will be short lived, Maintenance/tyre costs still continue to increase. The committee will be aware that we had no increase last year. The proposal set out for this year shows a minimal increase for the average taxi journey of 2 miles at 10 pence.

A decrease for customers travelling between 22.00hrs and midnight and a reasonable increase for our drivers working the very unsociable late night hours.

Our only caveat would be that the change to 5 tariffs would need to be introduced with calendar controlled meters. Meaning that the tariff charged by the meter cannot be altered by the driver. We believe that most modern meters currently used by the trade can be set to calendar control on change of tariff by the meter agents, in which case there would be little cost to the trade.

Yours Faithfully,

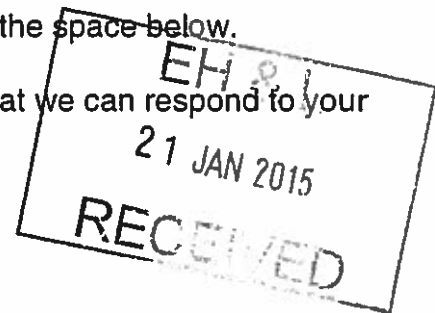
Rodney Nemeth
Proprietor

**Consultation on the proposed changes to fares and fees for Hackney
Carriages in West Berkshire – to be effective from April 2015.**

If you wish to comment on the proposals, please do so in the space below.

Please also provide your name and address / email, so that we can respond to your comment in due course.

Name: Richard J Brown
Address: Weywood, Bradfield, Reading, RG7 6BH
E-mail: richardjohnbrown@btopenworld.com
Plate Numbers: 733 & 734



I agree with the published tariffs, as presented

As the tariff did not increase last year, if no increase is approved this year then in 2016, we may ask for a large increase that won't be acceptable.

It's always been said, little and often is the way forward.

These are the Maximum charges and a lesser fare can be charge than displayed on the meter.

Officers and members must ensure that all meters are upgraded with the latest tariff as it's regulated by byelaws.

All meters should be upgraded once the tariff has been implemented and a meter certificate showing the change to be sent to the Licensing Team within SEVEN days from the revised date.

The Consultation heading in my opinion is incorrect as Fees are not part of this process, and we are discussing FARES.

Richard Brown

07860595568

Please either email your completed form to licensing@westberks.gov.uk or post it to:

Consultation on Hackney Carriages fares and fees
Licensing team
West Berkshire District Council,
Market Street
Newbury, RG14 5LD

Cheryl Lambert

West Berkshire Environmental
& Wokingham Health & Licensing

From: Andrew Lutter [andrew.lutter@gmail.com]
Sent: 31 January 2015 23:55
To: Licensing
Subject: HACKNEY CARRIAGE TARIFF CONSULTATION and VEHICLE LIVERY CONSULTATION

HACKNEY CARRIAGE TARIFF CONSULTATION

I am in favour of the proposals put forward by the West Berkshire Hackney and Private Hire Association, which includes:-

1. Credit Card Surcharges
2. Maximum Soiling Charge
3. New 5 Tariff Layout

Andrew Fforde-Lutter

Worlds End Farmhouse

Worlds End

Newbury RG20 8SB

07768757183

016352 47782

Plate 607

Plate 761

Badge Number 2120

~~VEHICLE LIVERY CONSULTATION~~

~~Of the two options, the option described in paragraph 20 is preferable, but unworkable.~~

~~Magnetic door panels are issued by the councils licensing department illegally and have been for some time. The terms and conditions need changing to legalise these illegal council issued signs.~~

Andrew Fforde-Lutter

Worlds End Farmhouse



This service is provided in partnership



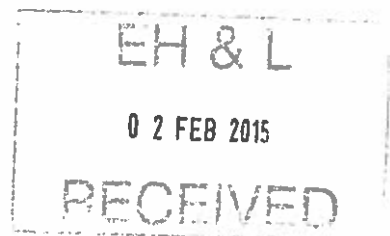
Cheryl Lambert

From: Matt Castle [matt@itsabout.co.uk]
Sent: 31 January 2015 00:31
To: Licensing
Subject: Emailing: Consultation tariff and livery V2 .docx
Attachments: Consultation tariff and livery V2 .docx

Please find attached my consultation response hard copy posted at council offices Market Street.

Regards

Matt Castle



Consultation 1

I wish to support this proposal. I feel strongly that it is of benefit to both the trade and to our passengers and wish to proceed with it to the Licencing Committee within existing time scales even if, for whatever reason, the original applicants withdraw or no longer support it.

Consultation 2

I support this proposal. Again, it is of benefit to both Operators and the public.

My rationale for these views is as follows:

Consultation 1 – The Tariff

Many hours were spent working on this tariff with meetings involving the major Operators in the region and the WHBPHA to obtain independent Operator views. All were incorporated to come up with the final version. (The Public Register of West Berkshire hackney operator does not contain addresses, which means we may not have achieved 100%, but have certainly canvassed the majority). I would further like to point out that we were put under a tight deadline to provide this tariff as originally it was supposed to go to Committee in December. Following the decision from the council to delay this we did further work and further consultation with the time we had and version 2 was submitted taking additional operators' views into account, this was submitted to the council but instead of distributing it as a second option they chose to take it as a response to the consultation therefore the operators have had no chance to comment on this as it has not even been added to the consultation page on the councils website.

Our operating costs have increased but, unlike other businesses, we cannot raise our prices to compensate without first obtaining Council approval. If West Berkshire Council wishes to set the Terms and Conditions, including Wheelchair Accessible Vehicles, IVA certification, etc., which considerably increase our costs, then they need to allow us the opportunity to charge appropriately so that we can maintain sensible profit margins, allowing us to stay in business.(currently the only plates being surrendered on expiry or otherwise are WAVs unless due to a death)

The consultation has gone to both drivers and operators. However, it is the operators' views which must carry weight as they are the ones who understand the operating costs. (In the same way that prices in a bar or restaurant are set by the Owners, not by the bar or waiting staff). It is commendable to ask for driver's views, but to save costs in the future this should be included in the public consultation when the tariff is advertised in the paper, as has always happened in previous years.

Operating costs vary greatly depending on the company's fleet make-up. The current Licensing Policy is anti-competitive as it puts extra cost on the operators of disability modified vehicles. Therefore different operators have different requirements depending on the vehicles they are allowed to operate. However, this is a maximum tariff, so those operators who prefer a lower tariff do not have to implement the changes. Therefore, the consultation need give no weight to any representations that oppose any perceived increase.

The new tariff presents a consistent way of charging for multi-seat vehicles as it involves only a 25% increase at all times, instead of a 50% increase during the day with no increase at night.

The premium is needed to encourage multi-seated vehicles, which are more costly to operate. The Licensing policy forces us to run larger vehicles to accommodate wheelchair passengers but there is little call for them during the daytime. (To allow weight to the views of owners who are allowed to operate salon cars in regard to this is anti-competitive. It would be in their commercial interests to put us out of business by not allowing us to charge a premium to operate these vehicles. However, if the council wishes to fully support the disabled community by encouraging WAV's they need to support the needs of these Operators).

You may receive views over 5 tariff being confusing and open to abuse but this is easily rectifiable with the use of time and calendar locked meters to ensure the correct tariff is used at all times. (Nearly all meters currently in use are capable of this).

The National Private Hire Association has been consulted over this tariff and has approved the detail, calculations and indeed has commented *"Everything's fine and it all works out and passengers may well be able to understand it at last!!!WOW!!!!"*

If the committee is not minded to approve the restructure, I hope they will approve a maximum tariff (in its true meaning) i.e. Tariff 3 as it currently stands, but for 24 hours a day 7 days a week.

The committee don't set the tariff that is actually charged - they only set the "Maximum tariff".

If operator's wish to charge less than this the "Maximum Tariff", e.g. because they have the commercial advantage of not having to run wheelchair accessible vehicles (and there for lower costs) then they can charge lower fares. Passengers will not be overcharged since they are protected by the "Maximum tariff" and the market will then find its own level. Customers are quite at liberty to use companies which charge lower rates.

In fact most transport charges, such as plane and train journeys, are charged according to this principle with varying pricing dependant on the time of day/week and season/ peak/off peak. With the mature market of 196 hackney carriages in West Berkshire, it is only sensible to give us the same flexibility.

~~Consultation 2 - Livery~~

~~We and the trade association have been asking for many years to have our terms and conditions re-written in plain English to avoid any possible misunderstandings and ambiguity. I believe this is what these re-written conditions do. I fully support the proposal and indeed hope this is a start to the rewriting of the entire terms and conditions. These new conditions should allow the public to easily identify the operator, thus enabling the public to choose who they travel with.~~

~~The re-writing of conditions should reduce the councils risk to legal challenge and ensure enforcement is possible.~~

I make this representation as the proprietor of Dolphin Cars - West Berkshire's largest "privately owned (100% wheelchair accessible fleet)"

Regards
Matt Castle
07770 445566



Cheryl Lambert

From: riaz sheikh [riaz.sheikh@btinternet.com]
Sent: 23 December 2014 12:36
To: Licensing
Subject: Consultation (in Two Parts)

First part (Taxis Only)

In Favour - This is all about a Restructure of tariff card to give the Trade a minimum Fare.

Name - R SHEIKH

Licence number – 2217

Riaz.sheikh@btinternet.com.

Second Part (HC&PH Vehicles owners only)

~~In Favour - need to see a uniform policy on livery right across the board to adhere with the current T&C's This matter is well overdue and almost every single Taxi in West Berks is currently breaking the rules and Licensing have not enforced anything so far.~~

Many thanks
R Sheikh
07863558343

Please also provide your contact details, so that we can respond to your comment in due course.

Name: Email Address:
ashley vass avass1uk@aol.com

If you wish to comment on the proposals, please do so in the space below.

My first point of this consultation that it has gone out to drivers as well as operators/Owners. Operators/Owners views must carry much more weight than drivers. What must become clear there are many different requirements from operators as the operating cost vary greatly dependent on their fleet makeup? And different times of operation some are day driver's some night driver's and some operate night and day. Myself run's a full disability fleet and don't have the same cost as other operator's/owner's putting extra cost on to myself and operators of disability modified vehicles. As I have said in previous years which the committee has agreed this is a maximum tariff so any representations from the consultation that wish not to have the tariff changed should not be giving any consideration as operators/owners do not have to implement them.(and may choose not to do so which is their choice as it has always been. I feel this is minimal rise and in some cases a decrease i.e. 5 or more passengers between 6am and 10pm. I see this as more of a restructure as it is 3 to 5 tariffs but this layout is been used by many surrounding areas where it work's i.e. it is not a new idea but one that has been used for years. The new tariff presents a consistent way of charging for multi seat vehicles as only a 25% increase at all times instead of 50% increase only during the day and no increase at night. For me I will lose in the daytime but will gain at night. We Need a premium to encourage multi seated (above 4) vehicles at night. A premium is needed as policy forces me to run larger vehicles to accommodate wheelchair passengers which is by choice but is more expensive to run. The National private hire Private hire association have been consulted over this tariff approved the detail, calculations and indeed commented "very well presented and easy for the public to understand". So when people say it is complicated I don't understand this as the new layout is easy to read and if all the changes does not go through I would like to make sure the New the Layout and additional wording is changed including Soiling up to £150 (again the maximum only). Now inclusive of card fees which is needed to be Legal which was stated from the National Private Hire Association. As our costs go up our profit goes down this is not only linked to fuel and council charges, when any other businesses costs go up they raise their prices and their profits remain the same. We all have to remember the council don't set the tariff it comes from the trade and yes like all business sector different business have different views but this is only the MAXIMUM tariff is set and if operators don't want to charge they do not have to. A revised change was put forward from the Association due to concern's of the flag being too high so in version 2 which has been to reduce the flag. This was not sent in the consultation but has been accepted as a response to the consultation. So my personal conclusion is that I would like to see the change go through as represented and if not I would suggest as an alternative version 2 but I would like to see the change to the LAYOUT as shown as standard so at least the new layout with the additional credit card surcharge and MAX soiling fee. Yours Sincerely Ashley Vass AM: PM cars

Appendix E

Equality Impact Assessment Template

Name of item being assessed:	Taxi Table of Fares
Version and release date of item (if applicable):	Version 1
Owner of item being assessed:	Paul Anstey
Name of assessor:	Brian Leahy
Date of assessment:	9 th March 2015

1 What are the main aims of the item?

The determination of a table of maximum fares for taxis in West Berkshire

2 What are the results of your research?

Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this.

(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)

Group Affected	What might be the effect?	Information to support this.
Taxi licence holders	A table of maximum fares will ensure that all taxis are operating at the same level of charges other than where a fare is agreed before the commencement of the journey.	Some consultation responses
The taxi using public	A table of fares is not mandatory and as such by not setting a rate of fare the public could benefit from a competitive market. Alternatively by not setting a rate of fare it could give drivers carte blanche to charge what they wish.	No evidence

Appendix E

Further Comments relating to the item: The consultation resulted in a differing of opinions with regard to the setting of new fares and the proposed changes to the table of fares.

3 What actions will be taken to address any negative effects?

Action	Owner	By When?	Outcome
Enforcement	Julia O'Brien	April 2016	Not yet known

4 What was the final outcome and why was this agreed?

Decision not yet made by Members

5 What arrangements have you put in place to monitor the impact of this decision?

Decision not yet made by Members.

6 What date is the Equality Impact Assessment due for Review?

April 2016

Signed: Brian Leahy

Date: 9th March 2015

Appendices:

(list all documents that have supported this EqIA)

Appendix A: Responses to consultation attached to Committee Report.

Agenda Item 5.

Title of Report:	Taxi Livery and Advertising
Report to be considered by:	Licensing
Date of Meeting:	24 March 2015
Forward Plan Ref:	N/A

Purpose of Report:	To inform Members of a request from the taxi trade to standardise livery and advertising on West Berkshire taxis
Recommended Action:	Require the Council's Livery, only, to be displayed i.e. No advertising at all.
Reason for decision to be taken:	Request from the trade
Other options considered:	To adopt the proposal To dispense with advertising conditions completely but keep the Council's livery conditions for both hackney carriages and private hire vehicles i.e. allow advertising at will. Keep the current conditions for both hackney carriages and private hire vehicles
Key background documentation:	Responses to consultation attached to this report as indices.
Published Works:	Local Government (Miscellaneous Provisions) Act 1976 West Berkshire Council Hackney Carriage Condition

The proposals contained in this report will help to achieve the following Council Strategy priority:

CSP2 – Promoting a vibrant district

Portfolio Member Details	
Name & Telephone No.:	Councillor Hilary Cole - Tel 01635 248542
E-mail Address:	hcole@westberks.gov.uk
Date Portfolio Member agreed report:	11 March 2015
Contact Officer Details	
Name:	Brian Leahy
Job Title:	Team Manager Licensing
Tel. No.:	01635 519494
E-mail Address:	bleahy@westberks.gov.uk

Implications

Policy:	The Council's current policy is to allow advertising under conditional controls
Financial:	None
Personnel:	None
Legal/Procurement:	Adopting or amending the advertising/Livery standards would require an update to the Standard Conditions for taxis.
Property:	None
Risk Management:	None

Is this item relevant to equality?	Please tick relevant boxes	Yes	No
Does the policy affect service users, employees or the wider community and:			
• Is it likely to affect people with particular protected characteristics differently?		<input checked="" type="checkbox"/>	
• Is it a major policy, significantly affecting how functions are delivered?		<input checked="" type="checkbox"/>	
• Will the policy have a significant impact on how other organisations operate in terms of equality?		<input checked="" type="checkbox"/>	
• Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?		<input checked="" type="checkbox"/>	
• Does the policy relate to an area with known inequalities?		<input checked="" type="checkbox"/>	
Outcome (Where one or more 'Yes' boxes are ticked, the item is relevant to equality)			
Relevant to equality - Complete an EIA available at http://intranet/EqIA			<input type="checkbox"/>
Not relevant to equality			<input checked="" type="checkbox"/>

Executive Summary

1. Introduction

1.1 The Local Government (Miscellaneous Provisions) Act 1976 sections 47 and 48 allows for a district council to attach conditions to both hackney carriage and private hire vehicles.

1.2 West Berkshire Council and its predecessor have set standard conditions for licences for many years. Conditions for hackney carriages are attached as Appendix A and those for private hire are attached as Appendix B.

2. Proposals

2.1 The trade has proposed new conditions under sections 17 and 20 of the current conditions for hackney carriages and included private hire vehicles. This document is attached as Appendix C.

2.2 As the proposal included both hackney carriage and private hire officers decided to consult on the proposals before reporting to Committee.

3. Equalities Impact Assessment Outcomes

3.1 This item is not relevant to equality.

4. Conclusion

4.1 The conditions submitted by the trade are condensed and although there is a reference to particular sections for hackney carriages, there is no similar reference for private hire. Officers have therefore assumed that the conditions are to apply for both types of vehicle.

4.2 The current conditions are lengthy and officers admit that there are a large number of vehicles which are not currently conforming to the conditions.

4.3 Without an increased amount of enforcement work it is the opinion of officers that regardless of which conditions apply, there will still be defaulters within the fleet.

Executive Report

1. Introduction

- 1.1 Consultation on the proposal was carried out with a limited number of responses received. The consultation letter is shown as Appendix D and responses are attached as Appendix E.
- 1.2 There were 5 responses to the consultation with 4 being for and 1 being against. (Appendix E)
- 1.3 2 of the responses, 1 for, and 1 against were compromised through admin error however the full text of both is shown below.
- 1.4 Response from Mr Paul Westbrook:
- My vote NOT IN FAVOUR
 - I do not understand why I cannot advertise my vehicle in any way I see fit (in the same way any other business does). I accept that there is good taste and decency to bear in mind.
 - I additionally do not understand why a gas guzzling London taxi can be exempt whilst pumping 23mpg fumes into our clean town, as a proposal.
 - The front doors and windows must be kept clear for WBC and statutory notifications. The rest of the car would be therefore mine to promote my business as I see fit. Ladbrokes can advertise in their shop window that they offer better odds than Stan James. Vodaphone can advertise their costs are cheaper than orange etc, why can I not promote my prices to everyone if I want.
 - I jump through the proverbial moving goal posts every time I bring a vehicle onto my fleet. I should not be told how I chose to recoup my investment through advertising of my or any other business; I already advertise yours on my doors, plate and livery.
 - I accept that further discussion is needed but when I see Dolphin Cars flouting the rules every day, Premier Cars (Reading) do not conform, many cars not carrying ramps, fire extinguishers etc etc, is it really at the top of the taboo list how I advertise. After all CABCO clearly advertise CAB on their Private hire vehicles. Should I buy a private hire vehicle can I cover it with WESTBROOK TAXIS as it is my trading name. Most have an additional CABCO advert above the WBC taxi signage. Not addressed by WBC.
 - WBC and Trading Standards are aware of all of the above, as I have reported it myself over the past 20 months without anyone having had to remove illegal signage. Perhaps it has become a free for all.
 - Livery should allow me to promote my business (or any as I chose fit) on or in my business premises without causing offence to anyone.
- 1.5 Response from Mr Riaz Sheik:

- In Favour - need to see a uniform policy on livery right across the board to adhere with the current T&C's. This matter is well overdue and almost every single Taxi in West Berks is currently breaking the rules and Licensing have not enforced anything so far.

1.6 Officers apologise to the above 2 persons for the admin error.

Appendices

Appendix A - Hackney Carriage Conditions

Appendix B - Private Hire Conditions

Appendix C - Trade Proposal

Appendix D - Consultation Letter

Appendix E - Trade Responses to Consultation

Consultees

Local Stakeholders: All taxi and private Hire vehicle licence holders

Officers Consulted: Julia O'Brien Principal Licensing Officer

Trade Union: N/A

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Hackney Carriage Proprietors (vehicle) Licence Conditions

A hackney carriage proprietor is an owner or part/co owner of a vehicle, or where a vehicle is subject to a leasing contract, hiring agreement or hire purchase, a proprietor is the person in possession of the vehicle under the agreement. See Guidance Note Section C 1. In each case the proprietor requires a Hackney Carriage Proprietors Licence from West Berkshire District Council (the Council), before he/she is legally entitled to use the vehicle for plying for hire.

The holder of every Hackney Carriage licence (the Proprietor) shall comply with the provisions relating to hackney carriages contained in the following legislation:

- Town Police Clauses Act 1847 (the 1847 Act)
- Part II Local Government (Miscellaneous Provisions) Act 1976 (the 1976 Act)
- West Berkshire District Council Byelaws Relating to Hackney Carriages
- Road Traffic Act 1988 Part 11 (a) Construction and Use of Vehicles and Equipment
- Motor Vehicles (Tests) Regulations 1981
- The Disability Discrimination Act 1995 (Taxis) (Carrying of Guide Dogs etc.) (England and Wales) Regulations 2000
- The West Berkshire Council Hackney Carriage Proprietors (Vehicle) Licence Conditions

Every person holding such a licence should be aware and become familiar with the provisions of this and any other relevant legislation and if necessary seek their own legal guidance on the statutory requirements of the above Acts.

General Duties

1. The Proprietor shall:
 - a) inform the Council's Licensing Officers of any change of permanent address within 10 days of such change, in writing.
 - b) only permit drivers who hold a hackney carriage driver's licence for the relevant zone, where appropriate, to drive his/her vehicles, within the zone for which the vehicle is licensed. The area (zone) in which a vehicle licensed by the Council shall be permitted to ply for hire shall be determined by the Council and is currently within the area which is legally administered by West Berkshire District Council.
 - c) retain the hackney carriage driver's licence of any person he/she permits or employs to drive a hackney carriage whilst that person is in their employment and shall return the licence to the driver, once that contract has ceased, or to the Council if the licence has expired.
 - d) shall ensure that any arrest, caution, charge or conviction for criminal offences, including driving offences, of him/herself or any driver employed by them, where known, shall be notified to the Council's Licensing Officers, in writing, within 7 days.

The Vehicle

2. The Proprietor shall:
 - a) ensure that a fully charged and serviced fire extinguisher which contains either dry-powder or aqueous film forming foam (AFFF) is available in the vehicle. It must comply with 'BS.5423' "British Standard Specification for Portable Fire Extinguishers," have a minimum test rating of 8A or 21B (this should be marked on the side of the extinguisher) and be of a suitable size (minimum sizes of 1kg for dry powder and 0.9kg for AFFF would be satisfactory).

The fire extinguisher must be kept secure in the vehicle (for example, in a quick release bracket, where practicable) and must be positioned so that it is readily available for use. However, it is necessary to ensure that its position does not interfere with the proper driving of the vehicle, and does not encourage mischievous use of the extinguisher.

b) ensure that a first aid kit is provided and contains the following:

ITEM	NUMBER REQUIRED
No. 16 Dressing	2
No.2 Ambulance Dressing	3
No.3 Ambulance Dressing	2
Airstrip Handy (Pack of 12)	2
Antiseptic Wipes	10
Crepe Bandage 7.5cm by 4.5m	2
Triangular Bandage - Calico	2
First Aid Scissors	1
Large Safety Pins	6
Small Safety Pins	6
First Aid Kit Carried Sticker	1
First Aid Guidance Leaflet	1

The kit shall be kept on the vehicle and be located in a position which is easily accessible to the driver.

c) ensure that all passenger/s are able to easily communicate with the driver at all times.

d) provide adequate windows as detailed in the specification of the vehicle and ensure that the means of opening those works efficiently at all times. Where a vehicle has been modified such modifications shall be notified to the Council's Licensing Officers who reserve the right to refuse a licence or apply conditions as appropriate.

e) ensure that vehicle's are not fitted with one or more blacked out windows nor shall they be so modified. Exceptions for those vehicles which have darkened windows as standard specification for the vehicle from manufacture and that are in accordance with the current VOSA standards will be made at the discretion of the Council's Licensing Officers.

f) cause the seats to be properly covered and cushioned and be in good repair at all times.

g) cause the floor to be covered with carpet or matting as specified by the manufacturers of the vehicle or to the approval of the Council's Licensing Officers.

h) ensure that within reason, the exterior of the vehicle is kept clean and presentable.

i) if the vehicle is an estate car, ensure that the provisions for the safe securing of luggage are provided and used.

j) ensure that all seat belts or restraints are securely fixed to the vehicle, other than those used for the securing of wheelchairs, that all are in good condition and operate correctly at all times.

k) ensure that no material alteration or change in the vehicle's specification, design, condition or appearance is made without prior approval, in writing, from the Council's Licensing Officers. This includes any proposed advertising material.

l) ensure that the vehicle is presented promptly for test and or inspection at the request of the Council, at such times and places as the Council's Licensing Officers may reasonably require during the period of the licence.

m) ensure that the vehicle is roadworthy at all times whilst licensed. Where a vehicle becomes temporarily unroadworthy the proprietor shall inform the Council's Licensing Officers of the nature of the defect and the period during which it is anticipated the vehicle will be off the road. Temporary suspensions may be placed upon the vehicle at the discretion of the Senior Licensing Officer or any other officer delegated for this purpose, at the time.

n) ensure that any damage to the vehicle which affects its roadworthiness, or could cause injury to passengers or pedestrians is reported to the Council's Licensing Officers immediately upon being discovered.

o) Ensure that, notwithstanding the above, all damage which materially affects the safety, performance or appearance of the hackney carriage, or which affects the comfort or convenience of persons carried therein, if not immediately rectified, shall be reported to the Council's Licensing Officers as soon as reasonably practicable and, in any case within 72 hours of any damage occurring.

p) Where any vehicle is being purchased with the intention of applying for a licence and such vehicle has been adapted for the transportation of a passenger seated in a wheelchair, the owner must provide such certification as is necessary to prove that the adaptation was carried out by persons qualified to carry out such works. Certification of the works must be provided as being in accordance with such guidance, legislation or best practice relevant at the time of the adaptation being carried out. Failure to provide this information may mean that the vehicle is not deemed suitably safe to hold a licence. This decision shall be at the discretion of the Senior Licensing Officer or such other officer delegated at the time.

q) All wheelchair accessible vehicles must have available and in working order, on the vehicle, at all times, appropriate ramps, lifts or other devices for allowing access to the vehicle of, a passenger in a wheelchair.

Vehicle Age and Testing

3. Vehicles of any age may be presented for initial licensing, or re - licensing. However, the Council will only consider vehicles which are safe and suitable for the purpose of becoming or remaining a hackney carriage. The Council therefore reserves the right to consider the age of a vehicle, along with any other material factors that it may consider relevant at the time.

4. 4x4's such as land rovers and other similar vehicles and three door vehicles will not normally be considered for licensing.

5. Each hackney carriage vehicle presented for licensing must have a valid MOT if over 1 year from first registration. A valid MOT must be presented for each renewal of the vehicle licence.

6. Where a vehicle is up to 6 years old, the MOT is all that is required for renewal.

7. Vehicles from 6 to 8 years old will require an interim test certificate at the 6 month stage and those over 8 will require the test three times per year. Each test will be required to be to the same standard of a VOSA MOT and certification will be required to be produced. This may not always be a standard MOT certificate as some garages are refusing to supply them, however a statement from the garage certifying that a valid test has been carried out to VOSA MOT standard will be acceptable.

8. The MOT can be carried out by any garage or person qualified and certified by VOSA.

9. All vehicles failing the inspection will be refused a licence until such time as defects identified are remedied and the vehicle has been re - inspected and passed as suitable to operate as a taxi.

10. The age of imported vehicles will be considered to be from the date of first registration of the vehicle whether registered in this country or abroad, with the same criteria, a) and c) above, applying.

Vehicle identification marks and livery

11. The identification plate issued and owned by the Council bearing the number and vehicle details, granted in respect of the vehicle, shall be clearly visible and be securely fixed to the rear exterior surface of the vehicle, at all times, in a position which is not higher than the lower edge of the rear window. This plate remains the property of the Council at all times. It should be noted that the plate is not the licence, but is a legal requirement to indicate the number of passengers carried within the vehicle.

12. The identification plate shall at no time be wilfully defaced or obstructed from public view.

13. The licence/plate cannot be transferred without the permission of the Council and can only be transferred with the vehicle to which it currently applies.

14. The licence/plate cannot under any circumstances be sold or leased.

15. The proprietor shall ensure that the number of his/her licences and the number of persons permitted to be carried, is displayed prominently in the vehicle, in the form of the identification badge or sticker provided by the Council. This will be in a position within the vehicle, which all passengers can read easily. This notice must not be obscured.

16. The proprietor shall ensure that tables or scales of charges, as determined by the Council, are displayed inside the vehicle in such position as to be clearly visible to the hirer and passengers. These must be permanently displayed in the front of the vehicle and readily available to passengers in the rear, at all times.

17. No advertising material or signage other than "no smoking" signs or a sign advertising that a first aid kit is carried on the vehicle, shall be displayed, either in or outside the vehicle, unless specifically approved, in writing, by the Council's Licensing Officers, or as required by the livery standard.

18. The proprietor shall ensure that any system of communications, including mobile phones, installed or used in the vehicle, are capable of being operated on a hands free basis and does not hinder the drivers ability to drive safely and in accordance with road traffic law.

19. A single roof sign shall be fitted to each taxi and meet the following conditions and specification:

- a) Roof signs shall be kept clean and in good repair and at all times be securely mounted on the vehicle roof, with the main face showing the Council logo facing forward. The sign is to be positioned forward of the pillar between the front and rear doors, wherever possible. Vehicles with glass or fibreglass roofs or similar must attach the sign at the foremost point on the roof, where suitable magnetic adhesion is possible.
- b) The proprietor shall provide a roof sign to the following specification: (unless the vehicle is a London Cab or other similar vehicle which was manufactured as a taxi and produced with a built in sign).

Saloon Cars, Minibuses, Galaxy's and similar:

- c) The roof sign will have dimensions of:
60.5 centimetres long, 17.5 centimetres wide at the middle point. 11 centimetres high at the rear middle point and 3 centimetres high at the front middle point. These dimensions will not include any raised lip or edging. Reference should also be made to any illustrative art work, or model signs, provided by the Council to show the approved design. See enclosed photograph.
- d) The roof sign shall be white in background colour. When lit, the sign must show red to the rear but not red to the front and sides.
- e) The roof sign must be connected to the taximeter to be automatically controlled. The roof sign must be lit when the taximeter is not active and not lit when the taximeter is in use.
- f) The front face of the roof sign shall show the words "TAXI", **LICENSED BY** followed by the West Berkshire Council Corporate Logo. The licence number shall be shown, within a circle, on both sides of this wording. TAXI shall be in capitals, in Ariel font and approximately 2.5 inches (65mm) in height. The circles shall be approximately 5.5 inches (135mm) in diameter and have the number cut out, 2.5 inches (45mm) high in Ariel font. The front face will not show anything else.

The words and the circles will be in Kelly Green (pantone 335c) See attached photograph.

Wheelchair Accessible Taxis

- g) Vehicles with raised roofs which are licensed as wheelchair accessible taxis shall have a roof sign of the same dimensions and design as k) to n) above:
- h) In the case of wheelchair accessible vehicles, the front face of the roof sign will show the words "TAXI" **LICENSED BY** followed by the West Berkshire Council Corporate Logo. The licence number shall be shown, within a circle, on the off side of the sign. The sign specification shall be that as o) above. The rear side of the sign will show a wheelchair logo in white on a blue background. The wheelchair logo will be in reflex blue. The logo shall be 4 inches (100mm) square.
- i) The rear face of the roof sign on all vehicles shall show the licence number (once only) to the same specifications as on the front. The number may be positioned anywhere on the rear face at the discretion of the licensee. The licensee may use the remaining space for any reasonable use. Examples of reasonable use include the word "TAXI", the name of the proprietor and the telephone number of the proprietor. This text does not have to be green, (although the number does). All inappropriate or unauthorised signage will be required to be removed.
- j) It may be necessary for some wheelchair accessible taxis to display the sign on the front bulkhead of the vehicle due to height restrictions. Other than this variation, there shall be no other variations from the specification.

- k) In the event of the Council's Licensing Officers not being satisfied that a roof sign meets the specification, the conditions of the vehicle licence will be deemed to have been breached and the proprietor requested to remedy the defect. The licence holder of the vehicle may then be subject to a penalty within any point's scheme should one be in existence at the time and if not suitably rectified may have the sanction of law imposed.
 - l) Vehicles which are purchased as custom constructed taxis that have a sign provided by the manufacturer, which is not a sign fitted into the fabric of the vehicle, must comply with the above specification.
20. The proprietor shall provide door signs to the following specification:
- a) the door sign will be manufactured, designed and maintained for the intended purpose.
 - b) door signs will be kept clean, in good repair and permanently mounted and will be positioned on the top part of both front doors of the vehicle.
 - c) the door sign will be white and show the words "West Berkshire Council in the form of the Council's logo" below the word "TAXI", in green, as specified above for roof signs. The licence number will also be shown within a circle, as specified for the front of the roof sign, but only once and to the left of the wording.
 - d) the sign will be a minimum of 15 inches (380mm) by 6 inches (150mm) and must not be smaller in area than any approved advertising signs on the vehicle. If the door signs are larger, the text size must increase proportionately.
 - e) the sign will be made of self adhesive vinyl or similar and be permanently displayed. It cannot be of magnetic type.
 - f) all vehicles, including "London Cabs" or other similar types, will display these door signs. Vehicles which have a council approved, "all over" advertising livery, may be exempt of this requirement. (These would normally only be "London Cabs" or other similar vehicles).
 - g) minor variations from the specification may be permitted at the discretion of the Council's Licensing Officers. Any variations granted will be confirmed in writing and may be subject to conditions.
 - h) in the event of the Council's Licensing Officers not being satisfied that a door sign meets the specification, the conditions of the vehicle licence will be deemed to have been breached. The licence holder of the vehicle may be subject to a penalty within any point's scheme should one be in existence at the time and if not suitably rectified may have the sanction of law imposed.

Taximeters

21. The proprietor shall ensure that all vehicles, of which they are the proprietor, have taxis meters fitted which have been sealed by an authorised representative of the Council.
22. The proprietor shall ensure that the driver of any vehicle fitted with a sealed taximeter, charges a fare calculated from the point in the District from which the hirer commences the journey and shall not charge a fare which exceeds that displayed upon the taximeter at the completion of the journey, except for any additional charges as specified in the scale of fares approved by the Council.
23. The proprietor shall notify the Council's Licensing Officers immediately upon becoming aware that the taximeter seal is broken.
24. The proprietor shall ensure that a vehicle fitted with a taximeter shall not operate unless the meter is working correctly and has been checked and sealed by an authorised representative of the Council.

Disabled Accessibility

25. Those taxis licensed before April 2001, the group presently not subject to conditions requiring disabled access, will continue to be free from conditions relating to disabled access, subject to any national legislation which might be introduced at a later date.
26. Applicants who were granted licences subject to disabled conditions and who met those conditions by providing either wheelchair access or a swivel seat shall remain subject to those conditions.
27. All taxis first licensed from 15th March 2005 will be granted on the condition that vehicles provide full wheelchair accessibility.

28. If a taxi proprietor transfers whole or in part his/her interest in a hackney carriage proprietor's licence, that transfer shall, subject to the family exemption, be treated as a grant of a new licence for the purpose of applicability of the disabled access condition. Therefore, the disabled access condition requiring the provision of a fully wheelchair accessible vehicle will be applied to that licence with immediate effect from the date that licence is transferred.

29. Any vehicle that has been modified to accommodate disabled passengers shall have been retested, after modification, to meet European Vehicle Type Approval standards in the M1 category (or the low volume standard for UK vehicles) in respect of all such modifications. The relevant certificate will be required before such a vehicle can be licensed.

The Family Exemption

30. Any transfer by a hackney carriage proprietor of an interest in his/her licence, in whole or in part, which is limited to a transfer of such interest to a member of the proprietors immediate family as defined below, shall not be affected by the disabled access condition to any greater extent than the licence would have been affected had the transfer not occurred. Therefore, upon a transfer to a family member of an interest in a hackney carriage proprietor's licence, the relevant disabled access condition applicable to that licence immediately before the transfer was effected will remain in force.

31. For the purposes of the above condition, "immediate family" shall mean the:-

- Mother or Father
- Spouse or Partner
- Children
- Brothers or Sisters
- Step-Mother or Step-Father
- Step-Children
- Step-Brothers or Step-Sisters of the hackney carriage proprietor, but shall not extend to any additional family member.

32. Where it is claimed upon the transfer of an interest in a hackney carriage proprietors licence that the family exemption applies, it shall in every case be for the proprietor of the licence to prove that a family relationship exists within the above definitions.

Please note that any other condition may be attached to a licence which is considered reasonably necessary by the Council. Local Government (Miscellaneous Provisions) Act 1976 section 47.

Any person aggrieved by any conditions attached to their licence may appeal to a Magistrates Court within 21 days of a licence being issued.

Private Hire Proprietors (Vehicle) Licence Conditions

Local Government (Miscellaneous Provisions) Act 1976

General

1. The Council has the power to attach conditions to a Private Hire Proprietors (vehicle) Licence in accordance with Section 48(2) of the Act. Conditions as approved by the Licensing Committee are as follows:-

Note: The Council may alter these conditions from time to time by adding, deleting or changing any condition where changes are seen to be either necessary or appropriate or are required by statute. All conditions must be complied with at all times.

2. If a proprietor is aggrieved by any of the conditions attached to his/her licence s/he may appeal to a Magistrates' Court, within twenty-one days of the issue of a licence. Prior to lodging an appeal a proprietor is advised to seek legal advice.

3. In the conditions set out below the masculine shall include the feminine and singular shall include the plural and vice-versa.

4. The administration and enforcement of the 1976 Act and the standard conditions set out below are carried out by the Council's Culture and Environmental Protection, (Environmental Health & Licensing) and any application form or correspondence should be sent to the Licensing Team, Culture And Environmental Protection, Environmental Health & Licensing, Council Offices, Market Street, Newbury, Berkshire RG14 5LD 5. Under the 1976 Act, licences can be granted for up to one year or such shorter period as the Council may decide.

The Vehicle

6. A Private Hire vehicle must be suitable in type, size and design and meet the following requirements:-

- a) be a vehicle which can be booked by a person who holds an Operator's Licence issued by the Council;
- b) Vehicles of any age may be presented for initial licensing, other than those wishing to have exemption from displaying the rear mounted licence plate which cannot be over five years old. However, the Council will only consider vehicles which are safe and suitable for the purpose of being used as a Private Hire vehicle. The Council therefore reserves the right to consider the age of the vehicle, along with other factors that may be considered relevant at the time.
- c) Each private hire vehicle presented for licensing must have a valid MOT. A valid MOT must be presented for each renewal of the vehicle licence.
- d) Where a vehicle is up to 6 years old, the MOT is all that is required for renewal.
- e) Vehicles from 6 to 8 years old will require an interim test certificate at the 6 month stage and those over 8 will require the test three times per year. Each test will be required to be to the same standard of a VOSA MOT and certification will be required to be produced. This may not always be a standard MOT certificate as some garages are refusing to supply them, however a statement from the garage certifying that a valid test has been carried out to VOSA MOT standard will be acceptable.
- f) The MOT can be carried out by any garage or person qualified and certified by VOSA.
- g) All vehicles failing the inspection will be refused a licence until such time as defects identified are remedied and the vehicle has been re - inspected and passed as suitable to operate as a private hire vehicle.
- h) The age of imported vehicles will be considered to be from the date of the first registration of the vehicle whether registered in this country or abroad, with the same criteria, (a) and (b) above applying;

- i) Be of sufficient seating capacity to carry not less than four and not more than eight passengers in addition to the driver. (The seating capacity shall be determined in accordance with Regulation 42 of the Road Vehicle (Registration and Licensing) Regulations 1971);
 - j) Normally be a vehicle which is a right-hand drive vehicle;
 - k) Have in force, in relation to the use of the vehicle for the carriage of passengers for hire or reward, a valid policy of insurance which complies with the provisions of Part VI of the Road Traffic Act 1988;
 - l) Be in suitable mechanical condition, safe and comfortable. All vehicles must be submitted for a mechanical test in accordance with (c) above. The cost of all such tests to be met by the applicant/licence holder;
 - m) Be a vehicle which is not an FX4, Metro cab (London Cab) type construction or any vehicle the appearance of which resembles a custom built or modified taxi;
 - n) If an estate car is licensed, it must have a grill or similar device fitted between the luggage compartment and the rear seats. The device must extend the full width and height of the vehicle. An alternative to a fixed device may be a net which can be anchored to fixed rings attached to the body of the vehicle.
7. If a proprietor transfers his/her interest in the vehicle to someone else s/he must give notice of the transfer to the Council in writing, together with the name and address of the new owner.
8. If a Licence is granted, an identification plate and badges will be provided which at all times remains the property of the Council. This must be fixed to the vehicle as stated in the Licence conditions 15 (a)(c). There are exemptions if a vehicle is used for a wedding ceremony or for a funeral.
9. No more passengers than those stated on the plate and in the Licence must be carried at any time.
10. The Act (sec 50)(3) requires any accident involving a vehicle which causes damage materially affecting the safety, performance or appearance of the private hire vehicle or the comfort or convenience of persons carried therein to be reported to the Council as soon as possible and in any case within seventy-two hours, in writing. The Council would normally wish to inspect the vehicle before giving permission for hiring to continue.
11. The Council will take such measures as are necessary to ensure compliance with these and any other relevant conditions.
12. The Council has the power under the Act to revoke or suspend a vehicle licence if the vehicle is unfit for use as a private hire vehicle or for any offence under, or non-compliance with, the 1976 Act, by the proprietor or driver or for any other reasonable cause and in the case of revocation can require the vehicle identification plate to be returned.
13. It is an offence for a proprietor of a private hire vehicle to allow the vehicle to ply for hire or to use hackney carriage ranks or stands.

Maintenance of Vehicle and Safety Equipment

14. The Proprietor of the vehicle shall; -
- a) provide sufficient means by which any person in the vehicle may communicate with the driver;
 - b) cause the roof or covering to be kept watertight;
 - c) provide adequate windows and the means of opening and closing them;
 - d) cause the seats to be properly cushioned and covered;
 - e) cause the floor to be provided with proper carpet, mat or other suitable covering;
 - f) cause the seats, furniture and fittings generally to be kept in a clean and tidy condition and well maintained;
 - g) ensure that, within reason, the vehicle is kept in a clean and presentable condition.
 - h) if an estate car, ensure that luggage is suitably restrained in the rear of the vehicle (see 2.j) above);
 - i) ensure that no material alteration or change in specification, design and condition or appearance of the vehicle is made without the prior written approval of the Council;
 - j) ensure that the vehicle is promptly presented for inspection and testing by or on behalf of the Council at such times and places as the Council may reasonably require during the licence period.
 - k) provide an efficient and fully serviced fire extinguisher approved by the Council which fully complies with the criteria laid down in Appendix "A" to these licence conditions.
 - l) provide a first aid kit as laid down in Appendix "A" to these licence conditions, such equipment to be carried in a position in the vehicle as to be readily available for use at all times.

m) ensure that the vehicle and all its furniture, fittings and equipment are at all times when the vehicle is in use or available for hire, kept in a safe, clean and tidy condition and all relevant statutory requirements (including those contained in Motor Vehicles (Construction and Use) Regulations) are fully complied with.

n) ensure that the vehicle is fitted with suitable restraints for passengers in accordance with current legislative requirements.

Licence Identification Plate

15. The Proprietor shall ensure that all licensed vehicles comply with the following:-

a) All private hire vehicles regardless of type of use are to display a window badge/sign, issued by the Council, at the nearside part of the front windscreen and at the bottom offside part of the rear windscreen. The badge will show details of the vehicle and the licence number (these will be pre-printed by the Council). The white face of the badge showing the hologram is to be clearly visible from the outside of the vehicle and the yellow face is to be clearly visible from the inside of the vehicle. These badges/signs must be displayed on the vehicle at all times whilst the vehicle holds a valid licence. It shall be an offence to remove, cover or deface these badges/signs at any time without written permission from the Council. This would normally only be given when the vehicle is used in connection with a wedding or funeral.

b) All private hire vehicles will be issued with a licence plate of a design to be determined by the Council.

c) All vehicles other than those which qualify for an exemption from displaying the licence plate, issued by the Council must, at all times, whilst the vehicle is licensed for private hire, have affixed to the rear of the vehicle the licence plate. Brackets are available for this purpose and are designed to fit almost all types of vehicle. Where the brackets will not fit a vehicle the Council will agree with the proprietor an alternative location for the plate on the rear external surface of the vehicle. It shall be an offence to remove, cover or deface the plate without written permission from the Council. This would normally only be given when the vehicle is used in connection with a wedding or funeral.

d) Only the following types of vehicle will be given an exemption from displaying the rear mounted licence plate.

Note: the plate must be carried in the boot of the vehicle at all times whilst the vehicle is licensed for private hire.

e) those vehicles which are used for at least 95% of the time engaged in contract work and fit into the class of vehicle shown below.

Note: The Council would normally wish to see records of the previous three months work before considering giving any exemption.

f) those vehicles sold as and described in manufacturers literature as executive class vehicles.

Note: These would normally be saloons and be under 5 years old from first registration. Older vehicles which are already licensed may be considered but approval for the exemption will be given at the Council's discretion based upon officer's opinion of the condition of the vehicle at inspection.

A list of vehicles which will be considered, although not exhaustive, follows;

Audi A8 Saloon

Audi A6 Saloon

Audi A6 Avant

BMW 5 series Saloon

Cadillac CTS Saloon

Chrysler 300C Saloon

Chrysler 300 C Touring

Citroen C6 Saloon

Honda Legend Saloon

Jaguar XF Saloon

Jaguar S-type Saloon

Lexus GS Saloon

Mercedes Benz E-class Saloon

Mercedes Benz CLS Saloon

Peugeot 607 Saloon

16. Vehicle Signage

- a) The Proprietor shall ensure that his/her vehicle does not display any roof signs whether illuminated or not.
- b) Private hire vehicles must not include the word "taxi" or "cab" in any signage or advertising material whether used in the singular or the plural or in conjunction with another word or forming part of a word making up the business name of the licence holder.
- c) The Proprietor shall ensure that his/her vehicle does not display any advertising or promotional material unless the said material has been approved by the Council in writing.
- d) Only signage which advertises the private hire company or a sponsor/s shall be permitted and such signage shall be no smaller in size than 15 inches by 6 inches and no greater than 22 inches by 9 inches. A full size copy of the sign must be provided with the application prior to consent being considered.
- e) Advertising of a sexual nature, promoting smoking product/s, alcohol or offensive material shall not be permitted.

17. Radio Microphone/Car Phones

The Proprietor shall ensure that any radio microphone/car phone installed in his/her vehicle shall be fitted in such a position that its use does not impair the driver's control of the vehicle when it is in motion. Where bookings are taken by mobile phone a suitable, legal, hands free kit must be used.

18. Change of Address

The Proprietor of a vehicle shall notify the Council in writing of any change of his/her address during the licence period, seven days prior to such change taking place.

19. Convictions

The Proprietor of a vehicle shall disclose to the Council in writing within seven days, details of any convictions imposed on him/her (or if the proprietor is a Company or Partnership on any of the Directors or Partners) during the period of the licence.

20. Taximeters

- a) The Proprietor must ensure that all vehicles operated by him/her which are fitted with a taximeter have meters which have been sealed by an authorised agent of the Council.
- b) The Proprietor shall ensure that the driver of any vehicle fitted with a sealed taximeter, charges a fare or charge calculated from the point in the district from which the hirer commences his journey and shall not charge a fare or charge which exceeds that displayed on the taximeter at the completion of the journey, except for any additional charges as agreed at the time of booking.
- c) The Proprietor shall notify the Council immediately if for any reason the seal on the taximeter is broken.
- d) The Proprietor shall ensure that a vehicle fitted with a taximeter shall not operate unless the meter is in working condition and has been checked and sealed by an authorised agent of the Council.

21. Causing or Permitting

The Proprietor shall not cause, permit or allow any person employed by him to commit an offence, or to not comply with the 1976 Act, or contravene any of the above conditions.

22. Statutory Requirements

The Proprietor shall ensure that his/her vehicle is operated in accordance with all statutory requirements, including those relating to road fund licence and insurance.

Appendix A

FIRE EXTINGUISHERS

Fire extinguishers must contain either dry-powder or aqueous film forming foam (AFFF). It must comply with 'BS.5423' "British Standard Specification for Portable Fire Extinguishers," have a minimum test rating of 8A or 21B (this should be marked on the side of the extinguisher) and be of a suitable size (minimum sizes of 1kg for dry powder and 0.9kg for AFFF would be satisfactory).

The fire extinguisher must be kept secure in the vehicle (for example, in a quick release bracket) and must be positioned so that it is readily available for use. However, it is necessary to ensure that its position does not interfere with the proper driving of the vehicle, and does not encourage mischievous use of the extinguisher.

FIRST AID KIT

The following list of items as recommended by St. John's Ambulance, are required in a first aid kit: -

ITEM	NUMBER REQUIRED
No. 16 Dressing	2
No.2 Ambulance Dressing	3
No.3 Ambulance Dressing	2
Airstrip Handy (Pack of 12)	2
Antiseptic Wipes	10
Crepe Bandage 7.5cm by 4.5m	2
Triangular Bandage - Calico	2
First Aid Scissors	1
Large Safety Pins	6
Small Safety Pins	6
First Aid Kit Carried Sticker	1
First Aid Guidance Leaflet	1
Adhesive Dressing Strip 6.3cm x1m	1
Disposal Vinyl Gloves (pair)	1

Any person aggrieved by any conditions attached to their licence may appeal to a Magistrates Court within 21 days of a licence being issued.

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Appendix C

SECOND PART CONSULTATION - ONLY FOR HACKNEY CARRIAGE & PRIVATE HIRE VEHICLE LICENCE HOLDERS

To Julia,

Following the trade liaison meeting today please find my views on advertising/door signs on both private hire vehicles and hackneys.

And suggested revised terms and conditions to replace number 17 and 20. (Hackney T&Cs)

17.

a) No advertising material shall be displayed, either in or outside the vehicle unless specifically approved in writing by the Council's Licensing Officers, with the exception of the livery standard.

b) Informatives such as but not limited to no smoking sign, first aid kit carried, fire extinguisher carried, visa MasterCard accepted or "logos", CCTV installed, no food, no drink, are allowed without written permission but no larger in total area than 20% of the door signs

c) All advertising shall be limited to the name, telephone number, logo and web address of the proprietor or taxi circuit the vehicle is representing (with the exception of an all over advertising livery)

d) Advertising approval will only be granted to the following areas by WBC:

1. Centrally on the top part of the door skin on both the rear doors (limited to the same dimensions as the door signs fitted to the vehicle) (Photo Examples to be supplied by WBHPHA).

2. The rear of the vehicle but only up to the same area as the door signs.

No advertising shall be permitted on any other parts of the vehicle or any area of its windows.

20.

The proprietor shall provide door signs to the following specification:

a) The door sign will be manufactured, designed and maintained for the intended purpose.

b) Door signs will be kept clean, in good repair and permanently mounted centrally on the top half of the door skin on both front doors. (no other advertising or informative is allowed on the front doors.)

c) the door sign will be white and show the words "West Berkshire Council in the form of the Council's logo" below the word "TAXI", in green, as specified above for roof signs. The licence

Number will also be shown within a circle, as specified for the front of the roof sign, but only once and to the left of the wording. (Photos to be supplied by WBHPHA).

d) The door sign will be a minimum of 380mm horizontally by 150mm vertically and a maximum of 760mm horizontally x 300mm vertically the text size must increase proportionately with the size of the door sign.

e) The sign will be made of self-adhesive vinyl or similar and be permanently displayed. (It cannot be of a magnetic type.)

f) Vehicles which have a council approved, "all over" advertising livery, on application may be exempt of this requirement. (These would only be "London Cabs" or other similar purpose built Taxis.)

h) in the event of the Council's Licensing Officers not being satisfied that a door signs meets these specification, the conditions of the vehicle licence will be deemed to have been breached. The licence holder of the vehicle may be subject to a penalty within any point's scheme should one be in existence at the time and if not suitably rectified may have the sanction of law imposed.

Regards

R Sheikh

WBHPHA

11th Aug 2014

Appendix D

3 December 2014



Chief Vehicle Rentals
Roundham Road
Paignton
Devon
TQ4 6DS

Environmental Health and Licensing
West Berkshire District Council
Council Offices
Market Street
Newbury
BERKS
RG14 5LD

Our Ref: Taxi Consultation
Please ask for: Licensing Team
Direct Line: 01635 519184
Fax: 01635 519172
e-mail: licensing@westberks.gov.uk

Dear Chief Vehicle Rentals

RE: CONSULTATION (in Two Parts)

Please read this document carefully, it may affect the way in which you operate your business in the future.

First Part (Taxis Only) (Owners and Drivers)

The Council is consulting all hackney carriage owners and drivers regarding a proposal put to the Council by Mr A Vass as Chairman of the West Berkshire Hackney and Private Hire Association and Mr R Sheikh on behalf of the West Berkshire Hackney and Private Hire Association. This document is supported by a number of others, all listed or mentioned in the covering letter.

The proposal consists of three pages and is enclosed with this letter.

If you wish to have your views upon the proposals considered you should submit them to the Licensing Team no later than **31st January 2015**. All results will be collated and the results presented to the Licensing Committee at its meeting on the 24th March 2015. These views will be presented without bias and using only the details received other than the officer's standard report format.

Comments should be submitted with name, licence number/s and a contact address or telephone number. You may also respond as "in favour" or "not in favour". It is important that your licence number/s is/are included. It is also important that you identify yourself as either a proprietor or a driver, driving someone else's vehicle.



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Second Part (HC and PH Vehicle Owners Only)

A further submission has been received on behalf of the West Berkshire Taxi and Private Hire Association. This submission refers to livery standards and advertising on taxis.

The suggested conditions are included with this letter.

Responses should be as above (first part)

Responses to:

licensing@westberks.gov.uk

01635 519184

In writing to:

**Brian Leahy, Licensing, West Berkshire Council, Market Street, Newbury,
Berkshire RG14 5LD**

Appendix E

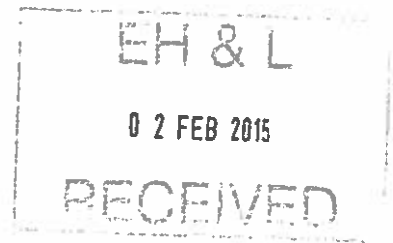
Cheryl Lambert

From: Matt Castle [matt@itsabout.co.uk]
Sent: 31 January 2015 00:31
To: Licensing
Subject: Emailing: Consultation tariff and livery V2 .docx
Attachments: Consultation tariff and livery V2 .docx

Please find attached my consultation response hard copy posted at council offices Market Street.

Regards

Matt Castle



Consultation 1

I wish to support this proposal. I feel strongly that it is of benefit to both the trade and to our passengers and wish to proceed with it to the Licencing Committee within existing time scales even if, for whatever reason, the original applicants withdraw or no longer support it.

Consultation 2

I support this proposal. Again, it is of benefit to both Operators and the public.

My rationale for these views is as follows:

Consultation 1 – The Tariff

Many hours were spent working on this tariff with meetings involving the major Operators in the region and the WHBPHA to obtain independent Operator views. All were incorporated to come up with the final version. (The Public Register of West Berkshire hackney operator does not contain addresses, which means we may not have achieved 100%, but have certainly canvassed the majority). I would further like to point out that we were put under a tight deadline to provide this tariff as originally it was supposed to go to Committee in December. Following the decision from the council to delay this we did further work and further consultation with the time we had and version 2 was submitted taking additional operators' views into account, this was submitted to the council but instead of distributing it as a second option they chose to take it as a response to the consultation therefore the operators have had no chance to comment on this as it has not even been added to the consultation page on the councils website.

Our operating costs have increased but, unlike other businesses, we cannot raise our prices to compensate without first obtaining Council approval. If West Berkshire Council wishes to set the Terms and Conditions, including Wheelchair Accessible Vehicles, IVA certification, etc., which considerably increase our costs, then they need to allow us the opportunity to charge appropriately so that we can maintain sensible profit margins, allowing us to stay in business.(currently the only plates being surrendered on expiry or otherwise are WAVs unless due to a death)

The consultation has gone to both drivers and operators. However, it is the operators' views which must carry weight as they are the ones who understand the operating costs. (In the same way that prices in a bar or restaurant are set by the Owners, not by the bar or waiting staff). It is commendable to ask for driver's views, but to save costs in the future this should be included in the public consultation when the tariff is advertised in the paper, as has always happened in previous years.

Operating costs vary greatly depending on the company's fleet make-up. The current Licensing Policy is anti-competitive as it puts extra cost on the operators of disability modified vehicles. Therefore different operators have different requirements depending on the vehicles they are allowed to operate. However, this is a maximum tariff, so those operators who prefer a lower tariff do not have to implement the changes. Therefore, the consultation need give no weight to any representations that oppose any perceived increase.

The new tariff presents a consistent way of charging for multi-seat vehicles as it involves only a 25% increase at all times, instead of a 50% increase during the day with no increase at night.

The premium is needed to encourage multi-seated vehicles, which are more costly to operate. The Licensing policy forces us to run larger vehicles to accommodate wheelchair passengers but there is little call for them during the daytime. (To allow weight to the views of owners who are allowed to operate salon cars in regard to this is anti-competitive. It would be in their commercial interests to put us out of business by not allowing us to charge a premium to operate these vehicles. However, if the council wishes to fully support the disabled community by encouraging WAV's they need to support the needs of these Operators).

You may receive views over 5 tariff being confusing and open to abuse but this is easily rectifiable with the use of time and calendar locked meters to ensure the correct tariff is used at all times. (Nearly all meters currently in use are capable of this).

The National Private Hire Association has been consulted over this tariff and has approved the detail, calculations and indeed has commented *"Everything's fine and it all works out and passengers may well be able to understand it at last!!!WOW!!!!"*

If the committee is not minded to approve the restructure, I hope they will approve a maximum tariff (in its true meaning) i.e. Tariff 3 as it currently stands, but for 24 hours a day 7 days a week.

The committee don't set the tariff that is actually charged - they only set the "Maximum tariff".

If operator's wish to charge less than this the "Maximum Tariff", e.g. because they have the commercial advantage of not having to run wheelchair accessible vehicles (and there for lower costs) then they can charge lower fares. Passengers will not be overcharged since they are protected by the "Maximum tariff" and the market will then find its own level. Customers are quite at liberty to use companies which charge lower rates.

In fact most transport charges, such as plane and train journeys, are charged according to this principle with varying pricing dependant on the time of day/week and season/ peak/off peak. With the mature market of 196 hackney carriages in West Berkshire, it is only sensible to give us the same flexibility.

Consultation 2 – Livery

We and the trade association have been asking for many years to have our terms and conditions re-written in plain English to avoid any possible misunderstandings and ambiguity. I believe this is what these re written conditions do. I fully support the proposal and indeed hope this is a start to the rewriting of the entire terms and conditions. These new conditions should allow the public to easily identify the operator, thus enabling the public to choose who they travel with.

The re-writing of conditions should reduce the councils risk to legal challenge and ensure enforcement is possible.

I make this representation as the proprietor of Dolphin Cars - West Berkshire's largest "privately owned (100% wheelchair accessible fleet)"

Regards
Matt Castle
07770 445566



Cheryl Lambert

From: rsjtaxicabs@aol.com
Sent: 27 January 2015 08:54
To: Licensing
Subject: Re Consultation

In regards to the Taxi consultation in 2 parts.

I'm not in favour of the new 5 tier tariff proposal. Its too convoluted and could cause problems with aggressive customers who don't understand how it works. They will simply see the initial flag and think we are taking the mickey. And with certain members of our trade would be even more detrimental given certain attitudes in the town.

There is a solution which would mean common sense on the drivers behalf. I realise this is a big leap but they may just be able to manage it.

If its left to us to agree with common sense and offer a discount at certain times then it would make far more sense. Also those who during the day who want to have a minimum fare for small journeys need to put their own proposal forward or stop moaning.

In terms of part 2 I agree with the proposal.

Re: Swivel Seat Consultation

I don't have an opinion as such as I have a WAV already and it doesn't effect me. If I was forced to decide then I think option 1 seems fair for now as the only wheelchair users I've seen use the rank regularly actually prefer a saloon car.

Many thanks,

Simon Boys
Licence 2195
Plate 822
07786511099

27 Derwent Road, Thatcham, RG19 3UT
Sent from my BlackBerry® wireless device

From: Andrew Lutter [andrew.lutter@gmail.com]
Sent: 31 January 2015 23:55
To: Licensing
Subject: HACKNEY CARRIAGE TARIFF CONSULTATION and VEHICLE LIVERY CONSULTATION

HACKNEY CARRIAGE TARIFF CONSULTATION

I am in favour of the proposals put forward by the West Berkshire Hackney and Private Hire Association, which includes:-

1. Credit Card Surcharges
2. Maximum Soiling Charge
3. New 5 Tariff Layout

Andrew Fforde-Lutter

Worlds End Farmhouse

Worlds End

Newbury RG20 8SB

07768757183

016352 47782

Plate 607

Plate 761

Badge Number 2120

VEHICLE LIVERY CONSULTATION

Of the two options, the option described in paragraph 20 is preferable, but unworkable.

Magnetic door panels are issued by the councils licensing department illegally and have been for some time. The terms and conditions need changing to legalise these illegal council issued signs.

Andrew Fforde-Lutter

Worlds End Farmhouse



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