

# Notice of Meeting

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## Extraordinary Licensing Committee

**Thursday 28 September 2017 at 6.30pm**  
in the Council Chamber Council Offices  
Market Street Newbury

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Date of despatch of Agenda: Wednesday 20 September 2017

For further information about this Agenda, or to inspect any background documents referred to in Part I reports, please contact Stephen Chard on (01635) 519462  
e-mail: [stephen.chard@westberks.gov.uk](mailto:stephen.chard@westberks.gov.uk)

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WestBerkshire  
C O U N C I L

**Agenda – Extraordinary Licensing Committee to be held on Thursday, 28 September 2017 (continued)**

**To:** Councillors Peter Argyle, Howard Bairstow, Jeff Beck (Vice-Chairman), Graham Bridgman (Chairman), Paul Bryant, James Cole, Richard Crumly, Billy Drummond, Sheila Ellison, Manohar Gopal, Tony Linden and Quentin Webb

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# Agenda

## Part I

**Page No.**

1. **Apologies**  
To receive apologies for inability to attend the meeting (if any).
2. **Minutes** 3 – 10  
To approve as a correct record the Minutes of the meeting of this Committee held on 18 July 2017.
3. **Declarations of Interest**  
To remind Members of the need to record the existence and nature of any personal, disclosable pecuniary or other registrable interests in items on the agenda, in accordance with the Members' [Code of Conduct](#).
4. **Hackney Carriage Tariff Review** 11 – 54  
*Purpose: To review a request from the taxi trade for an increase in the hackney carriage tariff.*

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.



**West Berkshire**  
C O U N C I L

## 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, 18 JULY 2017

**Councillors Present:** Peter Argyle, Jeff Beck (Vice-Chairman), Graham Bridgman (Chairman), Paul Bryant, Richard Crumly, Sheila Ellison, Manohar Gopal, Tony Linden and Quentin Webb

**Also Present:** Paul Anstey (Public Protection Manager - Environmental Health & Licensing), Anne Marie Baird (Solicitor), Laura Driscoll (Principal Licensing Officer), Emilia Matheou (Licensing Officer), Julia O'Brien (Licensing Team Manager), Amanda Ward (Lead Officer - Licensing) and Stephen Chard (Principal Policy Officer)

**Apology for inability to attend the meeting:** Councillor Billy Drummond

**Councillors Absent:** Councillor Howard Bairstow and Councillor Nick Goodes

#### PART I

#### 3. Minutes

The Minutes of the meetings held on 10 November 2015, 19 May 2016 and 9 May 2017 were approved as true and correct records and signed by the Chairman.

#### 4. Declarations of Interest

There were no declarations of interest received.

The Chairman, Councillor Graham Bridgman, then made the following points regarding agenda items for future meetings.

He felt there was a need for policy reviews to be undertaken. This needed to include the Council's Licensing Act 2003 and Gambling Act 2005 Policies. Councillor Quentin Webb felt there would be value in considering the policies in place for night time charging as part of this.

Consideration was needed on the profile of applicants for taxi licences. This was alongside Berkshire wide and national debates on the need for enhanced information sharing. I.e. in a circumstance where a taxi driver whose licence had been revoked in one area should not be permitted to apply for a licence elsewhere without awareness of the previous revocation. The procedures followed needed to be reviewed and returned to at a future meeting. Councillor Webb supported this suggestion and added that the Thames Valley Police and Crime Panel had discussed this matter.

Finally, the Chairman requested that relevant statistics should be brought to an annual Licensing Committee to inform Members and the most appropriate timing of this meeting needed to be determined.

#### 5. Hackney Carriage Tariff Review

The Committee considered the report (Agenda Item 4) outlining a request from the taxi trade for an increase in the taxi tariff.

Councillor Graham Bridgman had been made aware of a request from a member of the public to address the Committee and he asked Members if they wished to suspend

## LICENSING COMMITTEE - 18 JULY 2017 - MINUTES

standing orders to permit members of the public to address the Committee and/or be able to answer Members' questions.

Councillor Tony Linden pointed out that historically, standing orders had been suspended and he proposed to suspend standing orders. This was seconded by Councillor Jeff Beck and the Committee resolved to suspend standing orders to permit members of the public to speak for up to ten minutes.

Councillor Bridgman invited Mr Nemeth, who submitted the letter and petition on behalf of the West Berkshire Hackney Carriage and Private Hire Operators requesting an increase in the taxi tariff, to speak.

Mr Nemeth made the following points:

- There had been no fare increase since 2012/13.
- A 40 pence increase was requested to an average taxi fare. On average, this equated to an increase of 3-4%.
- The Licensing Committee was asked to set a maximum fare.

In response to Member questions, Mr Nemeth added that:

- Fuel cost varied per gallon, but there were other key factors behind the request for a fare increase which included the increasing costs of providing and maintaining vehicles including their servicing and insurance, as well as rate increases.
- Mr Nemeth added that historically, small increases had been requested on an annual basis. This request was the first brought forward for five years.
- As well as the request for the fare increase, the trade were supportive of operating the three tariff rather than five tariff system.

Councillor Bridgman then explained that he felt it was difficult to equate the proposed tariff rises (actual costs) with the 3-4% average increase described or compare West Berkshire's tariffs to those in place elsewhere, i.e. in Wokingham. Wokingham had a different charging structure which was based on tenths of a mile, the proposal for West Berkshire was to charge for every twelfth of a mile. Mr Nemeth explained that the proposed West Berkshire tariffs had been calculated at a national level by the National Private Hire and Taxi Association. He was unaware of the approach used in Wokingham and was therefore unable to comment.

Councillor Quentin Webb commented that he was largely content with the proposal, however he also questioned the proposed increases. The letter submitted by Mr Nemeth stated that a 40 pence increase was proposed on the average two mile taxi fare. However, the table of fares showed a 65 pence increase over two miles for tariff one. The 40 pence increase was for a one mile journey. Mr Nemeth commented that the average Newbury fare was between 1 mile and 1.5 miles, which cost, on average, £5, agreement of the proposal would result in this average fare increasing to £5.40.

No other members of the public wished to address the Committee and Members agreed to reinstate standing orders.

Councillor Webb stated that he understood the reasons given for the proposed increase which went beyond increases in fuel prices and noted that prices had not been increased since 2012/13. Taking this into account, there was therefore a case for increasing the tariffs. However, he raised a concern should West Berkshire's tariffs be overly high in comparison to other areas if this increase was implemented.

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Councillor Paul Bryant noted that inflationary pressures were behind this request for an increase in fares rather than fuel costs. He did not feel that a 3-4% increase was overly high, particularly when there had been no increases since 2012/13.

Councillor Peter Argyle added that increased maintenance costs of vehicles were a further factor. He felt that the proposed increase was fair.

Councillor Beck agreed that an increase was justified for the reasons explained. However, the level of increase had to be appropriate and was an important point to determine. Currently, West Berkshire's tariffs were similar to Reading and Swindon, and it would be useful to consider this comparison post implementation of the proposed tariff increases.

Councillor Richard Crumly felt that the three tariff charging model was overly complex. He felt it would be preferable to charge per half mile followed by every tenth of a mile. Councillor Crumly felt that a decision should be deferred until a more straight forward charging rate had been established.

Councillor Webb felt that it was sensible that the tariffs existed as these took account of particular times of day and for particular days, i.e. bank holidays. He added his understanding that tariff 3 was rarely used.

Councillor Bridgman agreed that an approach of a set charge for the first half mile, following by set incremental charges for every tenth of a mile was preferable with a correlation between the tariffs. Councillor Bridgman felt that this approach would be more understandable with the tariffs, following this model, largely unchanged from the proposal.

Councillor Webb commented that he was not overly concerned at the existing charging model, a change to a charge per half mile would require a change to the way that distances were measured from yards to decimal measurements and this might prove difficult to implement on the taxi meters. He also made the point that any change agreed by the Committee would need to go to public consultation. Councillor Bridgman pointed out that he was not aware of another authority, outside of West Berkshire that measured distances in yards for this purpose.

Councillor Beck felt that the current system had operated satisfactorily for a number of years for all concerned. He therefore questioned the appropriateness of a significant change, including to the meters. Councillor Bryant was concerned that West Berkshire's approach differed to common practice across the country. He felt that it would be favourable to follow the more common approach. Councillor Bridgman added his view that a move to measuring distances in metres would be preferable, to be consistent with and aid comparisons with other areas.

Paul Anstey noted the complexities involved and noted the sense of Councillor Bridgman's comments to simplify the process. Mr Anstey commented that he was not aware that West Berkshire had a unique approach to the way that distances were measured for the purpose of setting tariffs. However, he explained that the views of members of the public were monitored on the tariffs and the number of complaints received was low. He reiterated the point that agreement to a change would need to be taken to consultation and this would offer residents a chance to comment and/or raise any concerns, as well as the members of the trade.

Councillor Bryant felt that there was uncertainty of the procedures in place in other areas and requested that this be investigated and comparisons made before setting tariffs for future years (beyond 2017/18). However, he felt that proposals for 2017/18 should be accepted and taken to consultation.

## LICENSING COMMITTEE - 18 JULY 2017 - MINUTES

Councillor Webb felt that it was necessary to highlight, as part of the consultation, that the proposed charges were the maximum charges permitted and there was the potential for customers to negotiate charges on an individual basis.

Councillor Beck proposed acceptance of the request from the taxi trade for an increase in the taxi tariff as well as retention of the existing charging format for 2017/18. This would be taken to public consultation. It was noted that if an objection was received as part of the consultation, the matter would need to be brought back before the Committee. A review should then be undertaken over the coming year of the Council's charges/charging mechanism to consider if changes should be made for future years, this would include comparisons with the charging models used by other local authorities and would involve residents and the taxi trade. Paul Anstey agreed this would be investigated. The proposal was seconded by Councillor Webb.

### **RESOLVED that:**

- **The request from the taxi trade for an increase in the taxi tariff be accepted for 2017/18 and the existing charging format retained for 2017/18. This would proceed to public consultation.**
- **If an objection was received as part of the consultation, the matter would need to be brought back before the Committee for final determination.**
- **A review would be undertaken over the coming year of the Council's charges/charging mechanism to consider if changes should be made for future years, this would include comparisons with the charging models used by other local authorities and would involve residents and the taxi trade.**

## **6. Gambling Act Fees**

The Committee considered the report (Agenda Item 5) which recommended that further provision should be made for the collection of seven chargeable fees in accordance with the Gambling Act 2005.

In introducing the item Paul Anstey explained that in July 2007, the Licensing Committee recommended approval of the Council's Gambling Licensing fees. These fees were recommended at 75% of the maximum amount permitted and this recommendation was approved by Full Council in September 2007. This level was estimated at the time to cover the expected cost of the service.

Seven chargeable fees were not in the 2007 report and it was proposed that these fees should be incorporated and also set at 75% of the maximum amount permitted to achieve consistency.

Mr Anstey explained that it was for the Licensing Committee to recommend fees and charges which would then be put to Full Council for approval as part of the annual fees and charges report.

Councillor Jeff Beck questioned why a fee of higher than the 75% of the maximum permitted amount could not be set. Mr Anstey reiterated that this kept the setting of these new fees consistent with those approved in 2007. He added that the existing set of fees largely covered Gambling Act related activity with these additional charges covering the full range. Mr Anstey felt that the impact of introducing these additional charges would be minimal.

Councillor Graham Bridgman pointed out that the Council was not permitted to make a profit from the charging of these fees. The Council was only permitted to achieve a break-even position. Councillor Bridgman therefore queried whether the Council was able to cover its costs. Mr Anstey explained that in general, the 75% of the maximum proved

## LICENSING COMMITTEE - 18 JULY 2017 - MINUTES

acceptable and he assured Members that monitoring was undertaken to assess the time taken and level of work required to process applications to ensure that full cost recovery was achieved. There was no evidence to suggest that this level of charge was insufficient. Mr Anstey added that the setting of these fees at 75% of the maximum was consistent with the practice of the majority of other local authorities.

Emilia Matheou referred Members to page 63 of the agenda which provided the maximum fees that could be charged, alongside the actual charges imposed for existing fees and proposed for these seven additional areas. This covered fees for new applications, variations and for transfers.

Councillor Beck proposed acceptance of Officers' Recommendation to recommend to Full Council that the fees detailed for all the categories listed in the document at Appendix A (2) should be approved. This would form part of the annual fees and charges report considered by Full Council. This was seconded by Councillor Tony Linden.

**RESOLVED that the fees detailed for all the categories listed in the document at Appendix A (2) would be recommended for approval by Full Council as part of the annual fees and charges report.**

### 7. House of Lords Select Committee Review of Licensing Act 2017

The Committee considered the report (Agenda Item 6) which outlined the key conclusions and recommendations for local authority licensing arrangements following the House of Lords Select Committee review.

Laura Driscoll explained that the Select Committee had observed poor examples of licensing sub-committees (not West Berkshire) and were recommending that Planning Committees should take over the licensing function. Recommendations also included licensing appeals being taken to the Planning Inspectorate and for licensing fees to be set locally and not nationally.

Laura Driscoll explained that she did not believe there was a large appetite to implement these recommendations by Central Government, although some could be incorporated on a piecemeal approach if it was felt relevant to do so.

Councillor Paul Bryant was of the view that there was no need to alter West Berkshire's current arrangements for Planning Committees and Licensing Sub-Committees beyond minor improvements.

Councillor Graham Bridgman queried the number of Licensing Sub-Committee decisions which had been subject to appeal. Only two could be recollected by Members.

Councillor Quentin Webb expressed his surprise at the comments of the Select Committee. He felt that a professional approach was in place in West Berkshire for Licensing Sub-Committees and he queried whether there was scope for this view to be forwarded to the Select Committee. Councillor Bridgman queried whether a consultation process would follow the publication of the Select Committee's report. Laura Driscoll explained that to date no consultation process was planned, however the Licensing Committee's views could be expressed if/when consultation took place.

**RESOLVED that the report be noted, with a comment recording the Licensing Committee's surprise at the findings of the review. It was felt that West Berkshire Council's Licensing Sub-Committees were professionally run, suitable and fit for purpose which was in line with the requirements of the original Act.**

**8. Update on Training**

The Committee received a verbal update on arrangements and requirements for Member licensing training (Agenda Item 7).

Paul Anstey highlighted the importance of Members undertaking appropriate training before they could sit on and make decisions at Licensing Sub-Committees. This aided those Members undertaking this duty and helped them make good quality and appropriate decisions. Refresher training also needed to be attended to ensure Members maintained their levels of understanding and were made aware of any changes to legislation.

Mr Anstey had ascertained training attendance prior to the meeting from Strategic Support and while there was a reasonable level of coverage among Licensing Committee Members, this was not at the level required by the Constitution and not all Committee Members had received the training required to sit on Sub-Committees. There was a greater risk of challenge in the event that untrained Members formed part of a Licensing Sub-Committee and a decision was then subject to an appeal, although, as noted earlier, the number of appeals were low.

While attendance at the training was not legally required, the Council's approach adhered with Home Office guidance and Mr Anstey restated the view that Members should undertake training before being able to sit on a Sub-Committee.

Councillor Graham Bridgman noted these points and agreed with the importance of Licensing Committee and other Members attending the training before they could sit on a Sub-Committee. However, he queried what mechanism was in place for those Members who, for valid reasons, were unable to attend the training to ensure they could participate in Sub-Committees.

Councillor Tony Linden added the importance of ensuring, perhaps with Group Leaders, that Members appointed to the Licensing Committee were able and willing to attend training to enable them to be part of Sub-Committees. Councillor Paul Bryant stated the view that training was essential before Members could sit on either Licensing Sub-Committees or a Planning Committee.

**RESOLVED that the update and the importance of attending appropriate training before Members could sit on a Licensing Sub-Committee be noted.**

**9. Minutes of the Joint Public Protection Committee**

The Committee considered the minutes of the Joint Public Protection Committee (JPPC) held on 14 March 2017 (Agenda Item 8).

Paul Anstey explained that the JPPC (a public meeting) had been formed to oversee the new Environmental Health, Licensing and Trading Standards shared service, established in January 2017 between West Berkshire Council, Wokingham Borough Council and Bracknell Forest Borough Council. The shared service had been formed in order to achieve greater resilience and to share the experience and expertise across the three areas.

The JPPC had met twice and to date had considered a Business Plan, the priorities of the shared service and desired outcomes for the next ten years. West Berkshire representatives on the JPPC were Councillors Marcus Franks and Emma Webster. The agendas, reports and minutes of the JPPC would be published in accordance with democratic processes to ensure adequate public transparency and items would be included on the Council's Forward Plan.



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Councillor Quentin Webb felt it would have been useful for the minutes of the JPPC to be accompanied by a brief explanatory note covering the purpose of the JPPC and its Terms of Reference. Paul Anstey agreed to circulate this information to the Licensing Committee.

Councillor Paul Bryant referred to the previous item and suggested that Members could access licensing training held in Wokingham or Bracknell to ensure the required training coverage was achieved. Mr Anstey agreed this was the case and it was noted that Wokingham Members attended the training held recently in West Berkshire.

Councillor Graham Bridgman noted that the shared service would aid Officers across the three areas in achieving consistent approaches in the implementation of licensing policies.

Returning to training, Councillor Jeff Beck queried when a barrister would be addressing the Licensing Committee. Julia O'Brien explained that this was being arranged for September 2017.

Anne Marie Baird explained that licensing training had been held for Members in June 2017 and this training would be repeated for the benefit of Members who were unable to attend.

**RESOLVED that the minutes of the JPPC held on 14 March 2017 were noted.**

*(The meeting commenced at 6.30pm and closed at 7.42pm)*

**CHAIRMAN** .....

**Date of Signature** .....

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## Hackney Carriage Tariff Review

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**Committee considering report:** Extraordinary Licensing Committee  
**Date of Committee:** 28 September 2017  
**Portfolio Member:** Councillor Marcus Franks  
**Report Author:** Laura Driscoll

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### 1. Purpose of the Report

1.1 To review a request from the taxi trade for an increase in the hackney carriage tariff.

### 2. Recommendation

2.1 Officers have not given a recommendation on whether the proposals from the trade should be accepted or rejected. The key consideration is the balance between supporting small businesses and ensuring the general public has access to a good value hackney carriage service across all areas of the District.

### 3. Implications

3.1 **Financial:** None

3.2 **Policy:** Although not a mandatory requirement, the Council has set a maximum tariff for a number of years.

3.3 **Personnel:** None.

3.4 **Legal:** Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 provides the Council with the power to fix the rates or fares within the district, for time as well as distance, which are to be paid in respect of the hire of hackney carriages by means of a "table of fares" which are made or varied in accordance with the provisions of that section. The Council has a duty to advertise any variation in fares and publish a date by which any objections must be received.

3.5 **Risk Management:** None

3.6 **Property:** None

3.7 **Other:** None

### 4. Other options considered

4.1 To not set a tariff for hackney carriage fares.

## Executive Summary

### 5. Introduction / Background

- The Council are authorised to set a tariff for hackney carriages by virtue of section 65 Local Government (Miscellaneous Provisions) Act 1976. The current tariff can be found at Appendix A1.
- A letter was received from Mr R Nemeth on behalf of West Berkshire Hackney Carriage & Private Hire Operators and accompanied by a petition signed by 58 licensed drivers, with proposals for a revised table of fares. The reasons for the request for an increase in the fares are outlined in the letter and include the average cost of providing a vehicle, vehicle spares, garaging and servicing, fuel costs, insurance and miscellaneous costs and earnings. These documents are at Appendices A2 and A3.
- A benchmarking report on the proposal can be found at Appendix A4 and details of where West Berkshire stands in the current 'league' table of fares charged for a daytime two-mile journey in most areas of the country can be found at Appendix A5. West Berkshire is currently placed 25<sup>th</sup> in the list with the fee for the two mile journey being the same as Reading at £6.80, who also had their last tariff change in 2013. The effect of the proposed tariff increase would put West Berkshire in 5<sup>th</sup> place alongside Epsom & Ewell and London.
- Following the previous meeting of the Committee to discuss this matter in July, it was noted there may have been some inaccuracies in the figures proposed; appendix A6 is an analysis produced which was sent to the trade for comment.
- Further details have now been provided by a representatives for the trade – see Appendices A7 (cover letter), A8 (details of 2013 tariff) and A9 (details of proposed 2017 tariff) so that the matter may be reconsidered by Members.

### 6. Proposal

- Members are asked to consider if they wish to permit the proposed taxi tariff changes as suggested, to alter the tariff in a different way, or not to allow a change of tariff in any way.

### 7. Conclusion

- West Berkshire Council has set a maximum fare for a number of years. Realistic rates must be set by the Council that balances the economic needs of licence holders, whilst ensuring that persons using hackney carriages are not overcharged for any journeys they may make.
- The set tariff is the maximum that can be charged. It is open to negotiation between the passenger and driver if a lower fare is to be charged.
- If there are changes to be made to the fares these would be subject to a public advertisement inviting objections to the proposals. If an objection is received the matter must be brought back before the Committee.

- If Members decide not to vary the fares the existing table will remain in force as set in 2013.

## 8. Appendices

- 8.1 Appendix A – Supporting Information
- 8.2 Appendix B – Equalities Impact Assessment
- 8.3 Appendix A1 – Current tariff
- 8.4 Appendix A2 – Letter from trade requesting review
- 8.5 Appendix A3 – Proposed new 2017 tariff
- 8.6 Appendix A4 – Comparison of tariffs in other local authorities
- 8.7 Appendix A5 – Private Hire and Taxi Monthly League Table
- 8.8 Appendix A6 – Proposal analysis
- 8.9 Appendix A7 – Trade response to analysis
- 8.10 Appendix A8 – Sample figures to work with - 2013
- 8.11 Appendix A9 – Sample figures to work with - 2017

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# Hackney Carriage Tariff Review – Supporting Information

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## 1. Introduction/Background

- 1.1. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Council to fix the rates for fares and other related charges in connection with the hire of hackney carriages.
- 1.2. The current tariff was set in April 2013 and can be found at Appendix A1.
- 1.3. The views of the drivers regarding a tariff review were sought in the annual newsletter to the trade which went out in April 2017. The newsletter asked if the drivers wished the Committee to consider a review of the tariff – extract as follows:

“The Licensing committee undertakes to review taxi tariffs when representations are received from drivers on the subject. If this is something you would like the committee to consider please put your request in writing together with a business plan. The business plan should be submitted to include evidence to support your request such as fuel costs/insurance/servicing/cost of living etc. Please note we do not need to see your accounts. Please submit these before 30<sup>th</sup> April 2017”
- 1.4. A letter was received from Mr R Nemeth on behalf of West Berkshire Hackney Carriage & Private Hire Operators and accompanied by a petition signed by 58 licensed drivers, with proposals for a revised table of fares. The reasons for the request for an increase in the fares are outlined in the letter and include the average cost of providing a vehicle, vehicle spares, garaging and servicing, fuel costs, insurance and miscellaneous costs and earnings. The letter and proposed new tariff card are attached at Appendices A2 and A3.

## 2. Supporting Information

- 2.1 In order to provide some context of the requested changes a benchmarking exercise has been carried out and is attached at Appendix A4.
- 2.2 The trade publication, Private Hire and Taxi Monthly, publishes a league table of fares charged for a daytime two-mile journey in most areas of the country. The July table can be found at Appendix A5. West Berkshire is currently placed 25<sup>th</sup> in the list with the fee for the two mile journey being the same as Reading at £6.80, who also had their last tariff change in 2013.
- 2.3 The proposed tariff increase effect can be seen in the price per mile of a journey at each tariff rate at the bottom of the proposed tariff table at Appendix A3 and would place West Berkshire in 5<sup>th</sup> place alongside Epsom & Ewell and London in the PHTM league table.
- 2.4 A check on CPI (Consumer Prices Index) for the year to January 2017 rose by 1.8%, compared with a 1.6% rise in the year to December 2016. The rate in

January was the highest since June 2014. One of the main contributors to the increase in the rate were rising prices for motor fuels, with prices rising by 3.4% between December 2016 and January 2017, having fallen by 2.6% a year earlier. This continues the trend of increasing fuel prices seen since early 2016, reflecting movements in oil prices.

- 2.5 Following the previous meeting of the Committee to discuss this matter in July, it was noted there may have been some inaccuracies in the figures proposed; appendix A6 is an analysis produced which was sent to the trade for comment.
- 2.6 In response to this, a letter was received from a meter company representative for the trade, Mr Richard Brown, as at Appendix A7. He has provided additional spreadsheets of figures for review and comparison by Members, relating to the current tariff at Appendix A8 and the proposed new tariff at Appendix A9.

### **3. Options for Consideration**

- 3.1 Members are asked to consider if they wish to allow the proposed taxi tariff as it has been suggested, to alter the tariff in a different way or not to allow a change of tariff in any way.

### **4. Proposals**

- 4.1 Officers have not given a recommendation on whether the proposal from the trade should be accepted or rejected. The key consideration is the balance between supporting small business and ensuring the general public has access to a good value hackney carriage service across all areas of the District.

### **5. Conclusion**

- 5.1 The key information for Members is based around the comparison of cost increase to be trading as a Hackney Carriage driver or proprietor in 2017 versus the level of rise being requested from the trade. Members should satisfy themselves that the right balance has been met.

### **6. Consultation and Engagement**

The following procedures are laid down by legislation and must be followed when making changes to a table of tariff and fares:

- 6.1 A note of the proposed changes must be published in at least one local newspaper circulating in the district. The notice must specify a period of at least 14 days from the date of publication when objections can be made to the Council. (This costs in the region of £950).
- 6.2 A copy of the published notice must be made available at the Council Offices for public inspection, free of charge at all reasonable times.
- 6.3 If there are no objections, or those made are withdrawn, the variation in table of fares comes into effect of the expiration of the time allowed for public consultation in the notice.



- 6.4 If there are any objections, and they are not withdrawn, the Council must set a date within two months of the expiry date for public consultation, and then consider the objections made before agreeing a table of tariffs and fares.

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**Background Papers:**

Existing taxi tariffs

Private Hire and Taxi Monthly – table of comparative tariffs

Letter from West Berkshire Hackney Carriage & Private Hire Operators, proposed tariff and petition

Local Authority Benchmarking Data

UK CPI data 2017

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**Subject to Call-In:**

Yes:  No:

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**Wards affected:**

All

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**Strategic Aims and Priorities Supported:**

The proposals will help achieve the following Council Strategy aim:

**HQL – Maintain a high quality of life within our communities**

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

**HQL1 – Support communities to do more to help themselves**

The proposals contained in this report will help to achieve the above Council Strategy aim and priority by Statutory Duty.

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**Officer details:**

Name: Laura Driscoll  
Job Title: Principal Licensing Officer  
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## Appendix B

### Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity as set out in the Public Sector Equality Duty (Section 149 of the Equality Act), which states:

- “(1) A public authority must, in the exercise of its functions, have due regard to the need to:**
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;**
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; This includes the need to:**
    - (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;**
    - (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;**
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, with due regard, in particular, to the need to be aware that compliance with the duties in this section may involve treating some persons more favourably than others.**
- (2) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.**
- (3) Compliance with the duties in this section may involve treating some persons more favourably than others.”**

The following list of questions may help to establish whether the decision is relevant to equality:

- Does the decision affect service users, employees or the wider community?
- (The relevance of a decision to equality depends not just on the number of those affected but on the significance of the impact on them)
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, or a major change to an existing policy, significantly affecting how functions are delivered?
- Will the decision have a significant impact on how other organisations operate in terms of equality?
- Does the decision relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the decision relate to an area with known inequalities?
- Does the decision relate to any equality objectives that have been set by the council?

Please complete the following questions to determine whether a full Stage Two, Equality Impact Assessment is required.

<b>What is the proposed decision that you are asking the Licensing committee to make:</b>	Whether to increase the taxi tariff as per the proposal suggested
<b>Summary of relevant legislation:</b>	S65 Local Government (Miscellaneous Provisions) Act 1976
<b>Does the proposed decision conflict with any of the Council’s key strategy priorities?</b>	No
<b>Name of assessor:</b>	Julia O’Brien
<b>Date of assessment:</b>	05/07/2017

Is this a:		Is this:	
Policy	No	New or proposed	No
Strategy	No	Already exists and is being reviewed	Yes
Function	Yes	Is changing	No
Service	Yes		

<b>1. What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?</b>	
<b>Aims:</b>	Increase taxi tariff in response to rising costs
<b>Objectives:</b>	Increase fares for Hackney Carriage Drivers
<b>Outcomes:</b>	Help meet increased costs to drivers of providing their service to the public
<b>Benefits:</b>	Increase in revenue for drivers but this will increase taxi fares and therefore increase cost to the public.

<b>2. Note which groups may be affected by the proposed decision. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.</b>		
(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
Age	May not be able to afford the new increased fare	Consultation on the proposal
Disability	May not be able to afford the new increased fare	Consultation on the proposal

Gender Reassignment	Proposal has no effect on this characteristic	
Marriage and Civil Partnership	Proposal has no effect on this characteristic	
Pregnancy and Maternity	Proposal has no effect on this characteristic	
Race	Proposal has no effect on this characteristic	
Religion or Belief	Proposal has no effect on this characteristic	
Sex	Proposal has no effect on this characteristic	
Sexual Orientation	Proposal has no effect on this characteristic	
<b>Further Comments relating to the item:</b>		
None		

<b>3. Result</b>	
<b>Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?</b>	<b>Yes</b>
<b>Please provide an explanation for your answer: It may have a greater impact on the groups identified above as they may go out less/ fear of crime as unable to afford transport late at night due to increased cost – to be consulted upon</b>	
<b>Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?</b>	<b>Yes</b>
<b>Please provide an explanation for your answer: increase in cost may not be able to go out as often due to increased costs/ potential fear of harm.</b>	

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage Two Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the [Equality Impact Assessment guidance and Stage Two template](#).

<b>4. Identify next steps as appropriate:</b>	
<b>Stage Two required</b>	Subject to outcome of consultation
<b>Owner of Stage Two assessment:</b>	Julia O’Brien
<b>Timescale for Stage Two assessment:</b>	During quarter three

Name: Julia O'Brien

Date: 05/07/2017

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Please now forward this completed form to Rachel Craggs, Principal Policy Officer (Equality and Diversity) ([rachel.craggs@westberks.gov.uk](mailto:rachel.craggs@westberks.gov.uk)), for publication on the WBC website.

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### Hackney Carriages – Table of Fares effective from 18 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)

<p><b>Tariff 1</b>          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 <b>£2.80</b>          For each subsequent 123.2493 yards completed or part thereof <b>15p</b>          Waiting time: for every period of 27 seconds or part thereof <b>15p</b></p>	<p><b>Waiting Time Per Hour</b>  <b>T1 = £20.00</b>  <b>T2 = £30.00</b>  <b>T3 = £40.00</b></p> <p><b>TAXI PLATE NUMBER</b></p>
<p><b>Tariff 2</b>          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 <b>£3.80</b>          For each subsequent 106.8431 yards completed or part thereof <b>20p</b>          Waiting time: for every period of 24 seconds or part thereof <b>20p</b></p>	
<p><b>Tariff 3</b>          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.</p> <p>Initial distance not exceeding 377.1429 yards or part thereof          Initial waiting time 81 seconds or a combination of time and distance <b>£4.80</b>          For each subsequent 123.2493 yards completed or part thereof <b>30p</b>          Waiting time: for every period of 27 seconds or part thereof <b>30p</b></p>	<p>Any comments should be made to:  <b>West Berkshire Council</b>  <b>Council Offices</b>  <b>Market Street</b>  <b>Newbury, Berkshire</b>  <b>RG14 5LD</b>          Quoting the above          Taxi Plate Number</p>

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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# West Berkshire Hackney Carriage & Private Hire Operators

12 Audley Close, Newbury, Berkshire, RG14 2NW

27<sup>th</sup> April 2017

Dear Sir,

The undersigned being owner operators of Hackney Carriages or Private Hire Vehicles request the Licensing committee consider the following application for an increase in the maximum tariff charged for implementation from the 1<sup>st</sup> June 2017. Members may wish to note that the current tariff has been in place since 2013

Please see attached revised tariff card.

The proposal equates to a 40 pence increase on the average 2 mile taxi fare.

In calculating our increase we have used the formula agreed and set out by the TGWU and the Public Carriage Office. Calculations are based on the following criteria,

1. The average cost of providing a vehicle. (In this case a Ford Mondeo and London Taxi). Calculations are based on 4 different methods.

- a) Purchase new and run for 6 years.
- b) Purchase new and run for 3 years.
- c) Purchase at 3 years and run for 6 years.
- d) Lease.

2. Vehicle Spares:

A basket of 15 components is taken into account, along with tyre costs from 3 manufactures.

3. Garaging and Servicing:

These are divided into property derived costs (rent, rates, heating, lighting), using the Hillier-Parker rent index for industrial premises and labour derived costs using the TGWU National Joint Council for the Motor Retail Repair Industry's Minimum rates of pay index.

4. Fuel costs:

The price of derv per gallon is taken from the Petroleum Times Energy Source, and assumes typical consumption of 25 miles to the gallon.

5. Insurance:

Three insurance companies provide quotes; this figure is then averaged out.

6. Miscellaneous costs:

- 1) Licence fees
- 2) MOT

7. Earnings:

As taxi fares comprise taxi drivers main income the formula takes account of earnings as 45% Of the overall calculation for a fares increase. The earnings figure is derived from the average earnings index for the whole economy.

We will be pleased to have a representative at the committee meeting to answer any further questions members might have.


Yours faithfully,

Mr R.Nemeth

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# Hackney Carriages – Table of Fares Proposed from 1st June 2017

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 the journey) (Local Government (Miscellaneous Provisions) Act 1976 sec. 67)

<p><b>Initial distance not exceeding 293.3 yards or part thereof</b>  <b>Initial waiting time 60 seconds or a combination of time and distance £3.00</b>  <b>For each subsequent 146.7 yards completed or part thereof 20p</b>  <b>Waiting time: for every period of 30 seconds or part thereof 20p</b></p> <p>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.</p>	 <p>Taxi Plate Number</p>
<p><b>Initial distance not exceeding 293.3 yards or part thereof</b>  <b>Initial waiting time 60 seconds or a combination of time and distance £4.50</b>  <b>For each subsequent 146.7 yards completed or part thereof 30p</b>  <b>Waiting time: for every period of 30 seconds or part thereof 30p</b></p> <p>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.</p>	<p>THIS VEHICLE IS LICENSED TO CARRY</p> <p>PASSENGERS ONLY</p> <p>Comments or Complaints should Be made to:          West Berkshire Council          Council Offices          Market Street          Newbury, Berkshire          RG14 5LD          0163542400          Quoting the above Taxi Plate Number</p>
<p><b>Initial distance not exceeding 293.3 yards or part thereof</b>  <b>Initial waiting time 60 seconds or a combination of time and distance £6.00</b>  <b>For each subsequent 146.7 yards completed or part thereof 40p</b>  <b>Waiting time: for every period of 30 seconds or part thereof 40p</b></p> <p>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.</p>	<p><b>Operator</b></p>

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 internally and external will be charged.

Distance (Miles)	TARIFF 1		TARIFF 2		TARIFF 3	
	Current	Proposed	Current	Proposed	Current	Proposed
Flag	£2.80	£3.00	£3.80	£4.50	£4.80	£6.00
1	£4.60	£5.00	£6.40	£7.50	£8.10	£10.00
2	£6.55	£7.20	£9.60	£10.80	£12.30	£14.40
3	£8.65	£9.40	£12.80	£14.10	£16.50	£18.80
4	£10.75	£11.60	£16.00	£17.40	£20.70	£23.20
5	£12.85	£13.80	£19.20	£20.70	£24.90	£27.60
6	£14.95	£16.00	£22.40	£24.00	£29.10	£32.00
7	£17.05	£18.20	£25.60	£27.30	£33.30	£36.40
8	£19.15	£20.40	£28.80	£30.60	£37.80	£40.80
9	£21.25	£22.60	£32.00	£33.90	£42.00	£45.20
10	£23.35	£24.80	£35.20	£37.20	£46.20	£49.60

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Comparison of tariffs

Authority	Tariff 1					Tariff 2				
	Flag	1 mile	2 miles	5 miles	10 miles	Flag	1 mile	2 miles	5 miles	10 miles
Aylesbury Vale	3.00	3.00	4.30	8.20	16.20	3.75	3.75	5.38	10.25	20.25
Bracknell Forest	3.00	4.06	5.82	11.10	19.90	4.50	6.09	8.73	16.65	29.85
Chiltern District	3.00	3.60	5.39	10.78	19.76	4.50	5.40	8.09	16.17	29.64
Guildford Borough	3.00	3.70	5.52	10.99	21.89	3.50	6.12	9.20	18.42	33.79
Reading Borough	2.40	4.41	6.84	14.38	26.96	3.40	5.26	7.52	14.95	27.99
Slough	3.40	5.13	5.90	10.80	24.03	5.20	6.93	7.70	12.33	25.56
South Bucks	3.00	3.00	5.39	10.78	19.76	4.50	5.40	8.09	16.17	29.64
Vale of White Horse	4.60	4.60	6.90	13.80	25.30	5.70	5.70	8.70	17.70	32.70
Windsor and Maidenhead	2.80	3.49	5.25	10.53	19.33	4.20	5.24	7.88	15.80	29.00
Wokingham Borough	3.00	4.11	6.22	12.54	23.08	4.50	5.61	9.33	18.81	34.62
West Berkshire	2.80	4.60	6.55	12.85	23.35	3.80	6.40	9.60	19.20	35.20
Wycombe 2017	2.40	3.99	5.81	11.25	20.32	3.00	4.99	7.25	14.02	25.30
<b>Average</b>	<b>£3.03</b>	<b>£3.97</b>	<b>£5.82</b>	<b>£11.50</b>	<b>£21.66</b>	<b>£4.21</b>	<b>£5.57</b>	<b>£8.12</b>	<b>£15.87</b>	<b>£29.46</b>

Authority	Tariff 3					Tariff 4				
	Flag	1 mile	2 miles	5 miles	10 miles	Flag	1 mile	2 miles	5 miles	10 miles
Aylesbury Vale	4.50	4.50	6.45	12.30	24.30					
Bracknell Forest	6.00	8.12	11.64	22.20	39.80					
Chiltern District	4.50	5.10	6.89	12.28	21.26	6.00	7.20	10.79	21.57	39.52
Guildford Borough	6.00	7.40	11.04	21.98	43.78					
Reading Borough	3.60	6.62	10.26	21.58	40.43					
Slough	5.10	7.69	8.34	15.60	35.45	6.80	10.26	11.79	23.25	49.72
South Bucks	4.50	5.10	6.89	12.28	21.26	6.00	7.20	10.79	21.57	39.52
Vale of White Horse	6.20	6.20	9.60	19.80	36.80					
Windsor and Maidenhead										
Wokingham Borough	6.00	8.22	12.44	25.08	46.16					
West Berkshire	4.80	8.10	12.30	24.90	46.20					
Wycombe 2017	3.55	5.95	8.67	16.84	30.44	4.80	8.00	11.62	22.51	40.66
<b>Average</b>	<b>£4.98</b>	<b>£6.64</b>	<b>£9.50</b>	<b>£18.62</b>	<b>£35.08</b>	<b>£5.90</b>	<b>£8.17</b>	<b>£11.25</b>	<b>£22.23</b>	<b>£42.36</b>

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## Hackney Taxi Fare Tables

PHTM update the cost of a 2 mile hackney taxi fare on Tariff 1 nationally every month and below is the latest 'league table' of all 366 Councils.

Have a look at where you are positioned.

You can also filter by Council and Year of last rise. Simply click on either letter or year to view an individual listing.

Choose a month:

July 2017



Compared to prev mo

↓ DECREASE
 ↑ INCREASE
 ● NO CHANGE

Filter by Council:

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Pos	Council	2 ml. Fare	+ / -
1	LUTON AIRPORT	£9.20	●
2	WATFORD	£8.40	●
3	LONDON (HEATHROW)	£7.60	●
4	CARRICK	£7.30	●
5	EPSOM & EWELL	£7.20	●
6	LONDON	£7.20	●
7	DARTFORD	£7.00	●

Pos	Council	2 ml. Fare	+ / -
8	HERTSMERE	£7.00	●
9	JERSEY	£7.00	↑ £0.40
10	KENNETT NOW WILTSHIRE (EAST ZONE)	£7.00	●
11	MID SUSSEX	£7.00	●
12	NORTH WILTSHIRE	£7.00	●
13	SALISBURY	£7.00	●
14	WEST WILTSHIRE	£7.00	●
15	VALE OF WHITE HORSE	£6.90	●
16	ADUR	£6.80	●
17	BRIGHTON & HOVE	£6.80	●
18	CARADON	£6.80	●
19	COLCHESTER	£6.80	●
20	EAST LOTHIAN	£6.80	●
21	HART	£6.80	●
22	NORTH CORNWALL	£6.80	●
23	POOLE	£6.80	●
24	READING	£6.80	●
25	WEST BERKSHIRE	£6.80	●
26	KERRIER	£6.75	●
27	NUNEATON & BEDWORTH	£6.75	●
28	SEVENOAKS	£6.74	●
29	CHELMSFORD	£6.70	●
30	EASTLEIGH	£6.70	●
31	ROTHER	£6.70	●
32	SWINDON	£6.70	●
33	WEYMOUTH & PORTLAND	£6.70	●



Pos	Council	2 ml. Fare	+ / -
34	BOURNEMOUTH	£6.68	●
35	BASINGSTOKE & DEANE	£6.60	●
36	BRENTWOOD	£6.60	●
37	CRAWLEY	£6.60	●
38	EXETER	£6.60	●
39	HIGH PEAK	£6.60	●
40	MEDWAY	£6.60	●
41	TUNBRIDGE WELLS	£6.60	●
42	WAVENEY	£6.60	●
43	WEALDON	£6.60	●
44	YORK	£6.60	●
45	NORTH DEVON	£6.55	●
46	MAIDSTONE	£6.50	●
47	MOLE VALLEY	£6.50	●
48	SOUTH SOMERSET	£6.50	●
49	RESTORMEL	£6.45	●
50	HARROGATE	£6.43	●
51	ARUN	£6.40	●
52	ASHFORD	£6.40	●
53	BATH & NORTH EAST SOMERSET	£6.40	●
54	CAMBRIDGE CITY	£6.40	●
55	GRAVESHAM	£6.40	●
56	GUERNSEY	£6.40	●
57	GUILDFORD	£6.40	●
58	HARLOW	£6.40	●

Pos	Council	2 ml. Fare	+ / -
59	MALVERN HILLS	£6.40	●
60	NORWICH	£6.40	●
61	OXFORD	£6.40	●
62	PURBECK	£6.40	●
63	SOUTH CAMBRIDGE	£6.40	●
64	SOUTH GLOUCESTER	£6.40	●
65	SOUTH LAKELAND	£6.40	●
66	STROUD	£6.40	●
67	SURREY HEATH	£6.40	●
68	WOKING	£6.40	●
69	WOKINGHAM	£6.40	●
70	TORBAY	£6.39	●
71	COUNTY OF HEREFORD	£6.30	●
72	COVENTRY	£6.30	●
73	DACORUM	£6.30	●
74	EAST DEVON	£6.30	●
75	ISLE OF MAN	£6.30	●
76	LEWES	£6.30	●
77	PENWITH	£6.30	●
78	SWALE	£6.30	●
79	TONBRIDGE & MALLING	£6.30	●
80	FOREST OF DEAN	£6.27	●
81	HARBOROUGH	£6.27	●
82	TORRIDGE	£6.25	●
83	MIDLOTHIAN	£6.22	●
84	ARGYLL & BUTE	£6.20	●

Pos	Council	2 ml. Fare	+ / -
85	BIRMINGHAM	£6.20	●
86	BRISTOL, CITY OF UA	£6.20	●
87	CHELTENHAM	£6.20	●
88	CHICHESTER	£6.20	●
89	CREWE & NANTWICH	£6.20	●
90	HORSHAM	£6.20	●
91	LEEDS	£6.20	●
92	LINCOLN	£6.20	●
93	MENDIP	£6.20	●
94	NORTH HERTS	£6.20	●
95	NORTHAMPTON	£6.20	●
96	ROCHFORD	£6.20	●
97	RUNNYMEDE	£6.20	●
98	SEDGEMOOR	£6.20	●
99	SHEFFIELD	£6.20	●
100	SHEPWAY	£6.20	●
101	SOLIHULL	£6.20	●
102	SOUTHAMPTON	£6.20	●
103	SOUTHEND ON SEA	£6.20	●
104	SPELTHORNE	£6.20	●
105	ST ALBANS	£6.20	●
106	STRATFORD ON AVON	£6.20	●
107	TAUNTON DEANE	£6.20	●
108	TEIGNBRIDGE	£6.20	●
109	WAVERLEY	£6.20	●



Pos	Council	2 ml. Fare	+ / -
110	WEST OXFORD	£6.20	●
111	WINCHESTER	£6.20	●
112	CENTRAL BEDFORDSHIRE	£6.13	●
113	ELMBRIDGE	£6.10	●
114	HASTINGS	£6.10	●
115	NEW FOREST	£6.10	●
116	CHARNWOOD	£6.05	●
117	SHETLAND ISLES	£6.05	●
118	ABERDEENSHIRE	£6.00	●
119	BRACKNELL FOREST	£6.00	●
120	BRAINTREE	£6.00	●
121	CANTERBURY	£6.00	●
122	CARMARTHENSHIRE	£6.00	●
123	CASTLE POINT	£6.00	●
124	CHESTER	£6.00	●
125	DOVER	£6.00	●
126	EAST HAMPSHIRE	£6.00	●
127	EAST LINDSEY	£6.00	●
128	FIFE	£6.00	●
129	GREAT YARMOUTH	£6.00	●
130	IPSWICH	£6.00	●
131	KETTERING	£6.00	●
132	LUTON	£6.00	●
133	MILTON KEYNES	£6.00	●
134	NORTH DORSET	£6.00	●
135	SCARBOROUGH	£6.00	●

Pos	Council	2 ml. Fare	+ / -
136	SLOUGH	£6.00	●
137	SOUTH HAMS	£6.00	●
138	STEVENAGE	£6.00	●
139	TEST VALLEY	£6.00	●
140	THREE RIVERS	£6.00	●
141	THURROCK	£6.00	●
142	WARWICK	£6.00	●
143	WEST DORSET	£6.00	●
144	WORTHING	£6.00	●
145	DARLINGTON	£5.95	●
146	TENDRING	£5.95	●
147	BABERGH	£5.90	●
148	BASSETLAW	£5.90	●
149	CHRISTCHURCH	£5.90	●
150	DUDLEY	£5.90	●
151	DURHAM COUNTY COUNCIL	£5.90	●
152	EAST DORSET	£5.90	●
153	RUSHMORE	£5.90	●
154	WALSALL	£5.90	●
155	TEWKSBURY	£5.85	●
156	BASILDON	£5.80	●
157	BLACKPOOL	£5.80	●
158	BROMSGROVE	£5.80	●
159	CLACKMANNAN	£5.80	●
160	EAST HERTS	£5.80	●

Pos	Council	2 ml. Fare	+ / -
161	FYLDE	£5.80	●
162	GLASGOW	£5.80	●
163	GLOUCESTER	£5.80	●
164	HAVANT	£5.80	●
165	HIGHLANDS	£5.80	●
166	LEICESTER	£5.80	●
167	NEWCASTLE-UPON-TYNE	£5.80	●
168	NORTH WARWICK	£5.80	●
169	REIGATE & BANSTEAD	£5.80	●
170	SELBY	£5.80	●
171	SOUTH AYRSHIRE	£5.80	●
172	SOUTH RIBBLE	£5.80	●
173	STOCKPORT	£5.80	●
174	TAMWORTH	£5.80	●
175	UTTLESFORD	£5.80	●
176	WEST SOMERSET	£5.80	●
177	WINDSOR & MAIDENHEAD	£5.80	
178	SCOTTISH BORDERS	£5.75	●
179	WYCOMBE	£5.75	●
180	EAST KILBRIDE	£5.70	●
181	EASTBOURNE	£5.70	●
182	ISLE OF WIGHT	£5.70	●
183	MANCHESTER	£5.70	●
184	MID DEVON	£5.70	●
185	MONMOUTHSHIRE	£5.70	●
186	NORTH SOMERSET	£5.70	●



Pos	Council	2 ml. Fare	+ / -
187	PLYMOUTH	£5.70	●
188	RYEDALE	£5.70	●
189	WELWYN HATFIELD	£5.70	●
190	WORCESTER	£5.70	●
191	CARLISLE	£5.65	●
192	VALE OF GLAMORGAN	£5.65	●
193	BOSTON	£5.60	●
194	BRECKLAND	£5.60	●
195	BROXBOURNE	£5.60	●
196	CALDERDALE	£5.60	●
197	EDINBURGH	£5.60	●
198	FOREST HEATH	£5.60	●
199	GOSPORT	£5.60	●
200	HINCKLEY & BOSWORTH	£5.60	●
201	NEWPORT	£5.60	●
202	NORTH KESTEVEN	£5.60	●
203	NORTH TYNESIDE	£5.60	●
204	NORTH WEST LEICESTER	£5.60	●
205	NOTTINGHAM	£5.60	●
206	ORKNEY	£5.60	●
207	PORTSMOUTH UA	£5.60	●
208	RENFREWSHIRE	£5.60	●
209	RUSHCLIFFE	£5.60	●
210	SANDWELL	£5.60	●
211	SOUTH BUCKINGHAM	£5.60	●

Pos	Council	2 ml. Fare	+ / -
212	SUFFOLK COASTAL	£5.60	●
213	TAMESIDE	£5.60	●
214	WEST LOTHIAN	£5.60	●
215	WIRRAL	£5.60	●
216	WOLVERHAMPTON	£5.60	●
217	WREXHAM	£5.60	●
218	WYRE	£5.60	●
219	CARDIFF	£5.59	●
220	DUNDEE	£5.58	●
221	CHERWELL	£5.56	●
222	ANGUS	£5.50	●
223	BROXTOWE	£5.50	●
224	CANNOCK CHASE	£5.50	●
225	CASTLE MORPETH	£5.50	●
226	DUMFRIES & GALLOWAY	£5.50	●
227	EAST AYRSHIRE	£5.50	●
228	EAST CAMBRIDGESHIRE	£5.50	●
229	EAST STAFFORDSHIRE	£5.50	●
230	EDEN	£5.50	●
231	EPPING FOREST	£5.50	●
232	EREWASH	£5.50	●
233	GEDLING	£5.50	●
234	GWYNEDD	£5.50	●
235	HAMBLETON	£5.50	●
236	HUNTINGDONSHIRE	£5.50	●
237	LANCASTER	£5.50	●



Pos	Council	2 ml. Fare	+ / -
238	MORAY	£5.50	●
239	OLDHAM	£5.50	●
240	SHROPSHIRE	£5.50	●
241	STAFFORD	£5.50	●
242	TYNEDALE	£5.50	●
243	WANSBECK	£5.50	●
244	BARROW IN FURNESS	£5.44	●
245	BURY ST EDMUNDS	£5.40	●
246	CHILTERN	£5.40	●
247	CITY OF ABERDEEN	£5.40	
248	DERBY	£5.40	●
249	DONCASTER	£5.40	●
250	DUNBARTON	£5.40	●
251	FAREHAM	£5.40	●
252	KINGS LYNN & WEST NORFOLK	£5.40	●
253	KINGSTON-UPON-HULL	£5.40	●
254	MACCLESFIELD	£5.40	●
255	MID SUFFOLK	£5.40	●
256	NEWARK & SHERWOOD	£5.40	●
257	NORTH LINCOLNSHIRE	£5.40	●
258	PEMBROKESHIRE	£5.40	●
259	PERTH & KINROSS	£5.40	●
260	RICHMONDSHIRE	£5.40	●
261	RUGBY	£5.40	●
262	SUNDERLAND	£5.40	●

Pos	Council	2 ml. Fare	+ / -
263	TANDBRIDGE	£5.40	●
264	TRAFFORD	£5.40	●
265	WYCHAVON	£5.40	●
266	BRADFORD	£5.36	●
267	COTSWOLD	£5.35	●
268	EAST DUNBARTONSHIRE	£5.34	●
269	BLABY	£5.30	●
270	CRAVEN	£5.30	●
271	EAST RENFREW	£5.30	●
272	FENLAND	£5.30	●
273	LICHFIELD	£5.30	●
274	MELTON	£5.30	●
275	NORTH EAST LINCOLNSHIRE	£5.30	●
276	NORTH NORFOLK	£5.30	●
277	RIBBLE VALLEY	£5.30	●
278	SALFORD	£5.30	●
279	VALE ROYAL	£5.30	●
280	WYRE FOREST	£5.30	●
281	BEDFORD	£5.26	●
282	BOLTON	£5.25	●
283	BURY	£5.24	●
284	AMBER VALLEY	£5.20	●
285	CEREDIGION	£5.20	●
286	CLYDEBANK	£5.20	●
287	CONWY	£5.20	●
288	DENBIGHSHIRE	£5.20	●

Pos	Council	2 ml. Fare	+ / -
289	EAST RIDING	£5.20	●
290	ELLESMERE PORT	£5.20	●
291	HALTON	£5.20	●
292	LIVERPOOL	£5.20	●
293	POWYS	£5.20	●
294	PRESTON	£5.20	●
295	RHONDDA CYNON TAF	£5.20	●
296	SOUTH LANARKSHIRE (CLYDESDALE)	£5.20	●
297	SOUTH TYNESIDE	£5.20	●
298	STAFFS MOORLANDS	£5.20	●
299	STIRLING	£5.20	●
300	WARRINGTON	£5.20	●
301	YNYS MON	£5.20	●
302	CONGLETON	£5.10	●
303	GATESHEAD	£5.10	●
304	SEFTON	£5.10	●
305	SOUTH STAFFORDSHIRE	£5.10	●
306	WIGAN	£5.10	●
307	ALNWICK	£5.05	●
308	SOUTH HOLLAND	£5.05	●
309	SWANSEA	£5.05	●
310	BLYTH VALLEY	£5.00	●
311	CHESTERFIELD	£5.00	●
312	COPELAND	£5.00	●
313	DAVENTRY	£5.00	●



Pos	Council	2 ml. Fare	+ / -
314	KIRKLEES	£5.00	●
315	NEATH PORT TALBOT	£5.00	●
316	NORTH EAST DERBYSHIRE	£5.00	●
317	PETERBOROUGH	£5.00	●
318	SOUTH NORTHANTS	£5.00	●
319	THANET	£5.00	●
320	WEST LINDSEY	£5.00	●
321	STOKE-ON-TRENT UA	£4.95	●
322	BRIDGEND	£4.90	●
323	CHORLEY	£4.90	●
324	FLINTSHIRE	£4.90	●
325	ROSSENDALE	£4.90	●
326	TELFORD & WREKIN	£4.90	●
327	WELLINGBOROUGH	£4.90	●
328	REDDITCH	£4.88	●
329	ALLERDALE	£4.85	●
330	ASHFIELD	£4.80	●
331	CAERPHILLY	£4.80	●
332	DERBYSHIREDALES	£4.80	●
333	HAMILTON	£4.80	●
334	INVERCLYDE	£4.80	●
335	MANSFIELD	£4.80	●
336	NORTH AYRSHIRE	£4.80	●
337	NORTH LANARKSHIRE	£4.80	●
338	ROCHDALE	£4.80	●
339	ROTHERHAM	£4.80	●

Pos	Council	2 ml. Fare	+ / -
340	RUTHERGLEN	£4.80	●
341	TORFAEN	£4.80	●
342	BARNSLEY	£4.70	●
343	BERWICK ON TWEED	£4.70	●
344	BLACKBURN	£4.70	●
345	EAST NORTHANTS	£4.70	●
346	FALKIRK	£4.70	●
347	HYNDBURN	£4.70	●
348	WEST LANCASHIRE	£4.70	●
349	BOLSOVER	£4.60	●
350	CORBY	£4.60	●
351	ST HELENS	£4.60	●
352	WAKEFIELD	£4.60	●
353	BURNLEY	£4.50	●
354	MERTHYR TYDFIL	£4.50	●
355	REDCAR & CLEVELAND	£4.50	●
356	STOCKTON ON TEES	£4.50	●
357	KNOWSLEY	£4.40	●
358	OADBY & WIGSTON	£4.40	●
359	PENDLE	£4.40	●
360	AYLESBURY VALE	£4.30	●
361	BLAENAU GWENT	£4.30	●
362	MIDDLESBROUGH	£4.30	●
363	NEWCASTLE-UNDER-LYME	£4.20	●
364	WESTERN ISLES	£4.20	●

Pos	Council	2 ml. Fare	+ / -
365	HARTLEPOOL	£4.10	●
366	SOUTH KESTEVEN	£3.50	●

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**Comparison of taxi (hackney carriage) tariffs**

**WBC current**

Shows the true WBC current fares for initial distance/waiting time ("flag") and subsequent distances, compared to the values shown on the table presented by the Trade to the Licensing Committee meeting on 18 July 2017

	Distance (yards)	Unit (yards)	Units (per mile)	Tariff 1				Tariff 2				Tariff 3			
				WBC current tariff			(per Trade table)	WBC current tariff			(per Trade table)	WBC current tariff			(per Trade table)
				Unit price	Total for stage	Cumulative		Unit price	Total for stage	Cumulative		Unit price	Total for stage	Cumulative	
Flag	377.1429			£ 2.80	£ 2.80	£ 2.80	£ 2.80	£ 3.80	£ 3.80	£ 3.80	£ 3.80	£ 4.80	£ 4.80	£ 4.80	£ 4.80
Balance of first mile	1382.8571	123.2493	11.22	£ 0.15	£ 1.68	£ 4.48	£ 4.63	£ 0.20	£ 2.59	£ 6.39	£ 6.40	£ 0.30	£ 3.37	£ 8.17	£ 8.10
2	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 6.62	£ 6.55	£ 0.20	£ 2.86	£ 9.24	£ 9.60	£ 0.30	£ 4.28	£ 12.45	£ 12.30
3	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 8.77	£ 8.65	£ 0.20	£ 2.86	£ 12.10	£ 12.80	£ 0.30	£ 4.28	£ 16.73	£ 16.50
4	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 10.91	£ 10.75	£ 0.20	£ 2.86	£ 14.96	£ 16.00	£ 0.30	£ 4.28	£ 21.02	£ 20.70
5	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 13.05	£ 12.85	£ 0.20	£ 2.86	£ 17.81	£ 19.20	£ 0.30	£ 4.28	£ 25.30	£ 24.90
6	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 15.19	£ 14.95	£ 0.20	£ 2.86	£ 20.67	£ 22.40	£ 0.30	£ 4.28	£ 29.59	£ 29.10
7	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 17.33	£ 17.05	£ 0.20	£ 2.86	£ 23.52	£ 25.80	£ 0.30	£ 4.28	£ 33.87	£ 33.30
8	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 19.48	£ 19.15	£ 0.20	£ 2.86	£ 26.38	£ 28.80	£ 0.30	£ 4.28	£ 38.15	£ 37.80
9	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 21.62	£ 21.25	£ 0.20	£ 2.86	£ 29.24	£ 32.00	£ 0.30	£ 4.28	£ 42.44	£ 42.00
10	1760	123.2493	14.28	£ 0.15	£ 2.14	£ 23.76	£ 23.35	£ 0.20	£ 2.86	£ 32.09	£ 35.20	£ 0.30	£ 4.28	£ 46.72	£ 46.20

Comment: (a) the Trade table of current fares is inaccurate; for tariffs 1 & 3 they understate the WBC current fare but for tariff 2 they overstate it (see, eg, the 10 mile Tariff 2 value - the correct WBC current fare is £32.09, whereas the Trade's table showed it as £35.20, making any increase look smaller than it actually is); (b) why are the WBC unit distances for Tariffs 1 & 3 the same, but different for Tariff 2?

**Trade proposed**

Shows the proposed fares according to the Trade table presented to the meeting, compared to the true values calculated from the proposed unit per distance values

	Distance (yards)	Unit (yards)	Units (per mile)	Tariff 1				Tariff 2				Tariff 3						
				Proposed tariff			(per Trade table)	Current for comparison	Proposed tariff			(per Trade table)	Current for comparison	Proposed tariff			(per Trade table)	Current for comparison
				Unit price	Total for stage	Cumulative			Unit price	Total for stage	Cumulative			Unit price	Total for stage	Cumulative		
Flag	293.3			£ 3.00	£ 3.00	£ 3.00	£ 3.00	£ 4.50	£ 4.50	£ 4.50	£ 4.50	£ 6.00	£ 6.00	£ 6.00	£ 6.00			
Balance of first mile	1466.7	146.7	9.997955	£ 0.20	£ 2.00	£ 5.00	£ 5.00	£ 0.30	£ 3.00	£ 7.50	£ 7.50	£ 0.40	£ 4.00	£ 10.00	£ 10.00			
2	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 7.40	£ 7.20	£ 0.30	£ 3.60	£ 11.10	£ 10.80	£ 0.40	£ 4.80	£ 14.80	£ 14.40			
3	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 9.80	£ 9.40	£ 0.30	£ 3.60	£ 14.70	£ 14.10	£ 0.40	£ 4.80	£ 19.60	£ 18.70			
4	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 12.20	£ 11.60	£ 0.30	£ 3.60	£ 18.30	£ 17.40	£ 0.40	£ 4.80	£ 24.40	£ 23.00			
5	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 14.60	£ 13.80	£ 0.30	£ 3.60	£ 21.90	£ 20.70	£ 0.40	£ 4.80	£ 29.19	£ 27.60			
6	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 17.00	£ 16.00	£ 0.30	£ 3.60	£ 25.50	£ 24.00	£ 0.40	£ 4.80	£ 33.99	£ 32.00			
7	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 19.40	£ 18.20	£ 0.30	£ 3.60	£ 29.09	£ 27.30	£ 0.40	£ 4.80	£ 38.79	£ 36.40			
8	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 21.80	£ 20.40	£ 0.30	£ 3.60	£ 32.69	£ 30.60	£ 0.40	£ 4.80	£ 43.59	£ 40.80			
9	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 24.20	£ 22.60	£ 0.30	£ 3.60	£ 36.29	£ 33.90	£ 0.40	£ 4.80	£ 48.39	£ 45.20			
10	1760	146.7	11.99727	£ 0.20	£ 2.40	£ 26.59	£ 24.80	£ 0.30	£ 3.60	£ 39.89	£ 37.20	£ 0.40	£ 4.80	£ 53.19	£ 49.60			

Comment - the Trade table of proposed fares is also inaccurate and they generally understate the true position, making the proposed new rates actually greater than the Trade state (and thus appear more reasonable than they actually will be). Again using the 10 mile Tariff 2 value, the calculation shows that the new charge would be £39.89, whereas the Trade say it would be £37.20.

**Comparison of total fare for distance - WBC (per Trade and actual) v Trade proposal (per Trade and actual)**

Comparison of fares from both sets of figures above.

Tariff 1										Tariff 2										Tariff 3									
	WBC per Trade	WBC actual	Proposal per Trade	Proposal Actual	% Increase per Trade	£ Increase per Trade	% Increase actual	£ Increase actual		WBC per Trade	WBC actual	Proposal per Trade	Proposal Actual	% Increase per Trade	£ Increase per Trade	% Increase actual	£ Increase actual		WBC per Trade	WBC actual	Proposal per Trade	Proposal Actual	% Increase per Trade	£ Increase per Trade	% Increase actual	£ Increase actual			
Flag	£ 2.80	£ 2.80	£ 3.00	£ 3.00	7.14%	£ 0.20	7.14%	£ 0.20		£ 3.80	£ 3.80	£ 4.50	£ 4.50	18.42%	£ 0.70	18.42%	£ 0.70		£ 4.80	£ 4.80	£ 6.00	£ 6.00	25.00%	£ 1.20	25.00%	£ 1.20			
1	£ 4.60	£ 4.48	£ 5.00	£ 5.00	8.70%	£ 0.40	11.52%	£ 0.52		£ 6.40	£ 6.39	£ 7.50	£ 7.50	17.19%	£ 1.10	17.39%	£ 1.11		£ 8.10	£ 8.17	£ 10.00	£ 10.00	23.46%	£ 1.90	22.45%	£ 1.83			
2	£ 6.55	£ 6.62	£ 7.20	£ 7.40	9.92%	£ 0.65	11.68%	£ 0.77		£ 9.60	£ 9.24	£ 10.80	£ 11.10	12.50%	£ 1.20	20.08%	£ 1.85		£ 12.30	£ 12.45	£ 14.40	£ 14.80	17.07%	£ 2.10	18.86%	£ 2.35			
3	£ 8.65	£ 8.77	£ 9.40	£ 9.80	8.67%	£ 0.75	11.77%	£ 1.03		£ 12.80	£ 12.10	£ 14.10	£ 14.70	10.16%	£ 1.30	21.46%	£ 2.60		£ 16.50	£ 16.73	£ 18.80	£ 19.60	13.94%	£ 2.30	17.11%	£ 2.86			
4	£ 10.75	£ 10.91	£ 11.60	£ 12.20	7.91%	£ 0.85	11.82%	£ 1.29		£ 16.00	£ 14.96	£ 17.40	£ 18.30	8.75%	£ 1.40	22.33%	£ 3.34		£ 20.70	£ 21.02	£ 23.20	£ 24.40	12.08%	£ 2.50	16.07%	£ 3.38			
5	£ 12.85	£ 13.05	£ 13.80	£ 14.60	7.39%	£ 0.95	11.85%	£ 1.55		£ 19.20	£ 17.81	£ 20.70	£ 21.90	7.81%	£ 1.50	22.93%	£ 4.08		£ 24.90	£ 25.30	£ 27.60	£ 29.19	10.84%	£ 2.70	15.39%	£ 3.89			
6	£ 14.95	£ 15.19	£ 16.00	£ 17.00	7.02%	£ 1.05	11.87%	£ 1.80		£ 22.40	£ 20.67	£ 24.00	£ 25.50	7.14%	£ 1.60	23.35%	£ 4.83		£ 29.10	£ 29.59	£ 32.00	£ 33.99	9.97%	£ 2.90	14.90%	£ 4.41			
7	£ 17.05	£ 17.33	£ 18.20	£ 19.40	6.74%	£ 1.15	11.89%	£ 2.06		£ 25.80	£ 23.52	£ 27.30	£ 29.09	5.81%	£ 1.50	23.68%	£ 5.57		£ 33.30	£ 33.87	£ 36.40	£ 38.79	9.31%	£ 3.10	14.53%	£ 4.92			
8	£ 19.15	£ 19.48	£ 20.40	£ 21.80	6.53%	£ 1.25	11.91%	£ 2.32		£ 28.80	£ 26.38	£ 30.60	£ 32.69	6.25%	£ 1.80	23.93%	£ 6.31		£ 37.80	£ 38.15	£ 40.80	£ 43.59	7.94%	£ 3.00	14.25%	£ 5.44			
9	£ 21.25	£ 21.62	£ 22.60	£ 24.20	6.35%	£ 1.35	11.92%	£ 2.58		£ 32.00	£ 29.24	£ 33.90	£ 36.29	5.94%	£ 1.90	24.14%	£ 7.06		£ 42.00	£ 42.44	£ 45.20	£ 48.39	7.62%	£ 3.20	14.03%	£ 5.95			
10	£ 23.35	£ 23.76	£ 24.80	£ 26.59	6.21%	£ 1.45	11.93%	£ 2.83		£ 35.20	£ 32.09	£ 37.20	£ 39.89	5.68%	£ 2.00	24.30%	£ 7.80		£ 46.20	£ 46.72	£ 49.60	£ 53.19	7.36%	£ 3.40	13.84%	£ 6.47			

**Possible - 10th mile units and half mile flag**

A suggested way forward - using 176 yards/a tenth mile for all Tariffs and having flag distance at quarter mile (440 yards). Simply a suggestion, no predetermination suggested.

		Tariff 1				
		Suggestion			Trade proposal (actual)	
Distance (yards)	Unit (yards)	Units (per mile)	Unit price	Total for stage	Cumulative	Current for comparison
Flag	440		£ 0.22	£ 3.50	£ 3.50	£ 3.00
Balance of first mile	1320	176.0	£ 1.65	£ 5.15	£ 5.15	£ 4.48
2	1760	176.0	£ 2.20	£ 7.35	£ 7.35	£ 6.62
3	1760	176.0	£ 2.20	£ 9.55	£ 9.55	£ 8.77
4	1760	176.0	£ 2.20	£ 11.75	£ 11.75	£ 10.91
5	1760	176.0	£ 2.20	£ 13.95	£ 13.95	£ 13.05
6	1760	176.0	£ 2.20	£ 16.15	£ 16.15	£ 15.19
7	1760	176.0	£ 2.20	£ 18.35	£ 18.35	£ 17.33
8	1760	176.0	£ 2.20	£ 20.55	£ 20.55	£ 19.48
9	1760	176.0	£ 2.20	£ 22.75	£ 22.75	£ 21.62
10	1760	176.0	£ 2.20	£ 24.95	£ 24.95	£ 23.76

		Tariff 2				
		Proposed tariff			Trade proposal (actual)	
Distance (yards)	Unit (yards)	Units (per mile)	Unit price	Total for stage	Cumulative	Current for comparison
Flag	440		£ 0.33	£ 4.00	£ 4.00	£ 4.50
Balance of first mile	1320	176.0	£ 2.48	£ 6.48	£ 6.48	£ 6.04
2	1760	176.0	£ 3.30	£ 9.78	£ 9.78	£ 8.90
3	1760	176.0	£ 3.30	£ 13.08	£ 13.08	£ 11.76
4	1760	176.0	£ 3.30	£ 16.38	£ 16.38	£ 14.61
5	1760	176.0	£ 3.30	£ 19.68	£ 19.68	£ 17.47
6	1760	176.0	£ 3.30	£ 22.98	£ 22.98	£ 20.32
7	1760	176.0	£ 3.30	£ 26.28	£ 26.28	£ 23.18
8	1760	176.0	£ 3.30	£ 29.58	£ 29.58	£ 26.04
9	1760	176.0	£ 3.30	£ 32.88	£ 32.88	£ 28.89
10	1760	176.0	£ 3.30	£ 36.18	£ 36.18	£ 31.75

Same unit distances as Tariff 1

		Tariff 3				
		Proposed tariff			Trade proposal (actual)	
Distance (yards)	Unit (yards)	Units (per mile)	Unit price	Total for stage	Cumulative	Current for comparison
Flag	440		£ 0.44	£ 5.50	£ 5.50	£ 6.00
Balance of first mile	1320	176.0	£ 3.30	£ 8.80	£ 8.80	£ 8.17
2	1760	176.0	£ 4.40	£ 13.20	£ 13.20	£ 12.45
3	1760	176.0	£ 4.40	£ 17.60	£ 17.60	£ 16.73
4	1760	176.0	£ 4.40	£ 22.00	£ 22.00	£ 21.02
5	1760	176.0	£ 4.40	£ 26.40	£ 26.40	£ 25.30
6	1760	176.0	£ 4.40	£ 30.80	£ 30.80	£ 29.59
7	1760	176.0	£ 4.40	£ 35.20	£ 35.20	£ 33.87
8	1760	176.0	£ 4.40	£ 39.60	£ 39.60	£ 38.15
9	1760	176.0	£ 4.40	£ 44.00	£ 44.00	£ 42.44
10	1760	176.0	£ 4.40	£ 48.40	£ 48.40	£ 46.72

Same unit distances as Tariff 1

**Comparison of total fare for distance - WBC actual v 10th mile proposal**

		Tariff 1				
		Current	Proposal	% Increase	£ Increase	
(Not compared because different basis)	Flag	£ 2.80	£ 3.50			
	1	£ 4.48	£ 5.15	14.88%	£ 0.67	
	2	£ 6.62	£ 7.35	10.94%	£ 0.73	
	3	£ 8.77	£ 9.55	8.93%	£ 0.78	
	4	£ 10.91	£ 11.75	7.71%	£ 0.84	
	5	£ 13.05	£ 13.95	6.89%	£ 0.90	
	6	£ 15.19	£ 16.15	6.30%	£ 0.96	
	7	£ 17.33	£ 18.35	5.86%	£ 1.02	
	8	£ 19.48	£ 20.55	5.51%	£ 1.07	
	9	£ 21.62	£ 22.75	5.23%	£ 1.13	
	10	£ 23.76	£ 24.95	5.00%	£ 1.19	

		Tariff 2				
		Current	Proposal	% Increase	£ Increase	
	Flag	£ 3.80	£ 4.00			
	1	£ 6.04	£ 6.48	7.13%	£ 0.43	
	2	£ 8.90	£ 9.78	9.83%	£ 0.88	
	3	£ 11.76	£ 13.08	11.22%	£ 1.32	
	4	£ 14.61	£ 16.38	12.07%	£ 1.76	
	5	£ 17.47	£ 19.68	12.63%	£ 2.21	
	6	£ 20.32	£ 22.98	13.04%	£ 2.65	
	7	£ 23.18	£ 26.28	13.35%	£ 3.10	
	8	£ 26.04	£ 29.58	13.59%	£ 3.54	
	9	£ 28.89	£ 32.88	13.79%	£ 3.98	
	10	£ 31.75	£ 36.18	13.94%	£ 4.43	

		Tariff 3				
		Current	Proposal	% Increase	£ Increase	
	Flag	£ 4.80	£ 5.50			
	1	£ 8.17	£ 8.80	7.76%	£ 0.63	
	2	£ 12.45	£ 13.20	6.02%	£ 0.75	
	3	£ 16.73	£ 17.60	5.18%	£ 0.87	
	4	£ 21.02	£ 22.00	4.67%	£ 0.98	
	5	£ 25.30	£ 26.40	4.34%	£ 1.10	
	6	£ 29.59	£ 30.80	4.10%	£ 1.21	
	7	£ 33.87	£ 35.20	3.93%	£ 1.33	
	8	£ 38.15	£ 39.60	3.79%	£ 1.45	
	9	£ 42.44	£ 44.00	3.68%	£ 1.56	
	10	£ 46.72	£ 48.40	3.59%	£ 1.68	



# Taxi Meter Services

Unit 4 Hewins Wood Farm  
Ashampstead Road  
Bradfield  
Berkshire  
RG7 6DH  
01189744779  
07860595568  
VATRegistered: GB362686232  
servicetms@btopenworld.com

## Taxi Tariff West Berkshire Council

Tuesday, 05 September 2017

Dear Councillor Bridgman

Please find the attached Tariff workings for West Berkshire Council.

The last increase approved by members was implemented 11<sup>th</sup> April 2013. The trade have made attempts to increase the Tariff since then but failed. The tariff before you has been discussed by members of the trade, with help from Taxi meter manufactures and the National Association, who compiles the ratings throughout the country, West Berkshire over the past years has been within the top fifteen.

I have a copy of an e-mail dated 24-08-2017 from the Licensing Team, Amanda Ward with your workings and can confirm that the Proposal Actual is correct. It may seem a high rise from £2.14 to £2.40 pence per mile, a 26 pence increase over four years and five months, and this is welcomed by the trade. It equates to 12.15% increase divide in to the Three Years and Five months works out to be 3.47% increase, so if the trade had managed to present a working structure yearly as requested by Councillors little and often in my opinion it's a fair charge, and already used by Private Hire operators within the district.

Going forward it would we appreciate if a Member or you could be consulted with at the time of discussing issues, so that person fully understands what's required, discussed? When meetings are suspended and persons speak to the members Q&A it gets frustrating once the meeting reconvenes, and the information given requires added information, so at least one member has facts to hand to make progress with his fellow members.

It's my belief like you, the trade have used excel spread sheets to configure the workings of a taximeter, in principle fine but other factors have to be taken into consideration to function correctly.

**Initial Flag:** That's the minimum the customer is going to pay, made up of the £ starting Rate – Fixed distance and Initial waiting time.

**On Going Drops:** This is the 20-30-40 pence increments to the end of the Journey.

**Waiting Time:** This uses the same drop value, a set waiting time rate would be used if the vehicle was stationary. When a vehicle starts to move the customer pays for waiting time, distance charge or a combination.

**Waiting Time /Crossover Point:** The meter charges, waiting time and distance until a pre-determined speed is reached using the fixed drops.

Please call me if you need clarification on any points mentioned.

Regards

Richard Brown

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**NEW FARE** 2013 April

<p>Name : <b>TARIFF 1</b></p> <p>Date: <b>11/04/13</b></p> <p>Soiling charge: <input type="text"/></p> <p>Wait: <input type="text" value="27"/> (secs)</p> <p>Flag fall: <input type="text" value="£2.80"/> A</p> <p>Initial yardage: <input type="text" value="377.1429"/></p> <p>Unit thereafter: <input type="text" value="123.2493"/> C</p> <p>Price unit : <input type="text" value="0.15"/></p> <p>Initial Waiting Time (secs): 83</p>	<p>Name : <b>TARIFF 2</b></p> <p>Date: <input type="text"/></p> <p>Soiling charge: <input type="text"/></p> <p>Wait: <input type="text" value="24"/> (secs)</p> <p>Flag fall: <input type="text" value="£3.80"/> A</p> <p>Initial yardage: <input type="text" value="377.1429"/> B</p> <p>Unit thereafter: <input type="text" value="106.8431"/></p> <p>Price unit : <input type="text" value="0.2"/> D</p> <p>Initial Waiting Time (secs): 42</p>	<p>Name : <b>TARIFF 3</b></p> <p>Date: <input type="text"/></p> <p>Soiling charge: <input type="text"/></p> <p>Wait: <input type="text" value="27"/> (secs)</p> <p>Flag fall: <input type="text" value="£4.80"/> A</p> <p>Initial yardage: <input type="text" value="377.1429"/> B</p> <p>Unit thereafter: <input type="text" value="123.2493"/> C</p> <p>Price unit : <input type="text" value="0.3"/></p> <p>Initial Waiting Time (secs): 56</p>
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Distance (miles)	TARIFF 1 <i>Fare</i>	TARIFF 2 <i>Fare</i>	TARIFF 3 <i>Fare</i>
Flag	£2.80	£3.80	£4.80
1	£4.60	£6.40	£8.40
2	£6.70	£9.80	£12.60
3	£8.80	£13.00	£16.80
4	£11.05	£16.40	£21.30
5	£13.15	£19.60	£25.50
6	£15.25	£23.00	£29.70
7	£17.35	£26.20	£33.90
8	£19.60	£29.60	£38.40
9	£21.70	£32.80	£42.60
10	£23.80	£36.20	£46.80
Running Mile	<input type="text" value="£2.14200"/>	<input type="text" value="£3.29455"/>	<input type="text" value="£4.28400"/>
Cross Over Speed 9.34 MPH			



**NEW FARE**

2017

<p><b>Name :</b> <input type="text" value="TARIFF 1"/></p> <p><b>Date:</b> <input type="text" value="tba"/></p> <p><b>Soiling charge:</b> <input type="text"/></p> <p><b>Wait:</b> <input type="text" value="30"/> (secs)</p> <p><b>Flag fall:</b> <input type="text" value="£3.00"/> A</p> <p><b>Initial yardage:</b> <input type="text" value="293.3"/></p> <p><b>Unit thereafter:</b> <input type="text" value="146.7"/> C</p> <p><b>Price unit :</b> <input type="text" value="0.2"/></p> <p><b>Initial Waiting Time (secs):</b> 60</p>	<p><b>Name :</b> <input type="text" value="TARIFF 2"/></p> <p><b>Date:</b> <input type="text"/></p> <p><b>Soiling charge:</b> <input type="text"/></p> <p><b>Wait:</b> <input type="text" value="30"/> (secs)</p> <p><b>Flag fall:</b> <input type="text" value="£4.50"/> A</p> <p><b>Initial yardage:</b> <input type="text" value="293.3"/> B</p> <p><b>Unit thereafter:</b> <input type="text" value="146.7"/></p> <p><b>Price unit :</b> <input type="text" value="0.3"/> D</p> <p><b>Initial Waiting Time (secs):</b> 60</p>	<p><b>Name :</b> <input type="text" value="TARIFF 3"/></p> <p><b>Date:</b> <input type="text"/></p> <p><b>Soiling charge:</b> <input type="text"/></p> <p><b>Wait:</b> <input type="text" value="30"/> (secs)</p> <p><b>Flag fall:</b> <input type="text" value="£6.00"/> A</p> <p><b>Initial yardage:</b> <input type="text" value="293.3"/> B</p> <p><b>Unit thereafter:</b> <input type="text" value="146.7"/> C</p> <p><b>Price unit :</b> <input type="text" value="0.4"/></p> <p><b>Initial Waiting Time (secs):</b> 60</p>
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Distance (miles)	TARIFF 1 <i>Fare</i>	TARIFF 2 <i>Fare</i>	TARIFF 3 <i>Fare</i>
<b>Flag</b>	<b>£3.00</b>	<b>£4.50</b>	<b>£6.00</b>
1	£5.00	£7.50	£10.00
2	£7.40	£11.10	£14.80
3	£9.80	£14.70	£19.60
4	£12.20	£18.30	£24.40
5	£14.60	£21.90	£29.20
6	£17.00	£25.50	£34.00
7	£19.40	£29.10	£38.80
8	£21.80	£32.70	£43.60
9	£24.20	£36.30	£48.40
10	£26.60	£39.90	£53.20
<b>Running Mile</b>	<input type="text" value="£2.39945"/>	<input type="text" value="£3.59918"/>	<input type="text" value="£4.79891"/>
	Cross Over Speed 10MPH		

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