

# Notice of Meeting

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## Special Licensing Committee

**Monday 6 September 2021 at 4.30pm**  
in the Council Chamber Council Offices  
Market Street Newbury

This meeting will be streamed live here: <https://www.westberks.gov.uk/licensingcommitteelive>

Date of despatch of Agenda: Thursday 26 August 2021

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)

Further information and Minutes are also available on the Council's website at [www.westberks.gov.uk](http://www.westberks.gov.uk)



**Agenda – Special Licensing Committee to be held on Monday, 6 September 2021**  
(continued)

**To:** Councillors Adrian Abbs, Peter Argyle, Phil Barnett (Vice-Chairman), Jeff Beck, Graham Bridgman, Billy Drummond, Rick Jones (Chairman), Tony Linden, David Marsh, Graham Pask, Claire Rowles and Martha Vickers

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# Agenda

## Part I

	<b>Page No.</b>
1. <b>Apologies</b> To receive apologies for inability to attend the meeting (if any).	3 - 4
2. <b>Declarations of Interest</b> 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' <a href="#">Code of Conduct</a> .	5 - 6
3. <b>Statutory Consultation on Hackney Carriage Tariffs (DoD4137)</b> <b>Purpose:</b> To review the current hackney carriage fare scale in light of the recent non-statutory consultation undertaken with the Taxi Trade, recommend an option for the Head of Public Protection to agree to be consulted on, if required, and consider the consultation process that will be undertaken, if needed.	7 - 24

Sarah Clarke  
Service Director Strategy and Governance

If you require this information in a different format or translation, please contact Stephen Chard on telephone (01635) 519462.

# Agenda Item 1.

Special Licensing Committee – 6 September 2021

## **Item 1 – Apologies for absence**

Verbal Item

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# Agenda Item 2.

Licensing Committee – 6 September 2021

## **Item 2 – Declarations of Interest**

Verbal Item

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# Statutory Consultation on Hackney Carriage Tariffs

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<b>Committee considering report:</b>	Licensing Committee
<b>Date of Committee:</b>	Licensing Committee 06 September 2021 Delegated Officer Decision 08 September 2021
<b>Portfolio Member:</b>	Councillor Hilary Cole
<b>Report Author:</b>	Moira Fraser
<b>Forward Plan Ref:</b>	DOD4137

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## 1 Purpose of the Report

- 1.1 To review the current hackney carriage fare scale in light of the recent non-statutory consultation undertaken with the Taxi Trade, recommend an option for the Head of Public Protection to agree to be consulted on, if required, and consider the consultation process that will be undertaken, if needed.

## 2 Recommendation

That the Committee

- 2.1 **NOTES** the existing tariffs.
- 2.2 **CONSIDERS** the outcome of the recent non-statutory consultation undertaken with the Taxi Trade as set out in Appendix B.

If Members are minded to seek a change to the current hackney carriage fare scale, in accordance with the statutory consultation process, they should

- 2.3 **CONSIDER** what variation to the current fares may be appropriate
- 2.4 **OBSERVE** that a copy of the statutory notice should be placed in the Newbury Weekly News, the Reading Chronicle, on the Public Protection Partnership's website and on display at the Market Street Council Offices.
- 2.5 **OBSERVE** that a copy of the notice should be emailed to the trade.
- 2.6 **CONSIDER** if the consultation period should run for the minimum of 14 days set out in statute or if a longer timescale should be applied i.e. 16 September to the 14 October 2021.

2.7 **OBSERVE** that if objections are received and not withdrawn the objections will be discussed at the 08 November Licensing Committee and a decision will be made at the 18 November 2021 Executive meeting.

### 3 Implications and Impact Assessment

Implication	Commentary			
<b>Financial:</b>	There are no specific financial implications for the Council arising from this report. The consultation, including the cost of notices in newspapers, will be undertaken using existing resources.			
<b>Human Resource:</b>	Any actions will be met from within existing resources			
<b>Legal:</b>	<p>The procedure for setting fares and public notice requirements are stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976. This function is currently delegated to the Head of Public Protection and Culture under the Council’s Constitution.</p> <p>There is no right of appeal so any legal challenge to the final decision made would be by way of judicial review.</p> <p>Laura Knowles and Patricia Brown consulted.</p>			
<b>Risk Management:</b>	None			
<b>Property:</b>	None			
<b>Policy:</b>	None			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				



Statutory Consultation on Hackney Carriage Tariffs

<p><b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?</p>		X		<p>This report is seeking observations by the Licensing Committee (any decision to be taken later).</p>
<p><b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?</p>		X		<p>Nationally young women are one of the largest groups to use taxis. Other groups, such as those who are disabled and those who are elderly may also use taxis more frequently.</p> <p>Any change to fares suggested could impact these groups financially, but equally there needs to be a viable taxi trade to provide a taxi service for these groups and all residents/visitors to West Berkshire.</p> <p>While it is accepted that any changes to the tariffs might have a disproportionate impact on some of the protected groups this report is only seeking observations on whether or not to make changes, and, if so, what changes to the current fares. Any statutory consultation, as a result of a proposal to change the current fares, will be conducted in accordance with statutory requirements and provide an opportunity for protected groups to comment on impact. The review of the current fares is seeking to protect the public from excessive fares but at the same ensuring that this remains a profitable sector and therefore retaining drivers and operators to provide the service to those who rely on it.</p>
<p><b>Environmental Impact:</b></p>		X		<p>None</p>
<p><b>Health Impact:</b></p>		X		<p>None</p>
<p><b>ICT Impact:</b></p>		X		<p>None</p>

## Statutory Consultation on Hackney Carriage Tariffs

<b>Digital Services Impact:</b>		X		The notice will be placed on the website by the Public Protection Partnership
<b>Council Strategy Priorities:</b>	X			The provision of a viable taxi trade in the district will support a number of the priorities in the Council Strategy, in particular they are associated with supporting businesses to start, develop and thrive in West Berkshire.
<b>Core Business:</b>		X		Providing support to the taxi trade forms part of the business as usual for the Public Protection Partnership.
<b>Data Impact:</b>				None
<b>Consultation and Engagement:</b>	The procedure for setting fares and public notice requirements are stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976.			

## 4 Supporting Information

### Introduction

- 4.1 The process of setting a fare increase is complex and a balance needs to be struck between the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.
- 4.2 Local authorities have a statutory power to set the maximum fares that licensed hackney carriages (taxis) can charge for a journey. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976, local authorities have the power to "...fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a "table of fares") made or varied in accordance with the provisions of this section."
- 4.3 The trade are not obligated to charge the maximum fare. This means that hackney carriage drivers are within their rights to negotiate the fare down provided that the final agreed fare is no more than the maximum set.
- 4.4 Any proposed changes to the current tariffs would need to be subjected to a statutory consultation process.

## Background

- 4.5 The current tariff scale as set out in Appendix A was agreed in 2013. Since then a number of discussions have taken place with the trade about potential adjustments to these fares. The trade have had mixed views on any changes to the table of fares.
- 4.6 Options for amending the tariffs were discussed at the 21 June 2021 Licensing Committee meeting. Members decided at this meeting that they would like the trade to be consulted (non-statutory) and their views established prior to considering whether or not any changes should be taken forward to statutory consultation.
- 4.7 The Trade were asked to respond to three questions, which cover the graduation of the fare scale as well as the fares:
1. How many tariffs do you think are required?
  2. What timescales do you think should be applied to Tariffs 1 and 2?
  3. Which of the two fare options do you think should be included in the statutory consultation?
- 4.8 An online survey was circulate to all members of the taxi trade and 35 responses were received. A summary of the responses and comments made are set out in Appendix B to this report.
- 4.9 Of the 35 responses received 83% (29/35) of the consultees stated that they would like to retain the three tariffs currently in operation. The comments suggest that they believe that Tariff 3 is needed in order to incentivise drivers to work on New Year's Eve and Christmas Day when demand is usually high.

**Recommendation: That three tariffs are retained in any option to be consulted on.**

- 4.10 In addition 94% (33/35) confirmed that they would like the unsociable hour's element to remain at 22h00 in order to support the trade.

**Recommendation: That the unsociable hours element remain at 22h00 in any option to be consulted on.**

- 4.11 The question as to whether or not the fares should be increased produced mixed results. The trade had presented information at the Liaison meetings about the increased costs they were facing. The trade were therefore consulted on whether they would prefer an increase of circa 5% or an increase of circa 10%. Eight respondents did not answer this question. The comments received would indicate that perhaps this was because they felt that the fares should not be increased at all. Eighteen of the 35 respondents stated that they would like to see an increase of circa 5% and nine respondents indicated that they would like to see an increase of circa 10%. These nine responses included a response from CABCO, on behalf of their 71 drivers, who have indicated that because the fares have not been increased since 2013 and costs have risen considerably over this time they would like to see the fares increased by circa 10%. If Members are minded not to increase the tariffs there will not be any need to undertake the statutory consultation.
- 4.12 To provide some additional context a comparison of the cost of a two mile fare across 364 local authorities (only fees for 356 are actually included) as at July 2021 can be

## Statutory Consultation on Hackney Carriage Tariffs

found at: <https://www.phtm.co.uk/newspaper/taxi-fares-league-tables>. A selection are set out below

Authority	Position	2 Mile Fare
London Heathrow	1	£11.40
Guildford	6	£7.60
Reading	15	£7.20
Wiltshire	30	£7.00
Vale of White Horse	33	£6.90
Swindon	57	£6.70
West Berkshire		£6.65
Basingstoke and Dean	61	£6.60
Oxford	97	£6.40
Wokingham	108	£6.40
Bracknell Forest	163	£6.00
Slough	184	£6.00
Windsor and Maidenhead	233	£5.80
Middlesbrough	356	£4.30
<i>Lowest fee listed</i>		

**Recommendation:** That Members consider the responses and observe what, if any, change to the fares they would like to see implemented and taken forward to

**statutory consultation (only one option can be consulted on under the statutory process).**

4.13 As fare scales should be designed with a view to practicality a meeting also took place with a local representative of the taximeter providers and he explained the limitations of the meters and provided a set of tariffs that could be accommodated on the meters. A proposed set of fares for a 5% increase are set out in the Appendix B. If Members were minded to propose a 10% increase the figures set out on the consultation document would be adjusted to reflect this decision.

## **Proposals**

4.14 In order to set maximum fares, the 1976 Act prescribes a statutory consultation process and a means of dealing with objections in relation to a local authority's proposal to adopt or vary fares.

4.15 If Members are minded to seek any adjustment to the fares, and subsequently a decision is taken to make change(s) the Council must publish a notice setting out the proposed changes in at least one local newspaper. It was agreed at the June meeting that any notice should be placed in both the Newbury Weekly News and the Reading Chronicle. The notice must specify the period that readers will have to object to the change set out in the notice (the period must be at least fourteen days from the date of the first publication of the notice). The notice should also set out how the objections should be made. It is proposed that the notice is placed in the newspaper on the 16 September 2021 and that the consultation period run from this date until the 14 October 2021. The Licensing Committee is asked to consider if they are of the view that this period is acceptable or not.

4.16 A copy of the notice must be displayed at the Council's Office and in addition a copy will also be placed on the Public Protection Partnership's website. The Council could also choose to email a copy of the notice to individual members of the trade.

4.17 If no objection to the variation is received within the consultation period or if all objections are withdrawn, the revised fares will come into operation on the date of the expiration of the consultation period specified in the notice or the date of withdrawal of the last objection whichever date is the later.

4.18 If objections are received the matter will be discussed by Members at the 08 November 2021 Licensing Committee meeting and a report will be taken to the 18 November 2021 Executive meeting for a decision, in accordance with the Scheme of Delegation. The revised table of fares will come into operation in early December. This date is required to be no later than 2 months after the consultation period.

## **5 Other options considered**

5.1 Not to consider any variations to the tariffs.

5.2 Any additional options proposed by the Members at the meeting.

## 6 Conclusion

6.1 The issue of setting fares for hackney carriage drivers is an important one primarily for two reasons. The fares set by local authorities largely determine the ability of drivers to earn a decent living but also functions to ensure that passengers receive a fair deal when taking a journey in a licensed hackney carriage. Having consulted the trade, Members are asked to seek a way forward in terms of fare setting

## 7 Appendices

7.1 Appendix A – Existing Tariffs

7.2 Appendix B – Outcome of the Non-Statutory Consultation process

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### Background Papers:

None

### Subject to Call-In:

Yes:  No:

The item is due to be referred to Council for final approval

Delays in implementation could have serious financial implications for the Council

Delays in implementation could compromise the Council's position

Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months

Item is Urgent Key Decision

Report is to note only

**Wards affected:** All

### Officer details:

Name: Moira Fraser  
Job Title: Policy and Governance Principal Officer  
Tel No: 01635 519045  
E-mail: moira.fraser@westberks.gov.uk

### 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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## Outcome of the Non-Statutory Hackney Carriage Tariffs Consultation with the Taxi Trade

### **Background**

West Berkshire Council is committed to balancing the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares. The current hackney carriage fare scale was agreed in 2013 and adjustments have been discussed at a number of meetings of the Taxi Trade Liaison Group as well as at Licensing Committee meetings over the past few years.

As a result of these ongoing discussions a report was taken to the [Licensing Committee on the 21 June 2021](#) where it was agreed that, as it had been difficult to get consensus from the trade, an initial non-statutory consultation should be undertaken with them to establish a preferred option. The preferred option would then be subjected to the statutory consultation process.

The Trade were asked to respond to three questions:

1. How many tariffs do you think are required?
2. What timescales do you think should be applied to Tariffs 1 and 2?
3. Which of the two fare options do you think should be included in the statutory consultation?

### **Background to Question 1**

The current scheme comprises three tariffs

Tariff 1	Which is applied between 06:00 and 22:00 Monday to Saturday (excludes bank holidays and public holidays, Boxing Day and Christmas Day)
Tariff 2	Which is applied between 22:00 and 06:00 Monday to Saturday, on Sundays, bank holidays and public holidays, between 06:00 and midnight on Boxing Day, between 19:00 and midnight on Christmas Eve and New Year's Eve and for any journey with five or more passengers between 06:00 and 22:00 Monday to Saturday
Tariff 3	Which is applied to journeys commencing on Christmas Day until 06:00 on Boxing Day and journeys commencing between midnight and 06:00 on New Year's Day.

It has been suggested by some members of the trade that Tariff 3 might no longer be needed and should therefore be removed from the table of fares.

## **Background to Question 2**

Another issue that has been raised is whether the unsociable hour's element of the tariffs should remain at 22:00 or if that should be changed to 23:00 i.e. Tariff 1 should be applied between 06:00 and 23:00 and Tariff 2 between 23:00 and 06:00. The consultation therefore asked the trade if the unsociable hour's element of the fares should remain at 22:00 or if it should start at 23:00

## **Background to Question 3**

It had been agreed at the Taxi Trade Liaison Group meetings that it would be useful to apply a more logical approach to the tariff setting based on tenths of a mile of this was workable. The options the trade were consulted on comprised a flag charge (which included two units), the units cost broken down into tenths of a mile and waiting times were factored in too. Tariffs 2 and 3 (if needed) would be set as a factor of Tariff 1.

Two options were consulted on. The first was an increase of circa 5% and the second of circa 10%. The option not to increase the fees was not offered as an option. A number of respondents did not select an option but instead commented that they did not want to see the fees increased.

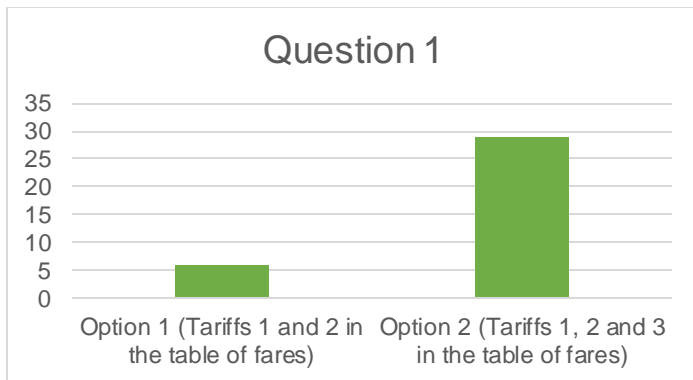
## ***Who we Consulted***

- A link to the online consultation survey was sent to all members of the West Berkshire Taxi Trade via email. The consultation was open for comments from members of the West Berkshire Taxi Trade from the 28 June 2021 to the 26 July 2022.
- In addition a meeting was held with a representative from the taximeter providers to ascertain if the options set out in question 3 could be accommodated on the meters.

## ***What you Told Us***

The Council received 34 responses to the online survey and an additional response was sent directly to the team via email.

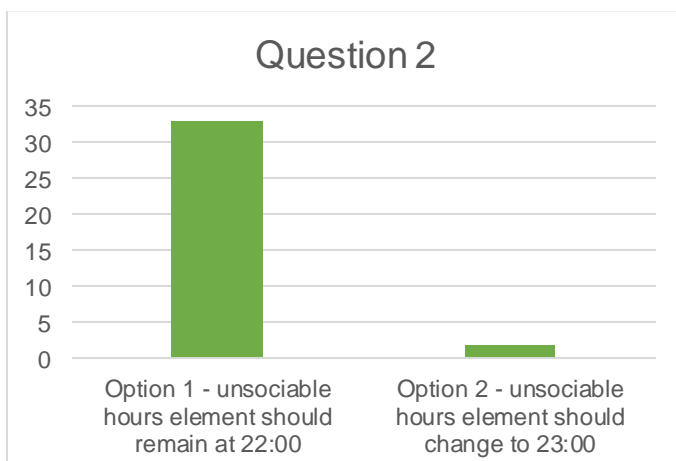
**Question 1 - How many tariffs do you think are required?**



*Summary of Comments Received*

We still need an effective charge for Christmas day and New Year's day. Just giving them a price isn't going to be enough
Tariff 3 shouldn't be removed as it only applies on New Year's Eve , Christmas Day, I believe drivers working on those days should earn some extra because drivers working on those festive rather than spend time with family. West Berkshire taxi users always appreciate that they are getting service on festive days
Tariff 3 is for exceptionally anti-social hours. It's a fair reward for working Christmas day / Boxing day and New Year's Eve. Without it customers will suffer. Especially on New Year's Eve. There will be less taxis out working on this night of extreme demand.
All three tariffs
Why should we not have extra to work Christmas day? Take T3 away there is no incentive to work Christmas day or New Year's Eve, it would be like working a normal Sat/Sun. Any other job you get extra to work these shifts.

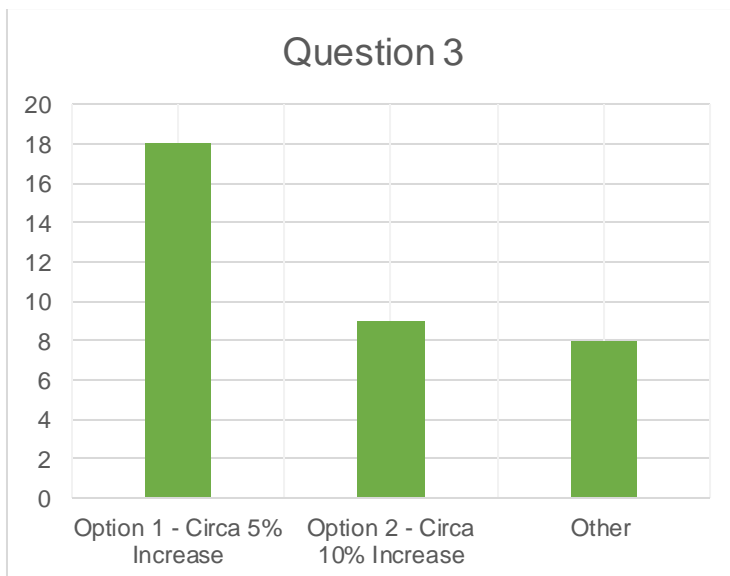
**Question 2 - What timescales do you think should be applied to Tariffs 1 and 2?**



*Summary of the comments received*

Unsociable hour's element of Tariffs to remain as is. The extension to 23.00 would have the effect of reducing any fare increase negotiated by the trade.
Keep it as it is now a lot of drivers work very hard
These times are madness. We need to look at tariffs when it's busy like trains and Uber do not do tariffs from years ago that are designed around the dark ages of pubs closing at 11pm. The entire thing needs upgrading to suit today's worlds. Why does a driver in a multi seater dealing with 8 drunk people get paid the same as someone in a normal car after 10pm again makes no sense move double the people for same money
I think this option works well
I personally would like to see the time change to 00.00 Midnight and Sundays as Tariff 1 and Tariff 2 at the agreed change over time to be agreed
Last time this was changed the whole of the trade went on strike to get it back to 22.00, why change something that works ok.

**Question 3 - Which of the two fare options do you think should be included in the statutory consultation?**



*Summary of the comments received*

Keep the tariffs at the same rates. Given the year that's been had if there was an increase in price we would lose custom
I wouldn't make any changes to current tariffs at this time! Let the nation heal and get back to work after a pandemic!!

Please note that this response (Option 2) is fully supported by all 71 drivers currently working on the Cabco circuit. A list of these drivers can be provided if required. Cabco is the main provider of taxis in West Berkshire. We have owned office premises (mortgage applicable), permanent staff, pensions liability and all other ancillary costs associated with running a business of this nature. Unlike other businesses we cannot pass on any increased business costs to our customers due to the nature of the tariff system. These can often be substantial and have included;

- Minimum Wage Increase
- Staff Pension Contributions
- Cost of Credit Card Machines/Charges
- Bounce Back Loan repayment, without which we would not still be operating as WBC did not believe we were deserving of any support.

The Independent and smaller operators do not have these concerns and should bear in mind that any increases are the maximum amount chargeable and they can charge less if they so wish. -We have not had any increase since April 2013.

Keep the fares at the same rates so we don't lose customers

Neither it's a crazy idea! Whoever come up with these tariffs has no real idea about the taxi trade in my opinion they are so out of date now. I would also like to raise a point at this moment on electric cars at this point I haven't seen very many wheel access vehicles in this range of electric cars? If West Berks and looking for a greener future can someone explain to me what electric car I can go and purchase and plate as a taxi as with where access the options are very limited. I believe this needs looking at ASAP.

Personally I'm happy to leave it at option 1

Since 2013 through 2020 compounded inflation rose 17.2%. If we add another 2% (it's going to be more) for 2021 that gives up 17.54%. So even with Option 2 the trade is 7.54% worse off than in 2013. Why no 17% option because that's what we are down by?

Neither I had sent what would work within the taximeter, I believe there is so much more to discuss to ensure all are satisfied. Clock Calendar Meters, Multi Seat Vehicle Rates, dates and times

T3 should start at £6.00. That way you have a proper- time, time and a half, and double time. Like we used to have and worked well.

## **Meeting with the Taximeter Representative**

It was noted that increases needed to be considered in terms of the limitations of what could be accommodated on the meters. At least two of the makes of meters currently used in the district could only support units in round numbers (multiples of 10p). It would therefore be preferable to adjust the distances and keep the currency where they are.

The proposal put forward was as follows

- T1 £3.00 initial distance (flag) / initial 69.1 seconds/ 352 yards  
£0.20 per unit / 146.7 yards
- T2 £4.50 initial distance (flag) / initial 69.1 seconds/ 352 yards  
£0.30 per unit/ 146.7 yards
- T3 £6.00 initial distance (flag) / initial / f 69.1 seconds/ 352 yards  
£0.40 per unit / 146.7 yards

Cross over speed of 9.34mph

## ***What We Are Proposing To Do***

The outcome of the non-statutory consultation will be sent to all members of the West Berkshire taxi trade and will be published on the Public Protection Partnership website.

The outcome of this initial consultation will be taken to a Special Licensing Committee meeting on the 06 September 2021 where Members will be asked to discuss any potential adjustments to the table of fares. If they are minded to make any changes they will need to agree which of the options they will propose that the Head of Public Protection should include in a statutory consultation. The Head of Public Protection will then make a decision in accordance with the procedure for setting fares and public notice requirements as stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

If changes are to be made the Council will publish a notice setting out the proposed changes in local newspapers (Newbury Weekly News and Reading Chronicle) which will explain that readers will have at least fourteen days from the date of the first publication of the notice to object to the change. Notices will also be displayed at the Council Offices and will be placed on the Council's website and information will be emailed to the Trade.

If no objection to the variation is received within the consultation period or if all objections are withdrawn, the revised fares will come into operation on the date of the expiration of the consultation period specified in the notice or the date of withdrawal of the last objection whichever date is the later.

If objections are received the matter will be discussed by Members at the 08 November 2021 Licensing Committee meeting and a final decision will then be made on how to proceed in accordance with any stipulations set out in the Council's Constitution and

in the legal framework. A further date would need to be set to determine when the new table of fares, with or without modifications following consideration of the objections, would come into force. This date is required to be no later than 2 months after the consultation period.

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