

**MINUTES OF A MEETING OF THE
LICENSING AND APPEALS COMMITTEE
HELD ON WEDNESDAY 21 OCTOBER 2009 FROM 7.00PM TO 8.15PM**

*Present:- Pauline Helliard-Symons (Chairman), Barrie Patman (Vice Chairman),
Chris Bowring, Andrew Bradley, Gerald A Cockroft, Mike Gore, Kate Haines, Kirsten Miller,
Sam Rahmouni and Malcolm Storry*

Also present:-

*Julia O'Brien, Principal Environmental Health Officer
Rosalynd Hale, Principal Environmental Health Officer (H&S/Food)
Adrian Salmon, Trading Standards Officer
Anne Hunter, Democratic Services Manager*

PART I

21. MINUTES

The Minutes of the extraordinary meeting of the Committee held on 19 August 2009 were confirmed as a correct record and signed by the Chairman.

22. APOLOGIES

Apologies for absence were submitted from Councillors Kay Gilder, Claire Stretton and Bob Wyatt.

23. DECLARATIONS OF INTEREST

There were no declarations of interest received.

24. PUBLIC QUESTION TIME

There were no public questions received.

25. MEMBER QUESTION TIME

There were no Member questions received.

26. GAMBLING ACT 2005 – STATEMENT OF PRINCIPLES

The Committee considered a draft Statement of Principles, considered previously at the meeting held on 19 August 2009, together with the outcome of the consultation exercise undertaken during August-October 2009.

The Committee noted that during the consultation period only two responses had been received. Thames Valley Police had sent in a response of "no comment" and the Racecourse Association had indicated that due to the fact that they did not have any venues within the Borough they would not be responding.

Members queried whether the Council should make it mandatory that door supervisors should be SIA licensed but following discussion of the matter it was agreed that this was not necessary.

RESOLVED: That

- 1) the Gambling Act 2005 Statement of Principles, as set out in the Appendix to the report be agreed;
- 2) Council be recommended to adopt the Gambling Act 2005 Statement of Principles.

27. PET SHOP LICENCE CONDITIONS

The Committee considered proposed amendments to the Council's Standard Conditions for Pet Shop Licences in order to prevent the trade in puppies from puppy farms.

Members noted that a number of complaints had been received concerning puppies sold at pet shops which were believed to be from puppy farms. In order to prevent this trade it was proposed to amend the standard licence conditions which would then be sent out to consultation to the pet shop trade within the Borough and other interested bodies. The results of the consultation would be reported back to the Committee in due course.

During discussion of the matter Members queried what the penalties would be if the conditions were broken and were informed that a fine would be imposed and the shop would have its licence revoked. The Committee noted that the conditions would be imposed in several ways including inspection by the Council's vet, on a yearly and ad hoc basis, by the Animal Warden and if complaints were received by Environmental Health Officers.

RESOLVED: That a consultation exercise be undertaken with the pet shop trade in the Borough and other interested bodies, on a set of additional standard conditions as set out in the Appendix to the report.

28. FOOD LICENSING AND HEALTH AND SAFETY

The Committee received a presentation from Rosalyn Hale, Principal Environmental Health Officer, on the work of the Health and Safety and Food Safety Enforcement Team which enforces legislation covering these areas in all food businesses throughout the Borough.

During the presentation Rosalyn went through the work of the Team which amongst other things included carrying out food safety and accident inspections and advising on risks at events. Members were also informed about the "Scores on the Door" project which was undertaken using the results of risk based inspections and noted that the number of five star rated premises had gone up from 41 to 157 and the number of zero star rated premises had gone down from 28 to 9.

Rosalyn also provided information on the work of the Food Standards Agency and the Health and Safety Executive both of which carry out audits on all local authorities to ensure that they are meeting the correct standards.

RESOLVED: That the Food Licensing and Health and Safety presentation be noted.

29. TRADING STANDARDS

The Committee received a presentation from Adrian Salmon, Trading Standards Officer, on the work of the Trading Standards Team in relation to food.

During the presentation Adrian informed the Committee that the Trading Standards Team dealt with products not premises and focussed primarily on the following areas:

- Compositional standards, eg ensuring that the minimum meat content was adhered to;
- Labelling of products to ensure that they were accurate and not misleading in any way;
- Authenticity of food to ensure that substitutions had not been made;
- Contamination, eg ensuring that food was not contaminated by metals, chemicals or toxins.

Adrian also reported on the "Parmesan" project which was set up to ensure that products were correctly described eg if free range eggs or home made soup were included on a menu that these were what was actually served.

RESOLVED: That the Trading Standards presentation be noted.

30. HEARINGS UPDATE

Members noted that since the last Committee meeting one school transport appeal, a Dual Driver licence appeal, a Private Hire School and Community Services Driver Licence appeal and two appeals against penalty points on driver licences had taken place. The Committee also noted that a Personal licence appeal had been adjourned.

The Committee also noted that a school transport, a personal licence and two street trading consent appeals were due to take place in the near future.

RESOLVED: That the hearings update be noted.

These are the Minutes of a meeting of the Licensing and Appeals Committee

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TITLE	Taxi Licensing Fees
FOR CONSIDERATION BY	Licensing and Appeals Committee on 21 January 2010
WARD	None Specific
GENERAL MANAGER	Mark Moon – Place and Neighbourhood Services
LEAD MEMBER	Liz Siggery – Lead Member for Corporate Services

OUTCOME

This report suggests that a consultation exercise be undertaken, as required by the legislation, with a view to an increase in the fees charged for the taxi/private hire licensing service.

RECOMMENDATION

Members are recommended to agree the proposal to consult with the existing drivers and operators, together with the public via a newspaper notice, with a view to increasing the fees for all categories of service by the Taxi/Private Hire Licensing Service by the Consumer Price Index level as at November 2009 1.8%.

SUMMARY OF REPORT

Most Council fees are increased annually. However at a meeting of the Licensing and Appeals Committee in March 2008 it was agreed that it would be more prudent to review these fees every two years rather than annually because of the cost of the review is very significant in relation to the additional revenue generated. The next review is therefore due in April 2010.

Background

As part of the yearly budget setting process most fees for Council services are increased by the Consumer Price Index figure as at November 2009 (1.8%). The proposal therefore is to use this same figure to include a revision of the fees for the Taxi Licensing service in line with the Council's annual budget review.

The Local Government (Miscellaneous Provisions) Act 1976 requires that the Council publish its proposals in a local newspaper if they relate to: hackney carriage proprietors' licences, private hire vehicle licences and private hire operators' licences. Although the other licences we administer do not require this consultation it is regarded as good practice to undertake the same exercise.

Attached to this report is the schedule of existing and proposed fees.

Analysis of Issues

Funds from the taxi licence fees are used to cover costs and to undertake taxi service related works in the Borough.

Reasons for considering the report in Part 2

Not Applicable

List of Background Papers
Current Fee Schedule
Local Government Act 1976

Contact Mrs Julia O'Brien	Service Place and Neighbourhoods
Telephone No 0118 9746359	Email Julia.o'brien@wokingham.gov.uk
Date 4 January 2010	Version No. Two

Taxi Licensing Fees

	Existing Fee 2009/2010	Proposed Fee 2010/2011
Vehicle Licences		
Hackney Carriage	£214	£218
Private Hire Vehicle	£214	£218
Change of Vehicle (including new plate)	£39	£40
Vehicle Transfer (person)		£40
Temporary Vehicle		£50
Driver Licences		
Processing Fees		
Private Hire (including legal knowledge test)	£64	£65
Dual Driver's (Including legal and street knowledge tests)	£64	£65
Licence Fees		
Private Hire Licence and Renewal	£94	£96
Dual Driver's Licence	£134	£136
Dual Driver's Licence (Renewal)	£94	£96
Knowledge Tests		
Legal	£15	£16
Dual Driver Street	£34	£35
Highway Code	£15	£16
Private Hire Street	£15	£16
Certificate of Compliance	£28	£30
Missed Appointments	£25	£25
CRB Disclosure	£36	£36
CRB Disclosure (not new applications) + 0.25 administration	£36	£36 + £17
Driver and Vehicle Licensing Agency Check	£5	£5
Medical	£90	£90
Medical Cancellation	£90	£90
Medicals (not new applications) + 0.25 administration		£90 + £17
Replacements		
Drivers Badge	£17	£18

Vehicle Plate	£39	£40
Backing Plate	£22	£23
Licence/Certificate	£17	£18
Operators		
Private Hire Operator 1 Vehicle	£59	£60
Private Hire Operator 2-3 Vehicles	£118	£120
Private Hire Operator 4-5 Vehicles	£164	£167
Private Hire Operator 6-10 Vehicles	£326	£332
Private Hire Operator 11-15 Vehicles	£582	£592
Private Hire Operator 16-20 Vehicles	£793	£807
Private Hire Operator >21 Vehicles	£977	£995
Private Hire School Community Services Scheme		
Drivers Initial PHSCS Scheme Application	£38	£39
Drivers PHSCS Scheme Badge	£67	£68
Drivers Renewal PHSCS Scheme Badge	£48	£49
Vehicle PHSCS Scheme Plate	£108	£110
	Existing Fee	Proposed Fee
PHSCS Scheme Operators		
PHSCS Operator 1 Vehicle	£29.50	£30
PHSCS Operator 2-5 Vehicles	£82	£83
PHSCS Operator 6-10 Vehicles	£163	£166
PHSCS Operator 11-15 Vehicles	£291	£296
PHSCS Operator 16-20 Vehicles	£396.50	£404
PHSCS Operator >21 Vehicles	£488.50	£497

Refund Policy

Where a driver, vehicle or operator licence is surrendered before expiry, half the licence fee is retained and one twelfth of the remaining fee will be refunded for each whole month remaining of the licence

TITLE	Hackney Carriage Tariff Review
FOR CONSIDERATION BY	Licensing and Appeals Committee on 21 January 2010
WARD	None Specific
GENERAL MANAGER	Mark Moon – Place and Neighbourhood Services
LEAD MEMBER	Liz Siggery – Lead Member for Corporate Services

OUTCOME
To determine the Hackney Carriage tariff for the next twelve months.
RECOMMENDATION
Members are requested to consider:
Option 1: Adopt the increase in flag distance and decrease in increment distance as per most drivers preference detailed in the Association of Taximeter Installers paper, Appendix III
Option 2: In addition to Option 1 add the time variation into the Tariff
Option 3: In addition to Option 1 add the additional suggestions into the Tariff
SUMMARY OF REPORT
The report sets out the outcomes of initial consultation with existing drivers of Hackney Carriage Vehicles and some of the larger Operators for a review of Taxi Tariffs together with practical suggestions on how these may be achieved provided by the Association of Taximeter Installers.

Background

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. The Licensing & Appeals Committee agreed in March 2005 to review the taxi tariffs on an annual basis.

The last actual tariff increase was in February 2007, however drivers were consulted on whether they wished for a change at the end of 2009 and in the light of the response members of the Licensing and Appeals Committee resolved to leave the Tariffs as they were with a review to be carried out at the end of 2009.

The views of the drivers were sought with a letter being sent to all 94 hackney carriage drivers and the larger operators in November 2009 asking if they wished the tariff to remain unchanged with a view to consulting again next year and asking for suggestions, or if they would like an amendment, asking as to the best way to approach this.

Responses were received by 69 drivers. (Appendix I)

There were 68 responses for change and 1 response for no change. The most favoured response was to leave the flag rates the same but to reduce the initial yardage from the.

current which is 220 yards.

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 current charge applicable to Wokingham and neighbouring authorities are shown in Appendix II.

In light of the response from the drivers we consulted our local taxi meter company and they have proposed how to make the changes as requested by the drivers (Appendix III)

Consultation

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

- 1.1 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
- 1.2 A copy of the published notice must be made available at the Borough Council Offices for public inspection, free of charge at all reasonable times
- 1.3 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.
- 1.4 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.

Analysis of Issues

Wokingham Borough Council set the Hackney Carriage Tariff. Realistic rates must be set by the Council that balances the economic needs of licensees, whilst ensuring that persons using hackney carriages are not overcharged. There is also the need to ensure that hackney carriage proprietors are not priced out of the market to private hire firms.

Reasons for considering the report in Part 2

Not Applicable

List of Background Papers

Existing taxi tariffs Private Hire and Taxi Monthly Consultation responses Local Government (Miscellaneous Provisions) Act 1976 Town & Police Clauses Act 1847
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Contact Mrs Julia O'Brien	Service Place and Neighbourhoods
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Telephone No 0118 9746359	Email Julia.o'Brien@wokingham.gov.uk
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Date 11 January 2010	Version No. One
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TARIFF REVIEW CONSULTATION 2009

	Badge	No Change	Change	Comments
	DD364		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD431		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD706		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD673		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD711		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD420		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD701		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD684		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD680		<input type="checkbox"/>	Tariff increase up to 5%
	DD130		<input type="checkbox"/>	Increase in tariff as in the increase imposed by the Local Authority upon the Hackney Carriage Trade approx 5%
	DD306		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD705		<input type="checkbox"/>	We are happy with start rate of £3.00 and £4.50 but the fall down of 20p to 30p should be with less yards. I mean if its on 100 yards then please change it to 80 yards or so
	DD625		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD458		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD342		<input type="checkbox"/>	Reduce yard increase up to 10 %
	DD623		<input type="checkbox"/>	Option B - reduce yardage
	DD574		<input type="checkbox"/>	Option B - reduce yardage
	DD343		<input type="checkbox"/>	Option B - reduce yardage
	DD710		<input type="checkbox"/>	Propose rate increase of approx 10% keep flag the same
	DD396		<input type="checkbox"/>	It should go up now owing to a huge rise in petrol/diesel
	DD733	<input type="checkbox"/>		Perhaps we can look at it again next year 2010 to review a change in the tariff
	DD436		<input type="checkbox"/>	Please keep the rate as it is, but reduce the yards of the present rates per miles
	DD431		<input type="checkbox"/>	Keep the start as it is but reduce the yards
	DD577		<input type="checkbox"/>	Petrol prices gone up 20% and due to rise again

	DD051	<input type="checkbox"/>	This 2005 agreement should be adhered to as we also have an increased expenses - such as petrol insurance, council rates and supermarket bills etc. Working on the ranks have convinced me that any damage due to financial pressures has already occurred and should not unduly affect future rank work and nobody else has any thoughts about increasing prices so why should we be the exception. Also bear in mind we have not had an increase since 2007 and we have had a substantial drop in the national rankings. I would also wonder if:- 1. Do any objectors drive taxis - along with the cost of running a taxi, or do they drive a private hire vehicle - 2 - Do they live in the WBC area and so are subject to the privilege of living in such a salubrious area? 3. How long have they held a Wokingham licence? If they would hold a licence for say less than 4 years and are not living in the area the proceeds obtained would possibly be sufficient to maintain their standard of living, in their area as well as being attracted to Wokingham by what they think is a higher rate, which they are happy with. Hoping you give these points
	DD465	<input type="checkbox"/>	Just want the increase, we haven't had the increase for last two years
	DD070	<input type="checkbox"/>	Flag drop good but low in running costs needs to be altered no increase since 2007.
	DD475	<input type="checkbox"/>	Two years since last increase fuel is extortionate starting flag drop is good but the running mile is now way too low, suggestive increase at least 20p
	DD021	<input type="checkbox"/>	Due to fuel increasing and no change in tariff for a while. Charge running mile too low, up by 20p may be flag drop is OK
	DD347	<input type="checkbox"/>	We need change in tariff as we haven't had an increase for a long time. Fuel is now very expensive. Our running mile is very low compared to neighbouring authorities. Flag drops is fine, for more savages need better training
	DD049	<input type="checkbox"/>	No increase for a few years, due to the price of fuel flag drop is OK. Running mile too low, increase by 20p plus
	DD646	<input type="checkbox"/>	Flag drop is fine but running mile is too low should be at least 20p increase. Price of fuel is increasing we haven't had an increase since 2007.

	DD593	<input type="checkbox"/>	Change please last change 2007. Fuel rip off very high, recession, credit crunch. Flag drop is good OK but the running mile is too less. Needs to be much more at least 20p
	DD665	<input type="checkbox"/>	Please reduce the yards, but leave the start rates as they are fine, thank you
	DD723	<input type="checkbox"/>	1. Uplift in time/mileage rate to reflect fuel costs 2. Extra for bags 3. Could there be a redefinition of people capacity to allow for tariff 4 to be applied when carrying an electric wheelchair work and have only room for an extra 1 or 2 passengers, thus a full six seater getting only 4 seat tariff
	DD627	<input type="checkbox"/>	If tariff change is deferred then the increase when it eventually comes will inevitably be larger and probably less acceptable. We cannot afford our charges to remain static when our costs, particularly fuel, continue their inexorable rise
	DD714	<input type="checkbox"/>	Start tariff is fine but please reduce the yards
	DD734	<input type="checkbox"/>	Starting tariffs OK just reduce yards
	DD637	<input type="checkbox"/>	Reduce the yards tariff leave same
	DD743	<input type="checkbox"/>	Starts price is fine just reduce the yards, please thanks
	DD595	<input type="checkbox"/>	Start tariff is fine but please reduce the yards
	DD712	<input type="checkbox"/>	Start tariff is OK but reduced yard please thanks
	DD679	<input type="checkbox"/>	Starting at tariff is fine, please reduce the yard
	DD698	<input type="checkbox"/>	Reduce yards but start tariff price is OK
	DD454	<input type="checkbox"/>	All tariff prices are fine but reduce yards
	DD506	<input type="checkbox"/>	Start tariff OK but reduced yard please thanks
	DD550	<input type="checkbox"/>	I want reduced yards and start tariff is OK thanks
	DD635	<input type="checkbox"/>	Increase please fuel is very high price. No increase for a few years. Running mile is very low, flag drop OK. Please increase by 40p running mile
	DD715	<input type="checkbox"/>	Running mile is too low and needs to be increased. Flag drop is fine
	DD672	<input type="checkbox"/>	Flag drop is OK Running mile needs increase
	DD631	<input type="checkbox"/>	No increase for a couple/few years. Fuel price gone astronomical after year end VAT back to normal. Start flag drop is fine but the running mile too low compared with many others, suggestion at least 20p increase

	DD499		<input type="checkbox"/>	Flag drop is OK. The running mile, low compared with others we are 72 position, needs increasing possibly by at least 20p
	DD709		<input type="checkbox"/>	
	DD707		<input type="checkbox"/>	Tariff starting rate is OK must minimize the yards
	DD440		<input type="checkbox"/>	Reduce the distance yards before next drop of money with tariff prices - Thanks
	DD533		<input type="checkbox"/>	Start rate for all tariffs are fine as it is, but please decrease the yards in between all increments so the fare will be increased at the end of the journey. Thanks
	DD626		<input type="checkbox"/>	Starting is fine for all tariffs but please reduce the yards for next increment. Thanks
	DD692		<input type="checkbox"/>	Please we need to reduce distance yards with same tariff
	DD725		<input type="checkbox"/>	Just reduce the yards
	Dd726		<input type="checkbox"/>	Reduce the yards, whilst keeping the tariff display the same
	DD677		<input type="checkbox"/>	Reduce the yards with keeping g the same tariff
	DD727		<input type="checkbox"/>	Reduce the distance yards with the same tariff
	DD685		<input type="checkbox"/>	Can you please reduce the yards. Thank you
	DD690		<input type="checkbox"/>	Please keep the tariff rate as it is but reduce the number of yards before next increment or increase the increment value up to 20% all tariffs from 20p, 30p, 45p, 60p to upwards, so that at the end of the journey fare could be increased. Thanks
	DD285		<input type="checkbox"/>	Keep start tariff same but reduced yard the end of journey fare be increased
	DD722		<input type="checkbox"/>	Keep start tariff same but reduce the yards. Thanks
	DD689		<input type="checkbox"/>	Please leave start value for all tariff as it is, but reduce number of yards before next increment in all, so the fare must be increased at the end of the journeys. Thanks
	DD254		<input type="checkbox"/>	Start price is fine, please reduce yard so that end of journey fare will be increased
	DD740		<input type="checkbox"/>	Please reduce yards for fare but tariff start price is OK

Comparison of current tariff with neighbouring authorities

	Wokingham (72)*	Reading (11)*	Bracknell Forest (89)*	Guildford (102)*
	Tariff 1 (06.00 – 23.00)	Tariff 1 (06.00 – 22.00)	Tariff 1 (07.00-23.00)	Tariff 1 (07.00-23.00)
Flag	£3.00	£2.20	£3.00	£3.00
One Mile	£4.00	£4.00	£4.00	£3.80
Two Miles	£5.60	£6.20	£5.40	£5.40
Waiting	20p - 50 seconds	20p – 48 seconds	20p – 57 seconds	20p – 36 seconds
	Tariff 2 (23.00 – 06.00)	Tariff 2 (22.00 – 06.00)	Tariff 2 (23.00 – 7.00)	Tariff 2 (23.00 – 7.00)
Flag	£4.50	£3.20	£4.50	£4.00
One Mile	£6.00	£5.20	£6.00	£5.00
Two Miles	£8.40	£7.40	£8.10	£7.40
Waiting	30p – 50 seconds	20p – 44 seconds	20p – 57 seconds	30p – 29 seconds
Soiling Charge	£50.00	£40.00	£50.00	£50.00
Date Introduced	February 2007	November 2008	October 2008	September 2009

* Denotes position in The National League Tables Averages – December 2009 – source Private Hire and Taxi Monthly

Association of Taximeter Installers

www.taximeters.org.uk

Wokingham Borough Council

Suggestions for 2010 fare increase affected by reducing distance and time but not increasing money as driver have indicated a preference for.

Present fares

Day car rate 1

3.00 (flag drop) for 660 yards (3/8 of mile) then 20p (increment) for 220 yards (1/8 mile) waiting time per 20p 50 seconds.

Night/holiday car rate 2 + 50%

Xmas/new year rate 3 +100%

Cars rates are automatically selected by the taximeter according to the time/date

Vehicles capable of carrying more than 4 passengers have taximeters where the rate is selected by the driver because above 4 passengers the fare is +50% of the car fare that applies.

Cars have 3 rates selected by the meter and vehicles that can carry more than 4 have 6 rates selectable by the driver.

All makes of taximeter will self calculate the following for the present fares.

Initial waiting time for flag drop 150 seconds

Crossover speed at which the taximeter will change from charging time to charging distance 9MPH.

Please remember that all taximeters charge for distance before it is covered but for time as it passes. For example if you travel 10 yards you will be charged 3.00.

Proposed change put forward by many drivers.

We are using day fares for the examples. For night add 50% and Xmas add 100%

Increase the 3.00 Flag distance from 660 to 880 yards (+1/8 mile)

This means the taxi will travel an extra 1/8 mile for 3.00.

Decrease the increment 20p distance from 220 to 176 yards (1/10 mile).

This means that once the flag distance is covered for every mile travelled the taximeter will charge an extra 40p (60p at night and 80p at Xmas).

Due to increasing the flag distance and decreasing the increment distance the following will happen.

Jobs up to 660 yards: no change

Jobs between 660 to 880 yards: the fare will be one new increment of 176 yards less plus the remaining 44 yards of the new increment which means a loss of 25p.

Jobs of 880 yards to one mile: it will take 5 drops of the 44 yards shorter increment distance to make up the 25p so there will be no change in the fare at the first mile and below the first mile the fare will be less.

To sum up for every job up to 660 yards there will be no change and for every job between 660 and 1759 yards the fare will be less. At one mile the fare will be the same.

Jobs over a mile: for every extra mile after the first the fare will be an extra 40p (60p night, 80p Xmas). So if a job is 5 miles the fare will be an extra £1.60

Time

The drivers forgot to ask for a change to the time per increment as they spend so long working out distance changes they forget about shortening the time (we see this a lot).

To apply the same percentage change as the increment the time per increment would drop to 40 seconds.

The flag waiting time would increase by 50 seconds to 200 seconds (if the increment time was not shortened it would be 250 seconds). This is due to the way all taximeters automatically calculate initial waiting time by taking the ratio of flag to increment distance and multiplying the answer by the increment time to get which flag time to apply.

So a loss to the driver which they will not be aware of but they will get it back over five shortened increment times.

The crossover speed from time to distance charging would remain at 9MPH. If you didn't change the time the speed would be 7MPH.

For more information go to <http://www.taximeters.org.uk/function.htm>

The proposal would be no problem for any of the taximeters in use in Wokingham so nobody would need to replace their taximeter.

Additional suggestions from us.

Boxing and New Years Days

Do as most other areas do and have double fare all day Boxing and New Years Day as well as Christmas Days.

On replacement bank holidays such as Xmas 2010 where Xmas and Boxing Day are Sat/Sunday have double fare on 25th/26th (not official holidays in 2010) but normal holiday rates (time and a half) on the replacement days 27th/28th.

This should be your policy for all years where Christmas, Boxing and New years day falls on a weekend and have replacement days. Your rate cards should state double fare on 25th/26th December and 1st January not Christmas, Boxing and New year's day.

You should also change the words Christmas Eve to 24th December.

Following the Office of Fare Trading Report OFT 676 your Tariff cards Should state:

All fares are a maximum and any reduction should be negotiated with the driver before your journey starts.

HEARINGS CONDUCTED SINCE THE LAST MEETING OF THE LICENSING AND APPEALS COMMITTEE	
TYPE OF APPEAL	DECISION
School Transport Appeal	Withdrawn
Street Trading Consent application	Allowed
Street Trading Consent application	Allowed