

TITLE Hackney Carriage Tariff Review

FOR CONSIDERATION BY Licensing and Appeals Committee on 11 March 2013

WARD None Specific

STRATEGIC DIRECTOR Paul Anstey, Joint Service Delivery Manager for Environmental Health & Licensing

OUTCOME / BENEFITS TO THE COMMUNITY To determine the Hackney Carriage tariff for the next twelve months.

RECOMMENDATION

Members are requested to consider:

- The outcome of the consultation with Hackney Carriage drivers in regard to the Members resolution on the removal of the 50% surcharge on tariffs 4 – 6 and this to be replaced with a surcharge of 50 pence per additional person where a vehicle is carrying more than four passengers, regardless of the time of day.

SUMMARY OF REPORT

The report sets out the outcomes of the consultation with existing drivers of Hackney Carriage Vehicles and some of the larger Operators in regard to the resolution decision by the Licensing & Appeals Committee on 14 January 2013 to remove tariff 4 – 6 and replace with a surcharge of 50 pence per additional person where a vehicle is carrying more than four passengers, regardless of the time of day.

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.

A consultation exercise was carried out with all hackney carriage drivers and the larger operators in regard to the Licensing & Appeals Committee Members resolution on 14 January 2013 for the removal of the 50% surcharge where a vehicle is carrying more than four passengers (existing tariffs 4 – 6) and the decision to levy a surcharge of 50 pence per additional person where a vehicle is carrying more than four passengers regardless of the time of day.

The views of the drivers were sought with a letter being sent to all 101 hackney carriage drivers and the larger operators on 28 January 2013. The letter informed drivers that the Committee resolved to remove the 50% surcharge on tariff 4 – 6 and be replaced with a surcharge of 50 pence per additional person where a vehicle is carrying more than four passengers, regardless of the time of day.

The drivers were requested to send comments in writing in regard to this decision by 25

February 2013.

Responses were received from 36 individual drivers (summarized in Appendix One) and also 1 petition (attached as Appendix Two). The responses included 15 drivers requesting no change to the existing Tariff 4-6, and 19 suggesting that if this were removed that saloon cars could be reintroduced as Hackney Carriage Vehicles.

Information was requested from the taximeter consultant in regard to any charges which may be incurred by the drivers if the proposed changes were to go ahead, and how or if the taximeter would need to be adapted to include the additional extra charges.

The taximeter consultant advised that the removal of tariff 4 – 6 would mean the taximeter would be sealed, which would ensure that the taxi meter would be on the correct tariff at all times. If the decision to add passengers as an extra is agreed the driver can push extras in any tariff, this would be enabled on the meter when the vehicle is hired. All taximeters have the capacity to have a separate window for extras.

Extras can be made for any amount: - For example:

- 40p per passenger over 2 passengers
- 4 passengers get in so the driver pushes extras twice
- 80p shows in extras

Taximeters can also limit the number of pushes of extras: - For example:

- A 6 seater using the above example of 40p per passenger above 2 can be limited to 4 pushes of extras so the driver cannot get more than 4 pushes of extras, the meter will not add any more extras above the limit set for that vehicle

At the end of the journey all taximeters can add the extras to the fare for drivers if required.

These changes will require a recalibration of the meters, the charge for which would be £20

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. (This costs in the region of £950).
- 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.

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, although 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.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	Not Applicable		
Next Financial Year (Year 2)	Not Applicable		
Following Financial Year (Year 3)	Not Applicable		

Other financial information relevant to the Recommendation/Decision

None

Cross-Council Implications (how does this decision impact on other Council services and priorities?)

Not applicable

Reasons for considering the report in Part 2

None

List of Background Papers

Driver/Operator Consultation responses
Taximeter Consultation response
Licensing and Appeals Committee Report and Resolution Committee 14 January 2013
Local Government (Miscellaneous Provisions) Act 1976
Town & Police Clauses Act 1847

Contact Yvonne Jones	Service Licensing Service
Telephone No 0118 9746353	Email Yvonne.Jones@wokingham.gov.uk
Date 26 February 2013	Version No. One

Drivers comments from Committee Report		APPENDIX ONE	
Badge/OP	Comments		
DD626	Please keep the tariff the same if you want change the tariff 4 - 6 then allow us to drive saloon cars because saloon cars are much cheaper to drive than these big MPV's		
DD705	Please keep the tariff the same if you want change the tariff 4 - 6 then allow us to drive saloon cars because saloon cars are much cheaper to drive than these big MPV's		
DD690	No change in tariff 4 - 6 please thanks or allow saloon cars as hackney if you remove tariff 4 - 6		
DD727	Council rules regulations and orders drivers rights and safety big vehicles small numbers of work restriction on fares life of drivers What a combination		
DD685	No change or please allow us saloon cars in Hackney if remove Tariff 4 - 6		
DD677	No change please or let us bring saloon cars as a hackney if you abolish Tariff 4 - 6		
DD440	No change please or allow us to use saloon cars in Hackney with 4 - 6 removal		
DD689	No change or allow cars with removal of tariff 4 - 6		
DD778	No change in tariff please or why don't you allow us saloon cars in Hackney		
DD454	No change or allow us saloon cars as Hackney		
	After eliminating 50% surcharge for MPV's in my opinion its not with to drive as to MPV car as drivers won't be able to meet the costs. So could you scrap the wheelchair accessible hackney policy and allow cars without wheelchair access to be used like in Henley Council or no change please		
DD781			
DD722	I think I am satisfied with the tariff and they should stay the same		
DD754	No change or please allow saloon cars in Hackney		
DD550	No change or allow us saloon cars please in Hackney		
DD506	No change or allow saloon cars please!		
DD394	No change please or allow us saloon cars in Hackney		
DD725	No change in tariffs 4 - 6 please thanks		
DD698	We want no change in tariff 4 - 6 please thanks		
DD533	No change in tariff 4 - 6 please thanks		
DD595	No change in tariffs 4-6 please thanks		
DD757	No change in tariffs 4 - 6 please thanks		
DD254	No change in tariffs 4 - 6 please thanks		
DD714	No change in tariffs 4 - 6 please thanks		
DD730	No change in tariffs 4 - 6 please thanks		
DD753	No change in tariffs 4 - 6 please thanks		

	My insurance is high because I've purchased an MPV, I'm also carrying more people than a normal saloon car hence I'm burning more fuel, now your saying im going to lose out financially to which I'm not happy about so my point is how is this going to be resolved. I think you should lose tariff 6 but not tariff 5!!!		
DD726			
DD762	We want no change in tariffs thanks		
DD730	We want no change in tariffs thanks		
DD285	No change in tariff 4 - 6 please thanks		
DD707	We don't want change in tariff 4 - 6 thanks		
DD787	Don't need to change anything I think what the tariffs are they should stay the same		
DD764	No change in tariffs 4 - 6 please thanks		
DD701	We strongly oppose the tariff change otherwise allow us the saloon cars and place a cap on the no. of vehicles immediately, the ranks are over crowded in Wokingham and drivers are becoming desperate, the situation is frustrating		
DD746	Email submitted at the end of this report		
DD130	Email submitted at the end of this report		
DD547	Letter submitted at the end of this report		

Yvonne Jones

From: Licensing
Sent: 25 February 2013 10:12
To: Yvonne Jones
Subject: FW: Terriff review

Elizabeth Standing
Place Administration Team
Wokingham Borough Council

Direct Dial 0118 974 6766
Fax 0118 974 6401

Borough Alert website www.wokingham.gov.uk/borough-alert

-----Original Message-----

[REDACTED]
Sent: 25 February 2013 10:04
To: Licensing
Subject: Terriff review

Dear Eve

I am really sorry to hear about the mistaken result of the last consultation. All the drivers asked no change to the elimination of minibus tariffs instead of the tariff increase. Just because of two or three complaints in last eight or more years it will be completely unfair to change the minibus tariffs. These are mostly big cars as demanded by the council. Not like the black cab which is just 5 seater and lot cheaper to maintain. We strongly demand to leave the tariffs as it is as it is very important in the up keeping of these 7-8 seater cars. Otherwise it will be one of another rushed in improper decision from the council.

On the other hand it is really bad situation we have to work to make our earnings. We have to work most of the times more than 70 hours in these days as the work on the ranks is really down as there are too many drivers on the ranks of small Wokingham town and most of the companies do not accept these big cars and especially Peugeot Partner and Fiat Doblo for their regular corporate customers. Because of these and many other reasons the Hackney drivers in Wokingham are really struggling in these days.

If there is a change needed it should be to the fleet in general not the tariff. We strongly demand saloons again.

Thanks

[REDACTED]
Dd746

Yvonne Jones

From: [REDACTED]
 Sent: 18 February 2013 15:36
 To: Yvonne Jones
 Subject: Tariff Review Consultation

To: Taxi Licensing
 Wokingham borough Council

[REDACTED]
 Shute End

[REDACTED]
 Wokingham

RE: Tariff Review Consultation
 18/02/2013

Badge Number: DD130

Plate

Number: HC096

Dear Sir/Madam

Regarding the taxi Tariff Review Consultation relating to the Tariffs, 4, 5, and 6, which applies to all current and existing HC Vehicles that are 5/6/7/ and 8 passenger seated. As an owner driver of such a vehicle i feel rather aggrieved regarding the proposed changes being put forward in light of the fact that such vehicle types are materially more expensive to operate, **fuel** (heavier than saloons so fuel consumption is higher - even more so with extra people and luggage), **insurance** (up to 8 seated passengers comand higher insurance premiums), **maintenance** (extra weight = more wear on braking system front and rear - reinforced tyres, standard on MPV type vehicles, are more expensive - suspension etc), **road fund license** the list goes on. I would therefore like to put my views/suggestions forward as thus:

Should the Licensing and Appeals Committee conclude that the existing taxi Tariffs 4, 5, and 6 should be removed from current and existing qualifying HC Vehicles by a set date, then i respectfully request that one of the following, simplified, options be considered;

1. That all current and existing HC Vehicles qualifying for the tariffs in question should be offered the choice to license a saloon vehicle, as to the standard of a PHV perhaps, for the period of 8 years from the first registration date of that vehicle, by no later than the coming in force of the new tariff policy for HC Vehicles.
2. That all existing HC Vehicles qualifying for the tariffs in question should be offered the choice to license a saloon vehicle, as to the standard of a PHV perhaps, for the remainder of the HC Vehicle's licensing life as defined in current and existing HC Vehicle Licensing policy, by no later than the coming in force of the new tariff policy for HC Vehicles.

Kind Regards

[REDACTED]

18/02/2013

B/2

Dear sir / madam

I agree with no tariff increase in charges this year due to current economical climate.

However

Your suggestion / decision to remove the 50% surcharge where a vehicle is carrying more than four passengers (Tariff 4 – 6) and replacing it with a surcharge of 50 pence per additional person is, unreasonable and unfair to those drivers who has invested in larger costlier vehicles with additional seats.

- 1- More often than not , drivers are getting more than 4 passengers during the night, I.e.: from restaurants, pubs and clubs who are usually drunk and more aggressive when they are in a larger group let alone heavier load for the vehicle hence increasing the fuel consumption maintenance cost, (to give you an idea, these vehicles generally use 30 – 40 % more fuel which could cost approximately £2000 extra per year also the cost of commercial reinforced tyres necessary for these larger and heavier MPV vehicles are twice as much as ordinary tyres and that also applies to the rest of maintenance costs) which unlike the buses that are subsidised from the tax payer funds are huge burden for an ordinary taxi driver who seats on the Ranks in Wokingham for more than 15 hours a day to take home less than £80 - £90 after costs.
- 2- The driver has to pay additional premium insurance for carrying additional passengers so in the case of an accident all passengers would be covered and NOT JUST 4 OF THEM for claims against the driver, this premium can cost over a £1000 per year extra.
- 3- Now I wonder if you good men and women sitting at the council making decision for us the Taxi drivers have had any experience as a Taxi driver to justify or are making informed decisions when abolishing those tariffs and replacing them with the cost of less than half of a chewing gum packet cost per person.
- 4- Therefore, The talk on the Ranks are that, drivers will not take more than 4 passengers so parties of more than 4 passengers will have to hire 2 Taxis and paying 100% more rather than 50% more if you were concerned about the cost to the passengers.

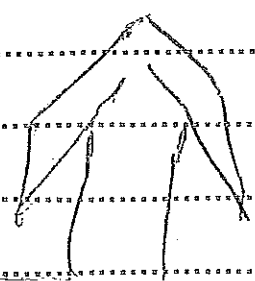
Thanks for listening and would love to see and hear your reconsidered decision.

TARIFF REVIEW CONSULTATION

Name:..... Driver/Operator*
(Delete as appropriate)

Driver Badge Number:..... DD 547

Comments/Suggestions..... AS ABOVE



25 February 2013

Dear Taxi Licensing / Wokingham Borough Council,

Recently attending the licensing and appeals committee meeting on 14 January 2013, I observed The Hicks room was allocated for two hours for an important discussion concerning and adversely affecting the entire taxi trade/fleet. It took the so called elected members only 38 minutes to condemn most of the taxi drivers and their dependants.

Left the meeting feeling utterly disappointed and dismayed. Deemed the committee were only given a copy of the agenda just before the meeting, surely not the case. From the discussions and questions that ensued, there was a failure to grasp and comprehend the objectives, e.g. when a member asked 'how much % of the taxi fleet would be influenced by the change?' the relevant numbers were retorted. There was a glaringly failure to realise that 90% of the entire working taxi fleet would be affected. Pointedly when it was flagged that only 3 taxi drivers responded out of a potential 101, something seriously is amiss here. Why was there such a poor response from the trade, this should have been at least considered, it's yet another example of overlooking and ignoring key facts. One can insinuate the initial consultation was disguised and masked as part of the annual tariff review. Felt there was a failure to recognize and accept the valuable service the taxis of Wokingham provide, a complete disregard, bordering contempt and showing crass for the trade. As taxi drivers we provide a service at all hours of the day in all weathers, from public and bank holidays to religious festivals, Christmas and Easter, the trade is always available to accommodate. Most mature drivers shun working late nights at weekend because the job is difficult, dangerous at times, but somebody has to do it. Would like to propose a question, how many Councillors' readily use a taxi, moreover late nights, weekend and especially larger taxis? Evidently not many. Pertinently during the discussion not once was any reference made to the consultation from the trade albeit only the three replies, this further illustrates and undermines our efforts and case at trying to address these seismic recommendations. Furthermore just goes to show the true intention, whereby the item being discussed was for removal instead of being considered as an amendment. Fully aware, what was being sold was the annual fare review which the committee skirted around. Being one of the main objectives of the evening it only took a few minutes to conclude.

During the committee discussion, the following points were made, (the following are excerpts from the minutes of the last appeals committee meeting, 14 January 2013):

- *'If changes are made to the tariff, then the drivers have to pay the cost of changing their meters.'*

FACT: Changes made to tariffs i.e. fare increase, the drivers have always paid. If the Council is going to bulldoze our tariffs perhaps they should foot the cost of changing/decreasing the meters.

- *'It is up to the drivers to decide what size vehicles they operate.'*
- FACT: This may be the case now but it has taken considerable time for the right types of vehicles to evolve. Before Wokingham Borough Council botched, flawed the transfer of four seater /saloon hatchback (granddad's taxi) (relative to purchase/license, affordable running and maintenance costs, pensioner friendly i.e. accessible and above all lower fuel costs, the

trades prime expense) to disabled accessible taxis i.e. larger vehicles, (astronomical to purchase/ license, running maintenance costs prohibitive, anti-pensioner and excessive fuel costs) this back then was decided by Wokingham Borough Council.

Half of all Hackney Carriage drivers work with local operators, mini cab. None of the operators will take on a four seater disabled access e.g. Doblo. Moreover as fore mentioned in a previous letter the versatility of the MPV is much improved. Furthermore the companies sensibly apply 50% surcharge for carrying up to 6 passengers, seems fair and honest for the fare to be shared amongst 6. Interestingly for 7 & 8 passengers they apply 75% surcharge, many 'well heeled' clients might consider this daylight/night robbery. Reality is the cost divided between 8 is certainly cost effective than having to take 2 separate 4 seater taxis.

Wokingham mini cab/ private hire fleet certainly do not have 7, 8 seater vehicles conveniently available and waiting on tap. Each company hold just has a few due to obvious various reasons. Extortionate to purchase and reasons already previously stated. Simply most are pre- booked and unavailable.

Rationally Wokingham's local operators differentiate between each extra person's i.e. 5 or 6 and 7 or 8 passengers they apply a 2 tier fare structure, 50% and 75% additional surcharge accordingly. Instead of lumping /banding (5-8 passengers) as is the case with the Hackney Carriage tariffs.

- *'It was difficult to justify increase in tariff, given the current climate.'*

FACT: Given the current economic climate a decrease in tariff is then justified?

- *'The focus should be on the surcharge where it should be removed or amended.'*

FACT: This ironically should have been at the forefront of this item. Outrageous that any consideration has been given to removing and actually the focus of attention should have been on amendment, amend instead of abolish.

- *'Members were concerned that if the surcharge was too expensive, then the taxi companies would suffer as the public would not use taxis late at night.'*

FACT: Wokingham is well placed behind Guildford, Reading and west Berkshire overall have less surcharges. There is no such thing as 'taxi companies' must mean taxi trade, individual self-employed owner drivers. Would like to know what makes the elected member so qualified to make such a generalisation.

A few, for complaints over 5 years doesn't reflect a huge problem, possibly these particular complaints could have been easily cases of overcharging. Why does it read, '5 or more persons?' vague, when the reality is 5 to 8 persons/ passengers. The chair initiated the meeting by adding 'confusing' i.e. recommendations, which inevitably are the result of banding together the similar items to be discussed although they are completely separate issues. For the chair to declare the word hostage later clarified, 'late night punters are held hostage, don't have a choice,' thus implying the taxi trade are hostage takers is preposterous. Evidently showing what decent hard working men are perceived as.

Suggested from a committee member *'no more petrol is used when carrying the extra passenger'* is misguided. If one thinks a taxi vehicle when fully laden does not consume more fuel, frankly either one does not drive, own a car and possibly should not be involved with this committee. Am well within my rights to ask, what experience or how relative these elected members are versed in the taxi trade. Furthermore, 5 years previously when these additional surcharges were initiated and implemented, ask the question how many of these current committee members were part of the process then. Interestingly, why and what reason/ logic did they arrive and conclude to the current additional surcharge for 5-8 passengers.

- *'It was noted that Slough had added a 20 pence surcharge per additional person.'*

FACT: Non-factual, misinformation and misleading, the above point was part and process of the initial consultation and agenda. Also was stated at the committee meeting, (see minutes). This particular surcharge is for per additional person up to 4 passengers travelling, which is 40p over 2 passengers travelling not exceeding 4 passengers,(see Tola, taxi licensing Slough Borough Council). Whereby when exceeding 4 passengers it is time and a half on the entire journey, as we have in Wokingham at present. Point of interest, out of their 107 licensed Hackney Carriages only 50% are disabled access i.e. a mixed fleet giving consumers especially of pension age a choice. Also only 10% of their entire taxi fleet is made up of MPV'S and interestingly their rate 2 starts 10pm daily as is the case in Reading. Summing up the Key word 'PER' in this instance actually denotes per person when exceeding 2 persons and up to 4. On top of this they (slough) then add the additional surcharge which is time and a half to the overall fare. Has been overlooked and possibly ignored. Unlike Wokingham Borough Council, Slough, Maidenhead, Reading and Guildford all have extra charge per head when you exceed 1 or 2 persons. Maidenhead is 21p per person, Slough is 20p per person and Reading is 20p per person up to 5.

- When initial report was presented *'It was noted that Guildford had the highest surcharge at 50p per person.'*

FACT: Failure to disclose, that this so called highest surcharge is applied when more than 1 additional persons up to how ever many persons/ passengers the vehicle can carry, i.e. an 8 seater taxi costs 7*50p=£3:50. Just to add that Guildford like RBWM has a £1 booking fee for pre booked taxis as a surcharge. Finally Guildford Borough Council also adds an extra £1 to the fare for hiring of a taxi.

Time and time again it has been noted that Wokingham borough council's preferred analogy for being comparable to surrounding licensing local authorities as illustrated above is not viable and non-comparable. Determining factors including variables and variations vary considerably between other licensing Authorities. For instance audience- clients, market- area, bustling high St and a vibrant night life to mention a few.

This seismic intention of abolishing Tariffs 4, 5 and 6 is absurd, instead should be considered for amendment. The lumping together with the annual tariff review consultation clearly worked just a few respondents out of the possible hundred. The muted response from the taxi trade clearly demonstrates how contentious and confusing these issues are and can be.

Using other licensing authorities as a comparable is understandable, as imitation is sincerest form of flattery comes to mind. One might think that Wokingham Borough is unique, individual and different as are their residents and visitors, obviously not the case. Taxi travel is necessary or luxury as are travel plans invariably tailored to suit an individual's needs and requirements. In essence what we have are variables. Our taxi fare structure reflects these variables hiring between 11am and 6pm daily Day/night, anti-family anti-social hours. Regard is given to the time of day and night. To lead on, day time customers and clients are invariably different to late nights/ weekends revellers. Blindingly obvious, surely one can differentiate and decipher the different types of people during different times. Travel /work are not the same as social /pleasure, whereby it is permissible to have a difference between the additional surcharges for exceeding 4-8. In essence daylight/time, customers are civil, can't be said for the late night revellers, this generalisation is grossly unfair and inadequate.

Recognising, larger taxis cost double the price to purchase compared to a conventional taxi. Higher insurance premiums, incur increased running and maintenance costs, primarily more fuel. Especially when vehicle laden with extra weight, extra passengers equates more fuel used during the journey. Fact, increased laden weight is correlative to consuming more fuel. Increase in the extra wear and tear especially tyres and brakes are punishing servicing costs. Anyone thinking otherwise surely is not competent.

There is a massive misconception amongst Wokingham Borough Council hierarchy, 'why are all these men flocking to Wokingham to do taxis?' With regret, simply they are not qualified enough to do anything else; it is not that Wokingham is paved with gold. Essentially driving a taxi is a low skilled and low paid job, for most men it is a means to a way of just getting by. Notably the council taking advantage of an already disadvantaged group is mere exploitation. As it was pointed out last night during the meeting, that drivers purposely went out to purchase larger vehicles to take advantage of what is deemed lucrative tariffs/ rates when exceeding 4 persons to carry up to 8, is complete folly and has no basis. These extra rates for extra persons travelling was proposed and implemented after the trade had already purchased these larger vehicles.

All other licensing local authorities show consideration when each additional passenger travels. It is recognised the more extra load i.e. as passenger numbers go up this in turn equates to a monetary increase. For a single lone occupant no surcharge is added, a couple few four, then a surcharge is levied albeit a relative one. Slough Borough Council for instance club and combine this with the additional surcharge (5-8 passengers) to their entire fare. Strikingly as the passenger numbers increase so does the additional levied surcharge. All this concludes when a taxi vehicle is more laden with passengers there is a correlation with a surcharge levied.

Just like no distinction is made by Wokingham Borough Council for 1,2,3, or 4 passengers the same could be said for 5,6,7,and8. Why not make the distinction between 5 or 6 people and 7 or 8, (two tier fare). Just to remind it was left upon yourselves to apply time and a half to the entire journey, when just a surcharge levied initially would have been adequate. This certainly now addresses the unfair situation whereby a group of people take a larger taxi, half alight midway through the journey, unfortunately for the rest of the occupants the rates remain the same for the remainder of the journey.

Having already dismissed time and a half and also the extra surcharge on rate2, achieved two birds with one stone. This double whammy during times of hardship and economic uncertainty is irresponsible, ill thought and ill conceived. Therefore if the committee have their way there will be no financial incentive or reward, bordering pointless taking groups of punters/ revellers who are at any time play up. It is immensely difficult to exert control over a few punters, damn right impossible to control a group of 8 whom are boisterous to say the least.

Wokingham Borough Council's all or nothing approach (so expired) and the taxi trades too little to late response has created the perfect storm, which was clearly evidently laid bare when only 3 responses out of a potential 101 were received. Reasons aforementioned, namely not receiving separate correspondence and banding together with the annual tariff review has clearly caused wide spread confusion within the trade. Point in hand just refer to response from the trade regarding the latest consultation/ suggestions, prove this. Pertinently reference within this letter, the compiled report/ agenda presented to the license appeals committee has some serious flaws/ misinformation. Therefore potentially misleading, thus effecting committee members from making informed decisions as previously illustrated. Am sure this unintentional debacle is seriously considered and addressed.

Importantly a perspective balance between the taxi driver and customer has to be ensured, that is fair to both. Unfortunately what is prevalent is a one way street.

Yours Sincerely,

Imran Hussain and on behalf of the taxi trade. (Please see supporting petition enclosed).

Continuation sheet number []

Continuation Sheet – (Copy as many times as necessary)

We the undersigned want Wokingham Borough Council to:

Accept with view of implementing the taxi trades recent consultation, suggestions and views regarding the abolition of the additional surcharge when exceeding 4 passengers or more (up to 8).

[illegible]

Continuation Sheet – (Copy as many times as necessary)

We the undersigned want Wokingham Borough Council to:

Accept with view of implementing the taxi trades recent consultation, suggestions and views regarding the abolition of the additional surcharge when exceeding 4 passengers or more (up to 8).

FULL NAME	HACKNEYCARRIAGE HC PRIVATE HIRE PH/ PLATE NO.	SIGNATURE
KHALIL AHMED	HC 186	Khalil Ahmed
ASAD GILLANI	HC 086	Asad Gillani
HAROON ABDUL GHAFOR	HC 41	Haroon
JUSTIN CROUCH	HC 145	Justin Crouch
M.A. HASSAN	HC 63	M.A. Hassan

Continuation Sheet – (Copy as many times as necessary)

We the undersigned want Wokingham Borough Council to:

Accept with view of implementing the taxi trades recent consultation, suggestions and views regarding the abolition of the additional surcharge when exceeding 4 passengers or more (up to 8).

[illegible]