



## **WOKINGHAM BOROUGH COUNCIL**

A Meeting of the **LICENSING AND APPEALS COMMITTEE** will be held in Council Chamber - Civic Offices, Shute End, Wokingham RG40 1BN on **WEDNESDAY 26 JANUARY 2022 AT 7.00 PM**



Susan Parsonage  
Chief Executive

Published on 18 January 2022

**Note:** Although members of the public are entitled to attend the meeting in person, space is very limited due to the ongoing Coronavirus pandemic. You can however participate in this meeting virtually, in line with the Council's Constitution. If you wish to participate either in person or virtually via Microsoft Teams, please contact Democratic Services. The meeting can also be watched live using the following link: <https://youtu.be/OZ0nEIV9jZ0>

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## **WOKINGHAM BOROUGH COUNCIL**

### **Our Vision**

***A great place to live, learn, work and grow and a great place to do business***

#### **Enriching Lives**

- Champion outstanding education and enable our children and young people to achieve their full potential, regardless of their background.
- Support our residents to lead happy, healthy lives and provide access to good leisure facilities to complement an active lifestyle.
- Engage and involve our communities through arts and culture and create a sense of identity which people feel part of.
- Support growth in our local economy and help to build business.

#### **Safe, Strong, Communities**

- Protect and safeguard our children, young and vulnerable people.
- Offer quality care and support, at the right time, to prevent the need for long term care.
- Nurture communities and help them to thrive.
- Ensure our borough and communities remain safe for all.

#### **A Clean and Green Borough**

- Do all we can to become carbon neutral and sustainable for the future.
- Protect our borough, keep it clean and enhance our green areas.
- Reduce our waste, improve biodiversity and increase recycling.
- Connect our parks and open spaces with green cycleways.

#### **Right Homes, Right Places**

- Offer quality, affordable, sustainable homes fit for the future.
- Build our fair share of housing with the right infrastructure to support and enable our borough to grow.
- Protect our unique places and preserve our natural environment.
- Help with your housing needs and support people to live independently in their own homes.

#### **Keeping the Borough Moving**

- Maintain and improve our roads, footpaths and cycleways.
- Tackle traffic congestion, minimise delays and disruptions.
- Enable safe and sustainable travel around the borough with good transport infrastructure.
- Promote healthy alternative travel options and support our partners to offer affordable, accessible public transport with good network links.

#### **Changing the Way We Work for You**

- Be relentlessly customer focussed.
- Work with our partners to provide efficient, effective, joined up services which are focussed around you.
- Communicate better with you, owning issues, updating on progress and responding appropriately as well as promoting what is happening in our Borough.
- Drive innovative digital ways of working that will connect our communities, businesses and customers to our services in a way that suits their needs.

## MEMBERSHIP OF THE LICENSING AND APPEALS COMMITTEE

### Councillors

Chris Bowring	Parry Batth	Rachel Burgess
Peter Dennis	Lindsay Ferris	Michael Firmager
Paul Fishwick	Sarah Kerr	Abdul Loyes
Barrie Patman (Chairman)	Jackie Rance	Ian Shenton
Rachelle Shepherd-DuBey	Bill Soane	Shahid Younis (Vice-Chairman)

ITEM NO.	WARD	SUBJECT	PAGE NO.
17.		<b>APOLOGIES</b> To receive any apologies for absence.	
18.		<b>MINUTES OF PREVIOUS MEETING</b> To confirm the Minutes of the Meeting held on 20 October 2021.	5 - 10
19.		<b>DECLARATION OF INTEREST</b> To receive any declarations of interest.	
20.		<b>PUBLIC QUESTION TIME</b> To answer any public questions.  A period of 30 minutes will be allowed for members of the public to ask questions submitted under notice.  The Council welcomes questions from members of the public about the work of this committee.  Subject to meeting certain timescales, questions can relate to general issues concerned with the work of the Committee or an item which is on the Agenda for this meeting. For full details of the procedure for submitting questions please contact the Democratic Services Section on the numbers given below or go to <a href="http://www.wokingham.gov.uk/publicquestions">www.wokingham.gov.uk/publicquestions</a>	
21.		<b>MEMBER QUESTION TIME</b> To answer any member questions.	
22.	None Specific	<b>FEES AND CHARGES FOR LICENSABLE ACTIVITIES 2022/2023</b> To receive and consider the Fees and Charges for Licensable Activities 2022/2023 report.	11 - 32
23.	None Specific	<b>STATUTORY CONSULTATION ON INCREASE TO HACKNEY CARRIAGE FARE TARIFFS</b> To receive and consider the Proposed Increase to	33 - 42

Hackney Carriage Fare Tariffs report.

**24.** None Specific

**FORWARD PROGRAMME**

**43 - 44**

To consider the Forward Programme for the Committee.

**Any other items which the Chairman decides are urgent.**

A Supplementary Agenda will be issued by the Chief Executive if there are any other items to consider under this heading.

**CONTACT OFFICER**

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**MINUTES OF A MEETING OF THE  
LICENSING AND APPEALS COMMITTEE  
HELD ON 20 OCTOBER 2021 FROM 7.00 PM TO 8.25 PM**

**Committee Members Present**

Councillors: Chris Bowring, Parry Batth, Rachel Burgess, Peter Dennis, Lindsay Ferris, Michael Firmager, Paul Fishwick, Sarah Kerr, Barrie Patman (Chairman), Jackie Rance, Ian Shenton, Rachelle Shepherd-DuBey, Bill Soane and Shahid Younis (Vice-Chairman)

**Officers Present**

Luciane Bowker, Democratic & Electoral Services Specialist  
Stephen Brown, Interim Assistant Director Place Services  
Moirra Fraser, Policy and Governance Officer  
Sean Murphy, Public Protection Partnership Manager  
Julia O'Brien, Principal Officer, Compliance and Enforcement  
David Thrall, Interim Public Protection Consultant

**Others Present**

David Lucas, Licensing Consultant

**9. APOLOGIES**

An apology for absence was submitted from Councillor Abdul Loyes.

**10. MINUTES OF PREVIOUS MEETING**

The Minutes of the meeting of the Committee held on 23 June 2021 were confirmed as a correct record and signed by the Chairman.

**Matters arising**

In relation to the resolution on Item 7, Councillor Kerr asked if the drivers that had already paid the fees had been refunded.

Stephen Brown, Interim Assistant Director for Place Services stated that refunds had not taken place.

Members were interested to know when a decision was taken by the Executive not to subsidize the fees and not to refund those that had already paid the fee.

Sean Murphy, Public Protection Partnership Manager confirmed that the Licensing and Appeals Committee had made a recommendation to freeze the fees at the previous year's levels. However, he pointed out that it was not within the Licensing and Appeals Committee gift to make a decision on fees, decisions relating to subsidising fees sat as Executive function of the Council.

Stephen Brown confirmed that no formal decision had yet been made.

Members expressed serious concerns that the Executive had not been formally asked to consider a recommendation put forward by the Licensing and Appeals Committee, and questioned the legality of it.

The Chairman asked Officers to investigate this issue and make sure that the proper governance arrangements be put in place in relation to this recommendation. He asked that the outcome be reported back to the next meeting.

#### **11. DECLARATION OF INTEREST**

There were no declarations of interest.

#### **12. PUBLIC QUESTION TIME**

There were no public questions.

#### **13. MEMBER QUESTION TIME**

There were no Member questions.

#### **14. ADOPTION OF THE STATEMENT OF GAMBLING PRINCIPLES**

David Lucas, Licensing Consultant presented the report, outlining the proposed Statement of Gambling Principles.

David Lucas informed that the draft document, including the amendments suggested at the last meeting, had gone out to consultation. The comments which were received were included in the appendix, including responses to those comments.

During the discussion of the item the following comments were made:

- Councillor Dennis asked that acronyms such as 'MCA' on page 12 of the agenda be avoided and that the full wording be used;
- Councillor Fishwick noted the low response to the consultation. He suggested that stakeholders be asked directly if they had received the consultation and if they had any comments. He believed that the comments from the Head of Adult Safeguarding were relevant;
- David Lucas stated that he agreed with the comments listed on page 13, and he could amend the wording, providing this was clear;
- Councillor Rachelle Shepherd-DuBey expressed concern that gambling was an addictive activity and wondered if there was a safe level of gambling and whether this should be included in the document;
- David Lucas explained that Public Health was not one of the objectives within the Gambling Act, as such this could not be included in the policy;
- Councillor Younis was interested to know how to measure and ascertain that the licensing objectives were being met. He also asked if there had been a review of the effectiveness of the policy in the last three years;
- David Lucas explained that gambling operators were regulated by two bodies: the local licensing authorities and the Gambling Commission. The Gambling Commission regulated gambling operations and local licensing authorities regulated gambling premises. The measurement of how the objectives were being promoted was divided by the two regulators. The Gambling Act was of a permissive nature, with reviews powers which enabled control. The review powers were rarely used as concerns over premises licenses relating to the Gambling Act were uncommon. He pointed out that this was different from issues in respect to operators;
- In response to a question David Lucas stated that the statistics around the number of applications (granted or refused) and the number of reviews would give an indication if the objectives were being met or not;

- Sean Murphy stated that the number of gambling premises in the Borough was low and decreasing due to some betting shops closing down. Also, the number of reviews was very low;
- In response to a question Davis Lucas stated that consultations in respect of Gambling Policies generally did not attract many responses. However, the Gambling Commission and operators scrutinized them carefully;
- Councillor Kerr agreed with the comment made in relation to the wording 'vulnerable adult centres' in that it would be clearer to use the wording 'vulnerable adults'. She also suggested including the expression in the glossary;
- In response to a comment, David Lucas stated that there were very few contested gambling premises licences nationally. However, the Policy had to be in place and was used by the Licensing Authority and other responsible authorities to guide them in how to administer licences;
- It was ascertained that there had been an issue in the labelling of the appendixes within the agenda papers;
- Councillor Bowring was in favour of keeping the wording 'vulnerable adult centres', he pointed out that this was the wording used by the Gambling Commission Guidance, and also there was a link to the Guidance;
- David Lucas explained that this was a stand alone document and that different language could be used, as long as this was clear.

Upon being put to the vote, the majority of Members voted in favour of the adoption of the Statement of Gambling Principles, including the amendments listed on page 13 of the agenda.

**RESOLVED** That:

- 1) The Licensing and Appeals Committee notes the outcome of the consultation; and
- 2) The Licensing and Appeals Committee recommends to full Council that the Statement of Gambling Principles be adopted, with the amendments as discussed during the meeting.

**15. ANNUAL REPORT 2020/21**

Sean Murphy presented the Annual Report, which outlined the licensing activities undertaken during the 2020/21 financial year.

The report drew attention to the impact of the Covid pandemic onto licensing. In particular, the decrease in the number of taxi and private hire licences compared to previous years. It was not certain if this change was long term or if drivers would come back.

During the discussion of the report the following comments were made:

- In relation to the RAG status on page 62 of the Agenda, Councillor Burgess asked why this was Green, given that for most of the year the target had not been met;
- Sean Murphy stated that this was an annual target, and most of the survey had been undertaken in the last quarter;
- Councillor Burgess asked for information in regard to the budget implications of having significantly fewer licence applications;
- David Thrale, Interim Public Protection Consultant confirmed that there were budget implications with a reduction in income. The impact on future years was linked to the pandemic and was not yet known;

- Sean Murphy stated that there had been support for loss of income for the Local Authority in the last two years, but it was not certain that this would continue. Also, there were some signs of a recovery with some people coming back to trade;
- Councillor Kerr asked if there were any figures around complaints to the PPP. Sean Murphy agreed to investigate and circulate this information to Members;
- In response to a question David Thrall stated that he did not anticipate problems arising as a result of Wokingham leaving the PPP. Plans were currently underway to deliver the licensing function in Wokingham. These plans included putting together a Licensing Team and a Licensing Manager;
- In response to a question Sean Murphy stated that the other PPP Licensing Authorities had also seen significant reductions in licences. Some of the reasons for the reductions in taxi and private hire licences were linked to the airport runs, the hospitality industry and corporate functions. Also, it was believed that some drivers had retired or moved to food delivery, which was an area of boom during the pandemic period.

**RESOLVED** That the report be noted.

## **16. TAXI LIAISON MEETING UPDATE**

Moira Fraser, policy and Governance Officer presented the Taxi Liaison Meeting update. She stated that the drivers' participation to meetings was improving.

Moira Fraser asked the Committee to consider whether or not to continue to suspend the age limit for vehicles for another year. The trade had argued at the meeting that vehicles had travelled less during Covid, therefore they felt that the period should be prolonged.

The trade raised the issue of Wokingham drivers not being able to use bus lanes in Reading. It was ascertained that drivers could use some of bus lanes only.

The trade continued to argue that the competition with Uber was unfair. However, the legal advice was that Uber had the right to operate in Wokingham. The Local Authority's only power was if Uber drivers contravened the law, for example by parking illegally or plying for hire.

Councillor Firmager believed that Wokingham should continue to lobby to get Wokingham drivers to be able to use all of Reading's bus lanes.

Councillor Burgess proposed that the suspension of the age of vehicles be continued for another year. She was seconded by Councillor Kerr.

Councillor Kerr stated that having vehicles operating for another year was not more polluting to the environment, as compared to the impact on emissions related to having to produce a new vehicle.

In response to a question, Sean Murphy was of the opinion that the Licensing and Appeals Committee could make and alter conditions on the Taxi and Private Hire Policies. However, fees subsidy decisions were within the remit of the Executive.

Councillor Ferris was in agreement that Wokingham should support drivers' plea to use Reading's bus lanes, and Councillor Younis added that such discussions needed to take place at a high level. Sean Murphy agreed to follow this up.



In response to a comment, Julia O'Brien, Principal Officer Compliance and Enforcement stated that the Taxi and Private Hire Policies were being reviewed and would be brought for consideration to the January meeting of the Committee.

In response to a question Julia O'Brien stated that West Berkshire did not have an age limit for vehicles and Bracknell had an 8 year limit for private hire and 10 years for hackney carriages. Sean Murphy added that discussions around age limits and conditions would take place in January when the policies were due to be considered.

Councillor Younis was of the opinion that there should be consistency in relation to vehicles' policies, given that vehicles travelled on the roads of neighbouring authorities. He also believed that black cabs and private hire vehicles should be allowed to use bus lanes.

Sean Murphy stated that there was consistency within the local authorities in relation to convictions.

There was a debate in relation to the mechanism to be followed in order to put forward the recommendations arising as a result of discussions at the meeting. It was proposed that these recommendations would be put in the formal report to the January meeting.

Councillor Bowring expressed concern that the decision on the age condition for vehicles did not relate to an agenda item. However, there was no consensus on this.

Members were of the opinion that due to the fact that the vehicle age suspension had finished on 30 September, a decision was needed on this issue was needed urgently.

The advice from Democratic Services was that a decision be undertaken and that if subsequently it was ascertained that further approval was needed, this would be arranged.

Upon being put the vote most Members voted in favour of continuing with the vehicle age suspension for a further year.

Councillor Burgess asked for an update on:

- Conversations with Transport for London (TfL) in relation to Uber
- The fee structure audit
- The request to treat school transport differently

Julia O'Brien stated that there had been various attempts to engage with TfL, but unfortunately there had been no responses. She agreed to try again to speak with someone.

Moir Fraser stated that the trade had argued that school transport did not operate all year round and as such should be given a discount on their fees. However, it took the same amount of time for Officers to process applications for school transport licences, therefore it was not possible to offer a reduction on fees. Julia O'Brien added that there would be an opportunity to discuss school transport, as part of the policy being considered in January.

In response to comments, Sean Murphy stated that he would work with Officers at a senior level, and the relevant Executive Members to promote the use of Reading's bus lanes by Wokingham drivers.

The Chairman expressed concern that Wokingham was not able to offer a reciprocal arrangement as Wokingham did not have many bus lanes. He also pointed out that Reading was keen to protect the interest of their own drivers and urged Officers to be cautious in relation to this issue.

Moir Fraser stated that she would circulate the audit breakdown of fees which had been submitted to the PPP. Sean Murphy pointed out that this methodology might change when the service moves to Wokingham. David Thrale stated that initially there would be no changes to the methodology as the same computer system would be used.

**RESOLVED** That;

- 1) The age restriction for vehicles be suspended for a further year;
- 2) Officers would continue to try to communicate with TfL about Uber related issues; and
- 3) Sean Murphy would liaise with senior officers and the relevant Executive Members in relation to the use of Reading bus lanes by registered Wokingham drivers.

# Agenda Item 22.

<b>TITLE</b>	<b>Fees and Charges for Licensable Activities 2022/2023</b>
<b>FOR CONSIDERATION BY</b>	Licensing and Appeals Committee on 26 January 2022
<b>WARD</b>	None Specific;
<b>LEAD OFFICER</b>	Director, Place and Growth - Steve Moore

## **OUTCOME / BENEFITS TO THE COMMUNITY**

Fees and charges relating to licences, permits and registrations are part of income for the service, and therefore contribute either in whole or part towards mitigating the cost of the council's licensing and regulatory functions.

## **RECOMMENDATION**

The Committee AGREES

- 1) that the fees set out at Appendix A and B go forward for consideration as part of the Council's fee and budget setting process;
- 2) that those fees which are within the Council's discretion to set remain unchanged for 2022/23; and
- 3) that the fees for Taxi and Private Hire Vehicles and Private Hire Operators for the financial year 2023/24 are reviewed during 2022/23 with a view to carrying out statutory consultation regarding any proposed increase to the fees prior to process for budget setting for 2023/24

## **SUMMARY OF REPORT**

This report sets out the Fees and Charges which are proposed for licensable activities in this area of the council for 2022/23. The report also explains the limitations on the powers of the Committee to set a fee which is less than the actual costs incurred by the Council for licensing and registration (ie a "subsidised fee")

## **Background**

Licensing authorities are required to review their fees and charges on an annual basis. A significant number of fees within the licensing field are set by Government Statute or Regulation and cannot therefore be changed by the Council ("Statutory fees"). These are set out in Appendix A.

Those fees which are within the Council's discretion to set ("Discretionary fees") are usually required to be based on an assessment of the costs of the administration and processing of the application and sometimes for the general management and enforcement of the regulatory function. These are set out in Appendix B.

## **Analysis of Issues**

Whilst discretionary fees and the standard hourly rate would normally be expected to rise annually to reflect increases in costs due to inflation, the recommendation is that fees remain unchanged for 2022/23. This is due to the return of licensing functions to the Council as an in-house service from the Public Protection Partnership on 1 April 2022, and the subsequent requirement to review the costs associated with the licensable activities in relation to which fees apply. The hourly rate is currently £59 per hour, as per 2021/22, having been held at £57 in 2019/2020 and 2020/2021.

Fees for Taxi and Private Hire Vehicles and Private Hire Operators will be reviewed during 2022/23. If the review proposes an increase in the maximum fee chargeable then the Council will carry out statutory consultation. If the council intends to increase the maximum charge then it must publish a notice setting out the increase and specifying not less than twenty-eight days within which objections to the increase can be made. If objection is made, the council shall consider the objections and in not later than two months the increase shall come into force with or without modification as decided by the council.

If any decision is made by the Committee to reduce a fee so the total income is less than the cost of administration and processing of the scheme, then any shortfall must be funded from other sources. The licensing activity would in effect be subsidised from general council tax funds. This will require an appropriate budget to be available and the agreement of the relevant body in the Council that administers the budget (usually an officer or Executive). If no budget exists, then a reduction can only be funded by Supplementary Estimate request to the Council. As such in practice, changes to the licensing fee should only be considered as part of the Council's budget setting process because if there is to be a subsidy, then the budget needs to be available and identified.

Changes to the fees mid year by the Committee means that a budget may not be available and any decision could not be acted upon.

If the Committee resolves to set fees at a level that does not recover costs of the services, then the decision will need to be deferred to allow officers to determine whether any shortfall can be funded.

Accordingly, part of the recommendation is that fees in respect to financial year 2023/24 should be considered by the Committee as early as possible next year first to enable the necessary consultation but also to ensure that any likely decision can be acted upon and appropriately funded.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council faces severe funding pressures, particularly in the face of the COVID-19 crisis. It is therefore imperative that Council resources are focused on the vulnerable and on its highest priorities.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£0 – the cost should be the same as the income but actual shortfalls or over recovery can be recovered in subsequent years		
Next Financial Year (Year 2)	£0		
Following Financial Year (Year 3)	£0		

### Other financial information relevant to the Recommendation/Decision

Proposed fees are set out in detail in the Appendices

### Cross-Council Implications

There are no implications arising from the recommendation in this report.

### Public Sector Equality Duty

Please confirm that due regard to the Public Sector Equality Duty has been taken and if an equalities assessment has been completed or explain why an equalities assessment is not required.

An equalities impact assessment is not required at this stage, as no change is being proposed to the current fee structure.

### Climate Emergency – ***This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030***

Please state clearly what the impact of the decision being made would be on the Council's carbon neutral objective.

No impact is anticipated to the Council's carbon neutral objective.

### List of Background Papers

None

<b>Contact</b> Ed Shaylor	<b>Service</b> Place
<b>Telephone No</b> 07871 735927	<b>Email</b> ed.shaylor@wokingham.gov.uk

## Statutory Fees

Category	Type	Fee	Regulatory framework
<b>Licensing Act 2003</b>			<b>Set by The Licensing Act 2003 (Fees) Regulations 2005</b>
<b>Premises Licence (fees set by statute based upon rateable value (RV) of premises)</b>	Band A – RV up to 4,300	£100	
	Band B – RV 4,300 to 33,000	£190	
	Band C – RV 33,001 to 87,000	£315	
	Band D – RV 87,001 to 125,000	£450	
	Band E – RV 125,001 and above	£635	
<b>Premises Licence – Annual Fee</b>	Band A	£70	
	Band B	£180	
	Band C	£295	
	Band D	£320	
	Band E	£350	
<b>Personal Licence</b>		£37	
<b>Temporary Event Notices (TENs)</b>		£21	
Application for copy licence		£11	
Application to vary DPS/transfer licence/interim notice		£23	
Application for making a provisional statement		£315	
Minor variation		£89	
Application to disapply mandatory DPS condition		£23	

Category	Type	Fee	Regulatory framework
<b>Gambling Act 2005</b>			<b>Statutory maxima set by The Gambling (Premises Licence Fees) (England and Wales) Regulations 2007</b>
<b>Casinos (regional)</b>	New Application	£15,000	
	Provisional Statement	£15,000	
	Application with Provisional Statement	£8,000	
	Variation	£7,500	
	Transfer/Reinstatement	£6,500	
	Annual Fee	£15,000	
<b>Casinos (large)</b>	New Application	£10,000	
	Provisional Statement	£10,000	
	Application with Provisional Statement	£5,000	
	Variation	£5,000	
	Transfer/Reinstatement	£2,150	
	Annual Fee	£10,000	
<b>Casinos (small)</b>	New Application	£8,000	
	Provisional Statement	£8,000	
	Application with Provisional Statement	£3,000	
	Variation	£4,000	
	Transfer/Reinstatement	£1,800	
	Annual Fee	£5,000	
<b>Bingo Clubs</b>	New Application	£3,500	
	Provisional Statement	£3,500	
	Application with Provisional Statement	£1,200	
	Variation	£1,750	
	Transfer/Reinstatement	£1,200	
	Annual Fee	£1,000	

Category	Type	Fee	Regulatory framework
<b>Betting Premises</b>	New Application	£3,000	<b>Statutory maxima set by The Gambling (Premises Licence Fees) (England and Wales) Regulations 2007</b>
	Provisional Statement	£3,000	
	Application with Provisional Statement	£1,200	
	Variation	£1,500	
	Transfer/Reinstatement	£1,200	
	Annual Fee	£600	
<b>Tracks</b>	New Application	£2,500	
	Provisional Statement	£2,500	
	Application with Provisional Statement	£950	
	Variation	£1,250	
	Transfer/Reinstatement	£950	
	Annual Fee	£1,000	
<b>Family Entertainment Centres</b>	New Application	£2,000	
	Provisional Statement	£2,000	
	Application with Provisional Statement	£950	
	Variation	£1,000	
	Transfer/Reinstatement	£950	
	Annual Fee	£750	
<b>Adult Gaming Centres</b>	New Application	£2,000	
	Provisional Statement	£2,000	
	Application with Provisional Statement	£1,200	
	Variation	£1,000	
	Transfer/Reinstatement	£1,200	
	Annual Fee	£1,000	
<b>Lotteries &amp; Amusements</b>	New Application	£40	
	Annual Fee	£20	
	Notification of change	£50	
	Copy of licence	£25	



Category	Type	Fee	Regulatory framework
<b>Club gaming or machine permit</b>	New Application	£200	<b>Statutory maxima set by The Gambling (Premises Licence Fees) (England and Wales) Regulations 2007</b>
	Existing holder	£100	
	Renewal	£200	
	Annual Fee	£50	
	Variation	£100	
	Copy of licence	£15	
<b>Club Gaming or Machine Permit (holds a club Premises Certificate under Licensing Act 2003)</b>	New Application	£100	
	Renewal	£100	
	Notification of intention to make available up to 2 gaming machines on premises which hold on-premises alcohol licence	£50	
<b>Application for Gaming Machine Permit (more than 2 machines) on premises which hold a premises alcohol licence (existing holder)</b>	Application (existing holder)	£100	
	New Application	£150	
	Annual Fee	£50	
	First Annual Fee (payable within 30 days of date permit takes effect)	£50	
	Variation	£100	
	Transfer	£25	
	Change of name	£25	
	Copy of permit	£15	

Category	Type	Fee	Regulatory framework
<b>Environmental Permitting Regulations 2016</b>			<b>Set by The Environment Agency (Environmental Permitting) (England) Charging Scheme</b>
<b>Scheduled Processes</b>	Standard Process	£1,650	
	Service Stations (PVI &PVII	£257	
	Dry Cleaners	£155	
	Vehicle Refinishers	£362	
	Mobile Screening & Crushing Plant	£1,650	
	Mobile Screening & Crushing Plant for the 3rd to 7th applications	£985	
	Mobile Screening & Crushing Plant for the 8th and subsequent applications	£498	
<b>Substantial changes</b>	Standard Process	£1,050	
	Reduced Activities	£102	

Category	Type	Fee	Regulatory framework
<b>Annual Subsistence Charge</b>			<b>Set by The Environment Agency (Environmental Permitting) (England) Charging Scheme</b>
Standard Process	Low	£772	
	Medium	£1,161	
	High	£1,747	
Service stations PVR2	Low	£113	
	Medium	£226	
	High	£341	
VR and other reduced fees	Low	£228	
	Medium	£365	
	High	£548	
Dry cleaners/PVR1	Low	£79	
	Medium	£158	
	High	£237	
Mobile Screening & Crushing Plant	Low	£646	
	Medium	£1,034	
	High	£1,506	
Mobile Screening & Crushing Plant for 2nd permit	Low	£646	
	Medium	£1,034	
	High	£1,506	
Mobile Screening & Crushing Plant for 3rd to 7th permit	Low	£385	
	Medium	£617	
	High	£924	
Mobile Screening & Crushing Plant for the 8th and subsequent permits	Low	£198	
	Medium	£316	
	High	£473	
	Late payment charge	£52	
	Transfer	£169	
	Partial Transfer	£497	
	Surrender	£0	
	Transfer Reduced fees	£0	
	Partial Transfer Reduced Fees	£47	

Category	Type	Fee	Regulatory framework
<b>Private Water Supplies</b>			<b>Maxima set in Schedule 5 Private Water Supplies Regulations 2016</b>
Risk assessment: Charged per hour, simple risk assessment and report typically 5 hours	Every 5 years.	£59/hour	<b>Stat maximum £500</b>
	Min. charge 1 hour, simple risk assessment and report typically 5 hours		
Private water and pool samples	Includes cost of testing	£60	<b>Stat maximum £500</b>
Investigation - Includes cost of testing: Carried out in the event of a test failure - this does not include any required analysis costs.	Carried out in the event of a test failure, can be substituted by the	£100	<b>Stat maximum £100</b>
Granting an authorisation	risk assessment - this does not include any required analysis costs.	£100	<b>Stat maximum £100</b>
Analysis – Regulation 10 (1) a. to e. Where a supply provides <10m3/day or serves <50 people and is used for domestic purposes	Where a supply provides <10m3/day or serves <50 people and is used for domestic purposes	£25	<b>Stat maximum £25</b>
Analysis,- Regulation 8 and 9 Taking a sample and delivery to the laboratory.	Charge for a visit, taking a sample and delivery to the laboratory. Typically 2.5 hours	£100	<b>Stat maximum £100</b>
<b>Petroleum Licences</b>			<b>Petroleum (Consolidation) Regulations 2014 / The Health and Safety and Nuclear (Fees) Regulations 2021</b>
Not exceeding 2,500 litres		£44	
Not exceeding 50,000 litres		£60	
Exceeding 50,000 litres		£125	

Category	Type	Fee	Regulatory framework
<b>Explosives Licences</b>			<b>Explosives Regulations 2014 / The Health and Safety and Nuclear (Fees) Regulations 2021</b>
<b>New licence for explosives below 250kg Net Explosive Content</b>	1 year	£109	
	2 years	£141	
	3 years	£173	
	4 years	£206	
	5 years	£238	
<b>Renewal of licence for explosives below 250kg Net Explosive Content</b>	1 year	£54	
	2 years	£86	
	3 years	£120	
	4 years	£152	
	5 years	£185	
<b>New licence for explosives above 250kg Net Explosive Content</b>	1 year	£185	
	2 years	£243	
	3 years	£304	
	4 years	£374	
	5 years	£423	
<b>Renewal of licence for explosives above 250kg Net Explosive Content</b>	1 year	£86	
	2 years	£147	
	3 years	£206	
	4 years	£266	
	5 years	£326	
<b>Varying the name of licensee or address of site</b>		£36	
<b>Any other kind of variation</b>		£40	
<b>Transfer of licence</b>		£36	
<b>Replacement Licence</b>		£36	
<b>Full year registration for fireworks</b>		£515	

## Discretionary Fees

Category	Type	Fee	Regulatory Framework
Animal Licences + vet fee where applicable		<p><b>The granting fee includes initial inspection and mid-term inspection totalling 4 hours (unless stated differently). Inspections required beyond this due to additional visits, aborted visits will be charged at an additional fee</b></p>	<p><b>The Provision of Services Regulations 2009</b> (a) The costs of consideration of an application, including any inspection relating to that consideration;  (b) The reasonable anticipated costs of consideration of a licence holder's compliance with the Regulations and the licence conditions to which a licence holder is subject. This includes the costs of any further inspections related to compliance;  (c) The reasonable anticipated costs of enforcement in relation to any licensable activity of an unlicensed operator; and (d) The reasonable anticipated costs of the local authority compiling and submitting the data required by regulation 29 to the Secretary of State.</p>
Animal Boarding Establishment - combined (dogs and cats)	New Application	£590	
	Renewal Fee	£531	
Animal Boarding Establishment - single species (dogs or cats))	New Application	£472	
	Renewal Fee	£413	

Home boarder	New Application	£272	<b>The Provision of Services Regulations 2009</b>
	Renewal Fee	£242	
Home Boarder - Franchisee arrangers licence (excludes inspection fee per host)	New Application	£207	
	Renewal Fee	£177	
Home Boarder - Assessment of hobby host as part of a franchisee licence	New Application	£118	
	Renewal Fee	£118	
Dog Day Care	New Application	£590	
	Renewal Fee	£531	
Dog Breeding Establishment (excluding vet fee)	New Application	£590	
	Renewal Fee	£531	
Dog Breeding Establishment (in domestic dwelling)	New Application	£472	
	Renewal Fee	£413	
Pet Vending / Sale of pets	New Application	£472	
	Renewal Fee	£413	
Animal for Exhibition	New Application	£590	
	Renewal Fee	£531	

Category	Type	Fee	Regulatory framework
<b>Riding Establishment (excludes vet's fees)</b>			<b>The Provision of Services Regulations 2009</b>
Main inspection fee, plus fee per horse	New Application	£472	
	Renewal Fee	£413	
Fee per horse, for the first 10 horses		£15	
Fee per horse, for next 11-50 horses		£10	
Fee per horse, for every horse 51 & over		£8	
<b>Other Fees</b>			
Variation to the licence fee (inclusive of one visit)		£224	
Replacement licence fee (lost or stolen paperwork, change of name, etc.)		£56	
Re-evaluation of star rating (inclusive of one visit)		£112	
Transfer due to death of licensee		£56	
Dangerous Wild Animal Consent	2 years	£460	
Zoo Licences (new & renewals)	Up to 6 years	£2,066	



Category	Type	Fee	Regulatory framework
<b>Hackney Carriage and Private Hire Licences</b>			<b>Local Government (Miscellaneous Provisions) Act 1976 Part 2 s70</b>
			Change would require re-assessment of the cost recovery basis and 28 day consultation
<b>Vehicle Licences</b>			
Hackney Carriage Vehicle – New & renewal		£290	
Private Hire Vehicle – New and renewal		£290	
Private Hire Vehicle with Dispensation		£290	
Temporary Vehicle Licence	Up to 3 months	£232	
Driver licence - New & Renewal	3 years	£271	
Conversion of driver licence to another type		£80	
<b>Private Hire Operators (PHO)</b>			
NEW Private Hire Operator Per vehicle calculation of 4 hours (at £57.00 hourly rate) plus an hour per year (years 2-5) for first vehicle, plus 15 minutes per additional vehicle per years (years 1-5) up to a maximum of 20 vehicles	Number of Vehicles		
	1	£472	
	2	£546	
	3	£620	
	4	£693	
	5	£767	
	6	£841	
	7	£915	
	8	£988	
	9	£1,062	
	10	£1,136	
	11	£1,210	
	12	£1,283	

	13	£1,357	
	14	£1,431	
	15	£1,505	
	16	£1,578	
	17	£1,652	
	18	£1,726	
	19	£1,800	
	20	£1,873	
	20+	£1,873	
RENEWAL Private Hire Operator Per vehicle calculation of 2 hours (at £57.00 hourly rate) plus an hour per year (years 2-5) for first vehicle, plus 15 minutes per additional vehicle per years (years 1-5) up to a maximum of 20 vehicles	Number of Vehicles		
	1	£354	
	2	£428	
	3	£502	
	4	£575	
	5	£649	
	6	£723	
	7	£797	
	8	£870	
	9	£944	
	10	£1,018	
	11	£1,092	
	12	£1,165	
	13	£1,239	
	14	£1,313	
	15	£1,387	
	16	£1,460	
	17	£1,534	
	18	£1,608	
	19	£1,682	
	20	£1,755	
	20+	£1,755	

Category	Type	Fee	Regulatory framework
<b>Other Private Hire &amp; Hackney Carriage Charges</b>			<b>Local Government (Miscellaneous Provisions) Act 1976 Part 2 s70</b>
Variation to PHO licence		£59	
Transfer of vehicle to new owner		£118	
Change of vehicle		£74	
Replacement Licence		£41	
Replacement Badge		£41	
Replacement Vehicle Licence Plate		£59	
Knowledge Test		£74	
Missed Appointment		£37	
Advertising on a Hackney carriage - New		£47	
Change of address (PH & HC)		£14	
Backing Plate		£26	
Medical Exemption from carrying an assistance dog		£22	
Refund Processing Fee		£59	
Change of vehicle registration		£57	
Age of vehicle Inspection – initial & renewal		£59	

Category	Type	Fee	Regulatory framework
<b>Scrap Metal Dealer Act 2013</b>			Cost recovery for assessment and administration of the application
Scrap Metal site -New and renewal - 3 years	3 Years	£501	
Scrap Metal mobile collector -new and renewal - 3 years	3 years	£267	
Scrap Metal - Variation of Licence		£368	
Scrap Metal - change of site manager		£68	
Scrap Metal - copy of licence		£11	
Scrap Metal - Change of Name		£36	
<b>Skin Piercing &amp; Dermal Treatments (one off registration)</b>			<b>Tattoo, piercing and electrolysis licence (England and Wales) Local Government (Miscellaneous Provisions) Act 1982 Part 8 ss 14 15</b>
Individual	Individual	£180	
Premises	Premises	£282	
Joint application	Joint application	£451	
Pre-application work, hourly rate	Min. 1 hour	£59	

Category	Type	Fee	Regulatory framework
<b>Street Trading Consents</b>			<b>Local Government (Miscellaneous Provisions) Act 1982 Schedule 4 paragraph 9</b>
	Annual Fee	£1,378	
	6 months	£805	
	Monthly Rate	£228	
	Variation fee	£91	
	Refund for Street Traders if application withdrawn	£116	
<b>Dog Warden Services</b>			<b>Cost recovery</b>
Stray Dog recovered		£73	
Stray Dog – recovered and taken to kennel	Fees based on charges and cost recovery. Vets fees separate.	£73 + £15 per day max £75	
Dog fouling fixed penalty charge		£75	Fixed penalty
Miscellaneous stray dog activities e.g. taxi, relocating, microchipping		£59	

Category	Type	Fee	Regulatory framework
<b>Private Sector Housing</b>			<b>Housing Act 2004</b>
Inspection of Housing Premises for Immigration purposes		£116	Set on a cost recovery basis
Enforcement Notices served under Housing Act 2004		£402	Set on a cost recovery basis
HMO Licence NEW - assisted application		£1,204	Set on a cost recovery basis for the costs of (a) the administration and processing of the application and (b) for the general management and enforcement of the scheme
HMO Licence RENEWAL		£805	
<b>Caravan Site Licences</b>			<b>Caravan Sites and Control of Development Act 1960 Cost recovery for administering and monitoring site licences</b>
Site licence new		£440	
New licence per pitch		£16	
Transfer of licence		£186	
Alteration of conditions		£341	
Annual fee per pitch		£14	
Enforcement Notices served under Mobile Homes Act 2013		£402	
Deposit, vary or deleting site rules		£117	
Variation of licence		£116	
<b>Mobile Homes Regulations 2020</b>			<b>The Mobile Homes (Requirement for Manager of Site to be Fit and Proper Person) (England) Regulations 2020 ("the Regulations") permit the Council to charge a fee</b>
Application Fee – Fit and Proper Test	Any application taking more than two hours to process will be charged at an additional hourly rate of £59/ph	£118	
Annual Fee – Fit and Proper Test		£59.00/hour	

Category	Type	Fee	Regulatory framework
<b>Other fees</b>	Hourly rate applies minimum of 2 hours		
Environmental Information Request - Individual, Non-Commercial		£118	
Environmental Information Request - Commercial and Government		£118	
Civil Actions (Class A – Fee Discretionary)		£118	
Safety Certification and administration	Hourly rate applies minimum of 2 hours	£118	
Pre-Application Advice, hourly charge		£59	
Food Hygiene Rating Scheme rescore	2 hours	£118	
General Business Advice (NonPrimary Authority)	Hourly rate (first 30 minutes free)	£59	
Resident Request for Advice	Hourly rate	£59	
Hourly charge		£59	

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<b>TITLE</b>	<b>STATUTORY CONSULTATION ON INCREASE TO HACKNEY CARRIAGE FARE TARIFFS</b>
<b>FOR CONSIDERATION BY</b>	Licensing and Appeals Committee on 26 January 2022
<b>WARD</b>	None Specific
<b>LEAD OFFICER</b>	Director, Place and Growth - Steve Moore

## **OUTCOME / BENEFITS TO THE COMMUNITY**

This proposal seeks to strike a balance between the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares.

## **RECOMMENDATION**

The Committee to

- 1)** CONSIDER the business case and proposal put forward by the trade for increasing the tariffs as set out in paragraphs 1.3 to 1.8 of this report and in the petition attached at Appendix A.
- 2)** If the Committee are minded to change the current Hackney Carriage fare scale, then delegate to the Director Place and Growth to undertake the statutory consultation process in accordance with paragraph 1.11 to 1.15 of this Report

## **SUMMARY OF REPORT**

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.

Local authorities have a statutory power to set the maximum fares that licensed Hackney Carriages (taxis) can charge for a journey.

The trade are not obliged 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.

Any proposed changes to the current tariffs would need to be subjected to a statutory consultation process.

## Background

- 1.1 The current tariff scale was agreed on [22 January 2014](#). Options for amending the table of fares were discussed by the [Licensing and Appeals Committee at a meeting on the 16 June 2015](#). At that time the Committee noted that no business case had been put forward by the trade to support the proposal for increasing the tariffs. The Committee was concerned about the detrimental impact on residents and traders if the higher tariff 2 was changed to start at 10pm instead of 11pm. The change could result in residents having to leave events early in order to avoid paying tariff 2 which might result in local traders losing custom.
- 1.2 The Committee therefore resolved not to change the existing tariff. The Committee also asked that any future proposals from the trade should be supported by a business case. As no proposals from the trade were received during the ensuing years no variations to the tariffs have been brought to the Committee.
- 1.3 On 29 November 2021, officers received an email requesting that a variation to the table of fares be considered. This email was then supported by a petition from 31 members of the trade as set out in Appendix A. The request, submitted by Mr Mahmood Behroozi on behalf of the signatories, asked that consideration be given to adjusting the tariff to reflect today's actual cost of living and the compounded rate of inflation since 2010. The petition pointed out that the last tariff rate rise was in 2010 and there was a tariff reduction for 6 seated taxis in 2014 (when a flat rate was introduced for additional seats rather than a percentage surcharge).
- 1.4 The trade stated that according to the consumer price index, from 2010 to 2020 the average inflation rate rose by 2.7% per year to include the core period of the lockdown and by October 2021 was 4.2% (in 12 months) which was the highest rate in almost ten years.
- 1.5 The trade noted that there had been a significant increase in the price of fuel with the cost of diesel now exceeding £1.50 per litre. They calculated that this would add about 25% to the cost of running a bigger taxi. In addition, the trade had also had to deal with significant price increases in respect of the cost of servicing and parts and they commented that labour had also gone up by 25% on average. They also reported that the cost of all other parts such as tyres, brake pads, and suspension components had increased significantly as they are mostly imported.
- 1.6 The trade noted that Covid had, and continues to have, a major impact on their business and it was important that a price increase was enacted to ensure the viability of those members of the trade who continued to operate. They reported that private hire companies had already increased their fares to reflect the current situation.
- 1.7 The trade proposed the following variations to the existing tariffs

	<b>Tariff 1</b>	<b>Tariff 2</b>	<b>Tariff 3</b>
	<p>For hiring between 06:00 and <b>22:30</b> Monday to Sunday</p> <p><b>Currently 23:00</b></p>	<p>For hiring between <b>22:30</b> and 06:00 Monday to Sunday</p> <p><b>Currently 23:00 to 06:00</b></p> <p>For hiring on Bank and Public Holidays</p> <p><i>No change</i></p> <p>For hiring on Christmas Eve and New Year's Eve from 18:00 until <b>22:30</b></p> <p><b>Currently 23:00</b></p>	<p>For hiring after <b>22:30</b> on Christmas Eve and New Year's Eve</p> <p><b>Currently 23:00</b></p> <p>For hiring all day on Christmas Day and New Year's Day</p> <p>For hiring all day on the 26 December until 06:00 on the 27 December</p> <p><i>No change</i></p>
<p>Minimum charge for the first 440 yards or 150 seconds</p> <p><b>Currently 836 yards or 190 seconds</b></p>	£3.00	£4.50	£6.00
<p>For each subsequent 120 yards or 30 seconds or part thereof</p> <p><b>Currently 167 or 38 seconds</b></p>	20p	30p	40p
<p><b>Example:</b> Charge for an average 5 mile journey</p>	<p><i>Proposed</i> £16.90</p> <p><i>Current:</i> £12.50</p>	<p><i>Proposed</i> £25.40</p> <p><i>Current:</i> £18.80</p>	<p><i>Proposed</i> £33.90</p> <p><i>Current:</i> £24.90</p>
<p>For vehicles with more than 4 seats, per extra passenger</p>	<p><b>£2</b></p> <p><b>Currently 50p</b></p>		

Waiting Time Per 30 seconds Currently 38 seconds	20p	30p	40p
<b>Example:</b> Charge for an average 5 minute wait	<i>Proposed £2</i> <i>Current: £1.58</i>	<i>Proposed £3</i> <i>Current: £2.37</i>	<i>Proposed £4</i> <i>Current: £3.16</i>
Fouling exterior of vehicle	<p>£15</p> <p><b>Currently £10</b></p>		
Fouling inside of vehicle	<p>£75</p> <p><b>Currently £50</b></p>		

- 1.8 The trade also requested that consideration be given to implementing a set of tariffs specifically for special events days such as the Henley Regatta to match the tariffs of operators from South Oxfordshire (Henley) on these days.
- 1.9 Officers wrote to the trade on the 17 December 2021 to ascertain whether there was wider support for the changes to the tariffs. At the 14 January 2022, 34 responses were received supporting an increase to the tariffs. Eighteen of those respondents had also signed the petition. The responses are set out in Appendix B.
- 1.10 Members are asked to determine whether they would support a consultation on a variation to the tariffs and if so if they would support the option put forward by the trade or if they would prefer to put forward a different option to consult on. In order to set maximum fares, section 65 of the Local Government (Miscellaneous Provisions) Act 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.
- 1.11 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. 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.
- 1.12 It is proposed that, if Members are minded to vary the tariffs, a notice is placed in the Wokingham Today newspaper on the 2 February 2022 and that the consultation period run from this date until the 16 February 2022. The Licensing Committee is asked to consider if they are of the view that this period is acceptable or whether a longer consultation period should be given.

- 1.13 A copy of the notice must be displayed at the Council's Office and in addition a copy will also be placed on both the Wokingham Borough Council and the Public Protection Partnership's websites.
- 1.14 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.
- 1.15 If objections to the proposals are received and not withdrawn, it is proposed that the matter be discussed at the next Licensing and Appeals Committee. Any variations to the table of fares must be implemented no later than two months after the consultation period closes.

## Analysis of Issues

- 1.16 The procedure for setting fares and public notice requirements is in section 65 of the 1976 Act. 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 of fares made or varied in accordance with the provisions of this section."
- 1.17 The issue of setting fares for Hackney Carriage drivers is important 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. The trade have been heavily impacted by the restrictions imposed as a result of the various Covid lockdowns. Members are reminded that the trade are not obligated to charge the maximum fare should they decide not to do so.

## FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

***The Council faces severe funding pressures, particularly in the face of the COVID-19 crisis. It is therefore imperative that Council resources are focused on the vulnerable and on its highest priorities.***

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	£0		
Next Financial Year (Year 2)	£0		
Following Financial Year (Year 3)	£0		

Other financial information relevant to the Recommendation/Decision
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>Cross-Council Implications</b>
The provision of a viable taxi trade in the district will support a number of the Districts priorities as they are associated with supporting businesses to start, develop and thrive.

<b>Public Sector Equality Duty</b>
Please confirm that due regard to the Public Sector Equality Duty has been taken and if an equalities assessment has been completed or explain why an equalities assessment is not required.
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. 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 Wokingham.
Whilst 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.

<b>List of Background Papers</b>
None

<b>Contact</b> Moira Fraser Principal Officer, Policy and Governance	<b>Service</b> Public Protection Partnership
<b>Telephone No</b> 01635 519045	<b>Email:</b> <a href="mailto:moira.fraser@westberks.gov.uk">moira.fraser@westberks.gov.uk</a>
Ed Shaylor, Head of Enforcement and Safety	<b>Service</b> Place
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## Appendix A

### Petition received following the email on 29/11/2021

7/12/2021

Dear everyone at the licensing office

Following our last e-mail, the undersigned Wokingham taxi drivers are asking the council to raise the meter tariff to reflect today's actual cost of living and the compounded rate of inflation since 2010. The last tariff rate rise was in 2010 & a tariff reduction for 6 seated taxis in 2014.

According to the consumer price rate series, from 2010 to 2020 the average inflation rate rose by 2.7% per year to include the core period of the lockdown and the latest figures published last Wednesday showed the cost of living rose by 4.2% in October. It is the highest rate in almost 10 years.

The price of diesel is running above £1.50 per litre which is roughly 25% (more for larger taxis) of business cost. The cost of service parts and labour has gone up by 25% on average. The cost of other parts such as tyres, brake pads, engine, gearbox, clutch and suspension components have all gone high as they are mostly imported and the excuse is that, the freight costs have skyrocketed lately.

The drivers are asking the council to evaluate the impact of the current cost of living on the drivers, particularly in the light of continues battle with new variants of Covid-19 virus and government's ever-changing subsequent announcements which directly affects passenger numbers.

Private hire companies have already increased their fares to reflect the current situation. For example, a private hire company charges £15 to £16 from Woodley or Lower Earley to Wokingham but when the same people go to the taxi rank in Wokingham to get a taxi back seem curious why it only goes about £11 or £12 on the meter.

In conclusion, the drivers wish to see a tariff rise as soon as possible and have attached a revised tariff proposal as a guideline for your serious and urgent perusal.

This tariff chart does not include 'SPECIAL EVENTS DAYS TARIFF' such as Henley Regatta week which could be supplied to the drivers at the time of the event for those specific days. This is an issue that we have all discussed with you at the time of the events on the Ranks, such as Twyford station and explained that because of the traffic situation Henley taxis operate on a much higher tariff than ours, so it would be appreciated if Wokingham council could liaise with Henley council and close the vast gap which can be as much as 150%.

Thank you.

Wokingham Licensed Taxi Drivers

TARIFF 1	For hiring between 6am and 10.30pm For journeys of up to 440yards (1/4mile) or 150 seconds Or part thereof	£3.00
Tariff 1	For each subsequent 120yards or 30 seconds or Part thereof	20p
Tariff 2	For hiring between 10.30pm and 6am All day bank and official holidays Between 6pm and 10.30pm on 24and 31 December	Additional 50% on Tariff 1
Tariff 3	For hiring After 10.30pm on 24 and 31 December All day 25 December All day 26 December to 6am 27 December All Day 1 January	Additional 100% on Tariff 1

For vehicles with more than 4 seats, £2 per extra passenger

Fouling exterior of vehicle	£15
Fouling interior of vehicle	£75



## Appendix B

### Summary of responses to consultation letter sent on 17 December 2021

Support Increase Yes or No	Comments
Yes	These changes will have to come more often as inflation is steadily rising otherwise PPP may as well close up shop and hand everything over to Uber who of course don't need taxi licences or Hire and Reward Insurance making competing with them very difficult
Yes	I would strongly suggest and support to increase the tariff due to the higher cost of living and increase in fuel prices. I would also recommend to extend the Tariff 2 Fare from 20:00hrs to 08:00hrs and introduce Tariff 2 for 24 hours during bank holidays
Yes	Vehicles with more than 4 passenger seats. There should be a separate tariff. Present tariff on the proposed tariff does not adequately address the length of the journey travelled.
Yes	Could you please increase our fair as it has been due a long time
Yes	Fare increase is long due. I strongly support the fare increase requested by taxi drivers recently and I would also like to request to change tariff increase time from 20:00hrs to 07:00hrs Christmas Eve, Christmas Day, New Years Eve and New Years Day Plus Boxing Day. We should have all day 100% increase in tariff.
Yes	Our fare increase is long due, we fully support the increase
Yes	I am in favour of new taxi tariff
Yes	I would like raise the tariff
Yes	If you approve the amendments we will be very grateful for our trade
Yes	It has been overdue proposed changes. Please do it urgently as our drivers are struggling in current situation. Council officials should make the changes without asking us.
Yes	<i>A further 24 responses were received saying yes to support the increase, but not making any comment</i>

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## Licensing and Appeals Committee Forward Plan March 2022 to January 2023

No.	Ref No	Item	Purpose	Lead Officer	Comments
<b>WBC 02 March 2022</b>					
1.		Taxi Liaison Meeting Update	To provide an update on the discussion at the January Taxi Trade Liaison meeting.	Moira Fraser	If needed
2.		Hackney Carriage Tariffs	To consider the outcome of the consultation to vary the Hackney Carriage Tariffs if Members are minded to consult on this matter.	Ed Shaylor	If needed
3.		Hackney Carriage and Private Hire Vehicle Policy	To consider the outcome of the consultation and make a recommendation to Full Council to adopt the Policy	Julia O' Brien	
<b>WBC 23 June 2022</b>					
4.		Street Trading Policy	To consider the implementation of the policy.		
5.		Taxi Liaison Meeting Update	To provide an update on the discussion at the January Taxi Trade Liaison meeting.		
6.		Annual Report 2021/22	To set out the work of the Licensing and Appeals Committee in 2021/22.		
7.		Fees and Charges 2023/24	To set out the Fees and Charges relating to Licensing and set out the timescales for consulting on the Hackney Carriage and Private Hire proposed fees in accordance with Section 70 (1) of the Local Government (Miscellaneous Provisions) Act 1976.		
<b>WBC 19 October 2022</b>					
8.		Fees for Taxi and Private Hire Vehicles, Drivers and Operators	To consider any issues arising from the consultation and their impact on the proposed fees which will be recommended to full Council for approval.		

No.	Ref No	Item	Purpose	Lead Officer	Comments
9.					
<b>WBC 30 January 2023</b>					
10.		Taxi Liaison Meeting Update	To provide an update on the discussion at the January Taxi Trade Liaison meeting.		