



## **NOTICE OF MEETING**

### **Licensing and Safety Committee**

**Thursday 16 June 2011, 7.30 pm**

**Council Chamber, Fourth Floor, Easthampstead House, Bracknell**

### **To: The Licensing and Safety Committee**

Councillor Brunel-Walker (Chairman), Councillor Leake (Vice-Chairman), Councillors Allen, Baily, Mrs Barnard, Brossard, Davison, Finch, Gbadebo, Kensall, Porter, Sargeant, Thompson and Ms Wilson

ALISON SANDERS  
Director of Corporate Services

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Published: 7 June 2011



**Licensing and Safety Committee  
Thursday 16 June 2011, 7.30 pm  
Council Chamber, Fourth Floor, Easthampstead House,  
Bracknell**

**AGENDA**

Page No

1. **Apologies for Absence**

To receive apologies for absence.

2. **Declarations of Interest**

Members are required to declare any personal or prejudicial interests and the nature of that interest, in respect of any matter to be considered at this meeting.

3. **Minutes**

To approve as a correct record the minutes of the meetings held on 24 March 2011 and 25 May 2011.

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4. **Urgent Items of Business**

Any other items which, pursuant to Section 100B(4)(b) of the Local Government Act 1972, the Chairman decides are urgent.

5. **Notice of Public Speaking**

To note those agenda items which have received an application for public speaking

6. **Appointment of Licensing Panel Chairmen**

To appoint four members of the Committee to act as Chairmen of Licensing and Safety Panel hearings during the 2011/12 municipal year.

7. **Hackney Carriage Tariffs**

To consider a representation objecting to the proposed increase in Hackney Carriage Tariff agreed to be put forward for consultation by the Committee at its meeting on 24 March 2011.

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**LICENSING AND SAFETY COMMITTEE  
24 MARCH 2011  
7.30 - 9.20 PM**

**Present:**

Councillors Brunel-Walker (Chairman), Mrs Ryder (Vice-Chairman), Baily, Beadsley, Brossard, Finch, Phillips, Thompson and Virgo

**Apologies for Absence were received from:**

Councillors Mrs Angell, Osborne and Ms Wilson

**29. Declarations of Interest**

There were no declarations of interest.

**30. Minutes**

**RESOLVED** that the minutes of the meeting of the Licensing and Safety Committee held on 13 January 2011 be approved as a correct record and signed by the Chairman.

Matters Arising

Minute 24: Review of Guidance Notes and Conditions for Hackney Carriages and Private Hire Vehicle Owners, Operators and Drivers

It was confirmed that, since the Committee's meeting in January, two multiagency enforcement inspections had been carried out on a mixture of hackney carriages and private hire vehicles. The most recent, on 23 March 2011, had resulted in a total of 25 penalty points being issued and five vehicles being taken off the road due to MOT failures.

**31. Urgent Items of Business**

There were no urgent items of business.

**32. Notice of Public Speaking**

The Committee noted that Mr John Yexley, Chairman of the Bracknell Licensed Taxi Forum, and Mrs Jane Robson, JJM Taxis and Zulu Cars, had registered to speak to Item 8 of the agenda.

**33. Health And Safety Law Enforcement Plan 2011/12**

The Committee considered a report containing the draft Health and Safety Law Enforcement Plan 2011-12.

The Health and Safety Law Enforcement Plan set out a framework for the Council's plan for health and safety in line with directions from the HSC and the Health and

Safety Executive. The final version of the Plan would be submitted for approval to a meeting of the Committee later in the year.

It was noted that the Plan was a statutory plan, reviewed on an annual basis, and that an indication of the resource impact, in terms of officer time, that implementation of the Plan would cause had been included for the first time.

Arising from member's questions and comments the following points were noted:

- Officers were alert to flyers advertising business premises not on the database and any identified were inspected. Any word of mouth referrals received were also followed up
- It was agreed to look at whether it would be possible to include percentages showing how the number of inspections of each type of business compared to the number of known business of that type would be included in the Plan
- All premises offering sun bed facilities were visited by Environmental Health Officers to ensure that appropriate monitoring arrangements were in place to prevent overuse. Advice was also given on regulations pertaining to age restrictions.
- Comments on the value of circulating advice about the use of carbon monoxide monitors by catering establishments would be followed up. The legislation requiring the regular servicing of boilers was clear and this was covered during inspections
- Due to the nature of the business premises in the locality being predominantly the responsibility of this Council rather than the HSE,, the Council had responsibility for investigating most workplace accidents that occurred in the Borough
- Customs and Excise were involved in joint enforcement agency inspections of taxis to ascertain whether or not Red Diesel was being used.
- Additional comments on the Plan should be forwarded to the Head of Environmental Health

The Committee thanked all the officers concerned in the production of an excellent document.

#### **34. Animal Boarding Establishments**

The Committee received a report proposing the adoption of Model Licence Conditions for animal boarding establishments.

It was noted that the current animal boarding accommodation standards were open to a wide range of interpretations. Adoption of Model Licence Conditions would ensure that all accommodation was of a consistent standard and that licensees would know exactly what would be required of them.

There were currently three animal boarding establishments in the Borough and all would be consulted about the adoption of model conditions. Boarding establishments were inspected annually as part of the licence renewal process.

Part of the Model Licence Conditions related to ensuring that adequate disease control procedures were in place and if these were followed it should not be necessary for an establishment to refuse to board an animal that had been boarded elsewhere. Quarantine of animals entering the UK without the appropriate paperwork was restricted to a small number of animal boarding facilities and were covered by separate legislation; there were no facilities of this nature located within Bracknell Forest.

It was clarified that riding establishments were covered by separate legislation and that livery stables were covered by the Animal Welfare Act 2006 although the necessary regulations were not yet in force. The Act proposed a significant volume of legislative changes to the area and consultation would be carried out with businesses prior to the implementation of any changes.

**RESOLVED** that a consultation exercise with all existing licence holders in respect of the potential adoption of the new model licence conditions be approved.

### 35. **Hackney Carriage Fares**

The Committee considered a report proposing changes to the tariffs charged by Hackney Carriages in Bracknell Forest.

Since the implementation of the current hackney carriage tariff, in July 2008, the trade had been subject to increasing costs in many areas including fuel prices, insurance, wages and inflation. As a consequence of and with a view to taking steps to help mitigate these increases the Bracknell Forest Licensed Taxi Forum had requested that the Council review the tariff and two potential new tariffs had been submitted by the Bracknell Licensed Taxi Forum for consideration, with Option 2 being the preferred option:

Option 1: First 700 yards £3.00, each subsequent 219 yards 20p

Option 2: First 700 yards £3.00, each subsequent 200 yards 20p

As part of the subsequent review, officers had also taken the opportunity to start consultation with the hackney carriage trade over wider issues within the tariff relating to additional charges that could be made for trips made at different times of day, journeys made on specific days for example bank holidays and the number of seats occupied during a journey.

The Chairman invited Mr Yexley, Chairman of the Bracknell Licensed Taxi Forum, to speak to the meeting. Mr Yexley expressed the view that while the proposed increase would only go part way to meeting the additional costs incurred it was a step in the right direction. The possibility of setting up a working group with Council officers and hackney carriage proprietors to look at the tariff structure was also suggested.

The Chairman subsequently invited Mrs Jane Robson, JJM Taxis and Zulu Cars, speak to the meeting. Mrs Robson expressed the view that while a tariff increase was necessary the scale of the proposed increases would have a significant impact on the volume of trade received. In addition, the tariff should be reviewed on a more frequent basis.

Arising from member's questions and comments the following points were noted:

- While it might be possible to set out a specific criteria that all meters had to meet it would not be possible to insist that all vehicles were fitted with a particular make and model of meter. Any meter changes would be subject to an appropriate period of consultation
- A proposal to introduce new tariffs mirroring the current tariffs but taking into account journeys with five or more passengers would be addressed through the consultation on the structure of the taxi tariff
- The meter showed the maximum chargeable fare. If a passenger chose to negotiate a lower fee this was at the discretion of the driver

- The table showing comparisons with neighbouring local authorities were current fares
- The receipt of one consultation response objecting to the proposed tariff increases would be sufficient to cause the proposed fees to be revisited and brought back to the Committee for further consideration

**RESOLVED** that:

- a) From 1 April 2011 the following tariff changes will be advertised, namely
  - i. for the first 700 yards: £3.00 and
  - ii. for each subsequent 200 yards: 20p
  - iii. waiting time of 45 seconds: 20p
- b) If no objections are received, the new tariff will come into effect in the week beginning 18 April 2011
- c) Any objections were to be considered by the Committee at their next meeting on 25 May 2011, in which case a new tariff would come into effect in the week beginning 31 May 2011
- d) Officers continue to consult on the structure of the taxi tariff and bring a report to the Committee on the results of that consultation

**36. Sex Establishments Policy**

The Committee considered a report seeking adoption of the Sex Establishment Licensing Policy Statement.

It was noted that the Council had already adopted Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982. This had empowered the Council to grant, refuse and apply licence conditions to premises that wished to operate as sexual entertainment venues, sex shops or sex cinemas. The adoption of the licensing policy would assist with any decision making that might be required and ensure that any potential applicants would be aware of any requirements that might be placed on them.

A period of public consultation had been held. One letter had been received in response. This had been from Thames Valley Police who confirmed that they had no objection to the policy.

**RESOLVED** that the Sex Establishment Licensing Policy Statement be adopted as of midnight on 24 March 2011.

**37. Thanks to Committee Members**

The Chairman thanked all members of the Committee for the time and energy that they had put into making the Licensing and Safety Committee and its associated licensing panels such a success during the current municipal year.

In particular, the Chairman thanked Councillor Mrs Ryder, for the time that she had spent acting in her capacity as Vice-Chairman to the Committee and as a panel chairman, and Councillor Beadsley, for the knowledge, insights and input that he had given to both the Committee and its licensing panels since the Committee had been initially set up. The Chairman wished them both well in their respective retirements from local government following the forthcoming local elections.

The Chairman thanked all the officers involved in supporting the Committee.

**LICENSING AND SAFETY COMMITTEE  
12 MAY 2010  
8.56 - 8.58 PM**



**Present:**

Councillors Mrs Ryder (Vice-Chairman), Mrs Angell, Baily, Mrs Barnard, Beadsley, Brossard, Finch, Leake, Osborne, Thompson, Virgo and Ms Wilson

**Apologies for absence were received from:**

Councillors Brunel-Walker, Burrows and Phillips

**1. ELECTION OF CHAIRMAN**

**RESOLVED** that Councillor Brunel-Walker be elected Chairman of the Licensing and Safety Committee for the Municipal Year 2010/11.

**COUNCILLOR BRUNEL-WALKER IN THE CHAIR**

**2. APPOINTMENT OF VICE-CHAIRMAN**

**RESOLVED** that Councillor Mrs Ryder be appointed Vice-Chairman of the Licensing and Safety Committee for the Municipal Year 2010/11.

**3. APPOINTMENT OF LICENSING PANEL**

**RESOLVED** that:

- (a) The Appointment of the Licensing Panel Chairmen be deferred to the next meeting of the Licensing and Safety Committee.

**CHAIRMAN**

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## LICENSING AND SAFETY COMMITTEE 16 JUNE 2011

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### HACKNEY CARRIAGE TARIFF Director of Environment, Culture and Communities

#### 1 PURPOSE OF DECISION

- 1.1 The Committee are required to consider a representation made by Mrs Robson, Managing Director of JJM Taxis, objecting to the proposed increase in Hackney Carriage Tariff agreed to be put forward for consultation by the Committee at its meeting on 24 March 2011.

#### 2 RECOMMENDATION(S)

##### 2.1 That the Committee:

- (a) considers the objection received to the proposed increase in the Tariff and
- (b) sets the Tariff for those charges to be made by Hackney Carriages and other vehicle with meters licensed within Bracknell Forest from Thursday 23 June 2011.

#### 3 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

##### Borough Solicitor

- 3.1 The relevant legal provisions are contained within the main body of the report.

##### Borough Treasurer

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

##### Equalities Impact Assessment

- 3.3 There are no direct consequences for any particular group and no direct community safety issues.

##### Strategic Risk Management Issues

- 3.4 There are no issues to consider.

#### 4 SUPPORTING INFORMATION

- 4.1. At its meeting on 24 March 2011 the Committee received a report which recommended that the Hackney Carriage Tariff be increased as follows:

- for the first 700 yards : £3.00
- for each subsequent 200 yards : 20p
- waiting time of 45 seconds : 20p

The present tariff is:

- for the first 738 yards : £3.00
- for each subsequent 240 yards : 20p
- waiting time of 57 seconds : 20p

A copy of the report for the 24 March 2011 together with Annexes is produced as Appendix 1 to this report.

- 4.2. The Committee agreed that the proposed tariff be advertised in accordance with the legislation and that any objections received be considered by the Committee prior to implementation of any change. The proposed changes to the tariff were advertised in the Bracknell News on 31 March 2011 and in addition a notice was placed in the reception area at Time Square. Attached to the report as Appendix 2 is a copy of the notice as it was published within the Bracknell News and displayed at Time Square.
- 4.3. An objection to the increase was received by e-mail on 31 March 2011 from Jane Robson, Managing Director of JJM Taxis and Zulu Cars Ltd. This e-mail is attached to the report as Appendix 3. In addition the Council also received a letter signed by 51 Hackney Carriage owners supporting the tariff increase. This is attached as Appendix 4.
- 4.4. Members will hear from Jane Robson and a representative from the Bracknell Licensed Taxi Forum and will need to consider the evidence presented for and against the level of the increase. Members may also wish to consider the wider implications, if any, upon residents, visitors, business and the Hackney Carriage Trade itself should the tariff increase to the level proposed, stay at its present level or increase by a lesser amount.
- 4.5. The Private Hire and Taxi Monthly magazine collects data on the fares charged by Hackney Carriages operating in different local authority areas. In the May 2011 edition Bracknell Forest is placed as 136<sup>th</sup> in a league table of 377, based upon the cost of a 2 mile journey. Should the proposal for an increase be implemented then Bracknell Forest would rise to 31<sup>st</sup> in the table. For comparison in the table the following neighbouring authorities are placed as follows:

<b>Local Authority</b>	<b>Position</b>	<b>Date of last increase</b>
Reading	17	November 2008
West Berkshire	20	April 2011
Hart	36	December 2010
Wokingham	46	May 2010
Slough	69	July 2010
Surrey Heath	114	May 2008
Windsor & Maidenhead	249	April 2006

- 4.6. For further comparison the following data ordered by the 2 mile charge shows different charges for distances travelled and the start up (flag) rate:

<b>Local Authority</b>	<b>Flag</b>	<b>1 mile</b>	<b>2 mile</b>	<b>5 mile</b>
Reading	2.20	4.00	6.20	13.20
West Berkshire	2.50	4.20	6.20	12.30
Wokingham	3.00	4.00	6.00	12.60
Proposed Bracknell Forest	3.00	4.20	6.00	11.20
Hart	2.60	3.80	6.00	12.00
Slough	3.00	5.00	5.80	10.40
Surrey Heath	3.60	3.60	5.60	11.60
Existing Bracknell Forest	3.00	4.00	5.40	9.80
Windsor & Maidenhead	2.60	3.40	5.00	9.80

- 4.7. Members are not restricted by the decision made on 24 March 2011 and are entitled to reach the same or a different conclusion based upon the evidence presented at the meeting. The decision made by the Committee today will be effective from a date determined by the Committee. Should charges be agreed, the date of 23 June 2011 is recommended by officers to allow sufficient time for any necessary changes to be made to the taxi meters and for officers to make arrangements to conduct checks on the accuracy of the meters.

Background Papers

Private Hire and Taxi Monthly – May 2011

Contact for further information

Robert Sexton – 01344 352580

[robert.sexton@bracknell-forest.gov.uk](mailto:robert.sexton@bracknell-forest.gov.uk)

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**LICENSING AND SAFETY COMMITTEE**  
**24 March 2011**

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**HACKNEY CARRIAGE TARIFF CHARGES**  
**(Director of Environment, Culture and Communities)**

**1 PURPOSE OF DECISION**

- 1.1 The current tariff for Bracknell Forest Hackney Carriages came into effect on 28 July 2008. Officers have received a request from the Bracknell Licensed Taxi Forum (BLTF), who represents the majority of Hackney Carriage licence holders within the Borough, for an increase in the tariff to represent the increasing costs to their businesses.
- 1.2 Any proposed changes would have to be advertised in a local newspaper for a period of not less than 14 days and, if objections are received and not subsequently withdrawn, these would have to be considered by the Committee. The Committee must also set a date within 2 calendar months of the expiry of the consultation period when the tariff will be in force with or without any modifications subsequently decided upon by the Committee.
- 1.3 Officers have also taken the opportunity to start consultation with the Hackney Carriage trade upon the wider issues within the tariff relating to additional charges that can be made for days, times of day or even the number of occupied seats within a licensed vehicle.

**2 RECOMMENDATIONS**

**2.1 That the Committee agrees:**

- (a) **to advertise from 1 April 2011 a change to the tariff namely**
- i) for the first 700 yards : £3.00 and**
  - ii) for each subsequent 200 yards: 20p**
  - iii) waiting time of 45 seconds : 20p**
  - iv) introduce tariffs 4, 5 and 6 which would mirror tariffs 1, 2 and 3 but be a 50% increase on those tariffs for those vehicles carrying 5 or more passengers.**
- (b) **to note that if no objections are received, the new tariff will come into effect in the week beginning 18 April 2011.**
- (c) **to consider any objections made at its next meeting on 25 May 2011, in which case a new tariff would come into effect in the week beginning 31 May 2011.**
- (d) **that officers continue to consult on the structure of the taxi tariff and bring a report to the Committee on the results of that consultation.**

**3 ADVICE RECEIVED FROM STATUORY AND OTHER OFFICERS**

- Borough Solicitor
- 3.1 The Borough Solicitor is satisfied that no significant legal implications arise from this report.

Borough Treasurer

3.2 There are no financial implications arising from this report.

Impact Assessment

3.3 There are no direct consequences for any particular group and no direct community safety issues.

Strategic Risk Management Issues

3.4 There are no issues to consider.

**4. SUPPORTING INFORMATION**

4.1 The last tariff increase was implemented on 28 July 2008. The costs of running a taxi business over the last 2½ years have changed in line with general inflation but also due to wider world economic factors such as the price of crude oil and refined fuels.

4.2 As a comparison the following shows the average cost of fuel in the South East in July 2008 and February 2011:

	<b>Unleaded</b>	<b>Diesel</b>
2008	120.2	133.4
2011	129.5	134.5

This is an increase of 9.3p (7.7%) in unleaded and 1.1p (0.8%) in diesel fuel. The price of diesel fuel hit a peak in July 2009 before falling back to 99.9p in March 2010. There has been a steady increase in the price of diesel since this time with a price of 119.7 in August 2010 and 126.5 in December 2010. With the proposed tax increases set for April 2011 and the political unrest in Africa and the Middle East bringing a level of uncertainty and instability to supply, further increases particularly in the short term are likely.

4.3 To see the full picture there is a need to consider the other impacts upon the costs of running a taxi business and these include vehicle insurance, running and maintenance costs, costs of replacement vehicles, general inflation and increase in wages for other workers. These matters have been brought together in a form agreed with the trade many years ago and which has been used by the Committee as guidance for determining the need and extent of changes in tariff. The figures available from April 2008 when the process to arrive at the present tariff was started, and those for January 2011 the latest published figures show that average earnings rose by 1.8%, RPI general inflation by 7% and motoring expenditure by 16.8%. In April 2008 the price per litre of unleaded was £108.5 and diesel £117.5. Using this agreed formula the overall increase in the costs of running a taxi business appears to have risen by around 11% since April 2008.

4.4 The Bracknell Licensed Taxi Forum (BLTF) have submitted two proposals for changes to the tariff

- Option 1 - first 700 yards- £3.00, subsequent 219 yards - 20p
- Option 2 - first 700 yards- £3.00, subsequent 200 yards - 20p

The Bracknell Licensed Taxi Forum has also requested a change to the waiting time from 57 seconds to 45 seconds. This is an increase in cost from £12.80 to £16.00 per hour. An area of concern for drivers of vehicles able to carry 5 or more passengers is charging a 50% surcharge on the standard meter price applied by the driver pressing a button on the meter at the end of the journey. A charge of £10.00 as shown on the meter then becomes £15.00. It is said by the trade that this has caused heated disputes with customers in the past. The alternative is to create a further range of tariffs which mirror tariff 1, 2 and 3, but have a 50% loading. These would become 4, 5 and 6. These would be included only on those meters fitted within Hackney Carriages licensed for 5 or more

passengers. It would require a manual action by the driver to select these tariffs at the start of the journey which would then be shown on the meter as the journey progresses. Such a process is open to abuse and the implementation and use of such a tariff would be closely monitored by officers, and should abuse be identified this decision could be reviewed and if necessary reversed.

- 4.5 Attached to the report as **Annex A** is a table which shows a comparison between the pre July 2008, present and proposed tariffs, across a range of distances from 1 to 5 miles and a trip from Bracknell railway station to Reading town centre. The percentage increases for options 1 and 2 are based upon the difference from the present tariff, whilst the percentage associated with the present tariff relates to the difference from the pre July 2008 tariff. Attached as **Annex B** is a table which shows how the recommended tariff compares to those within a range of other authorities in the area.
- 4.6 The structure and format of the tariff for Hackney Carriages has remained the same for many years. On 7 February officers initiated a consultation with owners of Hackney Carriages on whether the present tariff structure is still appropriate for the delivery of a Hackney Carriage business in 2011 and going forward. A copy of the consultation letter is attached to this report as **Annex C**. Seventy seven letters were sent out with a closing date for comments being 8 March 2011. As of 8 March 3 responses were received regarding this consultation.
- 4.7 Attached to the report as **Annex D** are the responses from Mr J Yexley on behalf of the Bracknell Licensed Taxi Forum, Mr K Miah, a Hackney Carriage Owner, and Mr A Ball on behalf of JJM Taxis and Zulu Cars Ltd. It can be seen from the responses that there is resistance to changing the structure of the tariff. Officers are aware that the structure of tariffs vary widely across the country and even within this region. The TPI Unmet Demand Survey highlighted that a common reason given by the public for not using taxis is the cost, and officers are keen to explore with the trade options that might benefit the trade through increased business. The recommendation therefore seeks approval of the Committee for officers to continue with research into the structure of tariffs and through consultation with the trade and the general public to establish if the tariff structure is a barrier to increased usage of taxis, and whether changes to the tariff could result in benefits for both taxi owners and the travelling public.
- 4.8 The Bracknell Licensed Taxi Forum has asked that a letter in support of the change to the tariff be included alongside this report and it can be seen as **Annex E**. It is expected that a representative from the Bracknell Licensed Taxi Forum will be requesting to speak to the Committee regarding this paper.

#### Background Papers

Local Government (Miscellaneous Provisions) Act 1976

AA Fuel Price reports

Government Statistical data

#### Contact for further information

Robert Sexton, Head of Trading Standards and Services - 01344 352580

[robert.sexton@bracknell-forest.gov.uk](mailto:robert.sexton@bracknell-forest.gov.uk)

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ANNEX A

HACKNEY CARRIAGE FARES

	PRE JULY 2008	EXISTING	OPTION 1	OPTION 2
Mile	738 yds - £2.80 270 yds – 20p	738 yds - £3.00 240 yds – 20p	700 yds - £3.00 219 yds – 20p	700 yds - £3.00 200 yds – 20p
1	<b>£3.60</b>	<b>£4.00</b> (+ 11.1%)	<b>£4.00</b> (+ 0%)	<b>£4.20</b> (+ 5%)
2	<b>£5.00</b>	<b>£5.40</b> (+ 8%)	<b>£5.60</b> (+ 3.7%)	<b>£6.00</b> (+ 11.1%)
3	<b>£6.20</b>	<b>£6.80</b> (+ 9.6%)	<b>£7.20</b> (+ 5.9%)	<b>£7.60</b> (+ 11.8%)
4	<b>£7.60</b>	<b>£8.40</b> (+ 7.8%)	<b>£8.80</b> (+ 4.8%)	<b>£9.40</b> (+ 11.9%)
5	<b>£8.80</b>	<b>£9.80</b> (+ 11.3%)	<b>£10.40</b> (+ 6.1%)	<b>£11.20</b> (+ 14.3%)
12 Reading	<b>£18.00</b>	<b>£20.00</b> (+ 11%)	<b>£21.80</b> (+ 9%)	<b>£23.60</b> (+ 18%)

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**HACKNEY TARIFF REPORT  
LICENSING AND SAFETY COMMITTEE  
24 March 2011**

**COMPARISONS WITH OTHER LOCAL AUTHORITIES**

<b>MILES</b>	<b>READING</b>	<b>WINDSOR &amp; MAIDENHEAD</b>	<b>WOKINGHAM</b>	<b>SLOUGH</b>	<b>WYCOMBE</b>	<b>GUILDFORD</b>	<b>BRACKNELL FOREST</b>
1	£4.00	£3.40	£4.00	£4.00	£3.40	£3.80	£4.20
2	£6.40	£5.00	£6.00	£5.20	£4.60	£5.40	£6.00
3	£8.40	£6.60	£8.00	£7.40	£6.20	£7.20	£7.60
4	£10.60	£8.20	£10.00	£8.60	£7.60	£9.00	£9.40
5	£12.80	£9.80	£12.00	£10.40	£9.30	£10.80	£11.20
Waiting Time	46 sec -20p	48 sec - 20p	40 sec - 20p	80 sec - 20p	36 sec - 10p	35 sec - 20p	45 sec - 20p

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Sent 10/2/11.



Our ref: RJS/mae

7 February 2011

«NAME»  
«Street»  
«Town»  
«County»  
«Postcode»

Dear «Salutation»

### Hackney Carriage Tariff

The format of the Hackney Carriage Tariff in Bracknell Forest has been the same for many years. Tariffs across the country also vary greatly in their structure. The present tariffs are:

1. Tariff 1 – applicable from 7.00am until 11.00pm.
2. Tariff 2:
  - i) applicable from 11.00pm until 7.00am and
  - ii) Bank or Public holidays
  - iii) Christmas Eve and New Year's Eve from 6.00pm until midnight.
3. Tariff 3 – Christmas Day through to 7.00am Boxing Day.
4. Extra Charges:  
Fouling of vehicle – interior - £50  
Fouling of vehicle – exterior - £10.
5. When carrying more than 4 passengers a surcharge of 50% applied to meter reading at the end of the journey.

The Council wishes to consult with all holders of Hackney Carriage Licences and members of the travelling public to determine if such a tariff structure is fit for purpose and appropriate for the delivery of Hackney Carriage services within Bracknell Forest for 2011 and going forward.

In particular your views are sought on:

1. Should there be different rates of charges for different days or times of the day, or should there be a single charge for any day or time?
2. If there are different rates:
  - i) what times should they be?
  - ii) what days should they be?
  - iii) are 50% and 100% rises in fare appropriate for such travelling arrangements?
3. When a vehicle is licensed for 5 to 8 passengers is it appropriate that when carrying more than 4 passengers an additional charge of 50% on the final meter price is made and is such a charge proportionate?

## ENVIRONMENT, CULTURE AND COMMUNITIES

Bracknell Forest Borough Council, Time Square, Market Street, Bracknell, Berkshire RG12 1JD  
T: 01344 352000 F: 01344 352555 Minicom 01344 352045 www.bracknell-forest.gov.uk

- 
4. If a person fouls the interior or exterior of a vehicle are the charges of £50 and £10 proportionate for costs to cover lost business and / or the repair / cleaning work required?
  5. Are there any other comments or observations you wish to make?

The Council is initially seeking the views of the Hackney Carriage licence holders on the above matters prior to an in depth consultation with the trade and users of your service. We would therefore request that your comments or observations be received at this office by 5.00pm on 8 March 2011, so they can help to form the basis of that consultation.

Yours sincerely



**Robert Sexton**  
**Head of Trading Standards and Services**

## Robert Sexton

---

**From:** Johnjyexley@aol.com  
**Sent:** 09 March 2011 20:55  
**To:** Robert Sexton  
**Subject:** Re Hackney Carriage Tarrif Letter 7th Feb

Hi Rob,

I am sorry that you have not received any reply to the above. I have overlooked this and just found it again. March is always a busy month for me and probally most people with bills being the end of the finacial year. I was going through all that I had to do with bills I had to pay when I found your letter [REDACTED]

All that apart I was summond by all my GMB members to give the one answer. The non-members of which there are only a few have approached me with the same answer. The answer is that the tarrif should stay exactly the same..I would also point out that they say that they do not wish the public should be consulted on what are basically our work conditions which far fall behind other hourly rate workers premium rates.I don't know if it would be possible if you could give me a call tomorrow to either discuss or come in to see you about what we talked about Monday.

Regards  
John Yexley  
Chairman GMB PDB(TAXI)  
Bracknell Div.Tel. 07802 170838

ENVIRONMENT, CULTURE  
& COMMUNITIES  
RECEIVED

24 FEB 2011

BRACKNELL FOREST COUNCIL

Bracknell forest council  
Time square  
Market Street  
Bracknell  
Berkshire  
RG12 1JD

12<sup>TH</sup> February 2011  
Your ref: RJS/MAE-  
My ref: BFC/7FB

Dear Mr Sexton

I am happy with the tariff as it is, because, I think that in this tough economic situation it is going to make customers not want a taxi ride. It is not economically viable. I would like to say that if you change anything make sure that you pay for the cost. Please do not impose anymore cost to us, because we are finding it very hard. I hope I have answered your question. Thank you.

Yours sincerely

k. Miah



Khalil Miah  
12 Richmond Avenue  
Feltham  
Middlesex  
TW14 9SQ

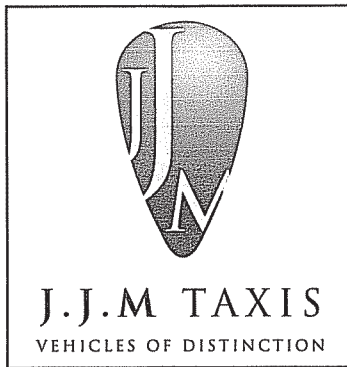


ENVIRONMENT, CULTURE  
& COMMUNITIES  
RECEIVED

15 FEB 2011

BRACKNELL FOREST COUNCIL

Passed To:



JJM Taxis,  
Popeswood Garage,  
London Road  
Binfield,  
Berks,  
RG42 4AA  
(01344)455355  
(01344)483887  
Fax: (01344)306777  
[bookings@jjmtaxis.com](mailto:bookings@jjmtaxis.com)

\*

Your Ref: RJS/mae

Monday the 14<sup>th</sup> of February 2011

Dear Mr. Sexton,

With regards your questions over the Hackney Carriage charges we here at JJM favour them remaining as they are. In answer to your specific questions:

#1 – The tariff schedule should remain as they are

#2 – The rates should remain the same

#3 – Absolutely, the extra 50% helps to cover the higher cost of purchasing the vehicle and still represents good value for the customer as they would have to pay for 2 vehicles if the need to transport that many passengers without the use of an MPV.

#4 – This could be more money depending on the amount of damage caused however a flat rate makes it easier to get the money from the passenger.

#5 – It has been mentioned to us that due to increased petrol costs that the mileage rate should be raised, however it is the view of JJM that this must not happen. The market couldn't support the increased cost at this time and we believe the industry will simply have to endure this difficult period. It has also come to our attention that the pressure for this price increase is coming from the private hire fleets to force the hackney carriage prices higher so they can continue to undercut them. This is evidence that the prices need not rise, those who are struggling are doing so because they want to charge lower than the tariff price.

Yours truly,

  
Alex Ball  
JJM Taxis & Zulu Cars Ltd

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2<sup>nd</sup> March 2011

## Report to Licensing and Safety Committee

Proposal to increase Hackney Carriage fares within the Borough of Bracknell.

### *Background Information*

Dear members of the committee

As you will be aware the last fare increase implemented within BFC was in July 2008. If you can cast your minds back to that period the country was in the grip of temporary spiraling fuel prices and by late spring diesel was retailing at around £1.30ltr. The council threw the trade a much needed lifeline and increased fares. This equated to about £0.40p on a £5 - £6.00 fare which would probably be an average fare from the ranks.

### *Current Situation*

Fuel is currently retailing between £1.32.9 and £1.36.9 per litre, slightly higher than the peak in 2008. Analysts are predicting prices could be as high as £1.50 per litre by April and with the instability now being experienced in North Africa prices could go even higher. Insurance premiums have also dramatically increased. Apparently this is mainly due to fraudulent claims. Members have experienced a sharp increase this year and some have reported a rise of 20% plus, which on a standard taxi policy is a substantial increase. Our members are also struggling due to the current economic climate. We have seen a rise in VAT from 17.5% to 20%. This would obviously increase maintenance costs but more significantly will affect the cost of a new replacement vehicle.

The country is also experiencing high inflation currently running at 4% well above Government targets. This is mainly due to high oil and food prices which are apparently running at 4.6%, and the steep increase in utility bills is crippling workers on middle to low incomes. Taking all this into account our members are significantly worse off now than they were in 2008.

We are working in what we believe are now the most challenging conditions ever experienced by BFC Hackney Carriage trade.

The proposal we have put forward would add around £0.40p to a standard £5-6.00 fare and would have minimal impact on residents needing to access essential local services and facilities. The structure of our proposal would mean an accumulating effect on our longer distance journeys. This is important as drivers can ill afford the dead mileage and time taken to get back to the ranks due to the very congested road network. In our experience a large majority of demand for journeys outside of the Borough i.e. Heathrow / Reading lies within the business fraternity.

A customer travelling from Heathrow to Bracknell in a black London cab would be charged £90.00. The price for them to go back in a licensed Bracknell hackney carriage is around £30.00. We understand that the trade has to stay competitive but if we are to maintain the high standards expected from the council, consumers and residents alike we feel these low prices are unsustainable in the current climate. We have roughly calculated that the new fare increase would add about £5-6.00 on a job to Heathrow Airport and we feel that this would be more than reasonable.

We are proposing that *waiting time* be increased to £18.00 per hour. The waiting time has barely changed in the last decade – working out at just over £12.00 per hour. This may seem to someone with no knowledge of the trade a good hourly rate. But for a self-employed driver who has to take all his operating costs out would be left with barely the minimum wage. We would also like to remind the committee that unlike council employees we do not enjoy the luxury of paid sick pay, several weeks of paid holiday and lavish pension schemes.

We hope the committee will take all these factors into consideration when making your final decision. The trade does understand that in these times of austerity any fare increase should be kept to the minimum. We feel our proposal is reasonable and is essential to enable our members to carry on delivering the high quality service expected from them. We would also like to point out that our members work very long hours which can be up to 90 hours per week for a very modest income and can not afford a further decline in their standard of living. As GMB members we believe in a fair days pay for a fair day's work.

*Mick Hildreth – Branch Secretary GMB PDB*

*John Yexley – Chairman GMB PDB Bracknell Section*

*Andrew Watson – Secretary GMB PDB Bracknell Section*

*Steve Lapworth – Vice Chairman GMB PDB Bracknell Section*

## **BRACKNELL FOREST BOROUGH COUNCIL**

### **Local Government (Miscellaneous Provisions) Act 1976 Section 65 Hackney Carriage Fares**

NOTICE IS HEREBY GIVEN that Bracknell Forest Borough Council proposes to vary the table of fares chargeable within the Borough as follows:

- i) For the first 700 yards - £3.00
- ii) For each subsequent 200 yards or uncompleted part - 20p
- iii) Waiting time - 20p for up to every 45 seconds

Any objections to the proposed variations should be submitted in writing to the undersigned by FRIDAY 15 APRIL 2011.

A copy of this notice is available for public inspection during normal office hours at the Customer Service Centre, Bracknell Forest Borough Council, Time Square, Market Street, Bracknell, for 14 days from the date below.

If no objections are received, or any such objections are subsequently withdrawn, the revised table of fares shall come into operation from MONDAY 18 APRIL 2011.

Robert Sexton  
Head of Trading Standards and Services  
Bracknell Forest Borough Council  
Time Square  
Market Street  
Bracknell  
RG12 1JD  
Friday 01 April 2011

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**Robert Sexton**

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**From:** JJM Taxis <bookings@jjmtaxis.com>  
**Sent:** 31 March 2011 13:50  
**To:** Robert Sexton  
**Cc:** Niamh Kelly

JJM Taxis & Zulu Cars Ltd  
Popeswood Garage,  
London Road,  
Binfield,  
Berkshire,  
RG42 4AA

Thursday the 31<sup>st</sup> of March 2011

To Whom It May Concern:

I am writing to you today to express our objection to the proposed taxi tariff increase. We feel the scale of the increase propose is too great to be implemented without adverse repercussions on the taxi trade in Bracknell. As I mentioned at the meeting I would much rather we had smaller increases this year and perhaps next to bring us inline with the increasing costs of operating a taxi business.

The claims by many of the plans proponents that the marginal increase of 40p on a standard Bracknell to Bracknell journey would have no effect on the demand for taxis is based on specious reasoning and not their own experiences, as any established driver can tell you that Hackney Carriages, in particular, suffer every time there is an increase no matter the scale. This is especially likely as the proposed increase is currently scheduled for the summer season, which is when demand for the taxi trade is routinely depressed due to people walking or going away on holiday. Perhaps if the increase were scheduled for the autumn or winter months the impact would be more limited.

I find the supportive evidence for the price increase to be open to scrutiny as well. The primary claim by all in favour is the increase to fuel prices, which is underpinned by the belief that the cost of fuel will continue to spiral upwards. This may turn out to be the case, but it is worth noting that measures are being taken to reverse this trend, with the government reversing the price escalator on fuel duty and the reinvigorated interest around the globe for alternate fuels it may lead to a devaluation in the price of fuel, exactly as it did during the 1970's, another time when everyone was insisting the price of fuel would always increase.

In conclusion, I do not oppose an increase to the tariff, as it has been 3 years since the last one, but I must object to what amounts to a 20% increase on a journey over 12 miles at a time when every other industry or public body is making cuts to deal with the difficult financial position we all find ourselves in and I don't want to support a policy I believe will do more harm than good to my industry.

Yours truly,

Mrs. Jane A E Robson  
Managing Director

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15/4/11

Appendix 4

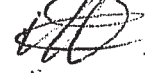

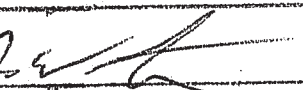
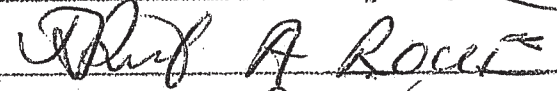
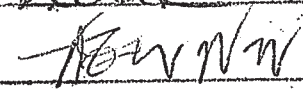
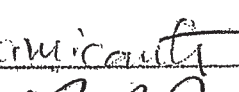
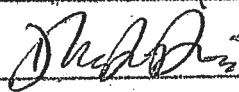

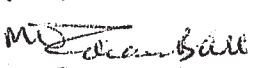

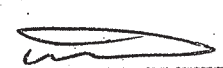


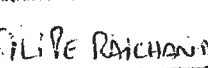
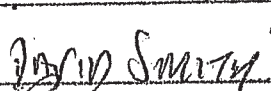

ROB,  
PLEASE FIND ENCLOSED AGREEMENT  
OF H/C DRIVERS, MORE TO  
FOLLOW FROM FRIDAY NIGHT  
DRIVERS

REGARDS  
JOHN YEXLEY

### Hackney Carriage Fare Increase 2011

We the undersigned, Bracknell Hackney Carriage Proprietors (Owner Drivers) & Hackney Carriage Drivers agree with the proposed Hackney Carriage Metered Fare Increase. Tariff 1 £3-00 for the 1<sup>st</sup> 700 yards. For each subsequent 200 yards or part of 20p. Waiting Time for each 45 seconds 20p. (Tariff 2 :- Tariff 1 + 50%. Tariff 3 :- Tariff1 + 100%). As voted for by the Licensing and Safety Committee on Thursday 24<sup>th</sup> March 2011. This does not cover the increase in our running cost over last 3 years (since our last fare increase in July 2008), but it would go some way to help.

We understand that this is the maximum price that we can charge the customer.

H/C Plate No	Badge No	Name & Signature
16	113	AZAD U KHAN 
95	49	K. MIAH. 
82	333	A WATSON 
35	358	Dr A ROOPE 
23	349	A NOOR 
36	389	Mang Laxmicant 
33	121	DHARMA RAI 
80	253	PUSKAR MAHENDRA 
88	11	M. Rehan BUTT 
(55m) 91	<del>228</del> 231	P. Smith 
57	57	K. WICKENS 
101	6	Nawhari 
134	285	m. magh 
51	33	Filipe Raichand 
67	237	Janet Smith 
20	344	Agha 

**Hackney Carriage Fare Increase 2011**

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We understand that this is the maximum price that we can charge the customer.

H/C Plate No	Badge No	Name & Signature
46	367	OTC A. Casey
25	112	STEVE LARWORTH
79	230	JOHN YEXLEY
88	184	CHRIS LOCKYER
19	252	SAM REID
113	246	
94	81	DAVID NUTE
68	274	M. STREET
6	109	N. Mahendra
153	192	GOKARNA RAI
171	93	KHADWA BAHADUR RAI
40	335	S. Hichoudhury - Boque
78	103	RAJA MIAMI
12	273	M. BASHIR
130	186	M. IMRAN
49	248	C. KARCHSKI

**Hackney Carriage Fare Increase 2011**

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We understand that this is the maximum price that we can charge the customer.

H/C Plate No	Badge No	Name & Signature
32	153	D. S. (over 160)
44	71	Asher - A. HUSSAIN
17-	280	M. Khan - MASOOD KHAN
122	320	
102	328	M. Singh
48		Went's - D. SMITH
89	59	A. RAUF - A. RAUF
8	215	PRADIP VASSANTLAL
123	332	TAMEENA RAZWANWEERA
29	74	JOHN FERGUSON
2	32	BRIAN
56	384	MARK WATSON M.E
70		K. MAHMOOD
73	259	ABDUL
69	249	D. VIDAN

### Hackney Carriage Fare Increase 2011

We the undersigned, Bracknell Hackney Carriage Proprietors (Owner Drivers) & Hackney Carriage Drivers agree with the proposed Hackney Carriage Metered Fare Increase. Tariff 1 £3-00 for the 1<sup>st</sup> 700 yards. For each subsequent 200 yards or part of 20p. Waiting Time for each 45 seconds 20p. (Tariff 2 :- Tariff 1 + 50%. Tariff 3 :- Tariff1 + 100%). As voted for by the Licensing and Safety Committee on Thursday 24<sup>th</sup> March 2011. This does not cover the increase in our running cost over last 3 years (since our last fare increase in July 2008), but it would go some way to help.

We understand that this is the maximum price that we can charge the customer.

H/C Plate No	Badge No	Name & Signature
84	52	KALYAN GURUNG
15	58	ASSHARUJAHAN
31	308	N. ALAWATTA
22	262	ANAND DEBANT
11	394	UDAE KACHMICANT
121	16	ATIF UR REHMAN
86	125	PHILIP HEALEY
65	69	BAL BANSDUR RAJ

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