



Licensing Committee

Thu 2 Apr
2026
7.00 pm

Oakenshaw Community
Centre, Castleditch Lane, B98 7YB

If you have any queries on this Agenda please contact

Gavin Day
Democratic Services Officer

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GUIDANCE ON FACE-TO-FACE MEETINGS

Please note that this is a public meeting and is open to the public to attend.

If you have any questions regarding the agenda or attached papers, please do not hesitate to contact the officer named above.

PUBLIC SPEAKING

The total maximum time permitted for public speaking is 15 minutes and the time limit for individual speakers is 3 minutes.

Only those members of the public who have registered to speak in advance of the meeting will be permitted to do so.

To register to speak you must contact Democratic Services by phone on 01527 64252 ext 3304, or email gavin.day@bromsgroveandredditch.gov.uk before 12 noon on Tuesday 31st March 2026.

When registering to speak you must give your name and contact telephone number and indicate which agenda item you wish to speak about, and whether you are in support of or opposed to the officer recommendation.

Notes:

Although this is a public meeting, there are circumstances when Council might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public and press are excluded.

Licensing

Thursday, 2nd April, 2026

7.00 pm

Oakenshaw Community Centre

Agenda

Membership:

Cllrs:	David Munro (Chair)	Andrew Fry
	Sachin Mathur (Vice-Chair)	Sid Khan
	Juliet Barker Smith	Gary Slim
	Juma Begum	Jen Snape
	Brandon Clayton	Paul Wren
	Matthew Dormer	

1. Apologies

2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests and / or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.

3. Minutes (Pages 5 - 8)

4. Public Speaking

5. Hackney Carriage and Private Hire Fees and Charges - Consideration of objections received. (Pages 9 - 20)

6. Verbal update on the Hackney Carriage Table of Fares

7. Work Programme (Pages 21 - 22)

8. Exclusion of the Public and Press

In the opinion of the Chief Executive, the meeting will not be, or is unlikely to be open to the Public at the time the following items of business are considered for the reasons stated. The Committee will be asked to pass the following resolution:

“that under S.100 I of the Local Government Act 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, the public be excluded from the meeting for the following item(s) of business on the grounds that it/they involve(s) the likely disclosure of exempt information as defined in the following paragraphs of Part 1 of Schedule 12 (A) of the said Act, as amended:

- **Paragraph 1 – Any Individuals**
- **Paragraph 2 – Identity of Individuals**
- **Paragraph 3 – Financial or Business Affairs**

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- **Paragraph 7 – The Prosecution of a Crime.”**

9. Officer Update(s) - Enforcement and Appeal Matters

(In view of the fact that information may be revealed in relation to individuals, the identities and financial or business affairs of those individuals and the prosecution of crimes, any reports will be confidential and circulated to Members and relevant Officers only.)

10. Urgent Business

To consider any Urgent Reports, details of which have been notified to the Assistant Director of Legal, Democratic and Procurement Services prior to the commencement of the meeting and which the Chair, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting.

Licensing Committee

Monday, 9th March, 2026

MINUTES

Present:

Councillor Sachin Mathur (Vice-Chair in the Chair) and Councillors Juliet Barker Smith, Juma Begum, Brandon Clayton, Andrew Fry, Sid Khan, Gary Slim and Paul Wren

Officers:

Vanessa Brown, Kiran Lahel (Worcestershire Regulatory Services) and Hazel Powell (Worcestershire Regulatory Services)

Democratic Services Officers:

Gavin Day

19. APOLOGIES

Apologies for absence were received from Councillors David Munro, Matt Dormer and Jennifer Snape

20. DECLARATIONS OF INTEREST

There were no declarations of interest

21. PUBLIC SPEAKING

There was no public speaking.

22. REVIEW OF HACKNEY CARRIAGE TABLES OF FARES

The Principal Licensing Officer, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to determine if any amendments were required to the Hackney Carriage Table of Fares.

Officers detailed that the council had a responsibility to set the maximum permitted rate which a driver could charge.

The last review of the Table of Fares was undertaken in March 2025 and following a recommendation from Officers, a new table of fares went into effect in June 2025.

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Due to the recent amendment to the Table of Fares and having had regard to concerns raised around the cost of living effecting the work available for Hackney Carriage drivers, Officers did not recommend an increase.

Members were in support of the Officer's recommendation and respected that the trade did not want an increase, however, Members noted the recent geopolitical environment and the potential for rising fuel prices which could affect drivers. Members further noted that Officers and Members should be flexible to hold an additional meeting to discuss an increase if it was requested by the trade.

Members further requested that a verbal update be added to the licencing Committee in July regarding the matter to ensure that it was reviewed.

The report was noted by Members.

23. INFORMATION REPORT - HACKNEY CARRIAGE AND PRIVATE HIRE LICENCE RENEWAL UPPER AGE LIMITS

The Principal Licensing Officer, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to inform Members of the Age renewal criteria and determine if any follow up actions were required.

Between February 2023 and February 2026, 95 applications were received and considered for renewal applications for vehicles outside of the Council's vehicle age policy. Of those applications, 9 were refused.

To get a greater understanding of how the Redditch Borough Council's age policy compared to other districts within and bordering Worcestershire, Officers undertook a benchmarking exercise, the results of the exercise were detailed on pages 29-30 of the Public Reports pack.

Officers noted that although the policy for Redditch Brough Council was of a greater complexity compared to other districts, there was no consensus as to how different authorities addressed the vehicle age policy, with different values and criteria being used.

Members were content with the policy and the process in place and noted that they were happy that the applications were being considered by Officers and the Engineer at Crossgates Depot who had a greater mechanical knowledge of the vehicle to draw on to make a decision.

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Members expressed some concern regarding the cost of living and how it effected drivers, therefore, Members suggested that adding an additional year to all categories would be a way of supporting the trade.

Councillor Sid Khan proposed an alternative recommendation to direct Officers to consult with all relevant stakeholders to increase all the vehicle age limits by one year in regard to vehicles over the maximum age. The Alternative Recommendation was seconded by Councillor Gary Slim.

On being put to the vote it was:

RESOLVED that

Officers be directed to begin the process to undertake a consultation with all relevant stakeholders on increasing the age limits in regard to vehicle renewals by 1 year.

24. HACKNEY CARRIAGE AND PRIVATE HIRE DRIVER LICENCE APPLICATION PROCESS CHECKS

The Licencing and Support Services Manager, Worcestershire Regulatory Services (WRS), presented the report to Members. The purpose of the report was to inform Members of the checks that Officers undertake when processing a new application.

Officers undertake a number of checks when determining if a driver was a fit and proper person to hold a licence, the stages which a driver must complete were detailed at 3.3 on page 32 of the public reports pack.

The three main areas which could cause delays were;

1. Return of the Disclosure and Barring Service (DBS) certificate.
2. The NR3 check, which checks to see if the applicant has had an application refused, revoked or suspended.
3. Completion of the competency and safeguarding training.

Officers clarified that the DBS certificate often caused the longest delay, this was due to the check taking up to 6 weeks to return, although it was more common to be back within 1. Additionally, it was only sent to the applicant, and receipt was not always promptly relayed to the processing Officer, this necessitated regular contact with the applicant to try and minimise delays.

The issue was reduced by the applicant signing up to the update service which allowed Officers to view the most up to date DBS certificate. However, the update service had an ongoing cost,

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although this was cheaper than having to pay for a new DBS certificate each time it was required.

Performance statistics which included timescales for processing applications, were reported to the WRS board meeting quarterly, the current statistics indicate that 97% of applications were completed within 5 days.

The report was noted and Members thanked Officers for the information and detailed that in their experience; in most cases there was no delay found when following up reports of delays and the system was functioning well. Members further commented that in situations where a delay was identified, Officers were quick to address the issue and proceed with the application.

25. WORK PROGRAMME

A verbal update report was added to the work programme for the July meeting to review the price of fuel and determine if a new Hackney Carriage table of fares was required.

Members were informed of the possibility of the July meeting being rescheduled to early June to accommodate a report which needed to be considered before the next full council meeting. However, this was subject to venue availability.

26. OFFICER UPDATE(S) - ENFORCEMENT AND APPEAL MATTERS

Officers detailed that a number of issues were raised to WRS regarding driver conduct, especially in relation to those divers licenced by other authorities. Therefore, Officers were looking at daytime enforcement options in conjunction with Wolverhampton District Council to assess the situation.

27. MINUTES

The PUBLIC and PRIVATE minutes of the Licensing Committee meeting of 8th December 2025 were presented to Members.

RESOLVED that

the minutes of the Licensing Committee meeting held on 8th December 2025 were approved as a true and accurate record and signed by the Chair.

The Meeting commenced at 7.00 pm
and closed at 7.45 pm

Licencing Committee**2nd April 2026****Hackney Carriage and Private Hire Fees and Charges – Consideration of objections received**

Relevant Portfolio Holder	Councillor M. Stringfellow
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
Report Author	Job Title: Principal Officer: Licensing Contact email: Hazel.Powell@worscsregservices.gov.uk Contact Tel: 01562 738 054
Wards Affected	All Wards
Ward Councillor(s) consulted	N/A
Relevant Strategic Purpose(s)	N/A
Non-Key Decision	
If you have any questions about this report, please contact the report author in advance of the meeting.	

1. RECOMMENDATIONS

That Members consider the objections received to the 2026/2027 proposed licence fee increases in respect of Hackney Carriage and Private Hire vehicle licences and operator licences and RECOMMEND referring the matter, including any recommendations, to full COUNCIL for determination.

2. BACKGROUND

- 2.1 Members will be aware that each year Redditch Borough Council publish fees and charges for the licensing service as part of the Council's budget. These fees and charges include the fees charged by the Council to ensure that the Hackney Carriage and Private Hire service is run on a cost-neutral basis.
- 2.2 The Council is required by section 70 of the Local Government (Miscellaneous Provisions) Act 1976, to advertise any proposed variation to its fees for hackney carriage and private hire vehicle and operator licences by publishing a notice in a local newspaper. This notice must provide a period of not less than 28 days for people to raise objections to the proposed variations to the fees.
- 2.3 If an objection is made against the proposed variation and not withdrawn then the Licensing Committee must consider the objection raised before recommending onto full Council. The mechanism to

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bring the matter before full Council is by way of referral and recommendation through the Licensing Committee.

3. OPERATIONAL ISSUES

- 3.1 It is the Council's role to review and set its licensing fees and charges on an annual basis. The Licensing and Support Services Manager at Worcestershire Regulatory Services works closely with the Head of Finance and the Council's Section 151 Officer to establish accurate details aimed at achieving full cost recovery of the licensing service, in relation to the relevant cost centres.

- 3.2 The table below sets out the Council's proposed licence fees for Hackney Carriage and Private Hire vehicle and operator licences for the 2026/27 financial year. The proposed fees are a 3% increase (rounded up or down) on the 2025/26 licence fees.

Licence type	Current fee	Proposed fee
Hackney Carriage or Private Hire Vehicle Licence (new and renewal)	£308.50	£318.00
Hackney Carriage or Private Hire Vehicle Licence (temporary licence)	£231.40	£238.00
Private Hire Operator's Licence (5-year licence) (up to 3 vehicles)	£708.90	£730.00
Private Hire Operator's Licence (per additional vehicle)	£18.90	£19.00

- 3.3 In accordance with section 70(1) of The Local Government (Miscellaneous Provisions) Act 1976, on 14th January 2026, a notice appeared in the Redditch Advertiser announcing the above proposed fee increases and inviting objections within 28 days of the date of newspaper's publication. A copy of the notice was also placed at the Council's offices. The last date for objections was 10th February 2026.
- 3.4 On 23rd January 2026 the licensing service received an objection from Asim Nazir, Imran Altaf, and Mohammed Ilyas as representatives of the Redditch Taxi Association. The objection is attached as **APPENDIX 1**.
- 3.5 The objection from the Taxi Association raises concerns that the proposed increased fees do not reflect the impact of cross bordering, increased cost of living, illegal parking on ranks, or reflect the current level of administrative service.

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- 3.6 On 9th February 2026 the licensing service received an objection from Amjad Ali Khan of A2B Taxis and Contracts (Redditch) Ltd, who holds a Private Hire operators licence and Private Hire vehicle licences with Redditch Borough Council. The objection is given as **APPENDIX 2**.
- 3.7 The objection from A2B Taxis and Contracts (Redditch) Ltd raises concerns that the proposed fees are disproportionate in terms of the financial pressures resulting from current policy requirements and in respect of the level of administrative service provided. The objection also details concerns that the proposed fees may drive the taxi trade to be licensed by other authorities whose licence fees are lower; the objection provides a cost comparison with Wolverhampton City Council's licensing fees.
- 3.8 Officers take into consideration the objections made but ask Members to be mindful that any increase budgeted is cost neutral and that the percentage increase is in line with today's inflation figures. The percentage increase takes into account the cost of providing the service including salary costs, Committee Costs and Legal costs. All of which must be taken into consideration.
- 3.9 Members are asked to consider the information before them and propose any recommendations the Committee may wish to make in referring this matter to full Council for final determination.

4. FINANCIAL IMPLICATIONS

- 4.1 The proposed increase in fees and charges would cover the increase in costs to the Council. This includes salary costs, NI, all internal costs to the Council including the cost of sub-committees, Parents Committees and Legal Services. Licensing fees and charges are non-profit making, and the relevant cost centres will reflect the operation of the service as cost-neutral. Any reduction in the proposed fees may lead to the Hackney Carriage and Private Hire licensing service running at a financial loss.

5. LEGAL IMPLICATIONS

- 5.1 Under the Local Government (Miscellaneous Provisions) Act 1976, the Council may only charge a fee which enables the Hackney Carriage and Private Hire licensing function to operate on a cost-neutral basis. Any excess income must be carried forward to the next financial year and the review of the fees at that point would need to reflect the carry-over.

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- 5.2 The 1976 Act requires proposed variation to the fees for Hackney Carriage and Private Hire vehicle and operator licences to undergo a 28 day public consultation by way of notice within a local newspaper and at the Council's offices.
- 5.3 Full Council holds the responsibility for final determination of fees. Any objections made to the proposed fees must first be considered by the Licensing Committee and referred to full Council with any recommendations that the Licensing Committee may have.

6. OTHER - IMPLICATIONS**Relevant Strategic Purpose**

- 6.1 The licensing fees and charges review found it necessary to increase fees and charges for 26/27 due to inflationary pressures, however the Council also recognises the economic pressure on licence holders and business, so have attempted to keep the increases to a minimum.

Climate Change Implications

- 6.2 None identified.

Equalities and Diversity Implications

- 6.3 The Council must have regard to its public sector equality duty under Section 149 of the Equality Act 2010. In summary, Section 149 requires that a public authority, in the exercise of its functions, must have due regard to the need to:
- a) Eliminate discrimination, harassment, victimisation, and any other conduct prohibited by or under the Act.
 - b) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not.
 - c) Foster good relations between persons who share a relevant protected characteristic and those who do not.
- 6.4 Section 149(7) of the Equality Act 2010 defines the relevant protected characteristics as: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

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- 6.5 The Council believes that the proposal to increase the licensing fees by the percentages outlined in section 3.2 above does not adversely impact or unlawfully discriminate against any protected characteristic.

7. RISK MANAGEMENT

- 7.1 To minimise the risk of challenge to the setting of fees and charges, they are designed to meet but not exceed the costs the Council reasonably believes will be incurred in issuing licences and administering the service.

8. APPENDICES and BACKGROUND PAPERS

Appendix 1 – Objection from Redditch Taxi Association

Appendix 2 – Objection from A2B Taxi and Contracts (Redditch) Ltd

9. REPORT SIGN OFF

Department	Name and Job Title	Date
Portfolio Holder	Please record the name of the relevant Portfolio Holder who has signed off the report here.	Please give the date they signed off the report here.
Lead Director / Head of Service	Please record the name of the relevant lead Director / Head of Service who has signed off the report here.	Please give the date they signed off the report here.
Financial Services	Please record the name of the relevant Officer in Financial	Please give the date they

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	Services who has signed off the report here.	signed off the report here.
Legal Services	Please record the name of the relevant Officer in Legal Services who has signed off the report here.	Please give the date they signed off the report here.
Policy Team (if equalities implications apply)	If applicable, please record the name of the relevant Officer in the Policy team who has signed off the report here.	If applicable, please give the date they signed off the report here.
Climate Change Team (if climate change implications apply)	If applicable, please record the name of the relevant Officer in the Climate Change team who has signed off the report here.	If applicable, please give the date they signed off the report here.

From: asim nazir <[REDACTED]>
Sent: Friday, January 23, 2026 12:24:41 AM
To: [REDACTED]

Subject: Proposed licence fee increase

This email originated from outside of the organisation STOP : Were you expecting this email? Does it look genuine? THINK : Before you CLICK on any links or OPEN any attachments.

Dear Redditch Borough Council

We are writing to you on behalf of the drivers of the Redditch taxi and private hire trade, regarding the proposed increase in licence fees starting April 2026. We as a trade feel that these are unjustified and unreasonable in the service we receive. Licencing is not delivering a service that is expected of them. We have delays in both vehicle and driver licence application's. When drivers are contacting WRS the standard of service is appalling with little or no information regarding the query in question. Drivers have reported the conduct of staff as being rude and being lied to about documents that have been submitted.

With cutbacks from the town hall we as a trade do not have a go to hub, and the face-to-face time we do have is limited to the amount of drivers licenced in the borough.

The trade is also feeling the pressure with the fast pace of the UBER takeover, which all journeys are carried out by out of area licenced vehicles. A livable wage is becoming harder and harder by the day.

Licencing can confirm that many of our drivers and operators are opting to be licenced by Wolverhampton, as they are a lot more efficient in process times and price. With the proposed fees a lot more drivers are looking at other authorities rather than Redditch.

We have raised concerns with various departments about the illegal parking on town taxi ranks including out of town private hires, to which we have had no response or action being taken.

A few questions that our drivers would like answered are

- Why do the fees need to be raised?
- Where will the fees be spent?
- What improvements in service can the drivers expect in dealing with their applications?
- How will the raise in fees add any value to the drivers?
- Will there be an introduction to reimbursement for delays in processing plates and badges by licencing to the drivers?

We as drivers want to know the justification for this increase and if it is still economically viable to be a driver with Redditch Borough Council.

We as a trade will await your response.

Please help the trade before you lose the trade.

We are happy to sit with you and discuss this matter and other issues we are facing.

Kind regards

Asim Nazir, Imran Altaf and Mohammed Ilyas
Redditch Taxi Association

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From: Accounts [REDACTED]
Sent: 09 February 2026 12:10
To: Hazel Powell <Hazel.Powell@worcsregservices.gov.uk>
Subject: RE: Consultation - Vehicle and Operator Licence Fees
Importance: High

Morning Hazel,

Thank you for your email and for giving us the opportunity to provide further detail on why we believe the proposed increases to vehicle and operator licensing fees would be detrimental to the trade in Redditch.

As one of the most established operators in the borough, responsible for **35 licensed vehicles** (currently) and **75–80 self-employed driver partners**, we feel these proposals will severely impact not only our business, but the wider trade and ultimately the public.

1. Redditch Already Applies Stricter Requirements Than Most Authorities

Redditch Borough Council already imposes some of the most restrictive licensing conditions in the region, including:

- **Vehicle age limits** that significantly shorten the operational lifespan of vehicles.
- **Mandatory twice-yearly compliance testing**, whereas many authorities – including Wolverhampton – require only one annual test.
- **Higher existing fees** compared with a number of surrounding councils.

These obligations already place Redditch-licensed operators at a financial and competitive disadvantage before any further increases are applied.

2. Service Levels Do Not Reflect the High Fees Being Paid

Despite paying among the highest fees in the region, the level of service we receive as fee-payers remains inconsistent. We have frequently experienced:

- **Licences issued late**, delaying our ability to place vehicles into service.
- **Documents mislaid during processing**, creating further delays and additional administrative burdens.
- **Reliance on just one approved testing facility**, limiting flexibility for operators and creating bottlenecks during peak periods.

In addition, **there is still no online system for submitting applications**, amendments, or renewals. This means everything must be processed manually, which is slow, labour-intensive, and increases the likelihood of errors or delays.

Given the fees being charged, we would expect a far more **efficient and streamlined licensing process**, similar to what many other authorities have now implemented. Wolverhampton, for example, operates far more digitally and efficiently, which is one of the reasons so many drivers are opting to licence there instead.

These ongoing challenges make it difficult to understand or justify any fee increase.

3. Higher Fees Will Drive More Drivers and Operators to Licence Elsewhere

Redditch already has a high number of **Wolverhampton- and Birmingham-licensed vehicles** operating locally through services like Uber. Meanwhile, those of us who continue to invest in the Redditch licensing system receive no tangible advantage or competitive support.

If fees continue to rise, many local drivers and operators will simply licence elsewhere out of financial necessity. This would result in:

- **Loss of enforcement capability** for RBC.
- **Reduced licensing income** as drivers migrate to cheaper, more efficient authorities.
- **Lower levels of oversight and public-safety control** over vehicles operating within the borough.

These are outcomes that harm both the Council and the local public.

4. Cost Comparison: Wolverhampton vs Redditch (Including Testing Costs)

Our Wolverhampton Private Hire Vehicle licensing confirmation shows a **£175 licence fee** for the vehicle.

Redditch's proposed 2026 vehicle licence fee is **£318**.

Additional testing requirements:

- **Redditch:** 2 tests per year $\times$ £54.95 = **£109.90**
- **Wolverhampton:** 1 test per year $\times$ £54.95 = **£54.95**

Annual Cost per Vehicle

Council	Licence Fee	Mandatory Tests	Total Annual Cost per Vehicle
Wolverhampton	£175	1 $\times$ £54.95	£229.95
Redditch	£318	2 $\times$ £54.95 = £109.90	£427.90

Annual Fleet Cost (35 Vehicles)

Council	Cost per Vehicle	Total Fleet Cost ($\times$ 35)
Wolverhampton	£229.95	£8,048.25
Redditch	£427.90	£14,976.50

Annual Difference

Redditch licensing costs us **£6,928.25 more per year** than Wolverhampton:

£14,976.50 – £8,048.25 = £6,928.25

This is an extra **£198 per vehicle, every year**, purely for remaining licensed locally rather than elsewhere.

Driver Licensing Costs (Not Included in This Proposal, But Relevant)

Although driver-licence fees are not being increased in this consultation, it's important to highlight the **significant difference** between Redditch and Wolverhampton:

Council	New Driver 3-Year PH Licence	Renewal 3-Year PH Licence	Additional Admin Fees
Redditch	£175.20	£175.20	£43.30 admin for new applicants [hart.moderngov.co.uk]
Wolverhampton	£98	£78	Included; no additional RBC-type admin fee

This means a Redditch new driver pays:

£175.20 + £43.30 = £218.50

A Wolverhampton new driver pays:

£98

Difference for new drivers: £120.50 more in Redditch

Difference for renewals: £97.20 more in Redditch

For a fleet with **75–80 self-employed drivers**, as well as our own 20+ drivers currently, this differential is hugely significant and another reason many drivers choose Wolverhampton instead.

5. The Trade Is Already Under Severe Financial Pressure

Over the past two years:

- We have **invested heavily** in upgrading our entire fleet to hybrid vehicles.
- We experienced a decline of **over 90,000 jobs last year** due to Uber competition and cost-of-living pressures.
- Contract work has become a **race to the bottom**, leaving extremely tight margins.

Licensing has become one of the largest overheads operators can attempt to control. Any further increase will make it impossible for many to remain licensed in Redditch.

6. Fees Should Not Be Increased — They Should Be Considered for Reduction

Given the current state of the taxi industry, we believe strongly that:

- **Fees should not be increased**, and
- **Serious consideration should be given to reducing them.**

The trade is, quite frankly, **on its knees**.

Increasing fees during a period of economic decline, high competition from out-of-borough licensed vehicles, and rising operating costs would further weaken the local industry, reduce the Council's income, and erode public safety.

Fee reductions — not increases — would help:

- Retain local operators
- Preserve enforcement capability
- Support investment in greener fleets
- Strengthen public safety
- Encourage compliance
- Maintain a viable long-term licensing system for the Council

7. Summary

The proposed fee increases risk:

- Driving more operators out of the Redditch licensing system
- Reducing RBC's income
- Weakening enforcement
- Increasing public-safety risks
- Allowing out-of-borough operators to dominate the market
- Damaging the financial viability of long-standing Redditch fleets

We would welcome the opportunity to discuss these concerns further and work with the Council to establish a framework that supports local businesses, protects the public, and ensures the long-term sustainability of licensing in Redditch.

Kind Regards

Ali

Amjad Ali Khan
(0603 Management Services Ltd)

For and on behalf of A2B Taxis and Contracts (Redditch) Ltd



A2B Taxis and Contracts (Redditch) Ltd

T: [REDACTED]

E: [REDACTED]

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Hazro House, Millsbro Road

Redditch, Worcestershire, B98 7BU



LICENSING COMMITTEE WORK PROGRAMME 2025/26**2nd April 2026**

- Hackney Carriage and Private Hire Fees and Charges – Consideration of objections received
- Verbal update on the Hackney Carriage Table of Fares

17th July 2026

- Verbal update on the Hackney Carriage Table of Fares

19th October 2026

-

7th December 2026

-

8th March 2027

- Annual Review of Hackney Carriage Table of Fares.

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