

**Agenda for Licensing and Enforcement
Committee
Wednesday, 26th October, 2022, 10.00 am**



Members of Licensing and Enforcement Committee

Councillors: J Whibley (Chair), K Bloxham (Vice-Chair), F Caygill, M Chapman, I Chubb, O Davey, A Dent, S Gazzard, P Jarvis, D Manley, P Millar, C Pepper, B Taylor, T Woodward and T Wright

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(or group number 01395 517546)

Monday, 17 October 2022

1 Public Speaking

Information on [public speaking](#) is available online

2 Minutes of the previous meeting (Pages 3 - 5)

3 Apologies

4 Declarations of interest

Guidance is available online to Councillors and co-opted members on making [declarations of interest](#)

5 Matters of urgency

Information on [matters of urgency](#) is available online

6 Confidential/exempt item(s)

To agree any items to be dealt with after the public (including the press) have been excluded. There are no items which officers recommend should be dealt with in this way.

7 Report on Hackney Carriage fares (Pages 6 - 29)

8 Report on Hackney Carriage and Private Hire Vehicles Ages (Pages 30 - 32)

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report on all public meetings (including on social media). No prior notification is needed but it would be helpful if you could let the democratic services team know you plan to film or record so that any necessary arrangements can be made to provide reasonable facilities for you to report on meetings. This permission does not extend to private meetings or parts of meetings which are not open to the public. You should take all recording and photography equipment with you if a public meeting moves into a session which is not open to the public.

If you are recording the meeting, you are asked to act in a reasonable manner and not disrupt the conduct of meetings for example by using intrusive lighting, flash photography or asking people to repeat statements for the benefit of the recording. You may not make an oral commentary during the meeting. The Chairman has the power to control public recording and/or reporting so it does not disrupt the meeting.

Members of the public exercising their right to speak during Public Question Time will be recorded.

[Decision making and equalities](#)

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EAST DEVON DISTRICT COUNCIL

**Minutes of the meeting of Licensing and Enforcement Committee held
Online via the Zoom app on 20 July 2022**

Attendance list at end of document

The meeting started at 10.00 am and ended at 10.41 am

1 Public Speaking

There were no members of the public registered to speak.

2 Minutes of the previous meeting

The minutes of the previous meeting held on 13 April 2022 were agreed.

3 Declarations of interest

There were no declarations of interest.

4 Matters of urgency

There were no matters of urgency.

5 Confidential/exempt item(s)

There was one item which officers recommended should be dealt with in this way at minute 9.

6 Quarterly update report

The report from the Licensing Manager provided an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005, Taxi legislation and general licensing including Street Trading and Pavement Licences. The report covered the quarter to the end of June 2022.

The Licensing Manager highlighted the following points in the report:

- Officers are monitoring the situation with regard to the Levelling Up & Regeneration Bill currently passing through Parliament and have started engaging with premises to ensure that licensees are aware of any changes to the temporary relaxations and arrangements which have been in place. Depending on the outcome of the Bill, licensees may be required to review their licences and make further applications.
- Members were asked to consider whether they wished to maintain an annual meeting with members of the taxi trade through the Taxi Forum. Officers will continue to attend forum meetings which are arranged by the Exmouth Taxi Association, now re-named the East Devon Taxi Association.
- With regard to Councillor training, it was noted that Cllr Davey had recently attended the virtual training provided by the Institute of Licensing.
- It was noted that an update had very recently been received from the Institute of Licensing regarding drinks spiking. The link to the update would be circulated to Members following the meeting.

Questions from Members and discussion included the following points:

- Regular meetings with the taxi trade were supported by Members.
- Businesses which have had a temporary pavement licence under the recent temporary relaxation of legislation can apply to Devon County Council for a permanent licence should they wish to continue with the arrangement.

The quarterly update report was noted.

The minutes of the meeting would be fed back to the Taxi Forum.

7 Report on hackney carriage fares

The Licensing Manager presented two reports regarding a further request from East Devon Hackney Carriage Licensees to increase the Taxi Fare Tariff and to adopt a new Fare Table.

It was noted that the Committee had supported the previous increase of 10% at its meeting in April and a number of licensees had now changed their meters to reflect that increase.

Discussion by Members included the following points:

- There should be a pause before considering any further increases due to the impact on the public.
- Taxi drivers who had already incurred the cost of changing their meters would be negatively affected.
- Further information should be provided for the Committee before consideration of another fare increase.
- The differential between the daytime and evening taxi fare tariff should be kept as there is a difference between daytime and evening users.

The Committee agreed to defer consideration of the request to increase the Hackney Carriage Table of Fares to the next meeting.

The Committee agreed not to recommend a temporary approval for using the higher evening taxi fare tariff for daytime fares.

8 Confidential / exempt item

There is one item to follow which Officers recommend should be dealt with after the public and press have been excluded, in accordance with local government legislation.

The Chair thanked those who had been watching the meeting online.

Accordingly, the public part of the meeting ended and the live stream to YouTube was switched off.

9 Suspension of hackney carriage driver licence

The Licensing Manager presented a report updating the Committee with regard to the suspension of a licensed driver.

The Committee noted the report and action taken.

Attendance List

Councillors present:

J Whibley (Chair)
K Bloxham (Vice-Chair)
M Chapman
O Davey
S Gazzard
P Jarvis
P Millar
B Taylor
T Wright

Councillors also present (for some or all the meeting)

P Faithfull

Officers in attendance:

Sarah Jenkins, Democratic Services Officer
Giles Salter, Solicitor
Stephen Saunders, Licensing Manager
Alethea Thompson, Democratic Services Officer

Councillor apologies:

A Dent
T Woodward

Chair

Date:



Report to: Licensing and Enforcement Committee

Date of Meeting 26 October 2022

Document classification: Part A Public Document

Exemption applied: None

Review date for release N/A

Report on Hackney Carriage Fares

Report summary:

Taxi Fares – To Consider a Request from Hackney Carriage Proprietors to increase the Fare Tariff against that in place from 2020 to April 2022 and to adopt a New Fare Table to that presently approved.

Is the proposed decision in accordance with:

Budget Yes ☒ No ☐

Policy Framework Yes ☒ No ☐

Recommendation:

That the Committee;

1. **Considers a further request from Hackney Carriage (Vehicle) licence holders to increase the Hackney Carriage Table of Fares, and if agreed,**
2. **To set a timescale through the statutory procedure as required.**

Reason for recommendation:

The Licensing and Enforcement Committee is asked to consider a further request from East Devon Hackney Carriage Licensees to increase the current Hackney Carriage Fare Table.

Officer: Steve Saunders, Licensing Manager (Governance and Licensing)

Portfolio(s) (check which apply):

- ☐ Climate Action and Emergency Response
- ☒ Coast, Country and Environment
- ☐ Council and Corporate Co-ordination
- ☐ Democracy, Transparency and Communications
- ☐ Economy and Assets
- ☐ Finance
- ☐ Strategic Planning
- ☐ Sustainable Homes and Communities
- ☐ Tourism, Sports, Leisure and Culture

Equalities impact Low Impact

Climate change Low Impact

Risk: Low Risk;

Links to background information

[Link to Council Plan](#)

Priorities (check which apply)

- ☐ Better homes and communities for all
 - ☐ A greener East Devon
 - ☒ A resilient economy
-

Report in full

1 Background

- 1.1 This report follows [Report No.1](#) and [Report No. 2](#) provided to this Committee in July. This Council adopted the current [East Devon Taxi Fare Tariff](#) in April 2022 following the statutory processes to increase the first half mile journey of daytime and evening fares by 10%. The East Devon Taxi Association has subsequently asked for a higher increase to be made and that it be considered against the previous fare table that was in place **before April 2022**.
- 1.2 The Committee approved the increase of 10% at its April meeting after notices were published in newspapers and after consulting taxi vehicle licensees. At the last meeting it was resolved to defer consideration of the latest request to allow further information to be provided to this Committee. So far 30 licensed taxis have notified changing their meters to adopt the latest increase.
- 1.3 Officers and the Chair received further contact from the taxi trade after the Committee meeting in July highlighting the current financial challenges. With the next meeting planned in November, it was appropriate to bring forward today's extra meeting for earlier consideration. As a change to taxi fares requires notices being circulated in local newspapers, the timescales of any change would be shortened for the next phase, if that is a consideration today.
- 1.4 The Local Government (Miscellaneous Provisions) Act 1976 provides the legislation for Councils to set the fares for Hackney Carriages (taxis) licensed in their area. The present table of fares was approved in April and fares prior to that, in 2020. It is that former 2020 table of fares that the East Devon Taxi Association now requests a greater increase be considered against. The previous occasion to that was in 2012 and members will recall the increase in 2020 followed extensive views, debate and contact amongst the trade over a two year period before the increase on the initial 'flag' charge from £3 to £3.50.
- 1.5 A copy of the previous fares table from April 2020 to 2022 being relevant today, appears at **Appendix A** with the increased made this year shown in red font.
- 1.6 Changes to the Hackney Carriage fare table in use in East Devon must be approved by the Licensing and Enforcement Committee and before any alteration to the tariff table can take effect, a public notice explaining the changes must be placed in a local newspaper. The public must be provided with a period of at least 14 days to comment on the proposals. If no adverse comment/objection is received the approved changes must take effect. If adverse comment/objection is received then it must be returned to allow the Committee to consider the representation(s). Should members agree a new fare tariff table at today's meeting, a public notice will be necessary explaining the changes and inviting observations.
- 1.7 Since 2010 the subject of fare increases have been kept under review previously being discussed at yearly meetings held between taxi proprietors, Councillors of this committee and

Licensing Officers. The last meeting occurred in 2019 before the impact of Coronavirus and restarting the annual meeting has been proposed by this Committee. After the downturn of the economic situation caused during the pandemic, it was the general view of the taxi trade that the time had come in 2020 for a fare increase to be considered. The subsequent cost of living crisis that has followed saw the further fare increase this year. The Committee confirmed need for an annual review of the taxi fares and prior to the pandemic if changes were necessary, the decision was considered at the November meeting of the Licensing and Enforcement Committee.

- 1.8 The 2022 increase raised the initial 'flag' charge for the first half mile journey by 10% with an increase from £3.50 to £3.85 for Tariff One (daytime) and from £4 to £4.40 for Tariff Two (evenings). Three options were put forward to licence holders leading to this change:
- Option 1 - No Change.
 - Option 2 - Increase Tariff 1 the minimum first half mile fare increasing by 5.7% to £3.70.
 - Option 3 - Increase Tariffs 1 and 2 the minimum fare for the first half mile across both Tariffs 1 and 2 by 5.7%. Tariff 3 with no change.
- 1.9 That consultation held previously received 17 responses with 16 being in favour of an increase (with 14 for Option 3, 1 for Option 2 and with 1 other alternative). 1 respondent expressed that no change should be made (Option 1). The previous contact under 1.8 has mirrored further similar contact with the taxi trade made in recent months for the latest proposal (see point 2.1.d below).
- 1.10 As reported, after this Committee had adopted the current fares in April, the East Devon Taxi Association subsequently raised the need for a further increase to the fare table that was previously in place by seeking 15% for all costs on Tariff 1 and Tariff 2, with Tariff 3 to remain unchanged. The Committee agreed to defer consideration of that request to increase the table of fares to the next meeting which occurs today. To be clear, the level of increase now requested against the 2020-2022 fare table for consideration today is by **20%**.

2 Information to Consider a Fare Tariff Increase

- 2.1 The Licensing Manager has researched the following information to consider the options for an increase along with more data kindly provided by the trade:

(a)**Inflation:** The cost of living has risen since 2020 and information from the Office of National Statistics (ONS) for the previous meeting showed that CPI rose across the 12 months to August 2022. Inflation fell to **9.9%** last month, the first time that the rate has fallen in nearly a year. The causes of inflation such as energy, fuel, food and consumer goods along with the impact on the economy from world events such as the Covid-19 pandemic and the Ukraine conflict have hit all business sectors hard not least the taxi trade.

(b) **Fuel Prices:** A further update on data from BEIS showed petrol prices dropped by more than 14p a litre in August, although the cost of food, heating and more recently mortgage rates are still increasing. It will be appreciated that the cost of fuel is a significant part of the trade's out goings, along with maintaining and purchasing vehicles that operate as taxis.

(c) **Fare Comparison:** Private Hire and Taxi Monthly (PHTM) magazine publishes a national taxi tariff league table. Taxi fare tariffs for each Council are complex being calculated by different permutations and being difficult to compare like for like, having differing mileage calculations and costs. As a result it is normal practice to compare the cost of a two-mile journey for Tariff 1 (the lowest tariff). A chart of the latest figures is available at **Appendix B** showing this Council with other Authorities located in Devon and the South West. Many of the tariffs in the table have changed over the last year and like this Council, could be due for review at any time again so positions change each month. Basing a fare increase solely on the position of one Council against another isn't an appropriate reason alone to consider an increase of fares. Authorities differ in size, geography and make-up, cities provide taxis with lower distances to travel with fewer 'dead journeys,' being those that are one way with a second return not incurring a payment. Additional research of other Council tariffs has identified considerable differences in calculating fares by using different mile distances (1/7, 1/4, 1/2 and 3/4 mile distances) to set against costs per part and full mile.

(d) **Trade Consultation:** Officers have again contacted East Devon taxi licence holders with regard to the proposal of increasing the 2020-22 fares by 20%. There are 136 taxis licensed by 81 licence holders across East Devon who were contacted for their views. 9 responses were received, the lowest return to date of whom 8 support an increase. 1 licensee was in opposition to an increase again this year, suggesting that a fare review occur in 2023. A summary of anonymised responses is provided at **Appendix C**.

(e) **Trade Costs:** East Devon Taxi Association has provided a detailed summary of costs put forward as being impact on sole traders and companies to operate. It includes costs for vehicle purchase, start up, fuel, tyres, parts and garages. At the time received in July, the Association had requested an increase by 15% across fares Tariff 1 and 2 in being from 2020 to 2022 and the full details are at **Appendix D**.

(f) **Meeting:** Following receipt of Appendix D details, the Licensing Manager has met jointly with the Chair of the Association and an operating manager of a taxi company on 15 September. That discussion confirmed although the request in July had specified an increase by 15% against the 2020 fare table, the request for an increase has changed to 20% at this point. The proposal is for an increase to the taxi fares by **20%** across all 3 Tariffs for the previous fares in place from 2020 until April 2022.

(g) **Company costs:** A further representation detailing running costs for a taxi company in the district was submitted by Cllr Twiss on behalf of a local taxi proprietor. Received by email and for circulation today, the details offer further costings and seeking an increase on the mile by mile fares in addition to the 10% for the first half mile increases made in April at **Appendix E**.

(h) The data obtained from BEIS and the ONS are provided at **Appendix F**.

3 Explanation of the Normal Fare Tariff Structure

- 3.1 Members may find it useful for a reminder of the tariff structure operated in East Devon. There are three Tariff levels, being a proposed method:

Tariff 1 - This is a daytime tariff operative between 7 am and 7 pm on all weekdays with the exception of the days covered by Tariff 3.

Tariff 2 - This is an evening/night and Sunday tariff operated between 7 pm and 7 am on all weekdays with the exception of the days covered by Tariff 3. It is also operative all day on Sundays with the exception to the days covered by Tariff 3.

Tariff 3 - This is a Bank Holiday, Christmas and New Year tariff operative on all Bank Holidays (24 hours) and from 7 pm on Christmas Eve until 7 am on 27 December and from 7 pm on New Year's Eve until 7 am on 2 January.

- 3.2 The fare structure within each tariff band provides for an upfront charge for an initial set distance or part of that distance. This distance varies according to the fare structure approved by each authority but usually a distance of between a quarter or half mile. Currently for example on Tariff 1 a customer in East Devon would pay **£3.85** for the first half a mile travelled (880 yards) or part of that distance. The cost for that distance fare in 2022 was **£3.50**. The taxi trade call this the "Flag" on the original manual style meters. Thereafter the customer would pay **30 pence** for each 251.43 yards (1/7th mile) covered or part of that distance. That cost did not change in April and remains the same. On the occasions the taxi is stationary, for example at traffic lights, the meter changes from charging by distance to charging by time and the current Tariff 1 'Waiting Time' is 30 pence for each period of 37.50 seconds.
- 3.3 The increase being sought by a section of the taxi trade seeks to increase the first half mile costs against all three Tariffs in place in 2020. The request made for a past table of fares adds to the complication by having to assess an increase to the fares that are no longer in being. For visual assistance today, a comparison of three possible increases against the 2020 fare tariffs by increases of 10%, 15% or 20% shown at **Appendix G**.
- 3.4 Those options are provided because the 2020 fares have been increased by 10% for the first half mile distances of Tariff One and Two (both increases shown in green font). The request received for a 15% increase in July under Appendix D as first put forward by EDTA after the last meeting is therefore included for the rise shown in Column E and F.
- 3.5 That figure now requested is for a 20% increase shown in Column G and H.
- 3.6 The 'running mile' is the general cost calculated for each mile after the first whole mile that is subsequently travelled, being the cost of **0.30** pence per 1/7th of a mile, which calculates to £2.10 under Tariff 1 for each subsequent mile.
- 3.7 The complexity increases when moving to Tariff 2 where the running mile is calculated for each mile against 1/10th mile (after the first whole mile subsequently travelled), being the cost of **0.25** pence per 1/10th of a mile, which calculates to **£2.50** under T2 for each subsequent mile.
- 3.8 Lastly the 'running mile' for Tariff 3 is calculated at the cost of **0.40** pence per 1/7th of a mile calculates to **£2.80** under T3 for each subsequent mile.
- 3.9 Any increase to the 0.30p, 0.25p and 0.40 depending on their Tariff increases the journey costs by each mile travelled.

4 Fare Tariff Pricing Proposals

- 4.1 As outlined, Council taxi tariff tables are complex as they need to be set and calibrated to enable them to work correctly and evenly in meters fitted. Each Council should have one approved fare table being in operation at any time to provide customers with clarity, although taxis can choose to charge lower than set fares. The complexity of the meter setting outlined under section 3, means that it is impossible to set a fixed increase across the whole distance range mile per mile because of the equations above. The calculations differ between T1 to T3 and have been in place for at least 12 years.

- 4.2 The 2020 fare structure in **Appendix G** shows three options including the part increase of 10% with two alternatives from Columns E to H. Those are the requests submitted in recent months, with F and H being the 15% and 20% increases. Next to each of the proposed fare columns is a second column denoting the percentage rise that would be involved if the tariff was increased to the tariff shown.
- 4.3 Officers have worked further to assist members today with an even more detailed analysis of three draft fare tariff options shown in **Appendix H**. This compares the pricing structure in place in 2020 and the three options (Options One 10%, Two 15% and Three 20%). Officers fully evaluated cost per mile against each of the three options should a full increase be considered fully by 10%, 15% or 20%. It should be noted that the meter engineer seeks the meter costing to the nearest 5p or 10p prices as calibrating mileages by smaller amounts is complex.
- 4.4 There is no proposal to increase the extras charges relating to baggage, additional passengers and carriage of (non-assistance) dogs which remains at 20 pence per item. Currently the soiling fee is £80 across each tariff.
- 4.5 There is no proposal to amend the current permitted booking fee which would remain at £12 not being applicable to taxi rank fare hire. The booking fee is a discretionary charge imposed by the operators and only becomes payable when a customer pre-books a taxi and is told at the time of the booking what the fee will be. The need for the ability to make such a levy occurs a lot in rural areas. Taxi proprietors are unable to charge for the journey taken to collect a passenger and the journey back to base that could occur in cities and urban areas where distances between pickups are usually not great and operators are able to absorb these extra costs. The difficulty comes in the rural areas when these 'dead' journeys are reasonably long on return when the paid fare has ceased. Without the ability to make a booking fee, taxi operators feel they could make a loss over the total journey and therefore could decline to transport the customer.
- 4.6 **Extra Fuel Charging:** Given the recent dramatic change in the cost of fuel, officers have identified in preparation of this report that North Devon introduced and has set an extra charge in its fare table agreed in July 2022. The cost of 0.10p is added to the total fare when the South West average price of fuel oil exceeds a certain point specified by the AA Fuel Price Report. The price set by North Devon in July 2022 was **175p** per litre. Members may wish to consider a similar option here in East Devon based on the ongoing prospect of fuel price surges. The latest available AA Fuel Price Report for September is at **Appendix I** the figures are obtained mid-monthly as an average cost for each region. The recent drop in fuel which may only be temporary provides the regional cost for unleaded petrol in the South West costing **166.7p** per litre and for diesel **182.2p** per litre. It is known the majority of licensed EDDC taxis are diesel users and if this should be a consideration today, members may wish to consider the option for taxis to charge an extra 0.10p fee be only upon confirmation of the trigger being relevant to the fuel type of each licensed vehicle.
- 4.7 The extra charge introduced by North Devon District Council charge provides a mechanism for licensees to add 10p to a total fare (not per mile) at the point of fuel cost trigger and with a rise of 10p for each subsequent rise, for example upon a further rise of over £1.85, £1.95 and so on. The wording included in North Devon's fare tariff states:
- "Extras - An extra charge of 10p added to the total fare when the South West average price of fuel oil exceeds £1.75 per litre based on the latest available AA Fuel Price Report with a further 10p added for each subsequent increase of 10p per litre."***
- 4.8 If an extra charge is considered as necessary to the EDDC table of fares today, any extra charging by licensees would begin or end upon the confirmation of the most recent monthly AA report. There are weekly fuel costs provided by the government, although BEIS shown at **Appendix J**. The weekly BEIS fuel prices are not supplied by region and instead are nationally although being week by week. Latest weekly costs (at time of report) BEIS unleaded petrol were **162.09** per litre of unleaded and diesel **180.7** per litre.

- 4.9 Members may wish to consider all options provided today as the extra fuel charge above has not been proposed previously. A charge of this nature is not currently within the East Devon fares table and so if it were considered appropriate as a method for the trade to charge additional costs when fuel increases, it would require the procedural change to the fare tariff through public consultation.

5 Summary

- 5.1 The financial challenges experienced by the taxi trade reflect what is happening across the country with taxi fares being reviewed this year by many Councils. If members are minded to agree any increase to the 2020 fares by 10%, 15% or 20% this will be payable by those in the district using taxis. The licensing team has gone to lengths to consult with the trade on the proposed change with data also provided by the trade over the summer to consider today.
- 5.2 In summary, the recent option for **15%** increase was replaced by EDTA over the summer seeking a **20%** increase across all tariffs and distances. The April increase was by **10%** to the first two tariff half mile journeys. The most recent CPI inflation measurement is **9.9%**.
- 5.3 The option of an extra fuel charge to the present 2022 fare for each full journey may offer resilience to the taxi trade given a volatile economy and the possibility of fuel price surges until the fares are reviewed again next year.
- 5.4 When considering proposals, members are reminded that whatever the tariff they set, the figures should be regarded as the maximum. Setting taxi fares is important to ensure taxi drivers can recover their costs and provide a service at a reasonable cost for the public.
- 5.5 As explained earlier in this report before any alteration to the tariff table can take effect a public notice explaining the changes must be placed in a local newspaper. The public then have 14 days to make comment on the proposals. If no adverse comment/objection is received the approved changes can take effect and alternatively if adverse comment/objection is received then the matter must be returned to allow the Committee to consider the representation(s).
- 5.6 It has reached the point that all licensed East Devon taxis should adopt the same fare table set by this Council for their meters, whether upon the decision for change or if no change is made, to ensure that one fare table is being used in the vehicle meters district wide.

Financial implications:

There are minimal costs mentioned in the report as a public notice in the local newspaper will be required before any alteration to charges. Also if there are any objections this will need to be referred to Committee which would incur minimal officer time.

Legal implications:

The legislative framework is set out within the report.

Fares for Hackney Carriages

Effective from 3 September 2020 (**Changed 2022**)

	<u>TARIFF 1</u> For hirings begun between 0700 hrs and 1900 hrs Monday to Saturday inclusive other than those subject to tariff 2 or 3	<u>TARIFF 2</u> For hirings begun on any day between 1900 hrs and 0700 hrs and all day Sunday other than those subject to tariff 3	<u>TARIFF 3</u> For hirings between 1900 hrs 24 December to 0700 hrs 27 December and 1900 hrs 31 December to 0700 hrs 2 January and all Bank Holidays between 12 midnight & 12 Midnight
For the first 880 yards (½ mile) or uncompleted part thereof	£3.50 (£3.85)		
For each subsequent 251.43 yards (1/7 of a mile) or uncompleted part thereof	£0.30		
For the first 880 yards (½ mile) or uncompleted part thereof		£4.00 (£4.40)	
For each subsequent 176 yards (1/10 of a mile) or uncompleted part thereof		£0.25	
For the first 880 yards (½ mile) or uncompleted part thereof			£5.20
For each subsequent 251.43 yards (1/7 of a mile) or uncompleted part thereof			£0.40
<u>Extra Charges</u>			
For each passenger after the first	£0.20	£0.20	£0.20
For each item of baggage	£0.20	£0.20	£0.20
For each dog (not including assistance dogs)	£0.20	£0.20	£0.20
Toll, ferry & car park fees incurred with journey	Actual Fee	Actual Fee	Actual Fee
<u>Waiting Time</u>	£0.30 for 37.50 secs.	£0.25 for 31.25 secs.	£0.40 for 50 secs.
<u>Soiling Charge</u>	£80.00	£80.00	£80.00
<u>Booking Charge</u> At the discretion of the operator for each booking made by telephone and which requires the driver to drive to the hirer's designated pick up point, the hirer must have been informed of the charge at the time of making the booking.	Maximum £12.00		

APPENDIX B

Comparison of South West Hackney Carriage (Taxi) Fares February & October 2022

POSITION 1 to 358 Councils Feb 22	POSITION 1 to 343 Councils Oct 22	COUNCIL	FIRST 2 MILE FARE COST	LAST FARE INCREASE
20	23	TORRIDGE	£8.00	2022
68 - 87	29	PLYMOUTH	£7.80	2022
-	42	<i>SOUTH SOMERSET</i>	£7.60	2022
59	44	TORBAY	£7.51	2022
88	61	NORTH DEVON	£7.30	2022
68 - 87	64	TEIGNBRIDGE	£7.26	2022
-	67	<i>DORSET</i>	£7.20	2022
43 – 57	81	EAST DEVON	£7.15	2022
253	133	MID DEVON	£6.80	2021
-	134	<i>NORTH CORNWALL</i>	£6.80	2017
	140	<i>SOMERSET & TAUNTON</i>	£6.80	2022
192	163	SOUTH HAMS	£6.66	2022
68 - 87	169	EXETER	£6.60	2013

Figures obtained from Private Hire & Taxi Monthly (PHTM) for months of February & October 2022

Updated daily as Councils submit updates to PHTM

Devon authorities in bold

Responses Received - Taxi Fare Options (October 2022)

	Date	YES/NO	Proposal - 20% Fare Increase Responses received with Comments
1	21.09.22	YES	I am fully in favour of the proposal to raise all fares by 20 %. I found the last fare increase quite disappointing in practice & am of the opinion that it did not reflect the increase in all our overheads at all. Over 23 years the amount that I take from my business for a wage has fallen by 10 %.
2	21.09.22	YES	I would like to express my support for this proposed increase. The increased cost of living is having a big impact on drivers who are seeing a decrease in profits. The cost of fuel, parts and other costs have increased meaning that start up costs are often unrealistic and this is impacting on recruiting and retaining drivers. This then can be passed on to the public who may not get such a prompt and efficient service. I am aware that everyone is struggling with the increase in the cost of living but I hope that this proposed small increase will help to alleviate some of these issues to improve taxi services across East Devon.
3	21.09.22	YES	I believe the fares should increase by 20% due to are ever rising costs its becoming very difficult to make a living as a taxi and any help we can get would be much appreciated many thanks. Please can you review the 4 year rule as requested as this is also killing us for the price of second hand cars as Dorset Council and other councils are up to 8 years old as the vehicle still has the same checks
4	21.09.22	YES	I am totally in favour of a net 20% fare increase across the board. This review is well overdue, given the fuel price hikes over the past year. Plus given the fact that most taxi operators have been forced to calculate fixed fares which reflect the true costs of each journey, rather than relying on the three set meter tariffs. One would hope that once sanctioned, the price change would be affected immediately.
5	22.09.22	NO	I thought we only recently had an Increase in the Day and weekend Rates from £3.50 to £3.85 and £4 to £4.40. If there is to be an Increase I would suggest no more than 5%.Then Review again Next Spring 2023.
6	22.09.22	YES	I think 15-20% rise now and then small jumps every year. Previously tariffs stayed frozen for a few years then a large jump. I believe a 15-20% rise now is acceptable as we are all paying at least 20% more for fuel. This is my opinion on the matter.
7	23.09.22	YES	I am wholeheartedly for a fare increase, in actual fact, I think it is overdue, you have had enough evidence provided by other driver operators to understand our predicament and we are all aware of the crisis surrounding us so it is in my eyes and understanding necessary.
8	23.09.22	YES	Thank you for notifying me of proposed change to the current Taxi Tariff. I agree in the current economic climate there is a need for an increase. The other proposal I would like to have, is a minimum fare, maybe £10 or £12 on Christmas Day and New Year Day. Once the meter exceeds this, the meter price would be paid or create a different tariff. This would stop drivers refusing to take a short fare (yes, this does happen).

9	30.09.22	YES	<p>This was my reply earlier in the year - I didn't receive a response: Firstly, I seem to recall that most of the Taxi Proprietors and Licensing Officers meetings started at 2.00pm - in term time this was inadequate for me as I did have and currently continue to have a school contract which I need to set off for not long after that time, and if it occurred in school holidays I was most likely to be taking holiday myself to spend time with my school-aged children. Perhaps you could arrange an alternative time (11.00?) for this meeting post Covid-19? The trade hasn't increased that much since the first lockdown tbh.</p> <p>Secondly, you refer to 'value for money for users' - does this mean that annual average salary figures, and minimum wage increases are ignored - effectively meaning we have to work more hours to try to keep up. Perhaps the future approach should require automatic increases in line with these things?</p> <p>But getting back to the options suggested - can you explain the arbitrary figure of 5.7%? I'd be up for increasing the minimum fares for Tariffs 1,2 3 to £4.00, £5.00 & £6.00 and adding 5 pence onto the rolling charges across all three - rest can stay the same.</p> <p>One last question - is each town given a weighting with regard to the outcome? Obviously Exmouth has more drivers than anywhere else, but that shouldn't mean they override the feelings of the other major taxi bases in East Devon.</p>
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Proposal sent to licensees:

Subject: Have your say - Taxi Fare Review (Autumn 2022)

The licensing team is contacting you as the holder of an East Devon hackney carriage licence about a proposal to increase taxi fares in East Devon. The decision to change the fares can only be made by the EDDC Licensing Committee, it is not a decision that can be taken by licensing officers. A forthcoming meeting of the Committee is due to happen to consider a further request for change and you are being contacted for your views.

The new proposal is to make a change by an increase being made to the previous fare table that was in place from year 2020 to April 2022. The increase requested would be against the last fare table for 20% across all daytime, evening/weekend and bank holiday tariffs.

If you would like to provide comments to have your say about this proposal, please respond before Friday, 7th October by emailing licensing@eastdevon.gov.uk or in writing to the Council offices. Responses received before the deadline will be put forward to the Licensing Committee and should be provided in a professional and appropriate way that is inline with the code of conduct for licence holders.

Email Costs Received from East Devon Taxi Association

24 July 2022

Dear Sirs,

Following the hiatus in moving forward the request from the East Devon Taxi Association to consider the issue of taxi fares, we thought it would be appropriate to collect and collate specific costs that continue to impact taxi drivers. I have gathered this information from various taxi drivers and I have only included costs that affect both the independent single driver taxi as well as an owner who has multiple vehicles.

Examples include:

Cost of taxi purchase and set up

Fuel

Parts

Garage costs + extras

COST OF TAXI PURCHASE & SET UP

A typical secondhand taxi is a Ford Focus, just under the required 4 years old. Up until 2021 these were available at about £5000.00. A comparable car will now cost £7,400.00.

Starting up in the business of taxi driving requires significant investment.

After the purchase of the vehicle there is:

Taxi meter about £1000

Insurance about £1400

Medical about £100

Taxi driving test

EDDC & DCC fees

The following statistics show the increase in price over the last 2 years of the essential extras. Prices are from eBay.

Hackney/private hire cab roof sign - 18" yellow magnetic top light box was £29.90 now up to £39.50 Top hat lead was £8.99 now up to £14.98 Taxi body mount antenna was £15.90 now up to £22.45 Window wind deflectors (needed due to COVID) £25.95 First Aid Medical Bag was £11.99 now up to £14.99

FUEL

Using the AA fuel price reports from 2020 and 2022 we can see that diesel in the SW was in April 2020 115.8 (pence per litre) and in 2022 it has risen to 196.5 pence per litre. This equates to a massive 69% increase.

TYRES

During the year 2021 tyre prices rose 20% and have maintained this since.

PARTS

Examples of commonly needed parts:

Information from GFS car parts verifies the price increases from 2018 to 2022 Front brake pads £11.80 up to £15.92 Brake Discs £31.12 up to £47.67 Clutch kit £145.63 up to £161.81 Flywheel £134 up to £151.73 Oil £15.53 up to £21.99 Gloves £3.99 a box up to £8.99 a box

GARAGE COSTS

Local small garages charge about £60.00 per hour and main dealers about £95.00 per hour for repairs.

Our local Car Wash has increased prices from £15.00 to £25.00 per vehicle.

These figures speak for themselves in showing how margins have been eroded over the last 2 years. Fuel increases are massive and ever present.

We need an increase that will allow taxis to run profitably, to help with retention of drivers which is a big issue now and indeed to support future recruitment.

There has been confusion relating to the range of words used to describe the fares. Can we make it clear exactly what we are suggesting that we believe would be fair to both drivers and passengers.

We have looked carefully at the tables of maximum fares as issued to us by EDDC in 2020 and 2022 and need to reject the April 2022 table which shows only a 10% flag price increase. This does little to help with covering the actual cost of the complete journey.

We are asking therefore that you go back to the 2020 position. So the new flag charge increase of 15% would be based on:

Tariff 1 at £3.50 (up to £4.00) and Tariff 2 at £4.00 (up to £4.60).

In addition there would be a 15% increase per mile thereafter.

Therefore the drivers table of maximum fares "the price guide" would be as follows:

PRICE GUIDE

To hire this taxi on tariff 1

First half-mile £4.00 (up from £3.50)

First mile £4.80 (up from £4.20)

For each mile thereafter £2.40 (up from £2.10)

2 miles £7.20 (up from £6.30)

3 miles £9.60 (up from £8.40)

5 miles £14.40 (up from £12.60)

10 miles £26.40 (up from £23.10)

PRICE GUIDE

To hire this taxi on tariff 2

First half-mile £4.60 (up from £4.00)

First mile £6.00 (up from £5.25)

For each mile thereafter £2.85 (up from £2.50)

2 miles £8.85 (up from £7.75)

3 miles £11.70 (up from £10.25)

5 miles £17.40 (up from £15.25)

10 miles £31.65 (up from £27.75)

Most of you will be car owners and drivers and are experiencing increases to your very modest car usage - taxis by their very nature are driving hundreds of miles each week and the are experiencing the full force of these increases. Taxi drivers often do more and more hours each week in an attempt to militate against some of the increases affecting them.

We must not lose too many drivers - taxis are an essential mode of transport in this area providing many short fares as well as longer journeys to all.

We would ask you to give your most serious consideration to this request.

East Devon Taxi Association

Subject: Taxi Drivers concerns

Following a meeting of the Licensing and enforcement committee on the 20th of July I recently met with the proprietor and employees of a local East Devon Taxi firm, who expressed grave concerns as to the short to medium term viability of their business. I am reasonably certain is a view shared by most, if not all of the other members of the East Devon Taxi Association (formerly the Exmouth Taxi Association).

The current situation for many companies and owner/drivers is now close to a 'tipping' point, where it will be unaffordable to operate, and licensed HC vehicles will either be taken off the road or in the worst cases businesses ceasing to operate altogether. It is not simply a case of taking cars off the road at off peak or quiet times of the day/week to reduce running costs, as the ongoing fixed overhead costs of operating vehicles (other than fuel) remains, whether vehicles are running with fare paying passengers or not, which actually exacerbates the problem.

The reasons for this situation being amplified significantly are well documented, and largely due to inflationary pressures across the board, since it was agreed to increase the first 880 yard rate from that agreed on September 3rd 2020 at £3.50 to £3.85 which has been helpful for very short fare trips.

What did not rise in April 2022, by the same proportionate amount of 10% was the tariff after the first half of a mile, which appears to have remained at the 2020 level of 30p per 1/7 of mile, where the cost of fuel and other ongoing costs does not drop after the first mile and where very often, but not exclusively, longer rural trips are undertaken. Taxis can literally be a lifeline for some residents with no access to transport, whether public or private, who would be further socially connected if taxis ceased to operate trips to their location.

The charges effective April 2022 show the first half mile as £3.85, and the first whole mile as £5.05, with no subsequent tariff for each 1/7 of a mile as is the case with the 2020 version. It also shows that for each mile there after the charge is £2.10, but does not make it clear if this is a whole mile or part thereof.

I appreciate that the decision to defer a more recent request by the East Devon Taxi Association for a 15% 'across the board increase in tariff has been deferred to the next meeting of the committee, in November 2022, in order to get further information and consultation, but given the gap between now and then, (with any agreed tariff needing to be advertised) this could well be the straw that breaks the camel's back for some.

I would therefore request consideration of an additional meeting prior to the next scheduled one, to consider the request for a further increase to the tariffs, i.e. 1, 2 and 3, together with an annual review of the maximum published tariff (I understand that charging less than the meter rate at the discretion of the licensed operator is not an issue, charging more of course is not permitted).

Background information

For context in terms of running the taxi company I met with, they are happy for me to share a snapshot of their operating costs below, where the owner due to rising costs

Appendix E

has not taken a wage out of the business himself for the last three months to ensure the staff are paid, which is clearly not sustainable over a prolonged period of time and the business to continue operating. It has reached a point where like others additional debt is being taken on by way of overdraft and loan to ensure that vehicles are maintained to the proper level.

Staff members know the overall situation, which is also having an adverse impact on mental health and wellbeing, with some starting to seek help.

'Break even' point is £1.50 per mile travelled per vehicle, this includes 'dead' mileage between fares where no money comes in to the fare box, and below is a table of costs summary, showing increases for running a single vehicle in the last four years.

(Green is within the 10% increase, yellow within the original 15% increase proposed by East Devon Taxi Association recently, and red is above the 15% proposed increase.)

	2018	2022	% Difference
Wages £/hr	7.83	9.50	+ 21
	We pay to retain drivers	10.00	+ 27
Fuel £/L	1.259	1.829	+ 45
Road Tax	145	165	+ 13
Insurance	4787.35	6122.70	+ 27
Maintenance			
Tyres	60	86/100	+ 43 / + 66
Valves	3.01	3.10	+ 2
Balance	4.50	4.50	No change
Environmental	1.24/6.26	5.95/12.66	+ 379 / + 102
Garage Labour	45	51	+ 13
Sump Plug	2.77	4.10	+ 48
Oil filter	8.56	11.18	+ 30
Fuel filter	30.07	32.00	+ 6
Air filter	19.42	19.54	+ 0.6
Cabin odour filter	18.11	27.28	+ 50
Oil £/L	1.80	2.56	+ 42
Brake pads	48.15	49.05	+ 1.8
MOT/taxi test	46.00	54.85	+ 19
Tracking	33.33	33.33	No change
Puncture repair	24.00	36.00	+ 50

Average UK Pump Prices

Provided by HM Government Dept of BEIS

(31 January 2022)

Figure A Below Provided to Committee in February 2022

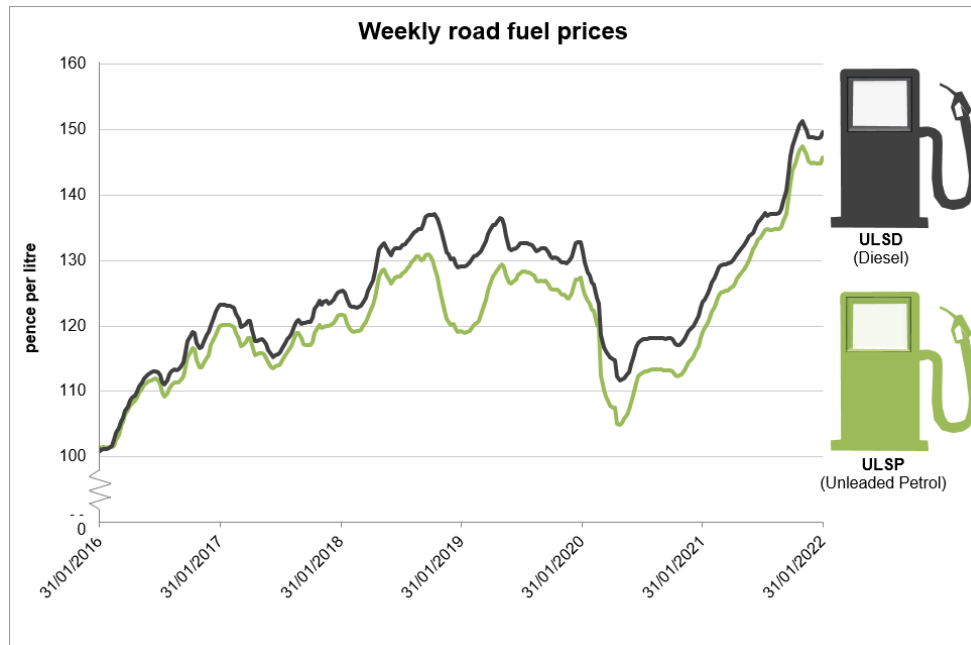


Fig A

(3 October 2022)

Figure B Below Provided to Committee in October 2022

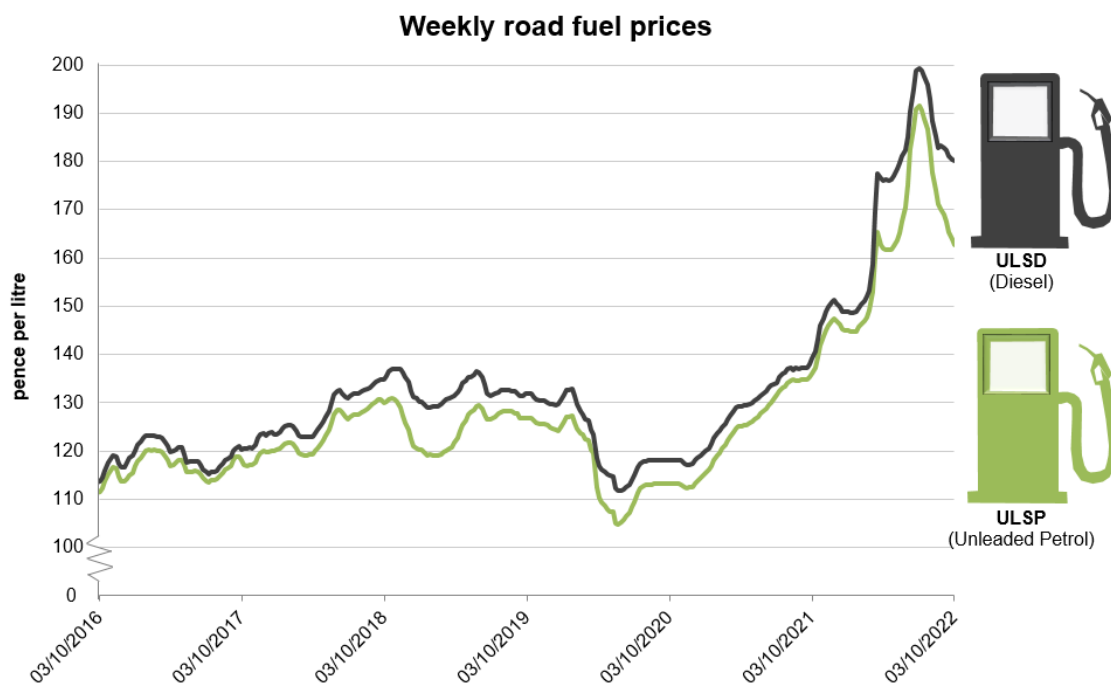


Fig B

The Office for National Statistics (ONS)

Figure C Below Provided to Committee in February 2022

Figure 1: Annual CPIH inflation rate highest since September 2008

CPIH, OOH component and CPI 12-month inflation rates for the last 10 years, UK, December 2011 to December 2021

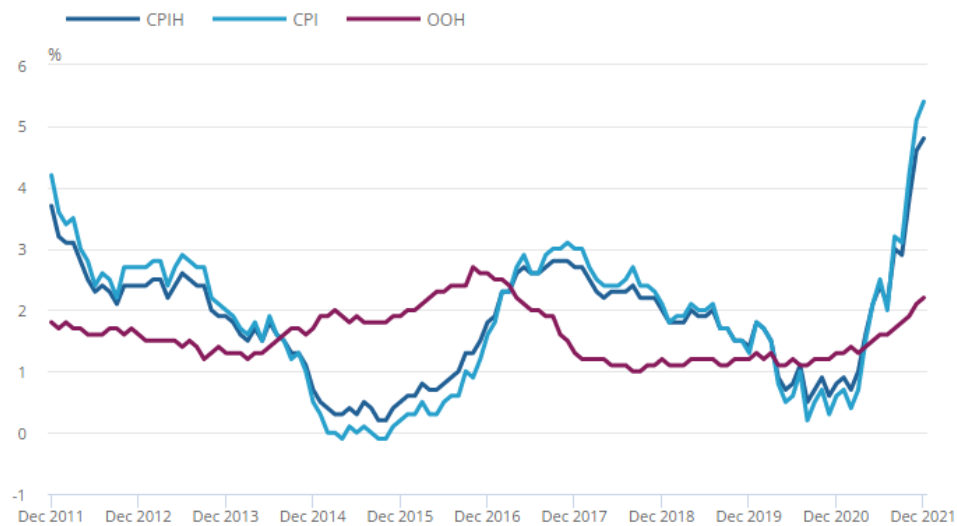


Fig C

Figure D Below Provided to Committee in October 2022

Figure 1: Annual CPIH inflation rate eases slightly

CPIH, OOH component and CPI annual inflation rates for the last 10 years, UK, August 2012 to August 2022

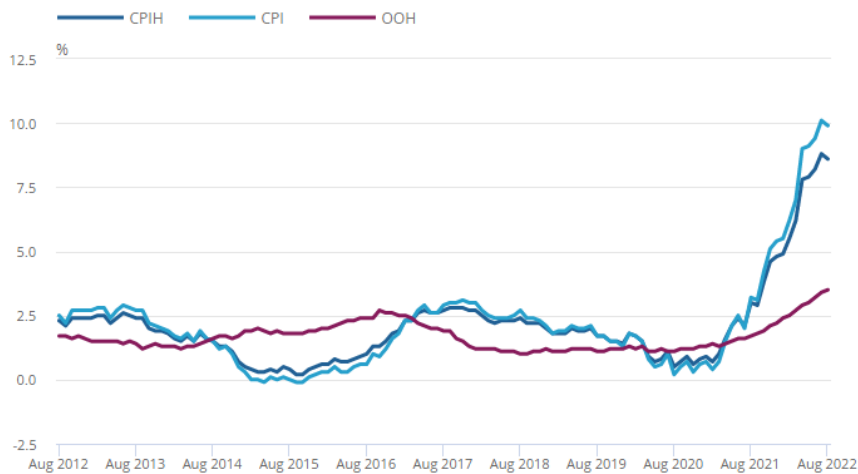


Fig D

Fare Comparison Sheet showing options in detail
APPENDIX G

Hackney Fares
From Sept 2020 to April 2022

A	B	C	D	E	F	G	H
FLAG		Option One (10%)		Option Two (15%)		Option Three (20%)	
Previous Fare 2020 to 22		Current	Percentage Increase		Percentage Increase		Percentage Increase
T1	£3.50	£3.85	10.00%	£4.00	15.00%	£4.20	20.00%
Flag Distance in Yards	880 yds	880 yds		880 yds		880 yds	
T2	£4.00	£4.40	10.00%	£4.60	15.00%	£4.80	20.00%
Flag Distance in Yards	880 yds	880 yds		880 yds		880 yds	
T3	£5.20	£5.70	10.00%	£6.00	15.00%	£6.20	20.00%
Flag Distance in Yards	880 yds	880 yds		880 yds		880 yds	
Waiting Time per seconds - pence		37.50 Seconds 30p	0.00%	31.25 Seconds 25p	0.00%	50.0 Seconds 40p	0.00%
Soiling Charge	£80.00	£80.00	0.00%	£80.00	0.00%	£80.00	0.00%
Booking Fee **	£12.00	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%
RUNNING MILE							
Existing Fare	Running mile (to nearest 5p)						
T1	£2.10	£2.30	10.00%	£2.40	15.00%	£2.60	20.00%
T2	£2.50	£2.75	10.00%	£2.85	15.00%	£3.00	20.00%
T3	£2.80	£3.10	10.00%	£3.20	15.00%	£3.35	20.00%
Waiting Time per 37.50 seconds - 30 pence		37.50 Seconds	0.00%	31.25 Seconds 25p	0.00%	50.0 Seconds 40p	0.00%
Soiling Charge	£80.00	£80.00	0.00%	£80.00	0.00%	£80.00	0.00%
Booking Fee **	£12.00	£12.00	0.00%	£12.00	0.00%	£12.00	0.00%

EXTRAS CHARGES - Applies the same across all the proposed tariffs

Each passenger after the first

20 pence

Each item of luggage

20 pence

Each dog *

20 pence

* Not assistance dogs

NO FEE

Additional extras to include all toll, ferry and car parking fees

** Booking Fee is a maximum charge imposed at the discretion of the operator for each booking made by telephone and which requires

DRAFT FARE COMPARISONS WITH % RISE - PER MILE

(ROUNDED TO THE NEAREST PENNY)

2020 Fare Table:

	Tariff 1	Tariff 2	Tariff 3
FARE FOR FIRST ½ MILE	£3.50	£4.00	£5.20
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	£0.21	£0.25	£0.28
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.30	N/A	£0.40
FARE FOR FIRST WHOLE MILE	£4.55	£5.25	£6.60
FARE FOR EACH MILE THEREAFTER	£2.10	£2.50	£2.80
<u>PRICE GUIDE</u>			
1 MILE	£4.55	£5.25	£6.60
2 MILES	£6.65	£7.75	£9.40
3 MILES	£8.75	£10.25	£12.20
5 MILES	£12.95	£15.25	£17.80
10 MILES	£23.45	£27.75	£31.80

With a 10% fare rise:

	Tariff 1	Tariff 2	Tariff 3
FARE FOR FIRST ½ MILE	£3.85	£4.40	£5.72
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	(£0.231)	£0.28	(£0.308)
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.33	(£0.40)	£0.44
FARE FOR FIRST WHOLE MILE	£5.005	£5.80	£7.26
FARE FOR EACH MILE THEREAFTER	£2.31	£2.80	£3.08
<u>PRICE GUIDE</u>			
1 MILE	£5.005	£5.80	£7.26
2 MILES	£7.315	£8.60	£10.34
3 MILES	£9.625	£11.40	£13.42
5 MILES	£14.245	£17.00	£19.58
10 MILES	£25.795	£31.00	£34.98

ALTERNATIVE OPTIONS ABOVE AND BELOW A 10% FARE RISE FOR TARIFF 1 ONLY - FARE FOR EACH SUBSEQUENT 1/7 OF A MILE ONLY - IN ORDER TO GIVE WHOLE NUMBERS IN PRICE GUIDE:

APPENDIX H

	Tariff 1 (6.7% FARE RISE FOR EACH SUBSEQUENT 1/7 OF A MILE FARE ONLY)	Tariff 1 (13.33% FARE FOR EACH SUBSEQUENT 1/7 OF A MILE ONLY)
FARE FOR FIRST ½ MILE	£3.85	£3.85
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	(£0.224)	(£0.238)
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.32	£0.34
FARE FOR FIRST WHOLE MILE	£4.97	£5.04
FARE FOR EACH MILE THEREAFTER	£2.24	£2.38
<u>PRICE GUIDE</u>		
1 MILE	£4.97	£5.04
2 MILES	£7.21	£7.42
3 MILES	£9.45	£9.80
5 MILES	£13.93	£14.56
10 MILES	£25.13	£26.46

With a 15% fare rise:

	Tariff 1	Tariff 2	Tariff 3
FARE FOR FIRST ½ MILE	£4.03	£4.60	£5.98
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	(£0.245)	£0.29	(£0.322)
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.35	(£0.41)	£0.46
FARE FOR FIRST WHOLE MILE	£5.255	£6.05	£7.59
FARE FOR EACH MILE THEREAFTER	£2.45	£2.90	£3.22
<u>PRICE GUIDE</u>			
1 MILE	£5.255	£6.05	£7.59
2 MILES	£7.705	£8.95	£10.81
3 MILES	£10.155	£11.85	£14.03
5 MILES	£15.055	£17.65	£20.47
10 MILES	£27.305	£32.15	£36.57

ALTERNATIVE OPTION BELOW A 15% FARE RISE FOR TARIFF 1 ONLY - FARE FOR EACH SUBSEQUENT 1/7 OF A MILE ONLY IN ORDER TO GIVE WHOLE NUMBERS IN PRICE GUIDE:

APPENDIX H

	Tariff 1 (13.33% FARE RISE FOR EACH SUBSEQUENT 1/7 OF A MILE FARE ONLY)
FARE FOR FIRST ½ MILE	£4.03
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	(£0.238)
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.34
FARE FOR FIRST WHOLE MILE	£5.22
FARE FOR EACH MILE THEREAFTER	£2.38
<u>PRICE GUIDE</u>	
1 MILE	£5.22
2 MILES	£7.60
3 MILES	£9.98
5 MILES	£14.74
10 MILES	£26.64

With a 20% fare rise:

Price Guide	Tariff 1	Tariff 2	Tariff 3
FARE FOR FIRST ½ MILE	£4.20	£4.80	£6.24
FARE FOR EACH SUBSEQUENT 1/10 OF A MILE	£0.252	£0.30	£0.336
FARE FOR EACH SUBSEQUENT 1/7 OF A MILE	£0.36	N/A	£0.48
FARE FOR FIRST WHOLE MILE	£5.46	£6.30	£7.92
FARE FOR EACH MILE THEREAFTER	£2.52	£3.00	£3.36
<u>PRICE GUIDE</u>			
1 MILE	£5.46	£6.30	£7.92
2 MILES	£7.98	£9.30	£11.28
3 MILES	£10.50	£12.30	£14.64
5 MILES	£15.54	£18.30	£21.36
10 MILES	£28.14	£33.30	£38.16

Fuel price report (September 2022)

Unleaded prices have fallen from 173.5 p/litre last month to 165.3 p/litre now. Diesel prices have fallen from 184.2 p/litre to 181.6 p/litre. The price difference between diesel and unleaded has grown to 16.3 p/litre.

The East Midlands has recorded the highest price for **unleaded** at 166.8 p/litre. **Northern Ireland** has recorded the lowest price for **unleaded** at 159.8 p/litre. **The South East** has recorded the highest **diesel** price at 182.3 p/litre. **Northern Ireland** has the cheapest **diesel** at 178.6 p/litre.

Supermarket prices for **unleaded** now average 163.7 p/litre. The gap between supermarket prices and the UK average for **unleaded** has shrunk to 1.6 p/litre.

Garages and Supermarkets	Unleaded 95 Octane (pence)		Diesel (pence)		Super Unleaded (pence)		LPG (pence)
	litres	(gallons)	litres	(gallons)	litres	(gallons)	
Northern Ireland	159.8	726.5	178.6	811.9	165.6	752.8	0.0
Scotland	163.8	744.6	182.0	827.4	174.0	791.0	0.0
Wales	165.2	751.0	181.4	824.7	176.4	801.9	0.0
North East	163.7	744.2	180.6	821.0	179.5	816.0	0.0
North West	164.3	746.9	181.0	822.8	177.0	804.7	0.0
Yorkshire & Humberside	165.0	750.1	181.4	824.7	176.4	801.9	0.0
West Midlands	165.6	752.8	182.0	827.4	178.2	810.1	0.0
East Midlands	166.8	758.3	181.5	825.1	177.8	808.3	0.0
Essex and East Anglia	166.6	757.4	182.0	827.4	176.9	804.2	0.0
London	164.4	747.4	182.2	828.3	179.3	815.1	0.0
South East	166.0	754.7	182.3	828.8	180.3	819.7	72.7
South West	166.7	757.8	182.2	828.3	178.7	812.4	0.0
UK AVERAGE	165.3	751.5	181.6	825.6	177.8	808.3	72.7
Per cent taken as Tax		48.7		45.8		46.5	

Supermarkets	Unleaded 95 Octane		Diesel		Super unleaded		LPG
	Litres	(gallons)	litres	(gallons)	litres	(gallons)	
SUPERMARKET AVERAGE	163.7	744.2	179.3	815.1	171.3	778.7	72.7
Per cent taken as Tax		49.0		46.2		47.6	

The AA's fuel price report uses data sourced from Experian Catalist (www.catalist.com) They're an average of mid-month prices from the respective regions.

Fuel price report (September 2022)

EUROPE AND THE USA

Sources of overseas price comparisons:

European prices

- ec.europa weekly oil bulletins (19 September 2022)
- TCS Information Services (2 September 2022)

USA prices

- Energy Information Administration, US Dept. of Energy (19 September 2022)

Country	Currency	Local Currency per litre		UK pence per litre	
		Unleaded	Diesel	Unleaded	Diesel
Austria	Euro	1.71	1.93	149.43	169.41
Belgium	Euro	1.68	1.93	146.81	169.53
Czech Republic	Czech Koruna	38.53	44.19	136.91	157.03
Denmark	Danish Krone	15.14	14.37	177.55	168.52
Finland	Euro	2.01	2.10	176.33	184.22
France	Euro	1.55	1.70	136.26	148.68
Germany	Euro	1.99	2.03	173.97	178.26
Greece	Euro	1.95	1.86	171.25	163.36
Netherlands	Euro	1.95	1.98	170.46	173.44
Hungary	Forint	509.52	638.86	106.25	133.22
Ireland	Euro	1.80	1.92	157.66	168.18
Italy	Euro	1.69	1.80	148.24	158.02
Luxembourg	Euro	1.64	1.78	143.73	156.17
Estonia	Euro	1.83	1.85	160.12	161.78
Norway	Norwegian Krone	22.33	23.30	185.46	193.52
Latvia	Euro	1.74	1.80	152.07	157.99
Lithuania	Euro	1.66	1.79	145.58	156.93
Poland	Zloty	6.25	7.20	113.19	130.39
Slovakia	Euro	1.64	1.85	143.90	161.87
Slovenia	Euro	1.45	1.76	127.07	154.29
Portugal	Euro	1.70	1.76	148.55	154.25
Spain	Euro	1.71	1.87	149.78	163.71
Sweden	Swedish Krona	19.01	23.10	153.14	186.09
Switzerland	Swiss Francs	2.07	2.28	184.40	203.10
United States of America	US Dollars	0.97	1.31	85.34	115.25
Malta	Euro	1.34	1.21	117.44	106.04
Bulgaria	Leva	2.89	3.16	128.84	140.88
Cyprus	Euro	1.49	1.83	130.15	160.74
Romania	New Leu	7.57	8.65	133.63	152.70

National statistics

Weekly road fuel prices

BEIS publishes road fuel price statistics providing average UK retail 'pump' prices on a weekly basis. It does not provide regional fuel costs

Weekly Prices for 2022

ULSP = Ultra low sulphur unleaded petrol

ULSD = Ultra low sulphur diesel

Duty rates over time can be found in the duty rates over time table in the methodology tab.

An 'r' next to a value indicates it has been revised.

Freeze panes are turned on. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze

Date	Pump price in pence/litre: ULSP	Pump price in pence/litre: ULSD	Duty rate in pence/litre: ULSP	Duty rate in pence/litre: ULSD	VAT percentage rate: ULSP
19/09/2022	165.47	181.13	52.95	52.95	20.00
26/09/2022	164.00	180.46	52.95	52.95	20.00
03/10/2022	162.67	180.04	52.95	52.95	20.00
10/10/2022	162.09	180.76	52.95	52.95	20.00

Report to: Licensing and Enforcement Committee

Date of Meeting 26 October 2022

Document classification: Part A Public Document

Exemption applied: None

Review date for release N/A



Report on Hackney Carriage and Private Hire Vehicle Ages

Report summary:

To temporarily amend the Council's hackney carriage and private hire licensing policy to amend the age of newly licensed vehicles until full review of policy next year.

Is the proposed decision in accordance with:

Budget Yes ☒ No ☐

Policy Framework Yes ☒ No ☐

Recommendation:

That the Committee considers a further request from Hackney Carriage Vehicle licence holders to temporarily extend the maximum age for newly licensed vehicles to 5 years from date of manufacture.

Reason for recommendation:

The Licensing and Enforcement Committee is asked to consider approving a temporary arrangement to revise the age requirements of newly licensed vehicles.

Officer: Steve Saunders, Licensing Manager (Governance and Licensing)

Portfolio(s) (check which apply):

- ☐ Climate Action and Emergency Response
- ☒ Coast, Country and Environment
- ☐ Council and Corporate Co-ordination
- ☐ Democracy, Transparency and Communications
- ☐ Economy and Assets
- ☐ Finance
- ☐ Strategic Planning
- ☐ Sustainable Homes and Communities
- ☐ Tourism, Sports, Leisure and Culture

Equalities impact Low Impact

Climate change Low Impact

Risk: Low Risk;

Links to background information

Link to [Council Plan](#)

Priorities (check which apply)

- ☐ Better homes and communities for all
 - ☐ A greener East Devon
 - ☒ A resilient economy
-

Report in full

1 Background

- 1.1 The Council's Taxi and Private Hire licensing policy was approved in 2017 and is due to be fully reviewed in 2023 through consulting the public, licence holders and all stakeholders. The policy has been revised when necessary and temporary amendments were also authorised by this Committee under emergency measures arising from the Coronavirus Act 2020 and the Health Protection (Business Closure) Regulations 2020.
- 1.2 The amendments did not replace the legislation governing hackney and private hire operations and licence holders have to comply with the requirements of the Council's existing policy. As part of the support to licensees during the Coronavirus period, this Committee temporarily relaxed the policy for the age of newly licensed cars from being no older than 4 years (from date of manufacture), to allow officers to consider licensing those up to 5 years of age. This temporary change helped alleviate the impact of costs for licensees when needing to change vehicles.
- 1.3 During the course of contact with licensees regarding taxi fares, the trade has asked whether the age relaxation from vehicles aged 4 to 5 years could be approved and continued as a result of the current economic situation. The change will further support with the costs of purchasing newly licensed taxi (and Public Hire) vehicles.
- 1.4 Acknowledging that public safety is paramount, licensing officers understand the circumstances experienced by the taxi trade and licence holders who continue to manage continuing financial challenges. Officers conduct thorough assessment and checks for each newly licensed vehicle and it is not considered as being a risk to the public by approving this change until the full policy review.
- 1.5 Officers would recommend that the temporary option to purchase and licence suitable vehicles up to 5 years of age be considered from today and to operate until this Council's Taxi Policy is fully reviewed in early 2023. At that point the age and suitability of licensed vehicles will be amongst all other factors for drivers, vehicles and operators reviewed in the next policy. It would not be appropriate to consider any other age change at this point, other than that previously approved for 5 year old vehicles until the full policy is reviewed.
- 1.6 If the Committee should give approval today, it will provide officers the necessary delegated power to licence new taxis and private hire vehicles up to the age of 5 years from date of manufacture rather than those of a maximum of 4 years of age. That age amendment will be in line with the approval provided under the Coronavirus amendments. Any consideration to extend the age of newly licensed vehicles, or those reaching the end of their licensed working life should be considered under the full policy review and officers would not seek any increase of the current age requirements beyond that previously approved, being for 5 years as a maximum age.

Financial implications:

This would incur minimal officer time and costs.

Legal implications:

The proposed change amends the current taxi licence policy until the full policy is reviewed in 2023. The change is in line with amendments and regulations made under the Coronavirus Act 2020.