

Agenda for Licensing and Enforcement Committee
Wednesday, 8th October, 2025, 10.00 am



Members of Licensing and Enforcement Committee

Councillors: B Bailey, I Barlow, K Bloxham (Vice-Chair), M Chapman, O Davey, T Dumper, P Fernley, S Gazzard, Y Levine, T McCollum, C Nicholas, J O'Leary, M Rixson, S Westerman and J Whibley (Chair)

Venue: Council Chamber, Blackdown House, Honiton

Contact: Sarah Jenkins;

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(or group number 01395 517546)

Tuesday, 30 September 2025

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- 1 Minutes of the previous meeting (Pages 3 - 6)
- 2 Apologies
- 3 Declarations of interest
Guidance is available online to Councillors and co-opted members on making [declarations of interest](#)
- 4 Public Speaking
Information on [public speaking](#) is available online
- 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 Hackney Carriage Fare Tariff Review 2025 (Pages 7 - 20)

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[Decision making and equalities](#)

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EAST DEVON DISTRICT COUNCIL

Minutes of the meeting of Licensing and Enforcement Committee held at Council Chamber, Blackdown House, Honiton on 16 July 2025

Attendance list at end of document

The meeting started at 10.00 am and ended at 11.45 am

7 Minutes of the previous meeting

The minutes of the previous meeting held on 3 June 2025 were agreed and signed as a true record.

8 Declarations of interest

There were no declarations of interest.

9 Public Speaking

Mr George Shorters, Chair of the East Devon Taxi Association addressed the Committee and noted that the latest inflation figure stood at 3.6%. As all costs continued to rise, the Taxi Association requested an increase to the fare tariff.

Mr Shorters also noted that the Government was providing grants to encourage people to buy electric vehicles, and requested that EDDC also take this into consideration.

The Chair thanked Mr Shorters for his contribution.

The Licensing Officer read out a statement submitted by Sparky's Taxis. The business was a long-standing small business in Honiton which relied on local trade. As the cost of living crisis continued, any increase in the fare tariff would negatively impact vulnerable people. Any drop in local trade, and subsequent drop in income, would have a significant effect on the business. This would also impact other local businesses which Sparky's relied upon.

10 Matters of urgency

There were no matters of urgency.

11 Confidential/exempt item(s)

There were no confidential or exempt items.

12 Taxi Report - Proposed maximum table of fares report

With the agreement of the Committee, the Chair advised that this item would be moved up the agenda to enable the seven members of the taxi trade present to leave once the report had been considered.

The Licensing Officer, Emily Westlake, presented the report which asked the Committee to consider whether an increase to the East Devon hackney carriage fare tariff was necessary at this time. If a fare increase was considered appropriate, the Committee

were asked to indicate their preferred option from the revised fare tariff tables set out at Appendix F to the report, and authorise the publication of a public notice setting out the proposed fare tariff in a local newspaper and at the Council Offices in line with the powers conferred by Section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

The Chair thanked the Licensing Officer for the considerable amount of work which had been undertaken to produce the report.

Responses to questions from Councillors and discussion included the following points:

- A small increase in the fare tariff would be preferable as there was a need to strike a balance;
- The Licensing Officer had consulted with the meter fitters who had advised that moving to calculating fares on a yardage basis would present no problem with re-calibrating meters going forwards, if the Committee was minded to agree that option;
- Meters must be re-calibrated by approved meter fitters, of which there were two for the District. Drivers had to pay a charge of approximately £25 and also take time out to travel out of the District which was a significant cost in terms of loss of working time;
- Regarding the option to charge less than the maximum agreed fares, it was noted that most drivers would generally charge the maximum fare and would not undercut other drivers and companies in the area;
- In response to a question regarding increasing the number of meter fitters in the area, the Licensing Officer would continue to pursue this. The Chair would be happy to add support by way of a letter if appropriate;
- The Licensing Officer would also continue to ask meter fitters to attend locations in East Devon to reduce the distance taxi drivers had to travel to have meters re-calibrated;
- The previous survey on the Guildford method of calculating fare tariffs had not yet been re-started. Licensing Officers continued to try to collate the necessary information themselves;
- It was noted that whichever system for calculating the fare tariff was used, within the taxi trade the members held differing views, depending on their own circumstances, as to whether the fares should be increased or not at the current time;
- Regarding the low response to the recent Guildford method consultation, it was noted that drivers did not trust that any information they provided would only be used for the purpose of introducing the method, despite assurances from Licensing Officers that this would be the case;
- Concern was raised that even a small increase in the current fare tariff would have a detrimental effect on customers and that this would then have a negative impact on the taxi trade;
- Should the Council move towards a policy of the taxi trade using only electric vehicles, the trade needed to be well supported at the present time to enable it to plan ahead for the cost of purchasing electric vehicles;

Having agreed that an increase to the fare tariff should be introduced, the Committee debated the appropriate level of the increase set out in the options shown in Appendix F to the report.

AGREED

1. That the Hackney Carriage fare tariff be increased as set out at version 3 of Appendix F of the report (increase of approximately 2% to all tariffs), and
2. That the requisite public notice of 14 days be given of the proposed increase as required by Section 65(2) of the Local Government (Miscellaneous Provisions) Act 1976.

The Licensing Officer, Lee Staples, presented the report which provided an update on activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005, taxi legislation and general licensing including street trading and pavement licensing.

It was noted that guidance from the Gambling Commission was still awaited as part of the current review of the Gambling Act 2005.

The Committee noted the report.

14 **Licensing Act 2003 - Statement of licensing policy, summary review and request to move to a consultation**

The Licensing Officer, Lee Staples, presented the report which sought approval to conduct a consultation for the summary review of the Licensing Act 2003 Statement of Licensing Policy.

It was noted that only limited changes to the Statement of Licensing Policy were being proposed and that the Council was required to hold a consultation.

AGREED

That approval be given to conduct a consultation for the summary review of the Licensing Act 2003 Statement of Licensing Policy.

15 **New draft pavement licence policy and request to move to a public consultation**

The Licensing Officer, Lee Staples, presented the report. District Councils were handed responsibility for the issuing of temporary 'fast track' pavement licences via the Business & Planning Act 2020 in August 2020, to streamline the process of obtaining a pavement licence and help businesses during the Covid pandemic. The temporary pavement licences were limited in duration to 30th September 2024, and as such the Government subsequently made amendments via the Levelling Up & Regeneration Act 2023 to make the provisions of the temporary pavement licence regime permanent. As a result of these legislative changes, licences previously issued by Devon County Council under the previous Highways Act 1980 regime will also now only be issued by district councils.

In order to promote consistency between local authorities across Devon and Cornwall a Draft Pavement Licensing Policy has been produced by the Devon Licensing Officers Group, with the view to this policy being adopted in each local authority area. The policy will ensure that the Council carries out its pavement licensing responsibilities in a fair, equitable and consistent manner.

The Committee was asked to consider a proposal to move to a public consultation on a draft pavement licensing policy.

Responses to questions and discussion included the following points:

- Pavement licences are available to view on the public register on the website;
- Councillors who had concerns regarding the operation and enforcement of current pavement licences were advised to take this up with Estates and Streetscene;
- It was noted that any member of the public could comment on the consultation. The Council did not need a specific level of response to proceed, but all responses received would be considered;

- Town and parish councils would be made aware of the consultation.

AGREED

That, having considered the draft Pavement Licensing Policy, a public consultation be held on the draft policy and that, following the public consultation, the draft policy document be returned to the Licensing & Enforcement Committee for further consideration.

Attendance List

Councillors present:

B Bailey
I Barlow
K Bloxham (Vice-Chair)
O Davey
T Dumper
P Fernley
S Gazzard
T McCollum
M Rixson
S Westerman
J Whibley (Chair)

Councillors also present (for some or all the meeting)

R Collins

Officers in attendance:

Matthew Blythe, Assistant Director Environmental Health
Sarah Jenkins, Democratic Services Officer
Giles Salter, Solicitor
Lee Staples, Licensing Officer
Emily Westlake, Licensing Officer

Councillor apologies:

M Chapman
Y Levine

Chair

Date:

Report to: Licensing and Enforcement Committee

Date of Meeting 8th October 2025

Document classification: Part A Public Document

Exemption applied: None

Review date for release N/A



Hackney Carriage Fare Tariff Review 2025

Report summary:

On the 16th July 2025 the Licensing & Enforcement Committee determined to exercise the Council's powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and approved moving to public consultation on a proposed variation to the East Devon hackney carriage fare tariff. Valid objections were received during the public notice period and the Licensing & Enforcement Committee are now asked to consider the objections and determine whether it is necessary to make any modifications to the proposed hackney carriage fare tariff before setting a specific date, not later than two months after the first specified date, on which the table of fares shall come into force.

Is the proposed decision in accordance with:

Budget Yes ☒ No ☐

Policy Framework Yes ☒ No ☐

Recommendation:

That the Licensing & Enforcement Committee give consideration to the objections received against the proposed variation to the hackney carriage fare tariff table and exercise the Council's powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 to set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications.

Reason for recommendation:

To enable the taxi trade within East Devon to continue to operate economically whilst still maintaining an efficient, safe and cost-effective service for service users.

Officer: Emily Westlake, Licensing Officer, 01404 515616, licensing@eastdevon.gov.uk

Portfolio(s) (check which apply):

- ☐ Assets and Economy
- ☐ Communications and Democracy
- ☐ Council, Corporate and External Engagement
- ☐ Culture, Leisure, Sport and Tourism
- ☐ Environment - Nature and Climate
- ☒ Environment - Operational
- ☐ Finance
- ☐ Place, Infrastructure and Strategic Planning

☐ Sustainable Homes and Communities

Equalities impact Low Impact

Climate change Low Impact

Risk: Low Risk

Links to background information:

1. [Local Government \(Miscellaneous Provisions\) Act 1976 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/1976/69/contents/enacted)
2. [Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/taxi-and-private-hire-vehicle-licensing-best-practice-guidance-for-licensing-authorities-in-england)
3. [\(Public Pack\)Agenda Document for Licensing and Enforcement Committee, 16/07/2025 10:00](#)
4. [Printed minutes 16th-Jul-2025 10.00 Licensing and Enforcement Committee.pdf](#)
5. <https://www.phtm.co.uk/taxi-fares-league-tables>

Link to [Council Plan](#)

Priorities (check which apply)

- ☐ A supported and engaged community
- ☐ Carbon neutrality and ecological recovery
- ☒ Resilient economy that supports local business
- ☐ Financially secure and improving quality of services

Report in full

1. Background

- 1.1. At a meeting on the 16th July 2025 the Licensing & Enforcement Committee determined to exercise the Council's powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and approved moving to public consultation on a proposed new hackney carriage fare tariff table for East Devon. A copy of the report and minutes from that meeting can be viewed in the links to background information section of this report.
- 1.2. The proposed fare tariff table can be viewed at **APPENDIX A** and was chosen from a range of options available. The variation gave effect to a fare rise of approximately 2% across all three tariffs.
- 1.3. Following this decision, notice of the proposal to amend the fare tariff table was published in two local newspapers (the Exmouth Journal and Midweek Herald) on Wednesday 30th July 2025 and a copy of the public notice was displayed at the Council's offices, in both Honiton and Exmouth, from the same date.
- 1.4. The notices set out the proposed fare tariff and gave details of the manner in which objections could be made. The last date for objections to be made was, no later than, midnight on Wednesday 13th August 2025. A copy of the public notice can be viewed at **APPENDIX B**.

- 1.5. In addition to these statutory notice requirements, the Licensing Team also published a copy of the public notice on the Council's website and advised all East Devon hackney carriage drivers and proprietors of the proposed variation during the notice period by email (dated 30th July 2025 and 6th August 2025).

2. Objections received

- 2.1. Had no objections been received during the statutory public notice period, the new East Devon hackney carriage fare tariff would have come into immediate effect after the expiry of the objection period, on Thursday 14th August 2025.
- 2.2. However, a total of **six** objections to the proposed new fare tariff were received within the notice period and the objections now require consideration by the Licensing & Enforcement Committee.
- 2.3. All of the objections were made by members of the East Devon taxi trade. **Five** of the objections received were not in favour of any increase or change being made to the fare tariff and **one** objector felt that the proposed fare increase was insufficient.
- 2.4. A copy of all objections received can be found at **APPENDIX C** of this report and these must be considered when determining whether any modifications are required to the revised table of fares.

3. Guidance on the setting of fares

- 3.1. The Department for Transport have issued revised "Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England". This guidance states the following in relation to the setting of taxi fares:

Maximum fare rates should be designed with a view to practicality and reviewed regularly, including any variability of the fare rates dependent on time of day or day of the week. Authorities should consider adopting a simple formula for deciding on fare changes as this will increase understanding and improve the transparency of the process for passengers. The Department recommends that in reviewing fare rates, authorities should pay particular regard to the needs of the travelling public, with reference both to what it is reasonable to expect people to pay but also to the need to give taxi drivers the ability to earn a sufficient income and so incentivise them to provide a service when it is needed. There is likely to be a case for higher fare tariffs at times of higher demand to encourage more drivers to make themselves available or when the journeys are required at anti-social times.

To ensure that taxi tariffs reflect the costs of the trade they should be reviewed following significant changes in licensing fees and other major costs such as fuel. Regular reviews will assist drivers in maintaining their earnings and so continue to attract those seeking to become taxi drivers and provide existing licensed drivers with greater confidence to remain in the trade and plan for future investment in new vehicles.

Regular reviews will also avoid large changes in fares for passengers that infrequent reviews are more likely to result in.

The Competition and Markets Authority recognised in its 2017 report the need for licensing authorities to be responsive to patterns of demand, that they:

“should monitor waiting times and consider adjusting the regulated fare cap to address mismatches between supply and demand. Addressing such mismatches is likely to benefit passengers”.

(Source: Taxi and Private Hire Vehicle Licensing Best Practice Guidance for Licensing Authorities in England)

- 3.2. As stated in that guidance, when considering a suitable table of maximum fares Committee members should pay particular regard to the needs of the travelling public and to what it is reasonable to expect people to pay whilst also balancing the need to give taxi drivers the ability to earn a sufficient income and so incentivise them to provide a service when it is needed.
- 3.3. It is recognised that raising the cost of fares too greatly may adversely impact the ability of vulnerable users to be able to afford this essential service and the setting of fares is therefore a balancing act, with competing factors that need to be taken into consideration.
- 3.4. For the purposes of determining a balanced and appropriate fare tariff, the Department for Transport’s guidance suggests that authorities should consider adopting a simple formula for deciding on fare changes and the Committee has previously resolved to give further consideration to the implementation of a formula based fare setting procedure in 2026.
- 3.5. In the meantime, the Committee must endeavour to ensure that the East Devon hackney carriage fare tariff is set at a rate that gives particular regard to the needs of the travelling public and vulnerable users while allowing taxi drivers the ability to earn a sufficient income.

4. Fare Setting Process and Legislative Considerations

- 4.1. The process for setting and revising hackney carriage fares is set out in the Local Government (Miscellaneous Provisions) Act 1976 and must be undertaken before a revised table of maximum fares can be brought into effect.
- 4.2. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Council to set the maximum costs and fares that drivers may charge the public for journeys taken in a taxi and states that:

65 Fixing of fares for hackney carriages.

(1) A district council may fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the

arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table (hereafter in this section referred to as a “table of fares”) made or varied in accordance with the provisions of this section.

(2)

a) When a district council make or vary a table of fares they shall publish in at least one local newspaper circulating in the district a notice setting out the table of fares or the variation thereof and specifying the period, which shall not be less than fourteen days from the date of the first publication of the notice, within which and the manner in which objections to the table of fares can be made.

b) A copy of the notice referred to in paragraph (a) of this subsection shall for the period of fourteen days from the date of the first publication thereof be deposited at the offices of the council which published the notice, and shall at all reasonable hours be open to public inspection without payment.

(3) If no objection to the table of fares or variation is duly made within the period specified in the notice referred to in subsection (2) of this section, or if all objections so made are withdrawn, the table of fares or variation shall come into operation on the date of the expiration of the period specified in the notice or the date of withdrawal of the objection or, if more than one, of the last objection, whichever is the later.

(4) If objection is duly made as aforesaid and is not withdrawn, the district council shall set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.

(5) A table of fares made or varied under this section shall have effect for the purposes of the Act of 1847 as if it were included in hackney carriage byelaws made thereunder.

(6) On the coming into operation of a table of fares made by a council under this section for the district, any hackney carriage byelaws fixing the rates and fares or any table of fares previously made under this section for the district, as the case may be, shall cease to have effect.

(7) Section 236(8) (except the words “when confirmed”) and section 238 of the Local Government Act 1972 (except paragraphs (c) and (d) of that section) shall extend and apply to a table of fares made or varied under this section by a district council in England as they apply to byelaws made by a district council in England.

4.3. As objections were made during the public notice period and have not subsequently been withdrawn, the provisions of Section 65(4) will apply and the district council must set a further date, not later than two months after the first specified date (the 13th August 2025) on which the table of fares shall come into force with or without modifications. This date should be set after the Committee has given full consideration to all objections made and determined whether any modifications are necessary.

5. Appeal

- 5.1. The statutory process for fare setting is outlined above including statutory timescales applicable. There is no standard appeal procedure and as such the process outlined above may only be challenged by Judicial Review.

6. Recommendations

- 6.1. Section 65(4) of the Local Government (Miscellaneous Provisions) Act 1976 states that if objections are duly made to the variation of a hackney carriage fare table, and are not withdrawn, the district council shall consider the objections received and then set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications.
- 6.2. The Licensing & Enforcement Committee are therefore asked to consider the objections received (as set out at **APPENDIX C**) and determine whether any modifications to the varied hackney carriage table of fares, previously agreed on the 16th July 2025, are necessary.
- 6.3. When considering the objections, the Committee will note that the majority of objectors considered the proposed fare increase to be too high and were not in favour of any change being made to the existing table of fares that came into effect on the 18th June 2024. The Committee may therefore wish to consider modifying the proposed table of fares to revert back to the existing table of fares currently in force. The existing table of fares is set out at **APPENDIX D** of this report.
- 6.4. Alternatively, the Committee will also note that while all East Devon hackney carriage drivers and proprietors were notified about the public notice and proposed fare increase, only 6 objections (from approximately 135 hackney drivers/proprietors) were received. In addition, no objections were received from members of the public. The Committee may therefore consider that no modifications to the proposed table of fares are necessary and to proceed with the fare increase.
- 6.5. The Committee are also asked to note that two objectors referred to the extra soiling charge in the proposed table of maximum fares within their objection and expressed the opinion that this charge is too low to reflect the current costs of valeting a vehicle. If the Committee was minded proceed with setting a new table of fares, they may wish to consider an increase to the extra soiling charge only. It is recommended that this is set at no more than £100.
- 6.6. It is not recommended that the Licensing & Enforcement Committee agree any alternative modifications to those set out above because:
 - 6.6.1. it is necessary to ensure that any fare tariff agreed is workable and that any modifications made can be calibrated by the meter fitters

- 6.6.2. there is no provision in the legislation for further public notices and therefore it is not considered suitable to agree a different tariff that has not been the subject of public consultation
- 6.6.3. while the majority of objectors have suggested the fare increase is too high, it would not be practical to agree a new table of fares that gave an increase of less than 2% as this would have an almost negligible effect on the fare tariff and may not outweigh the time and effort required to recalibrate the taximeters
- 6.6.4. while one objector has suggested that the fare increase is too low, it is not recommended that any modifications are made to increase the proposed table of fares further without additional public consultation with the travelling public and vulnerable users. If the Committee were minded to increase the fare tariff further, they are reminded that they have already resolved to review the table of fares again in six to twelve months' time and this could be considered at that time.
- 6.7. When considering a date for the new proposed table of fares to come into effect, the Licensing & Enforcement Committee is advised that this must be not later than two months after the first specified date.
- 6.8. The first specified date was the 13th August 2025, being the last date for objections to be made against the hackney carriage fare tariff, and the table of fares must therefore come into force no later than two months after this date. It is therefore recommended that the Licensing & Enforcement Committee agree a date of Friday 10th October 2025 for the amended fare tariff to come into force, either with or without modifications.

7. Conclusion

- 7.1. As objections have been duly made within the public notice period and not withdrawn, the district council must set a further date, not later than two months after the first specified date, on which the table of fares shall come into force with or without modifications as decided by them after consideration of the objections.
- 7.2. The Committee are therefore asked to consider the objections that have been received and determine whether to:
 - 7.2.1. Set a date of the 10th October 2025 for the new proposed hackney carriage table of fares to come into force, as published on the 30th July 2025 with no modifications.
 - 7.2.2. Set a date of the 10th October 2025 for the new proposed hackney carriage table of fares to come into force, as published on the 30th July 2025, with a modification to the extra soiling charge only.
 - 7.2.3. With immediate effect, modify the proposed table of fares to revert back to the existing table of fares that has been in force since the 18th June 2024.
- 7.3. The Committee are reminded that they have previously resolved to give further consideration to the implementation of a formula based fare setting procedure in 2026

and a further review of the tariff can be made in six to twelve months' time based on economic considerations at that time.

Financial implications:

There are no financial implications other than officer time involved. Were the decision to be subject to Judicial Review, there may be a possibility of court costs.

Legal implications:

The legal framework is set out within the report and requires no further comment.

APPENDIX A

EAST DEVON DISTRICT COUNCIL

Proposed Maximum Table of Fares for Hackney Carriages agreed on 16th July 2025

Published in two local newspapers and at the Council's offices on 30th July 2025

	<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	£4.50		
For each subsequent 222 yards or uncompleted part thereof	£0.35		
For the first 880 yards (½ mile) or uncompleted part thereof		£5.45	
For each subsequent 183 yards or uncompleted part thereof		£0.35	
For the first 880 yards (½ mile) or uncompleted part thereof			£7.00
For each subsequent 157 yards or uncompleted part thereof			£0.35
<u>Extra Charges</u>			
For each passenger after the first	£0.25	£0.25	£0.25
For each item of baggage	£0.25	£0.25	£0.25
For each dog (not including assistance dogs)	£0.25	£0.25	£0.25
Toll, ferry & car park fees incurred with journey	Actual Fee	Actual Fee	Actual Fee
<u>Waiting Time</u>	£0.35 for 40 secs.	£0.35 for 39 secs.	£0.35 for 38.5 secs.
<u>Soiling Charge</u>	£90.00	£90.00	£90.00
<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 £13.50

APPENDIX B

PUBLIC NOTICE

**PUBLISHED IN TWO LOCAL NEWSPAPERS AND AT THE COUNCIL'S OFFICES ON
30TH JULY 2025**

EAST DEVON DISTRICT COUNCIL - Fares for Hackney Carriages

NOTIFICATION IS HEREBY GIVEN that the East Devon District Council intend to vary the table of fares for hackney carriages with the effect that the following revised maximum fares will become payable:

	<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	Proposed fare: £4.50 (was £4.40)		
For each subsequent 222 yards or uncompleted part thereof	Proposed fare: £0.35 (was £0.39 for each subsequent 251.43 yds)		
For the first 880 yards (½ mile) or uncompleted part thereof		Proposed fare: £5.45 (was £5.28)	
For each subsequent 183 yards or uncompleted part thereof		Proposed fare: £0.35 (was £0.33 for each subsequent 176 yds)	
For the first 880 yards (½ mile) or uncompleted part thereof			Proposed fare: £7.00 (was £6.82)
For each subsequent 157 yards or uncompleted part thereof			Proposed fare: £0.35 (was £0.55 for each subsequent 251.43 yds)
<u>Extra Charges</u> For each passenger after the first For each item of baggage For each dog (not including assistance dogs) Toll, ferry & car park fees incurred with journey	£0.25 (was £0.22) £0.25 (was £0.22) £0.25 (was £0.22) Actual Fee	£0.25 (was £0.22) £0.25 (was £0.22) £0.25 (was £0.22) Actual Fee	£0.25 (was £0.22) £0.25 (was £0.22) £0.25 (was £0.22) Actual Fee
<u>Waiting Time</u>	Proposed fare: £0.35 for 40 secs (was £0.39 for 43 secs)	Proposed fare: £0.35 for 39 secs (was £0.33 for 37.5 secs)	Proposed fare: £0.35 for 38.5 secs (was £0.55 for 62.5 secs)
<u>Soiling Charge</u>	£90.00 (was £88.00)	£90.00 (was £88.00)	£90.00 (was £88.00)
<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 £13.50 (was £13.20)
Extras <i>It is proposed to remove the extra fuel charge from the table of fares:</i> 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.			Maximum £0.10

APPENDIX B

Any objections to this variation, together with the grounds on which they are made, must be in writing, and received by the Chief Executive at the address below, by not later than **midnight on Wednesday 13th August 2025**.

The table of fares will come into force on **Thursday 14th August 2025** subject to no objection being received or such other time as may be determined in accordance with Section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

Dated: 30th July 2025

Tracy Hendren
Chief Executive, East Devon District Council

Please send any responses C/o: Licensing Department, East Devon District Council, Blackdown House, Honiton, EX14 1EJ or by email to licensing@eastdevon.gov.uk

Objections received against variation to East Devon District Council's hackney carriage fare tariff table

The table below sets out the objections that were received in relation to the proposed variation to the hackney carriage table of maximum fares during the public notice period that ran from the 30th July 2025 to the 13th August 2025:

Objector	Comment	Overall Opinion
Hackney carriage driver and proprietor	In response to the proposed rate increase I would like to object. The last one we had was a huge hike as it was and people are struggling. Apart from the weekends and Devon County school work we do, trade isn't great. Plus it's a pain having to trek down to Torquay.	Objection against any fare increase
Hackney carriage driver	I'm writing this email in objection to the new tariff increases as I can only see it having a negative impact on the business as there are less people getting in taxis as it is, and I fear another increase would lead to even less people getting taxis in the future. I also don't think we should be adding to the increase in the cost of living crisis that is currently gripping the area if anything we should be making it easier for people to get out and about.	Objection against any fare increase
Hackney carriage driver and proprietor	Regarding the latest proposed price hike, will this be enforced? Can I opt out of the rise in tariff? Very concerned that people are going to be priced out of using a taxi in and around Exmouth - the town is already much quieter than it has been in previous years. £50+ to go to Exeter from Exmouth is huge, (<i>named taxi company</i>) of Exeter are doing £30.50 set rate. I'd object, personally I think it's too soon for Exmouth and close surrounding area. Speaking to some of the other drivers sat on the taxi rank this weekend there is concern it will get even quieter than it already is...three of them have asked me to include them in this email. Also, I'm facing the hassle of getting my cars to Torquay for a meter change that isn't wanted and getting charged for the privilege, so if there is an opt out option, please let me know. The soiling charge should quadruple or more though. It's not a dilemma if it does rise, but I do think it'll be much harder to get custom here. I do round down to the nearest 50p or pound anyway.	Objection against any fare increase
Hackney carriage driver and proprietor	To whom it may concern, I am writing to you to object to the proposed fare increase as I think that the tariffs at the moment are fair to both us and the customers. Maybe discuss further later next year.	Objection against any fare increase
Hackney carriage driver and proprietor	I fear that another increase, all be it 2%, might be a little too much for the market. At present the fares are circa 32% higher than pre the 20% increase which was ten years in the coming. Also your using yards to calculate the increments is nothing new, it's the method used years ago and was a lot easier to work out! So I think we should wait a little longer before making any decisions as it would	Objection against any fare increase

APPENDIX C

	<p>appear that the country's finances are in an even worse state than 6 months ago! Therefore I feel we don't need to add to inflation so I therefore object to any increase at this time.</p>	
<p>Hackney carriage driver and proprietor</p>	<p>UK inflation for this year is forecast to be 3.2%. So just to keep fares steady in real terms, why not simply increase all charges by 3.2%? Or if you think we're being remunerated too high, increase by, say, just 2% to decrease fares in real terms? As it happens, the cost of motoring in the UK is overall rising, probably faster than 3.2% - the cost of insurance, interest rates, the cost of servicing, road tax etc., so I would have thought that a multiplier at least at the levels of CPI would seem reasonable.</p> <p>So, what is the overall multiplier for these new tariffs? Impossible to say because you have made it ludicrously complex. The 3 pence increase per passenger is, frankly neither here nor there. So, our overall thoughts are that it would seem that this is an overall decrease in nominal terms and certainly a decrease in real terms, which doesn't exactly fill us with glee. We rarely ever get people complaining about the price of fares actually.</p> <p>Generally, can't you simplify the scale of charges, or is this intended purposely to discombobulate? Why not simply state everything as per minute (or hour) or per mile? Indeed, you've changed the units as this has been going along - waiting times have changed the units from 43 to 40 seconds; T1 is expressed per 251.43 yards; T2 is 176 yards. This all feels very Dickensian, almost like going back to pre-decimalisation. Same can be said of T3. It might go to serve to show how complex the fees are....I had to look up how many yards there are in a mile. Even though I was educated a very long time ago, I didn't get taught this in school! I guess we're a bit of a mix between imperial and metric in the UK!</p> <p>Finally, the soiling charge could be too low. I've had somebody lose control of his bladder and it cost me £110 to clean just that seat, plus the normal cost of an interior clean.</p>	<p>Objection to the proposed fare table stating that the fare increase is too low.</p>
<p>Hackney carriage driver and proprietor</p>	<p>Thanks for this; I am in favour of this rise. Not too big an increase, but a steady improvement & rounding up some of the charges makes calculations easier.</p>	<p>Positive comment in favour of new fare table as advertised</p>

EAST DEVON DISTRICT COUNCIL

Existing Table of Maximum Fares for Hackney Carriages

Effective from 18th June 2024

	<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	£4.40		
For each subsequent 251.43 yards (1/7 of a mile) or uncompleted part thereof	£0.39		
For the first 880 yards (½ mile) or uncompleted part thereof		£5.28	
For each subsequent 176 yards (1/10 of a mile) or uncompleted part thereof		£0.33	
For the first 880 yards (½ mile) or uncompleted part thereof			£6.82
For each subsequent 251.43 yards (1/7 of a mile) or uncompleted part thereof			£0.55
<u>Extra Charges</u>			
For each passenger after the first	£0.22	£0.22	£0.22
For each item of baggage	£0.22	£0.22	£0.22
For each dog (not including assistance dogs)	£0.22	£0.22	£0.22
Toll, ferry & car park fees incurred with journey	Actual Fee	Actual Fee	Actual Fee
<u>Waiting Time</u>	£0.39 for 43 secs.	£0.33 for 37.5 secs.	£0.55 for 62.5 secs.
<u>Soiling Charge</u>	£88.00	£88.00	£88.00
<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 £13.20		
<u>Extras</u> 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.	Maximum £0.10		