



**Agenda for Licensing and Enforcement
Committee
Wednesday, 8th July, 2026, 10.00 am**

Members of Licensing and Enforcement Committee

Councillors: B Bailey, I Barlow, K Bloxham (Vice-Chair),
M Chapman, O Davey, T Dumper, S Gazzard, J Heath, Y Levine,
J O'Leary, M Rixson, S Westerman, J Whibley (Chair) and
D Wilson

East Devon District Council
Blackdown House
Border Road
Heathpark Industrial Estate
Honiton
EX14 1EJ

DX 48808 HONITON

Tel: 01404 515616

www.eastdevon.gov.uk

Venue: Council Chamber, Blackdown House, Honiton

Contact: Sarah Jenkins;

01395 517406 email sjenkins@eastdevon.gov.uk

(or group number 01395 517546)

Tuesday, 30 June 2026

1 Minutes of the previous meeting (Pages 3 - 4)

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 Committee update report - Licensing Act 2003, Gambling Act 2005, taxi and
private hire licensing and general licensing (Pages 5 - 25)

8 Hackney Carriage fare tariff review 2026 (Pages 26 - 86)

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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 8 April 2026****Attendance list at end of document**

The meeting started at 10.02 am and ended at 10.46 am

38 Minutes of the previous meeting

The minutes of the previous meeting held on 11 February 2026 were agreed and signed as a true record.

39 Declarations of interest

There were no declarations of interest.

40 Public Speaking

There were no public speakers.

41 Matters of urgency

There were no matters of urgency.

42 Confidential/exempt item(s)

There were no confidential or exempt items.

43 Committee Update - Licensing Act 2003, Gambling Act 2005, Taxi & Private Hire Licensing & General Licensing

The Licensing Manager introduced the report which provided an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005, Taxi and Private Hire Licensing and General Licensing including Street Trading and Pavement Licensing.

Discussion and responses to questions included the following points:

- Explaining the duty of care to patrons by licensed premises in relation to gambling addiction. All licensed premises inspected are compliant in that they have proven the measures they have in place for the duty of care.
- Explaining that premises licences are in place until they are surrendered or cancelled by the licence holder.
- Consideration of the taxi fare rates will be explored further through a report to the next scheduled committee meeting, where the report will take account of the price index for fuel as well as other factors for the overall tariff. A request was made for comparison detail with the tariff of other authorities in Devon.
- The role of the Safety Advisory Group was explained for the consideration of events, covering a wide range of bodies including the Police and County Highways; Licensing was only one part of that if the event included an application for either the sale of alcohol or regulated entertainment.

- There was still no clear indication of how the delivery of services from the licensing team would look under local government reorganisation.

The update report was noted.

Attendance List

Councillors present:

B Bailey
I Barlow
K Bloxham (Vice-Chair)
M Chapman
T Dumper
S Gazzard
Y Levine
J Whibley (Chair)

Councillors also present (for some or all the meeting)

R Collins

Officers in attendance:

Debbie Meakin, Democratic Services Officer
Phillippa Norsworthy, Licensing Manager
Emily Westlake, Licensing Officer

Councillor apologies:

V Bonetta
C Nicholas
M Rixson
S Westerman

Chair:

Date:



Report to: Licensing and Enforcement Committee

Date of Meeting 8 July 2026

Heading/Title: Committee Update – Licensing Act 2003, Gambling Act 2005 Taxi & Private Hire Licensing & General Licensing

Cabinet Member(s): John Loudoun

Director/Assistant Director: Matt Blythe

Author and Directorate: Phillippa Norsworthy, Licensing Manager, Housing & Health

Contact Details licensing@eastdevon.gov.uk

Key decision No

If a Key Decision has it appeared on Forward Plan

Document classification: Part A Public Document

Exemption applied: None

1. Background

- 1.1 The report provides an update on the activities of the Licensing Service under the Licensing Act 2003, Gambling Act 2005, Taxi & Private Hire Licensing and General Licensing, including Street Trading and Pavement Licensing and an update to the Tobacco & Vapes Act.
- 1.2 **Licensing Act 2003 – Applications received, licences issued, premises visited and number of hearings.**
- 1.3 The reporting period refers to the period from the date of the previous meeting on 8 April 2026 to the date of writing this report, 18 June 2026. This time period will be referred to as the 'reporting period'. The details below show the number of Licensing Act 2003 applications received during the reporting period.

Applications Processed

- New premises licences: 16
- Full variations: 1
- Minor variations: 2
- Designated Premises Supervisor variations: 18
- Transfers: 5

- Temporary Event Notices (TENs): 186
- New personal licences: 13
- Personal licence change of address: 9
- Personal licences lost or stolen: 1
- Cancellation of premises licences: 1
- Premises licences lost or stolen: 1
- Premises licence change of address: 2
- Premises licence suspensions: 2
- Premises licence suspensions lifted: 0

- 1.4 A total of 11 premises of interest were visited during the reporting period. The reasons for the visits were for routine inspections, and as a result of the licensing service receiving a complaint.
- 1.5 A total of 3 Licensing & Enforcement Sub-Committee hearings were convened for applications for the grant of a premises licence made under the Licensing Act 2003. All 3 applications were granted, subject to modifications as determined by the Licensing & Enforcement Sub-Committee.
- 1.6 The Tobacco and Vapes Act 2006 received Royal Assent on 29 April 2026. The Act will introduce a licensing regime in relation to the sale of tobacco and vape and nicotine products, improved controls on advertising and products and new provisions for smoke-free, vape-free and heated tobacco-free places.
- The Act will establish a retail licensing regime where any individual selling, exposing for sale or possessing for sale tobacco, vapes and other nicotine products will need a personal licence, and the premises where these products are stored, exposed or supplied will require a premises licence, not unlike the current regime under the Licensing Act 2003. It is not known at this stage who will undertake the licensing or how this will be enforced and administrated until the Regulations are published. The Regulations will set out in more detail the structure and the operation of this new licensing regime.
- There are two enforcement powers in place for the sale of tobacco and vape products. Restricted Premises Orders, these prohibit the sale of tobacco products from a named premises and Restricted Sale Orders, these prohibit an individual from selling tobacco or vape products, at a premises or elsewhere. Trading Standards currently enforce and apply for these orders.
- 1.7 **Gambling Act 2005**
- 1.8 The Gambling Commission circulates a regular bulletin for licensing authorities outlining changes in legislation and any enforcement action taken. The latest bulletin can be found at section 21 of this report.

1.9 Pavement Licensing

- 1.10 There are currently 30 pavement licences in operation across the East Devon District. Since the previous report, enforcement activity in relation to pavement licensing has been limited due to staffing constraints. However, following successful recruitment, it is anticipated that a programme of work will soon commence. This will involve reviewing all pavement licences to ensure compliance with approved conditions, including permitted furniture, authorised days and hours of use, and the distance between the premises frontage and the kerb. The aim is to ensure that a minimum unobstructed footway width of 2 metres is maintained for pedestrian access.

1.11 Street Trading

- 1.12 There are currently 28 issued street trading consents across the East Devon District and 22 new applications in progress. The summer is typically busy for receiving and processing Street Trading Consent applications, due to the number of organised events across the district, that are not held under a premises licence.
- 1.13 Work is continuing on the summary review of the street trading policy, and the results of the consultation have been received, the consultation results can be found at **APPENDIX A**.
- 1.14 East Devon District Council consulted on the proposed changes to the Street Trading Policy between November 2025 to February 2026. A total of 62 responses were received from residents and businesses. The purpose of reviewing the current street trading policy was to assess support, identify concerns and to refine the policy. The main areas of feedback from the consultation were, the policy needs to be simpler, fairer to smaller traders, stronger enforcement and clarity on where trading is to be permitted. The review of the policy aims to achieve these points, but there are no plans to change or amend permitted designated areas for street trading. Current prohibited areas for street trading will remain unchanged.
- 1.15 The current rise in enquiries for persons to have 'bake sheds' on their property has also raised questions as to how this type of activity fits into street trading as the current policy dictates. We are currently speaking with our neighbouring local authorities to ascertain how they treat this type of trading to establish a fair and consistent way forward. Trading from 'bake sheds' has become a national licensing issue, with local authorities dealing with this type of trading in different ways. The Institute of Licensing (IOL) has arranged a webinar to assist local authorities. A representative from the licensing team will be attending the webinar.
- 1.16 Reviwing the feedback from the consultation and the additional matter of whether bake sheds should hold street trading consent will be considered and further work to this policy will continue.

1.17 **Taxi & Private Hire Licensing**

1.18 Day to day taxi and private hire licensing administration continues to be busy. The tables below show the number of licences currently in use and the number of outstanding applications.

1.19

Year	Taxi Driver Licences	Taxi Vehicle Licences	Private Hire Drivers	Private Hire Vehicles	Private Hire Operators
June 2025	134	127	52	40	28
November 2025	131	126	55	42	31
February 2026	135	126	56	44	31
March 2026	135	126	56	43	31
June 2026	134	123	55	43	31

New HCD	Renewal HCD	New HCV	Renewal HCV	Transfer HCV	New PHD	Renewal PHD	New PHV	Renewal PHV	Transfer PHV	New PHO	Renewal PHO
7	0	0	2	1	9	0	3	0	0	4	0

1.20 **Revocations, suspensions and refusals**

1.21 During the reporting period, licensing officers have revoked one Private Hire vehicle. The revocation was a result of the vehicle being suspended for a period exceeding two months.

All revocations, suspensions and refusals are entered into the National Register of Revocations, Refusals and Suspensions, it is mandatory for local authorities in England to input details of individuals whose driver licences have been revoked, suspended or refused.

During the reporting period there have been no entries to the National Register of Revocations, Refusals or Suspensions.

1.22 **The Taxi Table of Maximum Fares**

1.23 A separate report has been prepared and submitted to the Licensing & Enforcement Committee.

1.24 **Staffing within the Licensing Team**

Appointments have been made for two full time licensing officers. The new licensing officers will start with licensing team in June and July. These

appointments will bring much needed relief to the licensing team who have worked very hard and have put in extra hours ensuring all applications and enquires have been dealt with in line with statutory timescales for the previous four months.

Recommendations/Decision

2.1 That the report be noted.

2. Reasons for Recommendations/Decision

2.1 To keep the Licensing & Enforcement statutory Committee up to date with current arrangements relating to the Licensing Service.

3. Options

4.1 N/A.

4. Relevance to Council Plan/priorities

Set out how report links to the Council Plan/priorities:

- A supported and engaged community that has the right homes in the right places, with appropriate infrastructure
- A sustainable environment that is moving towards carbon neutrality and which promotes ecological recovery.
- A vibrant and resilient economy that supports local business, provides local jobs and leads to a reduction in poverty and inequality.
- A well-managed, financially secure and continuously improving council that delivers quality services

Indicate how the recommendations/decision contributes to the delivery of the Council Plan and its priorities

5. Financial Comments/Implications

5.1 There are no financial implications.

6. Legal Comments/Implications

6.1 There are no legal implications.

7. Risk Implications

7.1 This report is for information only.

Activity/ plant/ materials etc	List significant hazards	People at risk	Assessment of Risk			Existing controls e.g. Safety procedures	What further action Is required to control/mitigate the risk?
			*Impact 1-4	*Likeli hood 1-4	Risk Score		

*Impact – Major = 4 Serious = 3 Significant = 2 Minor = 1
 *Likelihood – Very Likely = 4 Likely = 3 Unlikely = 2 Remote = 1

8. Equality Implications (Public Sector Equality Duty)

9.1 This report is for information only.

Scope (<i>Provide an overview, including objectives and desired outcomes</i>)	This report is for information only.
Evidence gathered and engagement (<i>List stakeholders consulted and relevant processes, policies, and data sources</i>)	
Relevance assessment findings (<i>If relevant to equality, undertake a full EIA or If no relevance to equality, explain why with supporting information</i>)	<p>A full EIA is required: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>If yes, this assessment has demonstrated relevance to equality with regard to: Please check relevant boxes</p> <p><input type="checkbox"/> Age <input type="checkbox"/> Pregnancy and maternity <input type="checkbox"/> Disability <input type="checkbox"/> Sexual orientation <input type="checkbox"/> Race <input type="checkbox"/> Gender reassignment <input type="checkbox"/> Sex <input type="checkbox"/> Marriage or Civil Partnership <input type="checkbox"/> Religion or Belief <input type="checkbox"/> Armed Forces <input type="checkbox"/> Other, e.g. carers, care leavers, low income, rurality/isolation, etc.</p> <p>If no, explain why:</p>
Relevance ranking	<input type="checkbox"/> High – Very relevant to protected characteristics <input type="checkbox"/> Medium – Somewhat relevant to protected characteristics <input checked="" type="checkbox"/> Low – Not relevant to protected characteristics
Key findings and impacts	

Conclusion drawn (<i>i.e No major changes needed; EIA found no negative impact or adjust policy/process to remove identified barriers</i>)	
Actions (<i>Proposed actions to mitigate negative impacts on identified groups</i>)	
Signed off by	

9. HR and Workforce Implications

9.1 N/A.

10. Community Safety Implications (Crime and Disorder)

11.1 N/A.

11. Climate Change Implications

11.1 N/A.

12. Health & Safety and Health & Wellbeing Implications

12.1 N/A.

12.2 N/A.

13. Procurement and Social Value implications

14.1 N/A.

14. Land and Buildings (non-housing)/Asset Management Implications

15.1 N/A.

15. Overview and Scrutiny Committees Comments/Recommendations

16.1 N/A.

16. Digital and Data

17.1 N/A.

17. Consultation and Engagement

17.1 Section 1.13 of this report refers to the public consultation regarding the review of the Street Trading Policy.

18. Communications

19.1 This report is a Public Document and can be viewed by anyone.

19. Next Steps

20.1 This report is for information only.

20. Appendices

21.1 **APPENDIX A** – Street Trading Consultation Results.

21. Background Papers

22.1 [e-bulletin 22 June - Gambling Commission newsletter](#)

Proposed Report Sign Off process

Please make sure you have obtained the relevant sign off and the date completed before submitting your report to Democratic Services.

	Officer Name	Date requested	Date Completed
Legal & Governance	Monitoring Officer or Deputy Monitoring Officer	28/06/2026	29/06/2026
Finance	Section 151 Officer or Deputy S151 Officer	28/06/2026	29/06/2026
Communications	communications@eastdevon.gov.uk		If applicable
Digital and Data	digital@eastdevon.gov.uk		If applicable
Engagement	engagement@eastdevon.gov.uk		If applicable
HR	HR Lead		If applicable
Chief Executive	Chief Executive		If applicable
Director	Relevant Director		Required
Assistant Director(s)	Relevant Assistant Director(s)	28/06/2026	29/6/26
Cabinet Lead Member(s)	Relevant Lead Member (s)		Required
Executive Leadership Team	ELT	Insert date approved by ELT	Required
Strategic Leadership Team	SLT		If applicable



Street trader policy Consultation report

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1. Summary

East Devon District Council consulted residents and businesses on proposed amendments to the Street Trader Policy between 26 November and 3 February, receiving 62 responses. Overall, there was majority support for the proposed changes, particularly those relating to privately owned land, application processes and standard conditions. Respondents recognised the need for clearer regulation to protect public safety, accessibility and amenity, but raised concerns about policy complexity, enforcement, costs for small traders, and the proportionality of requiring consent for trading within five metres of the public highway. Feedback highlighted the importance of effective enforcement, strong food hygiene requirements and clearer policy wording. The consultation findings support progressing the amended policy, subject to simplification, clearer justification of highway-related controls, and consideration of financial impacts on small and rural traders.

2. Survey goals and methodology

The purpose of the consultation was to gather feedback from residents, businesses and other stakeholders on proposed amendments to the Street Trader Policy, and to assess the level of support for specific changes to policy wording, requirements and conditions. The

consultation also sought to identify any concerns, unintended impacts or areas where further clarification or refinement may be required.

The consultation was delivered through an online survey hosted on the Commonplace platform. It was promoted via a direct email to the Commonplace mailing list, the Council's social media channels, and the residents' newsletter. The survey was open from 26 November to 3 February. Responses were collated and analysed following the close of the consultation to identify levels of agreement, key themes and recurring issues raised by respondents.

3. Survey process

The survey was hosted on the online platform commonplace and promoted through multiple channels to ensure as many responses as possible.

- Direct commonplace email to all on the mailing list
- Social media posts on the Council's platforms
- In the community engagement and resident's newsletter

The survey opened on the 26 of November and closed on 03 February. After the closing date, responses were compiled and analysed to identify common patterns and key areas of concern.

4. Data analysis

The consultation received 62 contributions. A range of stakeholders were consulted this including the public and businesses.

4.1 Do you agree with the proposed amendments above to the Privately owned and Enclosed land section of the policy?

This question received 61 contributions via the commonplace platform.

Most respondents support the proposed amendments to the "Privately owned and Enclosed land" section of the policy, with 75.4% stating that they agree. A smaller proportion disagreed (13.1%), while 9.8% were not sure, suggesting some respondents may have needed more information to feel confident in their view. Only 1.6% said they agreed with some, but not all, of the proposed changes, indicating limited partial or conditional support.

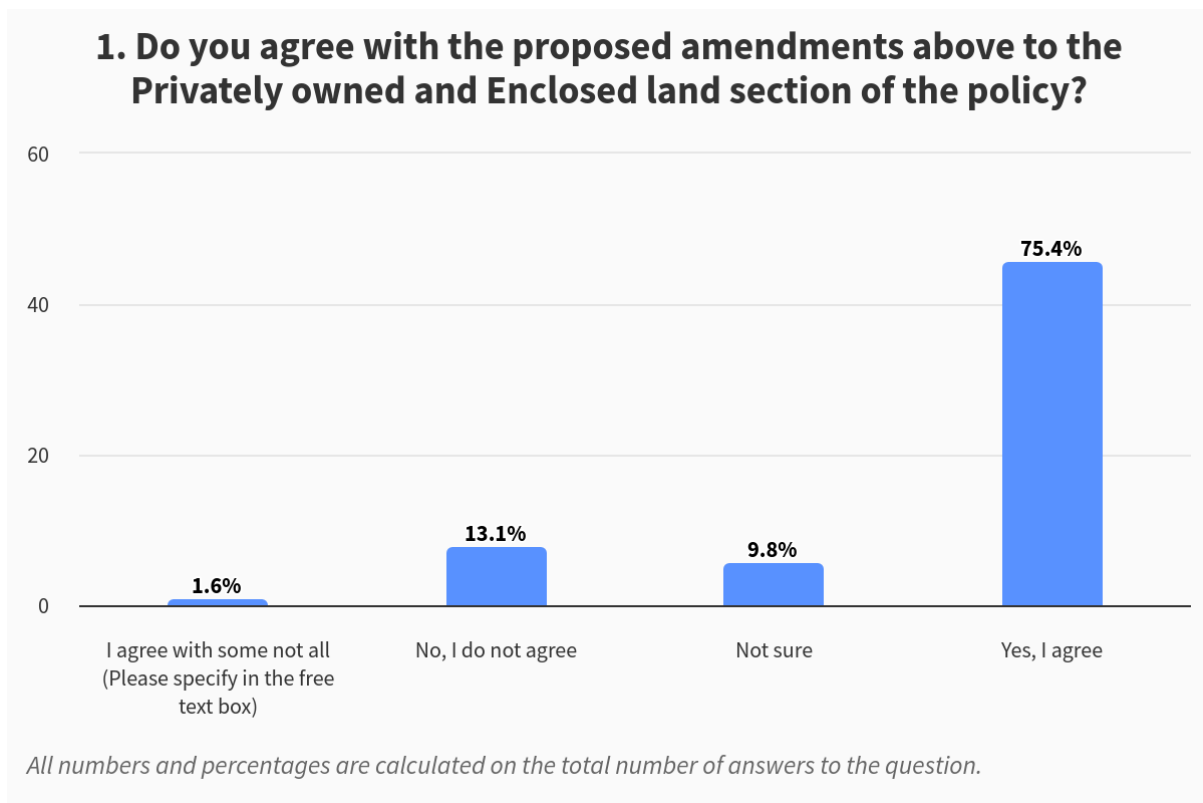


Figure 1. Shows respondents' level of agreement with the proposed amendments to the Privately owned and Enclosed land section of the policy.

Any further comments on question one

8 further comments were left for this question.

Table 1. Summary of free text comments on the proposed amendments to the privately owned and enclosed land section of the policy.

Theme	Summary
Requirement for consent and insurance	One respondent stated that all street traders should be required to hold a valid street trading consent, appropriate insurance (including public liability and accident cover), and formal permission from the local authority.
Opposition to consent streets and preference for prohibited areas	Concern was raised that the policy is overly bureaucratic, with a preference expressed for expanding prohibited streets instead of consent streets. Reference was made to strong public support for prohibited streets in Sidmouth and historic opposition to consent streets across East Devon.
Lack of prior knowledge or involvement	One respondent noted that they had not seen earlier versions of the policy and were not personally involved, limiting their ability to comment further.
Legal authority over public land	A view was expressed that the council does not have the legal right to prevent trading on public property.

Support for the amendments	One comment welcomed the amendments, describing them as clear and practical, and expressed support for the proposed changes.
Impact on pavements and accessibility	Concern was raised about tables and chairs outside a café in Honiton taking up excessive space on an uneven pavement, potentially affecting pedestrian movement and accessibility.
Monitoring and enforcement	It was suggested that areas where street trading is permitted should be regularly inspected by council officers to ensure compliance with licence conditions, particularly during busy periods.
Exemptions and economic impact	One respondent supported the stated exemptions, describing them as proportionate and positive, particularly the exclusion of public house licensable areas, which was seen as supporting business growth and the local economy.

4.2 Do you agree that trading within 5 meters of the public highway should mean that a street trading consent is required?

This question received 61 contributions via the commonplace platform.

Overall, there is clear support for the proposal to require a street trading consent for trading within 5 metres of the public highway, with 59.6% of respondents indicating agreement. Around a quarter (24.6%) did not agree, showing a sizeable minority who are opposed to the change. In addition, 14.0% of respondents selected “not sure”, which may reflect uncertainty or a need for further clarification on the proposal. Very few respondents (1.8%) supported the proposal in part, suggesting that conditional or partial agreement was minimal.

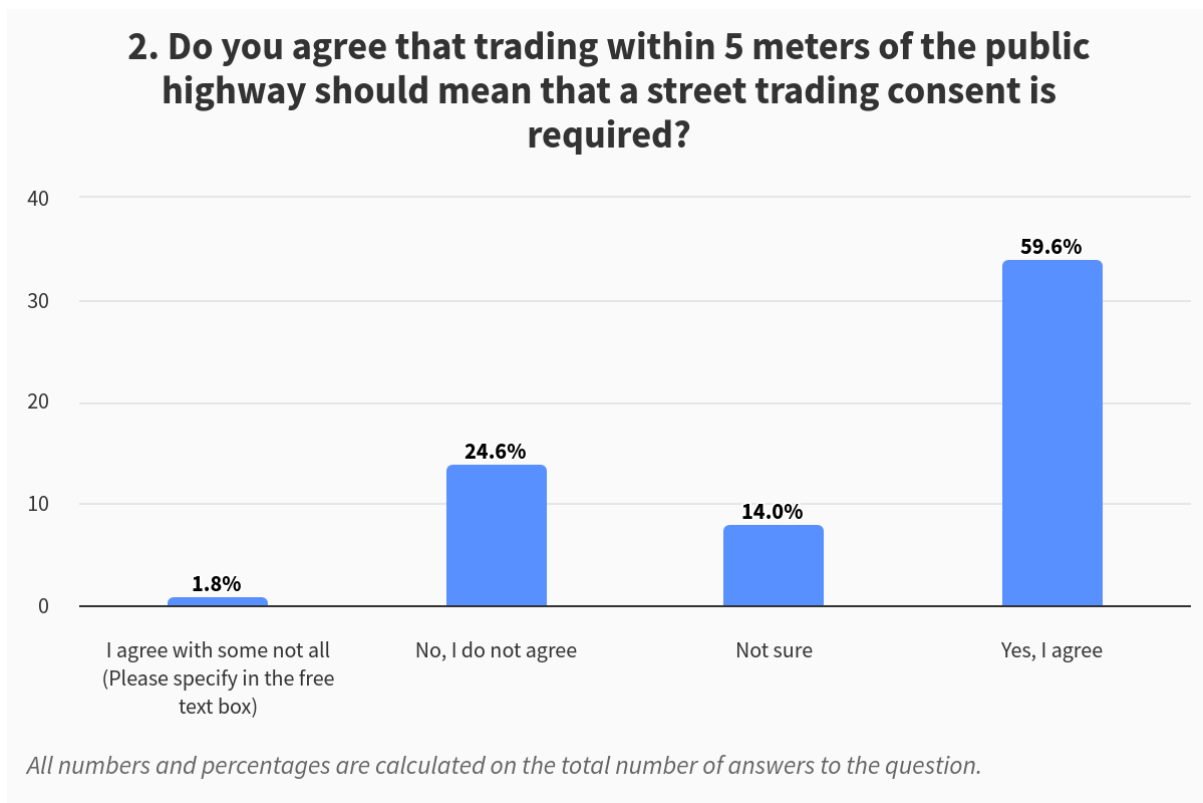


Figure 2. Shows respondents' level of agreement with the proposed need for a street trading consent when trading with 5 meters of the public highway.

Any further comments on question two

5 respondents provided further comments for this question.

Table 2. Summary of free text comments on if trading within 5 meters of the public highway should mean that street trading consent is required.

Theme	Summary
Use of the highway and passing trade	It was noted that traders operating close to the highway benefit from pedestrian footfall and passing trade generated by street activity.
Legal authority on private land	Concern was raised that applying restrictions to trading on private property could be open to legal challenge, as the council may not have the authority to regulate activity taking place wholly on privately owned land.
Definition of street trading	It was suggested that street trading should be defined by activities such as purchasing or queuing occurring on council- or highway-maintained land, rather than solely by proximity to the highway.
Appropriateness of the 5-metre distance	The proposed 5-metre threshold was considered excessive and not proportionate.
Proportionality of the proposal	One respondent viewed the approach as proportionate, as it would strengthen control over trading near the highway while continuing to allow trading on private land and in exempt locations.

4.3 Do you agree with the proposed amendments above to the Submission of the application section of the policy?

This question received 61 contributions via the commonplace platform.

Most respondents expressed support for the proposed amendments to the Submission of the application section of the policy, with just over seven in ten (70.5%) stating that they agree. A smaller proportion (13.1%) disagreed with the changes, indicating limited opposition. A further 8.2% of respondents were not sure, suggesting some uncertainty or a need for additional information to inform their view. An equal proportion (8.2%) agreed with some, but not all, of the proposed amendments, indicating a modest level of partial or conditional support.

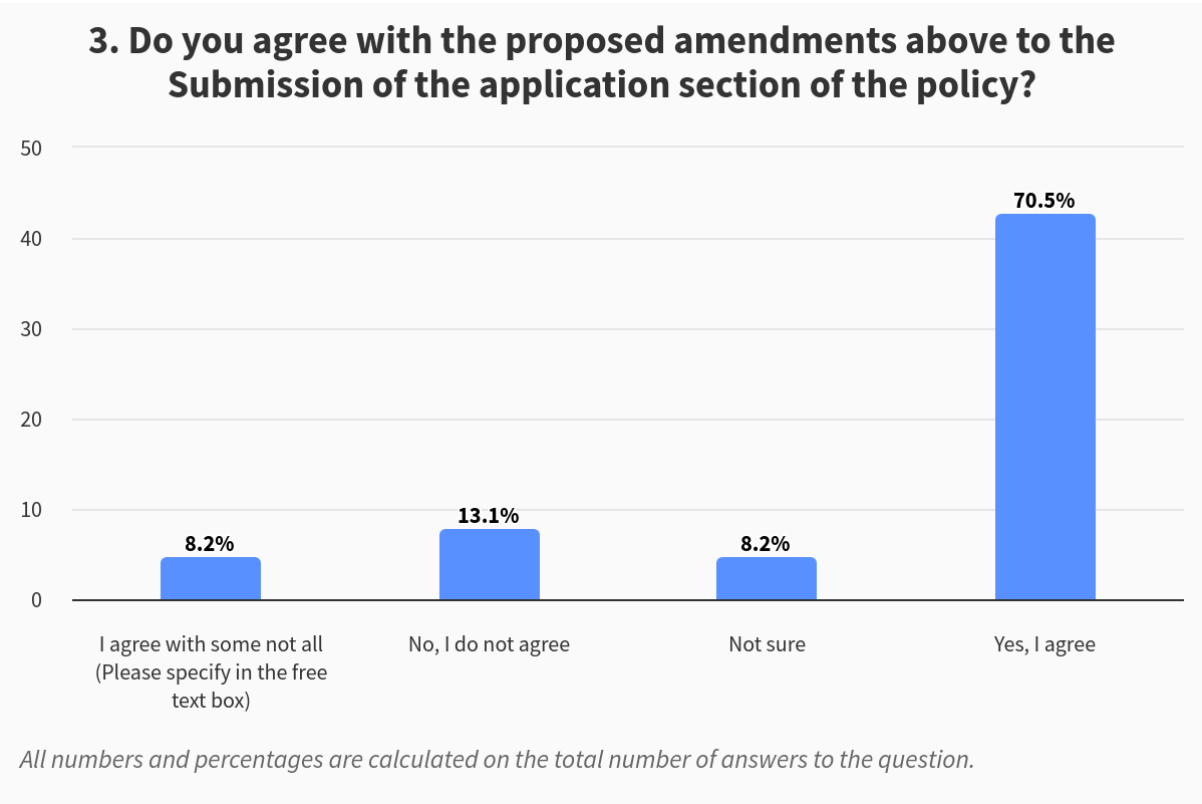


Figure 3. Shows respondents' level of agreement with the proposed amendments to the submission of the application section of the policy.

Any further comments on question three

10 respondents provided further comments for this question.

Table 3. Summary of free text comments on the proposed amendments to the submission of the application section of the policy.

Theme	Summary
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Follow-up and implementation	One respondent emphasised the importance of the council following up decisions promptly to ensure that all requirements are properly put in place.
Complexity and use of officer time	Concern was raised that the process is overly bureaucratic and time-consuming for officers, with a view that previous arrangements were simpler, cheaper, and more efficient.
No further comment	One response explicitly stated that there were no additional comments.
Food trader registration	It was argued that food traders should be fully registered before trading begins, rather than being allowed to operate while an application is pending, to reduce risks to public safety.
Right-to-work checks	A respondent questioned why right-to-work checks apply only to staff working alone, suggesting this requirement should apply to all staff.
Food hygiene ratings	One comment stated that traders should have an appropriate food hygiene rating in place before commencing trading.
Environmental health support	A respondent welcomed the involvement of environmental health, particularly for new businesses, and supported the requirement for right-to-work documentation.
Fees, rural impact and policy scope	While the amendments were seen as fair and logical, concern was raised that introducing a trading fee could negatively affect small businesses, especially mobile food traders in rural areas. Clarification was also sought on whether the changes would apply to sellers such as Big Issue vendors.
Public protection	One respondent highlighted the need to protect the public from poor food handling and hygiene practices.
Flexibility and support for businesses	A comment welcomed the flexibility introduced by the amendments, describing them as supportive of new and local businesses while maintaining essential safety and compliance standards, including food hygiene training.

4.4 Do you agree with the proposed amendments above to the Cranbrook section of the policy?

This question received 56 contributions via the commonplace platform.

Responses showed that more than half of participants were positive about the proposed amendments to the Cranbrook section of the policy, with 53.6% indicating support. A sizeable share of respondents (26.8%) neither supported nor opposed the changes, which may point to uncertainty or a lack of detailed understanding of the proposals. Just under one fifth (19.6%) expressed opposition to the amendments. No respondents indicated mixed or partial agreement, suggesting that views were generally clear-cut rather than qualified.

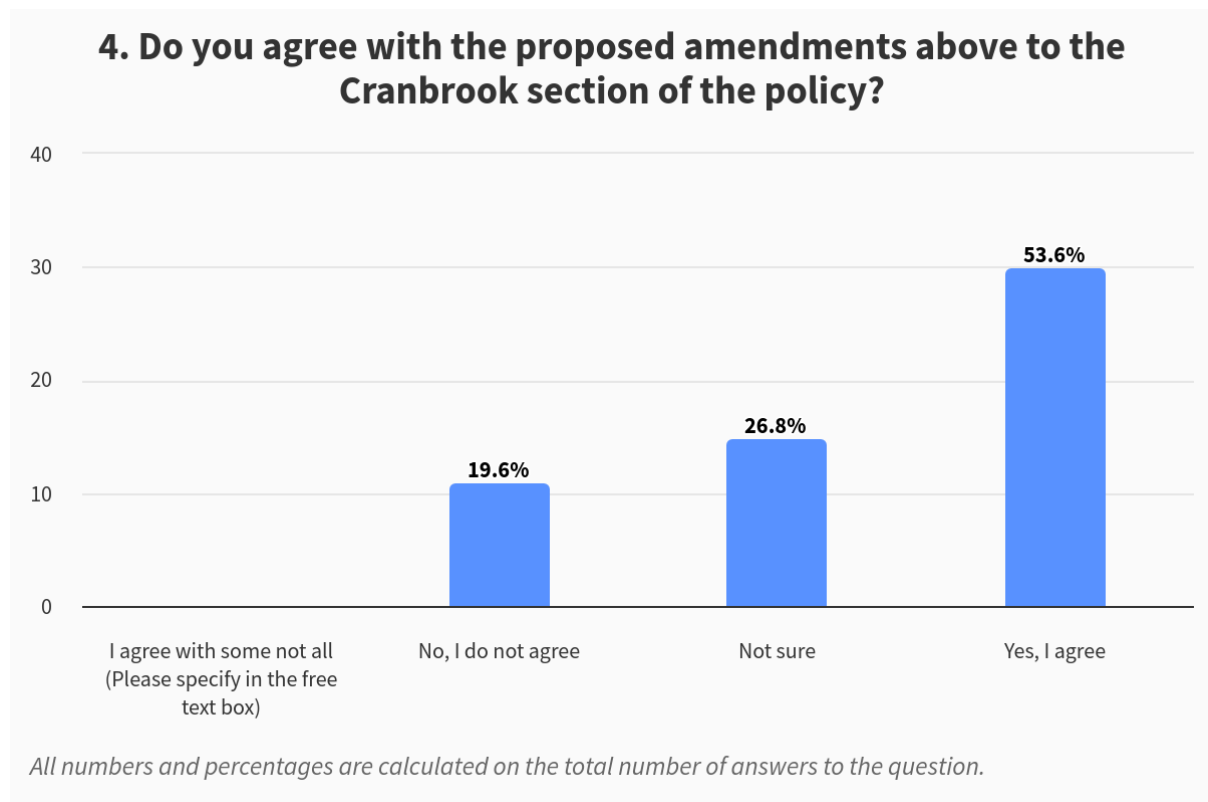


Figure 4. Shows respondents' level of agreement with the proposed amendments to the submission of the application section of the policy.

Any further comments on question four.

4 respondents provided further comments for this question.

Table 4. Summary of free text comments on the proposed amendments to the Cranbrook section of the policy.

Theme	Summary
Street designation and ease of administration	It was suggested that introducing prohibited streets would be easier and cheaper to administer, and clearer for traders to understand. The respondent cited Sidmouth as an example where this approach operates successfully and questioned why this model could not be followed.
Use of existing local models	One comment explicitly recommended adopting the Sidmouth format, describing it as highly successful. This reflects a preference for

	replicating a proven local approach rather than introducing alternative arrangements.
Planned spaces for street trading and community benefit	A respondent suggested that town planning could include provision for a town square, green, or other designated space for street trading. It was felt this could help support community building by providing an appropriate location for trading activity.
No comment / insufficient local knowledge	Two respondents provided no substantive feedback. One stated they were not inclined to comment, while another indicated they did not have sufficient local knowledge of the area to comment.

4.5 Do you agree with the proposed amendments above to the Standard Conditions and Terms section of the policy?

This question received 56 contributions via the commonplace platform.

Feedback shows that a strong majority of respondents viewed the proposed amendments to the Standard Conditions and Terms section favourably, with 68.5% indicating agreement. A smaller group (14.8%) were unsure, which may suggest hesitation or a need for clearer information about the changes. An equal proportion (14.8%) expressed disagreement with the proposals. Only a very small number of respondents (1.9%) reported partial agreement, indicating that responses were largely decisive rather than nuanced.

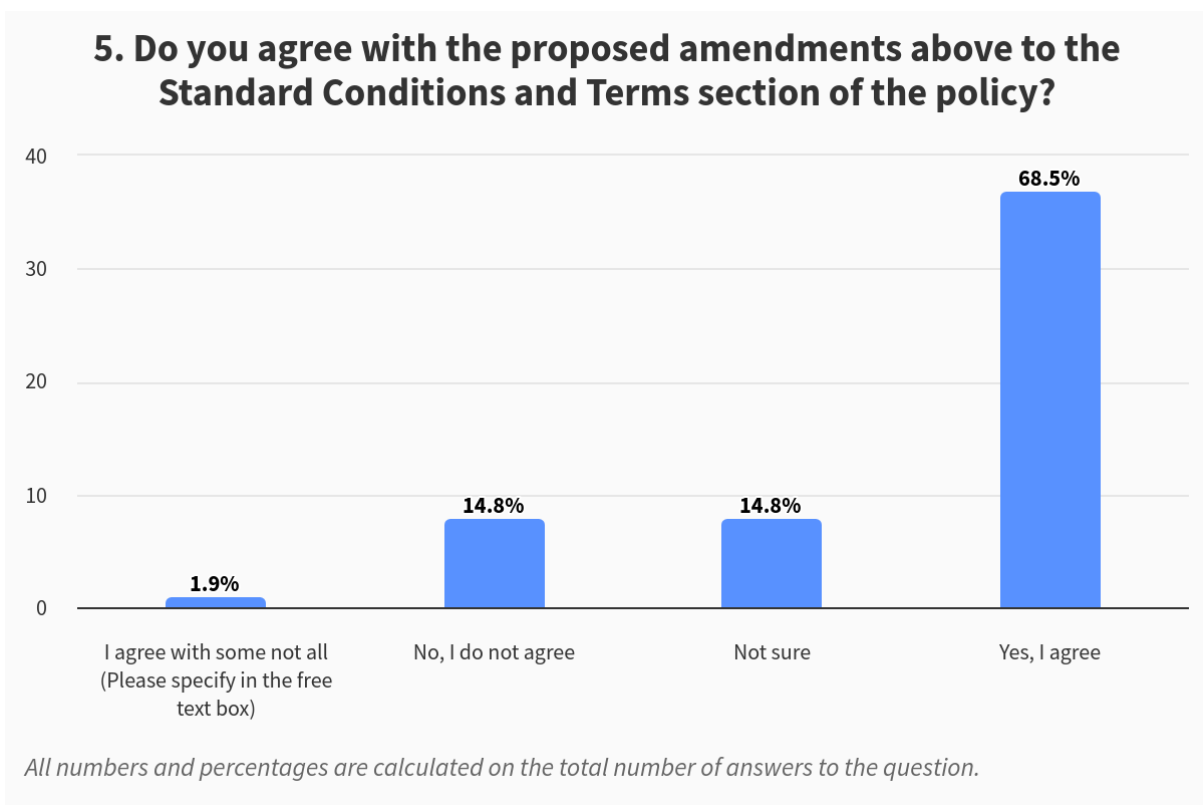


Figure 5. Shows respondents' level of agreement with the proposed amendments to the standards conditions and terms section of the policy.

3 respondents provided further comments for this question.

Table 5. Summary of free text comments on the proposed amendments to the standard conditions.

Theme	Summary
Perceived bureaucracy and complexity	One respondent felt that the proposed Standard Conditions and Terms are becoming increasingly complicated and bureaucratic, suggesting concern about the overall burden of regulation.
Enforcement, noise and residential impact	A comment raised strong concerns about noise, harassment, and blocked access to properties caused by street traders. The respondent stressed that the council must take effective action on complaints and ensure that policy conditions are enforced in practice, rather than existing only on paper.
No comment	One respondent stated “None”, providing no additional feedback on this question.

4.6 Final comments on the whole of the amended draft street trader policy

9 respondents provided further comments for this question.

Table 6. Summary of free text comments for the whole amendment draft street trader policy.

Theme	Summary
Cost of administration	Concerns were raised about the increased cost of administering the street trading system in recent years. It was suggested that earlier arrangements, or a similar approach, were more cost-effective while still operating successfully.
Compliance and food hygiene	Comments noted that while the majority of street traders comply with requirements, there are occasional concerns during busy periods or events. It was suggested that clearer advance registration requirements could help maintain standards and protect compliant traders.
Designated locations for trading	Some feedback indicated that street trading may be more effective if concentrated in designated locations, rather than on streets primarily intended for vehicular and pedestrian movement.
Location-specific restrictions	Views were expressed that street trading in certain sensitive or high-use locations should be limited or restricted, particularly outside of major organised events.
Fees and financial impact	Respondents raised concerns about the financial impact of ongoing fees, particularly for smaller operators. It was suggested that high or cumulative charges could affect the viability of small businesses.

Policy complexity	Some feedback described the policy as complex, noting that it may be difficult for non-specialists to fully understand or assess the proposed changes.
Clarity of exemptions	It was suggested that the exemptions section could be clearer, with more illustrative examples to help explain how exemptions would apply in practice.
Support for a balanced approach	Positive feedback welcomed the development of a more balanced and pragmatic approach to street trading, recognising the importance of supporting local businesses while maintaining appropriate controls.
Street designation approach	Suggestions were made that a clearer default position on where street trading is permitted or prohibited could help avoid ambiguity and improve overall regulation.

5. Key findings

1. General support for tighter regulation, alongside concerns about complexity

Feedback showed broad acceptance of the need to regulate street trading more clearly, but respondents frequently raised concerns that the policy is complex and potentially difficult to understand.

2. Divided views on regulating trading near the public highway

Many respondents accepted the principle of controlling trading close to the highway, but there were significant concerns about proportionality, the 5-metre threshold, and whether regulation should apply to trading on private land.

3. Strong emphasis on enforcement and public protection

Respondents consistently highlighted that effective enforcement is critical, particularly in relation to noise, obstruction, accessibility, and behaviour during busy periods, and stressed that conditions must be applied consistently in practice.

4. Public safety and food hygiene are key priorities

Feedback placed strong importance on food safety, hygiene standards, trader registration and compliance checks, with several respondents stating these should be in place before trading begins.

5. Concerns about cost and impact on small traders

Respondents raised concerns about fees and ongoing costs, noting the potential impact on small, mobile and rural traders, and questioning whether the cumulative financial burden could affect business viability.

6. Recommendations

1. Simplify and clarify the policy to reduce complexity

Review the structure and wording of the policy to improve readability for non-specialists, and ensure requirements are clear, proportionate and easy to understand for traders and the public.

2. Review the approach to regulating trading near the public highway

Reconsider how the 5-metre threshold is applied, including providing clearer justification, addressing concerns about proportionality, and clarifying the council's legal position in relation to private land.

3. Strengthen enforcement and compliance arrangements

Ensure that adequate monitoring and enforcement arrangements are in place so that conditions relating to noise, obstruction, accessibility and behaviour are applied consistently, particularly during busy periods and events.

4. Maintain strong public safety and food hygiene requirements

Retain and clearly communicate requirements relating to food hygiene, trader registration and compliance checks, including expectations that key safeguards are in place before trading begins to protect the public.

5. Consider financial impact and clarity of street designation

Review fees and ongoing costs to understand the impact on small, mobile and rural traders, and provide a clearer street designation approach (permitted, prohibited or designated areas) to improve certainty and ease of administration.

7. Next steps



Report to: Licensing and Enforcement Committee

Date of Meeting 8th July 2026

Heading/Title: Hackney Carriage Fare Tariff Review 2026

Cabinet Member(s): Cllr John Loudoun

Director/Assistant Director: Matt Blythe

Author and Directorate: Emily Westlake, Licensing Department, Housing & Health

Contact Details: licensing@eastdevon.gov.uk

Key decision No: N/A

If a Key Decision has it appeared on Forward Plan N/A

Document classification: Part A Public Document

Exemption applied: None

1. Background

- 1.1. The Licensing & Enforcement Committee are asked to carry out an annual review of the East Devon Hackney Carriage Table of Maximum Fares and determine whether any amendments to the fare tariff are necessary.
- 1.2. An annual review is requested because the Licensing & Enforcement Committee has previously expressed a preference for smaller annual increases, rather than larger less frequent adjustments, and to consider the significant rise in fuel prices since the last review.
- 1.3. While reviewing the fare tariff in 2025, the Committee considered whether to draft a new hackney carriage fare setting procedure, including a methodology and calculator. It was determined to proceed no further with such a methodology in 2025 due to the considerable time involved in drafting such a formula and a lack of participation from the taxi trade during the consultation process.
- 1.4. The Committee resolved to review this decision again in 2026 and, at a meeting of the Licensing & Enforcement Committee on the 4th April 2026, it was determined not to draft such a formula in 2026 due to:
 - 1.4.1. increased levels of work and staff shortages within the Licensing Team
 - 1.4.2. Local Government Reorganisation and the recent Government consultation about transferring the responsibility for taxi and private hire licensing to the

Local Transport Authority which raises uncertainty about the longevity of any such fare setting procedure for East Devon and

1.4.3. the continued low level of engagement from the taxi trade in detailed consultation

1.5. It was instead determined to review the fare tariff in line with existing methodology.

2. Purpose of the report

- 2.1. The purpose of this report is to set out the existing methodology and to ask the Committee to determine whether a variation to the table of maximum fares is appropriate.
- 2.2. If a variation to the table of fares is considered appropriate, the Committee is asked to indicate their preferred option from the revised fare tables set out at **APPENDIX F** of this report and agree to moving to publishing statutory notice of the varied table of fares.
- 2.3. Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 permits District Council's to set a fare tariff for hackney carriages licensed within the district. East Devon District Council, in common with most other Councils, have used this power for many years.
- 2.4. One of the roles of the Licensing & Enforcement Committee, under Section 2.3.5.(c) of East Devon District Council's Constitution, is to consider and determine amendments to the hackney carriage fare tariff.
- 2.5. East Devon's current hackney carriage fare table is attached at **APPENDIX A** of this report and sets out the maximum costs and fares that East Devon hackney carriage drivers and proprietors may currently charge the public for journeys taken in a taxi. Although the maximum fares cannot be exceeded, it is possible to charge lower than the metered fare at the driver's discretion.
- 2.6. The current taxi fare tariff sets out the maximum fares that can be charged on the Weekday Daytime Rate (Tariff 1), Evening, Night & Sunday rate (Tariff 2) and Bank Holiday, Christmas and New Year rate (Tariff 3).
- 2.7. The current fare tariff table came into effect on the 10th October 2025. It was resolved at a meeting of the Licensing & Enforcement Committee held on the 8th October 2025, to adopt the new fare tariff table published on the 30th July 2025, with no amendments. This resolution was made after the Committee had considered objections that had been received against the proposed fare tariff variation, following the statutory publication of public notice and public consultation.
- 2.8. The fare rise gave effect to an increase of approximately 2% across all three tariffs.

3. Best practice 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, at sections 10.2 and 10.3, in relation to the setting of taxi fares and price competition:

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”.

Taxi fare tariffs are a maximum, and in principle are open to downward negotiation between passenger and driver. It is not good practice to encourage such negotiations and ranks, or for on-street hailing; as there would be risks of confusion and security problems.

Licensing authorities should however make it clear that the published fare rates are a maximum. The growing use of telephone and electronic means to hire taxis means that passengers may benefit from competition and price comparison amongst taxi intermediaries. It is perfectly legitimate for taxi intermediaries to advertise discounted fares, such as “5% discount from fares”.

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

- 3.2. As stated in that guidance, fares should be reviewed following significant changes in major costs such as fuel, and it is now appropriate to carry out a review of the fare tariff following a significant increase in fuel prices this year.
- 3.3. When considering a suitable table of maximum fares, the Licensing & Enforcement Committee 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.
- 3.4. 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.
- 3.5. The Committee must ensure that the existing method of determining fare increases gives regard to the needs of the travelling public and vulnerable users and have this in mind when determining whether any variation to the tariff is required.

4. Current method of determining fare increases

- 4.1. The most recent fare reviews carried out by East Devon District Council have been conducted by considering the following cost factors to determine a suitable percentage increase to the existing fare table:
 - 4.1.1. Consultation and feedback from the East Devon taxi trade.
 - 4.1.2. Inflation and any increase in the Consumer Price Index.
 - 4.1.3. Fare comparison between neighbouring Local Authorities.
 - 4.1.4. Increases or decreases in the costs of running a hackney carriage vehicle in East Devon informed by relevant cost indices and consultation with the taxi trade.
- 4.2. The Licensing & Enforcement Committee have determined that the same factors should be used to determine whether a variation to the maximum table of fares is necessary at this time and these factors are discussed in further detail below:

5. Trade consultation and feedback

- 5.1. Opinions currently vary within the East Devon taxi trade as to whether a variation to the hackney carriage fare tariff table is necessary this year.
- 5.2. On the 22nd May 2026, the Licensing Team sent an email to all East Devon licensed hackney carriage proprietors and drivers to advise them that the fare

tariff would be reviewed at the next meeting of the Licensing & Enforcement Committee and to ask for any feedback in relation to the fare tariff table.

- 5.3. 8 responses were received (approximately 6% of all consultees responded) and summary of the responses can be found at **APPENDIX G** of this report.
- 5.4. 5 of the 8 respondents felt a fare increase was not appropriate at this time.
- 5.5. 1 respondent did not consider a fare rise to be necessary but was happy to support a rise if other proprietors wanted this.
- 5.6. One respondent felt that the fare tariff should be varied to include a higher tariff for vehicles that carry more than 4 passengers.
- 5.7. One respondent felt that a fare rise of 2-3%, to come in to force later in the year, was appropriate.
- 5.8. Two of the responses were from large taxi companies who employ other licensed drivers, and it may therefore be that these firms are also representing the options of their employees, but this still represents a low response rate from the trade.
- 5.9. It is not known how representative the opinions are of the trade as a whole, but, the responses would appear to be in line with verbal feedback that has been provided to the Licensing Team throughout the year by members of the taxi trade.

6. Inflation

- 6.1. Inflation is a measure of how prices of goods and services are changing in the UK.
- 6.2. Inflation is measured using various different indexes including the CPI and CPIH. The Consumer Prices Index including owner occupiers' housing costs (CPIH) is the most comprehensive measure of inflation and extends the Consumer Prices Index (CPI), which measures the rate at which the prices of goods rise or fall, to include a measure of the costs associated with owning, maintaining and living in one's own home.
- 6.3. The Committee's attention is drawn to the [Office for National Statistics \(ONS\), latest statistical bulletin for Consumer Price Inflation, UK: May 2026](#) which was released on the 17th June 2026 and includes the price indices, percentage changes, and weights for the different measures of consumer price inflation.
- 6.4. The bulletin references both the Consumer Prices Index (CPI) and the Consumer Prices Index including owner occupiers' housing costs (CPIH) and gives a

snapshot of the rate changes over the past month and year. Relevant points from the bulletin include:

- 6.4.1. The Consumer Prices Index including owner occupiers' housing costs (CPIH) rose by **3%** in the 12 months to May 2026, unchanged from the 12 months to April.
 - 6.4.2. the Consumer Prices Index (CPI) rose by **2.8%** in the 12 months to May 2026, unchanged from the 12 months to April.
 - 6.4.3. Transport made the largest upward contribution to the monthly change in both CPIH and CPI annual rates, with prices in the transport division rising overall by **6.8%** in the 12 months to May 2026. The May annual rate was the highest recorded since December 2022.
 - 6.4.4. The main effects behind the increase in the transport annual rate came from air fares, **motor fuels**, and sea fares together with the correction of an error in the Vehicle Excise Duty series in 2025.
 - 6.4.5. Petrol prices in May were at their highest since November 2022 and, overall, motor fuel prices rose by 24.6% in the 12 months to May 2026.
- Source: Office for National Statistics (ONS), released 17 June 2026, ONS website, statistical bulletin.
- 6.4.6. **APPENDIX B** of this report sets out the changes to both the CPI and CPIH Index over the past year. The charts in the appendix cover the period from May 2025 (being the month when these figures were last considered by the Committee) to May 2026 (being the most recent data available).
 - 6.4.7. **APPENDIX B** also looks in more detail at some of the various representative factors that contribute to the CPI Index and relate to the costs of running a hackney carriage vehicle to see whether these have increased or decreased over the past year. These measures are referenced in more detail in section 8 of this report.
 - 6.4.8. It is important to note that CPI is a measure of consumer price inflation which is the rate at which the price of goods and service bought by households rise or fall. Costs may therefore differ for taxi drivers, employers and companies who may incur different costs to those of personal households.

7. Fare Comparison

- 7.1. A comparison of the current hackney carriage fares charged by surrounding Licensing Authorities for a 2-mile journey on Tariff 1 is included at **APPENDIX C** of this report.
- 7.2. Source: This has been compiled using statistics taken from the “Private Hire & Taxi Monthly” magazine’s National Table of Taxi Fares.
- 7.3. On publication of this report, East Devon currently sits at **position 39**, out of 341 authorities.
- 7.4. East Devon sits at the third-highest position in the table of all neighbouring authorities, with only Exeter and Torridge having a higher fare for a 2-mile journey on tariff 1.
- 7.5. Committee members are asked to note that while the fare tables provide a useful resource, it is not appropriate to consider a fare review based solely on the position of one Council in comparison to others as authorities differ in size, geography, and make-up. Cost factors (such as dead mileage for example) may differ greatly between districts.
- 7.6. East Devon has a dispersed and largely rural population. The rural nature of the area being emphasised by the low population density of 175 per square km, compared to the England average of 427 per square km. 21 of the 32 wards within East Devon have a population density below the England average, although East Devon does have a mix of market and coastal town areas with much higher population densities including Exmouth, Seaton and Honiton. The rural nature of some parts of the district is such that 13 of the East Devon wards have less than one person per hectare living there.
- 7.7. For these reasons, it is likely that hackney carriages in East Devon travel a greater number of miles without a fare paying passenger (dead mileage) than in many other areas of the country and this would continue towards increased costs.
- 7.8. It is also of note that affordability of homes and low wages is a relevant factor in the district with East Devon being in the top 25% of all Local Authority areas for house prices but one of the lowest nationally in terms of wages.
- 7.9. These statistics have been taken from the “[Knowing East Devon – A Place and People Profile](#)” report which is available on the East Devon website and was last reviewed in May 2019.

8. Costs of running a hackney carriage vehicle in East Devon

- 8.1. It is important to consider the costs of running a hackney carriage vehicle in the East Devon area when determining a suitable fare tariff and previous fare reviews have taken into account any increases or decreases in the main contributory cost factors since the previous fare review.
- 8.2. When reviewing the relevant factors and costs, consideration should be given to the fact that taxi proprietors often have differing business practices and therefore, running costs will vary between businesses and it should not be intended to compensate some proprietors for poor business practice.
- 8.3. Some of the significant changes that have affected the costs of running a vehicle over the past year have been outlined below and can also be found in **APPENDIX B** of this report which sets out inflationary changes over the past year:

8.4. Providing a sufficient wage for taxi drivers

- 8.4.1. The driver of a taxi will not necessarily be the owner and consequently, different arrangements may exist regarding any income from the use of the vehicle as a taxi. For example, a driver may pay the vehicle proprietor a sum of money to rent the vehicle on a weekly or monthly basis with the driver retaining the remaining income obtained from taxi fares. Alternatively, some proprietors may employ their drivers and pay them a wage, other drivers may work as self-employed drivers for a taxi company and some hackney drivers will work independently for themselves and drive their own vehicle.
- 8.4.2. This means that, when determining taxi fares, it is important to recognise that these different arrangements exist whilst not taking individual circumstances and business practices into account, as an increase in National Living Wage will not affect all drivers.
- 8.4.3. Both the National Living Wage (for those aged 21 and over) and the National Minimum Wage (for those of at least school leaving age) increased on the 1st April 2026.
- 8.4.4. The current rates and the previous rates in place in April 2025 and 2024, can be seen below:

	21 and over	18 to 20	Under 18	Apprentice
April 2026	£12.71	£10.85	£8	£8

April 2025 – March 2026	£12.21	£10	£7.55	£7.55
April 2024 – 2025	£11.44	£8.60	£6.40	£6.40

8.4.5. Since the last fare rise in October 2025, there has been an approximate overall rise in the National Living Wage (for those aged 21 and over) of approximately **4.1%**.

8.4.6. Further information about the National Minimum Wage and Living Wage can be found on the [GOV.UK website](https://www.gov.uk).

8.5. **Annual cost of insurance**

8.5.1. The taxi trade consistently references vehicle insurance as being a significant contributor to the costs of running a taxi and, at the time of the previous fare rise, insurance costs had increased substantially.

8.5.2. The CPI Index for Motor Vehicle Insurance (which can be viewed at **APPENDIX B** of this report) indicates that motor vehicle insurance has risen by approximately **5.7%** over the last year.

8.5.3. The Committee are asked to note that this index relates to personal vehicle insurance costs and the taxi trade face higher premiums than personal vehicle owners due to the “hire and reward” element of their insurance cover.

8.5.4. It is not known whether the hire and reward element of vehicle insurance has increased or decreased in the past year and the insurance costs experienced by the taxi trade may not necessary be in correlation with the downward trend.

8.6. **Cost of road tax**

8.6.1. There has been a small increase in road tax (vehicle excise duty) since the previous fare rise, when new road tax rates came into force on the 1st April 2026.

8.6.2. A detailed explanation of road tax rates can be viewed in **APPENDIX D** of this report and the main changes that came into effect on that date were as follows:

8.6.2.1. There was a small increase of £5 per year to the standard rate of road tax (paid each year after the first by all cars registered on or after 1st April 2017) which equated to approximately 2.56%. This is the vehicle

tax rate paid by most East Devon taxis, as the average age of an East Devon taxi is 7 years old.

- 8.6.2.2. There was a small increase in the road tax rates paid by vehicles registered between March 2001 and 31st March 2017. Vehicle with CO2 emissions of up to 100g/km did not previously pay road tax and now pay £20 a year. The increases varied for the other CO2 emission bands, ranging between a 0% increase for the lower emission bands to a 7.48% increase for the highest CO2 emissions band. A reasonable proportion of East Devon taxis will pay these rates as they apply to any vehicles over (approximately) 8 years old.
- 8.6.2.3. There have been increases to the first-year road tax “showroom” rates for brand new vehicles and an increase to the expensive car supplement tax rates for vehicles with a list price of more than £40,000 (or £50,000 for electric cars).

8.7. **Cost of fuel**

- 8.7.1. The most significant increase to the cost of running a vehicle, since the fare tariff was last reviewed in 2025, has been to the price of fuel. Fuel prices have risen significantly since the new fare tariff table came into effect in October 2025 and fuel is a significant contributor to the cost of running a taxi.
- 8.7.2. A fuel price analysis table showing monthly average fuel costs since the last fare rise is included at **APPENDIX E** of this report.
- 8.7.3. Source: This has been compiled using the Department for Energy Security and Net Zero’s Weekly Road Fuel Price statistics.
- 8.7.4. The CPI indices for fuel, for the period from May 2025 to May 2026, can also be viewed at **APPENDIX B**.
- 8.7.5. The average pump price for diesel fuel has gone up to 172.47p/litre, an increase of 32.21p per litre in comparison to 30th June 2025 (when the fare tariff was last considered) when the average pump price for diesel was 140.26p/litre.
- 8.7.6. The average pump price for petrol fuel has gone up to 153.26p/litre, an increase of 20.31p per litre in comparison to 30th June 2025 (when the fare tariff was last considered) when the average pump price for petrol was 132.95p/litre.

- 8.7.7. These figures provide average UK retail pump prices, and it is not known to what extent these differ locally.
- 8.7.8. The CPI fuel indices show an increase of 25% in the cost of diesel fuel and 19% in the cost of petrol in the 12 months prior to May 2026.
- 8.7.9. The pump prices for both petrol and diesel fuel have decreased slightly over the past couple of months, having peaked on the 4th May 2026, and it is difficult to predict whether this trend will continue or whether fuel prices will begin to increase again.

8.8. **Other costs**

- 8.8.1. There have been small rises in some of the other costs involved with running a vehicle which may be relevant to East Devon taxi drivers and are set out in **APPENDIX B** of this report. These include:
 - 8.8.1.1. The purchase price of vehicles. The CPI index for the purchase of vehicles has not changed significantly over the past year, with cost of purchasing new vehicles having risen slightly and the cost of purchasing second hand vehicles having fallen slightly.
 - 8.8.1.2. The CPI index for spare parts & accessories for personal transport rose by 3.5% over the last year. This includes the cost of tyres and spare parts.
 - 8.8.1.3. The CPI index for maintenance & repairs for personal transport rose by 8% in the last 12 months. This includes costs for car services, exhaust fitting, roadside recovery, car wash and labour charges.
 - 8.8.1.4. The CPI index for other personal transport services rose by 3.6% over the last 12 months. This includes the cost of hiring garages and parking spaces, personal transport equipment, toll facilities, parking meters, driving lessons, test licences and road worthiness tests.
 - 8.8.1.5. The fees charged by the Licensing Authority for issuing and administering hackney carriage driver and vehicle licences have not changed this year.
 - 8.8.1.6. It is not known whether there has been any change to the cost of purchasing and maintaining a taxi meter and roof sign.
 - 8.8.1.7. The taxi trade has previously highlighted the following factors that also contribute to ongoing running costs for some taxi companies and proprietors: office staff, accounting and pay roll, national insurance,

stationery and uniform, bank charges, telephone systems, CCTV and VAT.

9. Revised table of fares

- 9.1. To assist the Licensing & Enforcement Committee in considering a suitable fare increase, if this is considered necessary, alternative tables of maximum fares have been drafted and are included at **APPENDIX F** of this report.
- 9.2. When drafting alternative options for a table of maximum fares, Licensing Officers have given regard to the following:
- 9.3. Option 1
The responses received from the taxi trade at **APPENDIX G** suggest that a fare rise may not be necessary at the present time. The Licensing & Enforcement Committee have the option to make no amendments to the existing fare table and Option 1 at **APPENDIX F** reflects the current fare tariff table with no changes.
- 9.4. Option 2
One of the taxi companies in the district has given the opinion that a rise of 2-3%, later in the year, would be appropriate to give a small, regular, increase to taxi fares. Option 2 at **APPENDIX F** reflects an increase of approximately 2% to the flag drop starting fare for all three tariffs and an increase of approximately 2.5% to the subsequent mileage thereafter. This is effected by way of a reduction in the yardage, rather than an increase in the unit cost.
- Option 3
- 9.5. One respondent has stated that a separate fare tariff for vehicles that carry more than 4 passengers should be considered. This has also been raised at meetings of the East Devon Taxi Association and the reasoning given is that larger cars cost more to purchase, have higher maintenance and repair costs, consume more fuel, often have higher tax and insurance costs and experience heavier wear. There is a demand for larger vehicles to be licensed as hackney carriages because they carry more passengers and additional luggage. The Ford Tourneo, for example (an 8-passenger vehicle), is the second most common vehicle model licensed by East Devon District Council.
- 9.6. It would take considerable time and resources, that are not available within the Licensing Team at this time, to draft a separate fare tariff table for vehicles that can carry 5-8 passengers and to complete the calculations required for this. However, Option 3 at **APPENDIX F** gives the option for an extra charge of £0.25 for each passenger after the fourth, per whole mile travelled by the vehicle. This would effectively mean that if a total of 8 passengers were carried, an extra charge of **£1 per mile** could be added to the fare.

- 9.7. Option 4
Option 4 at **APPENDIX F** combines Options 2 and 3 and reflects a 2-2.5% increase to the existing fare tariff together with an extra charge for journeys with more than 4 passengers.
- 9.8. Option 5
The price indices included at **APPENDIX B** of this report demonstrate a 3% rise in the consumer price index and a 6.8% rise to the transport index in the last 12 months. They also demonstrate a 24.6% increase in the price of fuels and lubricants. Option 5 at **APPENDIX F** effects a larger fare rise, to reflect these increases.
- Option 5 provides an increase of approximately 2% to the flag drop starting fare for all three tariffs, and an increase of approximately 4% to the subsequent mileage thereafter. This is effected by way of a reduction in the yardage, rather than an increase in the unit cost.
- 9.9. Option 6
Option 6 at **APPENDIX F** combines Options 2 and 5 and reflects a 2-4% increase to the existing fare tariff together with the extra charge for journeys with more than 4 passengers.
- 9.10. The Committee is asked to consider whether a fare rise is appropriate at this time and if a fare rise is considered necessary, to indicate its preference for one of the proposed draft tables of maximum fares set out at **APPENDIX F**.

10. Fare Setting Process and Legislative Considerations

- 10.1. 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.
- 10.2. 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.*

11. Recommendations/Decision

- 11.1. The Licensing & Enforcement Committee are asked to consider whether a variation to the table of maximum fares chargeable by hackney carriage vehicles in the district is necessary.
- 11.2. If the Licensing & Enforcement do consider a variation to be appropriate, the Committee is asked to:
 - 11.2.1. Indicate a preference for one of the proposed fare tariff tables set out at **APPENDIX F** and,
 - 11.2.2. Exercise the Council's powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and agree approve moving to public consultation on the proposed amendments
- 11.3. The Committee are asked to authorise Officers to publish a notice setting out the amendment to the table of fares, in at least one local newspaper and at the Council's Offices, specifying a period of at least fourteen days from the date of publication within which objections to the table of fares can be made.
- 11.4. The Committee are asked to consider whether the minimum fourteen-day notice period is considered sufficient for objections to be made or whether it is necessary to extend this to, for example, 21 or 28 days to allow additional time for representations.

12. Reasons for Recommendations/Decision

- 12.1. The Licensing & Enforcement Committee have previously determined that regular reviews of the East Devon hackney carriage fare tariffs are necessary and appropriate in line with the Department for Transport's guidance which states that:
- 12.2. *"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."*
- 12.3. The recommendation that the Licensing & Enforcement Committee considers whether any amendment is necessary to the East Devon Hackney Carriage

Table of Maximum Fares, is necessary to ensure that the Council is balancing any increase of taxi fares against the needs of the travelling public.

- 12.4. The Department for Transport 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.

13. Options

- 13.1. The Licensing & Enforcement Committee must determine whether any variation to the fare tariff table is necessary at this time.
- 13.2. The Licensing & Enforcement Committee may determine that no variation is necessary or may determine to amend the hackney carriage fare table.
- 13.3. If the Licensing & Enforcement Committee do not consider any of the options set out at **APPENDIX F** to be suitable, the Committee can instead ask for a further report, with alternative options, to be brought to a future meeting.

14. Relevance to Council Plan/priorities

- A supported and engaged community that has the right homes in the right places, with appropriate infrastructure
 - A sustainable environment that is moving towards carbon neutrality and which promotes ecological recovery.
 - A vibrant and resilient economy that supports local business, provides local jobs and leads to a reduction in poverty and inequality.
 - A well-managed, financially secure and continuously improving council that delivers quality services
- 14.1 This report supports the Council's priority of promoting a vibrant and resilient economy by seeking to ensure that taxi fares are set at a level which balances affordability for the travelling public with the need for drivers to earn a sustainable income. An appropriate fare tariff helps maintain access to local transport for residents while supporting the viability of taxi businesses, thereby sustaining local employment, encouraging service provision when it is needed, and contributing to wider economic stability.

15 Financial Comments/Implications

15.1 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.

16 Legal Comments/Implications

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

17 Risk Implications

Activity/ plant/ materials etc	List significant hazards	People at risk	Assessment of Risk			Existing controls e.g. Safety procedures	What further action Is required to control/mitigate the risk?
			*Impact 1-4	*Likeli hood 1-4	Risk Score		
Increase to taxi fare tariff	Higher fares may reduce affordability for passengers	Passengers, particularly those on lower incomes and vulnerable groups.	3	2	6	<p>The fare tariff sets a maximum fare, allowing drivers and proprietors to charge less if they choose.</p> <p>The Committee considers evidence such as cost pressures and local context before approving any increase.</p> <p>Public consultation forms part of the decision-making process.</p>	<p>The Licensing & Enforcement Committee must ensure fare increases remain proportionate and evidence based.</p> <p>The Licensing Team and Licensing & Enforcement Committee should continue to monitor feedback from the taxi trade and service users.</p> <p>The Licensing & Enforcement Committee should consider equality impacts, particularly for vulnerable groups reliant on taxi transport</p>
Increase to taxi fare tariff	Reduced affordability could lead to a reduced use of taxi services.	Hackney carriage drivers, proprietors and taxi companies.	3	2	6	<p>The fare tariff sets a maximum fare, allowing drivers and proprietors to charge less if they choose.</p> <p>The committee considers evidence such as cost pressures and local context before approving any increase.</p> <p>Public consultation forms part of the decision-making process.</p>	<p>The Licensing & Enforcement Committee must ensure fare increases remain proportionate and evidence based.</p> <p>The Licensing Team and Licensing & Enforcement Committee should continue to monitor feedback from the taxi trade and service users.</p> <p>The Licensing & Enforcement Committee should consider equality impacts, particularly for vulnerable groups reliant on taxi transport</p>


No increase to the fare tariff	Drivers and taxi companies may face financial pressure due to rising costs.	Hackney carriage drivers, proprietors and taxi companies.	3	2	6	<p>Periodic reviews of the fare tariff are carried out and allow adjustments to be considered.</p> <p>Engagement with the taxi trade by way of consultation, attendance at the East Devon Taxi Trade Association Meetings and regular interaction between the Licensing Team and Taxi trade provides some insight into financial pressures.</p> <p>The licensing framework helps maintain service standards and availability.</p>	<p>Continued regular reviews of the tariff should be carried out to ensure it continues to reflect running costs.</p> <p>Greater engagement with the taxi trade by way of Taxi Liaison Meetings at the Council's offices could be considered, when the Licensing Team is fully staffed, to better understand financial pressures.</p> <p>The number of licensed drivers and vehicles should be monitored to identify any decline in service provision.</p>
No increase to the fare tariff	Financial pressure for taxi proprietors may reduce the viability of the trade, leading to fewer drivers and reduced service availability	Hackney carriage drivers, proprietors and taxi companies. Passengers including vulnerable groups.	3	2	6	<p>Periodic reviews of the fare tariff are carried out and allow adjustments to be considered.</p> <p>Engagement with the taxi trade by way of consultation, attendance at the East Devon Taxi Trade Association Meetings and regular interaction between the Licensing Team and Taxi trade provides some insight into financial pressures.</p> <p>The licensing framework helps maintain service standards and availability.</p>	<p>Continued regular reviews of the tariff should be carried out to ensure it continues to reflect running costs.</p> <p>Greater engagement with the taxi trade by way of Taxi Liaison Meetings at the Council's offices could be considered, when the Licensing Team is fully staffed, to better understand financial pressures.</p> <p>The number of licensed drivers and vehicles should be monitored to identify any decline in service provision.</p>
Variation to the fare tariff	A decision to vary the fare tariff could be subject to judicial review	East Devon District Council	3	2	6	<p>The Council follows a statutory process for setting and varying fare tariffs including public notice and objection period.</p> <p>Decisions are taken by the Licensing & Enforcement Committee supported by officer reports and relevant evidence.</p> <p>Legal advice is provided by the Council's Legal Department in relation to any decision made.</p> <p>Consideration is given to all relevant factors, such as operating costs, local economic conditions and the needs of the taxi trade balanced with the needs of passengers.</p>	<p>Any proposed changes must be supported by clear, proportionate and relevant evidence.</p> <p>A transparent decision-making process must be maintained with public meetings and recorded minutes.</p> <p>The public notice and consultation process must be followed and any objections received, that are not withdrawn, must be brought to a further meeting of the Licensing & Enforcement Committee for consideration.</p> <p>Further legal advice must be sought where appropriate.</p>

*Impact – Major = 4 Serious = 3 Significant = 2 Minor = 1
 *Likelihood – Very Likely = 4 Likely = 3 Unlikely = 2 Remote = 1

18. Equality Implications (Public Sector Equality Duty)

<p>Scope (<i>Provide an overview, including objectives and desired outcomes</i>)</p>	<p>This assessment considers the potential equalities impacts of reviewing and varying the hackney carriage fare tariff within the district. It focuses on the effect of fare changes on protected groups under the Equality Act 2010, particularly those who may rely more heavily on taxi services, including older people, disabled people, and individuals on lower incomes.</p>
<p>Evidence gathered and engagement (<i>List stakeholders consulted and relevant processes, policies, and data sources</i>)</p>	<p>Consideration has been given to the demographic of the district, including an ageing population and rural communities with limited alternative transport options.</p> <p>Feedback from the taxi trade has been considered together with feedback received from the service users, through the Council's reporting and complaints procedures.</p> <p>General understanding of the role taxis play in providing accessible, on-demand transport, particularly where public transport is limited or unavailable.</p> <p>Awareness of cost pressures on the taxi trade (e.g. fuel, insurance, maintenance), which may impact driver availability and service provision.</p> <p>There has been no targeted engagement with specific equality groups as part of this review, but any complaints or reports received by the Licensing Team from persons with protected characteristics are consistently monitored and reviewed.</p>
<p>Relevance assessment findings (<i>If relevant to equality, undertake a full EIA or If no relevance to equality, explain why with supporting information</i>)</p>	<p>A full EIA is required: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, this assessment has demonstrated relevance to equality with regard to: Please check relevant boxes</p> <p><input checked="" type="checkbox"/> Age <input type="checkbox"/> Pregnancy and maternity <input checked="" type="checkbox"/> Disability <input type="checkbox"/> Sexual orientation <input type="checkbox"/> Race <input type="checkbox"/> Gender reassignment <input type="checkbox"/> Sex <input type="checkbox"/> Marriage or Civil Partnership <input type="checkbox"/> Religion or Belief <input type="checkbox"/> Armed Forces <input checked="" type="checkbox"/> Other, e.g. carers, care leavers, low income, rurality/isolation, etc.</p>
<p>Relevance ranking</p>	<p><input type="checkbox"/> High – Very relevant to protected characteristics <input checked="" type="checkbox"/> Medium – Somewhat relevant to protected characteristics <input type="checkbox"/> Low – Not relevant to protected characteristics</p>

<p>Key findings and impacts</p>	<p>Positive impacts of increasing fares:</p> <p>May support the financial viability of taxi drivers, helping to sustain the availability of services relied upon by vulnerable groups.</p> <p>Encourages continued provision of accessible vehicles and services, particularly in rural or underserved areas.</p> <p>Negative impacts of increasing fares:</p> <p>Higher fares may disproportionately affect people on lower incomes, including some older and disabled residents.</p> <p>May reduce affordability and accessibility of transport for those who rely on taxis for essential journeys (e.g. healthcare, shopping, social contact).</p> <p>Impacts of not increasing fares:</p> <p>Could put financial pressure on drivers, potentially reducing the number of drivers and vehicles available.</p> <p>Reduced availability of taxis may disproportionately affect those who have limited alternative transport options, including disabled people and those living in rural areas.</p>
<p>Conclusion drawn (<i>i.e No major changes needed; EIA found no negative impact or adjust policy/process to remove identified barriers</i>)</p>	<p>There is a need to balance affordability for passengers with the sustainability of taxi services. Both increasing and not increasing fares present potential equalities impacts. However, maintaining a viable taxi trade is essential to ensuring continued access to transport for groups who may otherwise be at risk of isolation or reduced access to services.</p> <p>The Licensing & Enforcement Committee’s attention is drawn to the Department of Transport’s guidance which states that Licensing Authorities “<i>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</i>”.</p>
<p>Actions (<i>Proposed actions to mitigate negative impacts on identified groups</i>)</p>	<p>Ensure that any fare changes are proportionate and based on clear evidence of cost pressures.</p> <p>Clearly communicate that the tariff sets a maximum fare and that drivers may charge less at their discretion.</p>

	<p>Continue to consider equalities impacts as part of future fare reviews.</p> <p>Seek to improve engagement with both the taxi trade and, where practicable, groups representing those who rely on taxi services.</p> <p>Monitor the availability of taxi services across the district to identify any negative impacts on access.</p>
Signed off by	

19. HR and Workforce Implications

19.1 None.

20. Community Safety Implications (Crime and Disorder)

20.1 Significant amendments to the East Devon taxi tariff could lead to price competition, by way of discounted fares. The Department for Transport's Guidance states that: *It is not good practice to encourage such negotiations and ranks, or for on-street hailing; as there would be risks of confusion and security problems.*

21. Climate Change Implications

21.1 None.

22. Health & Safety and Health & Wellbeing Implications

22.1 None.

23. Procurement and Social Value implications

14.1 No services are being commissioned or procured.

24. Land and Buildings (non-housing)/Asset Management Implications

15.1 None.

25. Overview and Scrutiny Committees Comments/Recommendations

16.1 None.

26. Digital and Data

17.1 None.

27. Consultation and Engagement

27.1 On the 22nd May 2026, an email was sent to all East Devon licensed hackney carriage proprietors and drivers to advise them that the fare tariff would be

reviewed at the next meeting of the Licensing & Enforcement Committee and to ask for any feedback for the Committee's consideration. The responses are included at **APPENDIX G** of this report.

27.2 If the Licensing & Enforcement Committee determine to amend the East Devon Hackney Carriage Table of Maximum Fares, notice of such amendment will be published *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.

27.3 A copy of the notice will also be published at the Council's Offices and made available on the Council's website.

28. Communications

28.1 The Licensing Department will advise the Communications department of the decision made by the Licensing & Enforcement Committee and of the publication of the public notice, if it is determined to amend the East Devon Hackney Carriage Maximum Table of Fares.

29. Next Steps

29.1 If the Committee decide to exercise the Council's powers under Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 and determine to move to public consultation on a revised table of maximum fares, the Committee is asked to note that if no objections are received, or if all objections made are subsequently withdrawn, the new table of maximum fares will 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.

29.2 If objection/s are made (and not withdrawn) a further report will be brought before the Committee for consideration to be given to the objections and the Committee will be asked to determine whether any modifications should be made to the proposed table of fares. A new date for the table of fares to come into effect (either with or without modifications) must then be set for no later than two months after the first specified date.

30. Appendices

APPENDIX A – East Devon District Council's current Hackney Carriage Table of Maximum Fares

APPENDIX B – Office for National Statistics Consumer Price Index Charts from May 2025 – May 2026

APPENDIX C – Comparison of hackney carriage fares by Licensing Authority

APPENDIX D – Car tax increases since May 2025

APPENDIX E - Fuel price analysis from May 2025 – June 2026

APPENDIX F – Draft options for a revised East Devon Hackney Carriage Table of Maximum Fares

APPENDIX G – Taxi trade feedback

31. Background Papers

- 31.1 [Local Government \(Miscellaneous Provisions\) Act 1976 \(legislation.gov.uk\)](https://www.legislation.gov.uk)
- 31.2 [Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England - GOV.UK](#)
- 31.3 [Consumer price inflation, UK - Office for National Statistics](#)
- 31.4 [National Minimum Wage and National Living Wage rates - GOV.UK \(www.gov.uk\)](#)
- 31.5 [Weekly road fuel prices - GOV.UK \(www.gov.uk\)](#)
- 31.6 [Vehicle tax rates: Cars registered on or after 1 April 2017 - GOV.UK](#)
- 31.7 [Knowing East Devon report - East Devon](#)
- 31.8 Private Hire Taxi Monthly [Hackney Taxi Fare Tables](#)

Proposed Report Sign Off process

	Officer Name	Date requested	Date Completed
Legal & Governance	Monitoring Officer or Deputy Monitoring Officer	27/06/2026	29/06/2026
Finance	Section 151 Officer or Deputy S151 Officer	27/06/2026	30/06/2026
Communications	communications@eastdevon.gov.uk		N/a
Digital and Data	digital@eastdevon.gov.uk		N/a
Engagement	engagement@eastdevon.gov.uk		N/a
HR	HR Lead		N/a
Chief Executive	Chief Executive		N/a
Director	Relevant Director		N/a
Assistant Director(s)	Relevant Assistant Director(s)	27/06/2026	29/06/26
Cabinet Lead Member(s)	Relevant Lead Member (s)		N/a
Executive Leadership Team	ELT		N/a
Strategic Leadership Team	SLT		N/a

APPENDIX A

EAST DEVON DISTRICT COUNCIL – Hackney Carriage Table of Maximum Fares

Effective from 10th October 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

CPI Index and CPIH Index

Annual Rates May 2025 – May 2026

This appendix is included to assist with ascertaining how prices, relevant to the costs of running a taxi, have risen, and fallen in the UK since the last fare rise in October 2025. It is compiled using data from the Office for National Statistics.

Consumer Price Index (CPI)

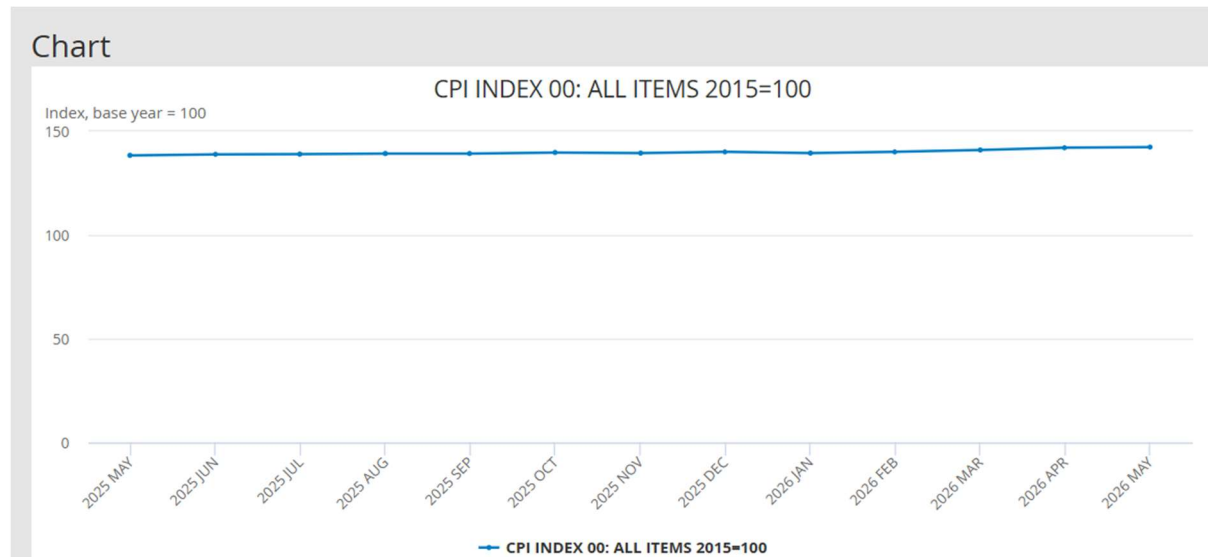
The Consumer Price Index (CPI) is a measure of consumer price inflation. The chart below shows the CPI index for all items from May 2025 to May 2026

Value May 25: 138.4 Index, base year = 100

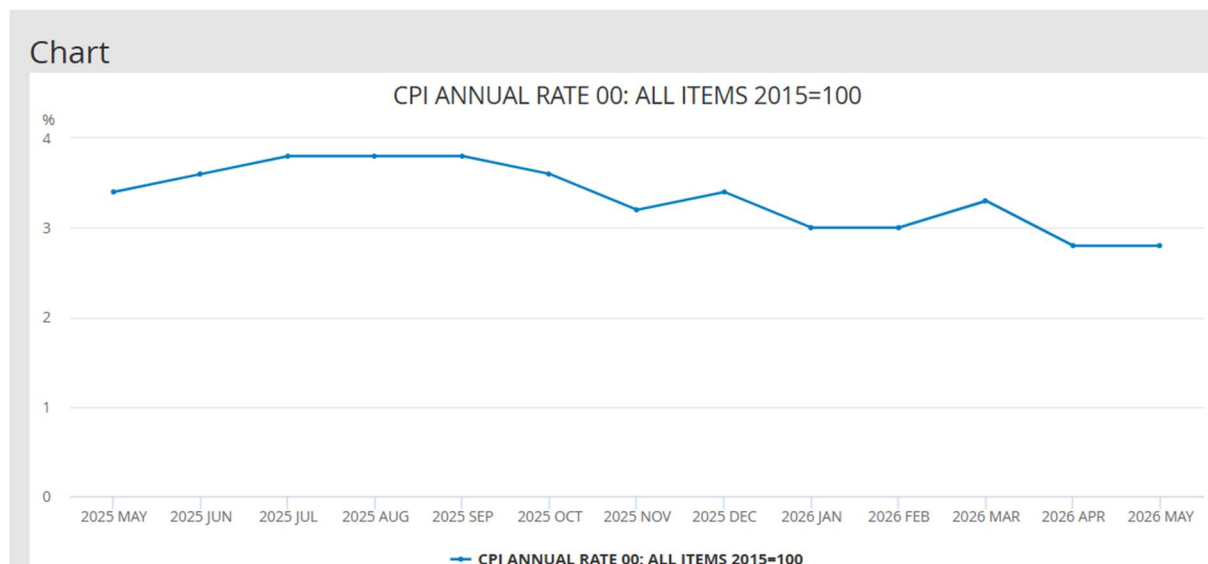
Value May 26: 142.4 Index, base year = 100

Annual rate: 2.89

The index rose by 2.9% over the 12 month period



The graph below shows how the CPI annual rate (percentage change over 12 months) has varied over the past year:



Consumer Price Index including owner occupiers' housing costs (CPIH)

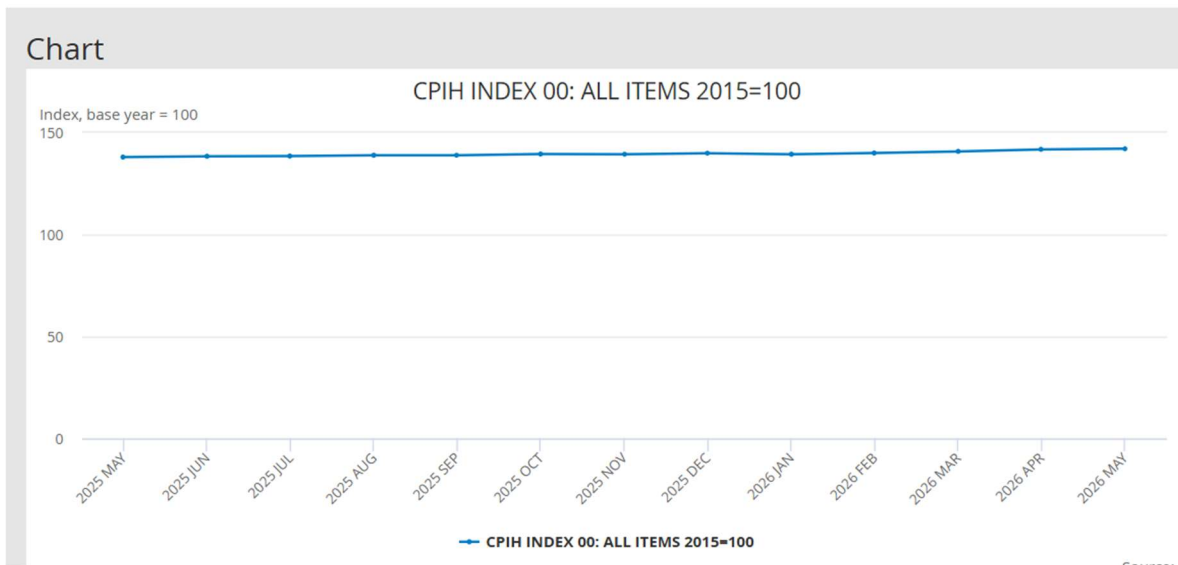
The CPIH is a measure of UK consumer price inflation that include owner occupiers' housing costs. The chart below shows the CPIH index for all items for the period from May 2025 to May 2026.

Value May 25: 138 Index, base year = 100

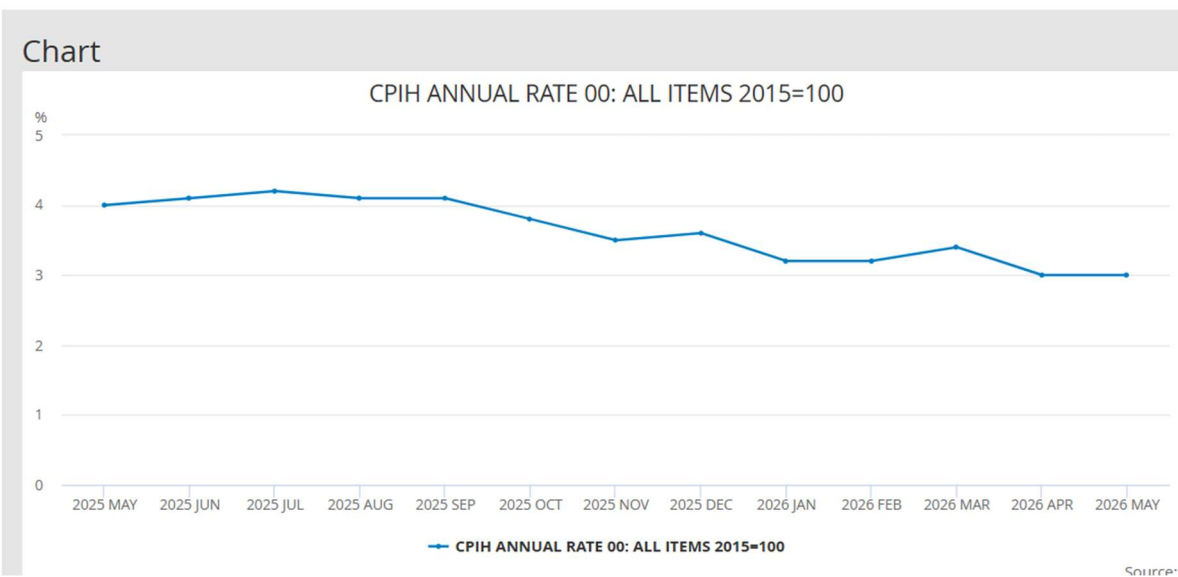
Value May 26: 142.1 Index, base year = 100

Annual rate: 2.97

The index rose by 3% over the 12 month period



This graph shows how the CPIH annual rate (the percentage change over 12 months) has varied from May 2025 to May 2026:



Consumer Price Index: Relevant Representative Items

The Consumer Price Index (CPI) includes all types of household spending and is compiled using prices of a large and varied sample of products in selected locations. The goods and services for which prices are recorded are called “representative items”.

The CPI is compiled using around 700 separate representative items and their movements are taken to represent the prices changes for all goods and services covered by the index.

Some of the representative items that relate to the changing costs of running a household vehicle (and which therefore may be of assistance in determining how the costs of running a taxi have changed since June 2025) are listed below:

Consumer Price Index 07 – Transport

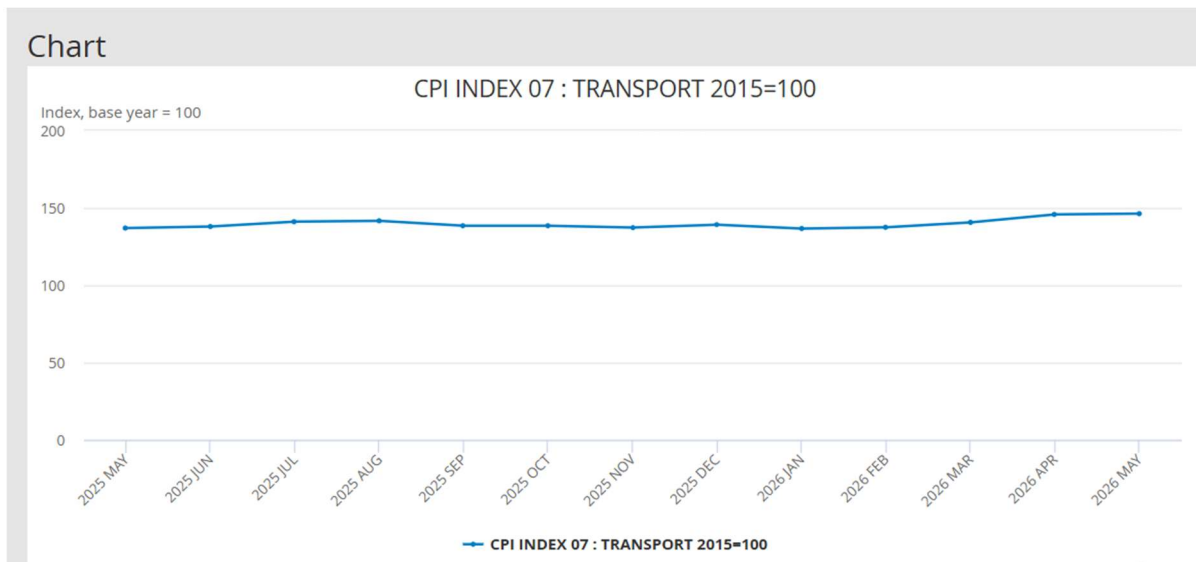
The Chart below shows Consumer Price Index 07 for Transport from May 2025 to May 2026. This index has been broken down further, to show the cost increase or decrease in some of it's representative items, in the following pages.

Value May 25: 137 Index, base year = 100

Value May 26: 146.3 Index, base year = 100

Annual rate: 6.78

The index rose by 6.8% over the 12 month period



Consumer Price Index 07.1 – Purchase of Vehicles

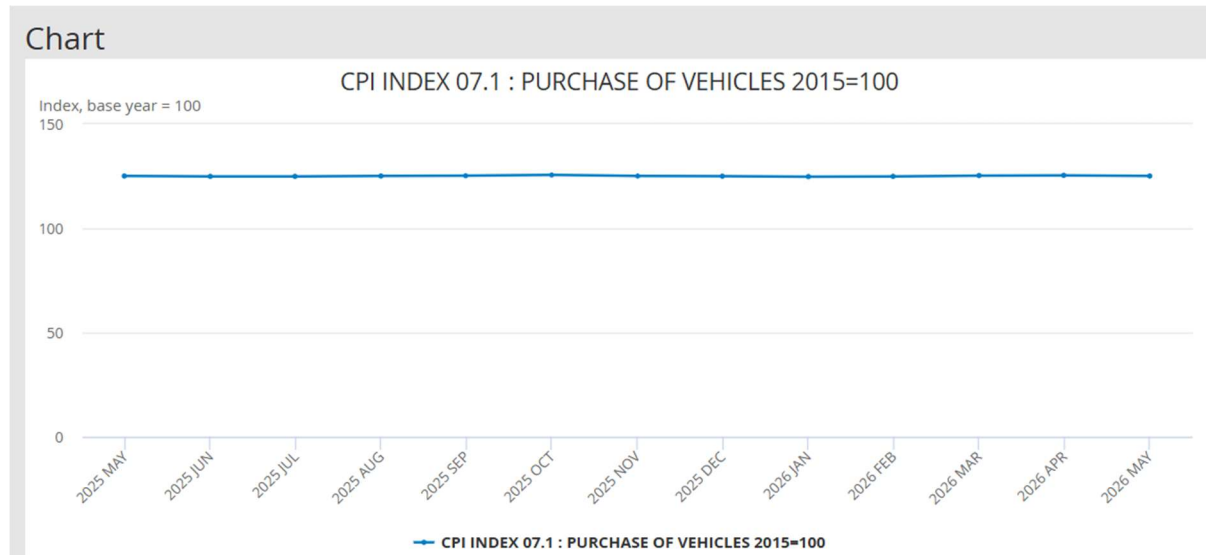
The Chart below shows Consumer Price Index 07.1 for the Purchase of Vehicles (including new cars, second-hand cars and bicycles) from May 2025 to May 2026.

Value May 25: 125.1 Index, base year = 100

Value May 26: 125.1 Index, base year = 100

Annual rate: 0

The index rose by 0% over the 12 month period



Consumer Price Index 07.1.1A – New Cars

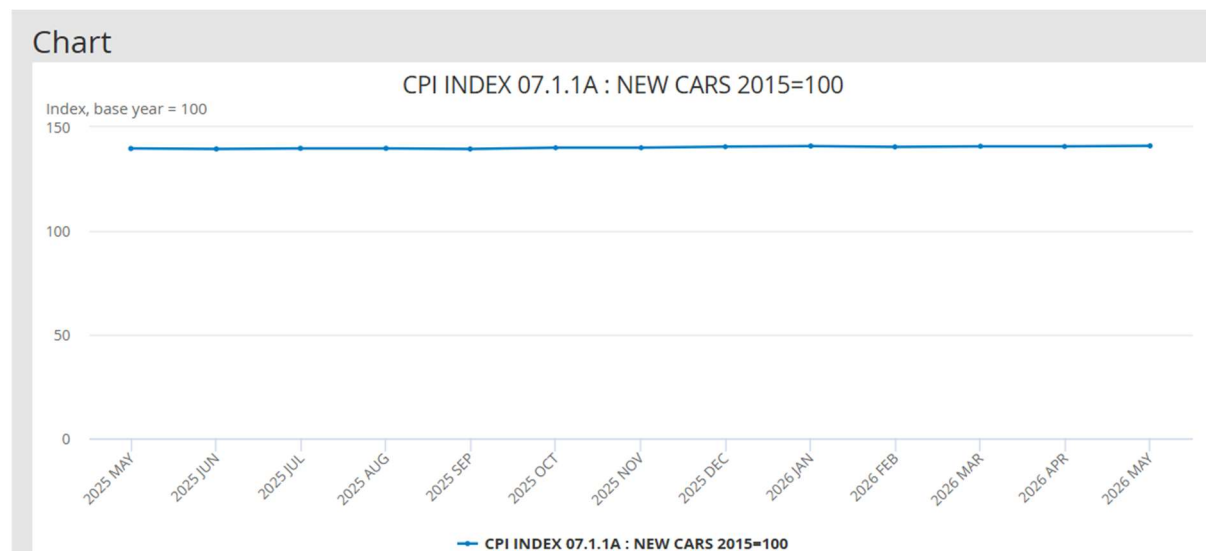
The Chart below shows Consumer Price Index 07.1.1A for the Purchase of New Cars from May 2025 to May 2026.

Value May 25: 139.7 Index, base year = 100

Value May 26: 141 Index, base year = 100

Annual rate: 0.93

The index rose by 0.9% over the 12 month period



Consumer Price Index 07.1.1B – Second-Hand Cars

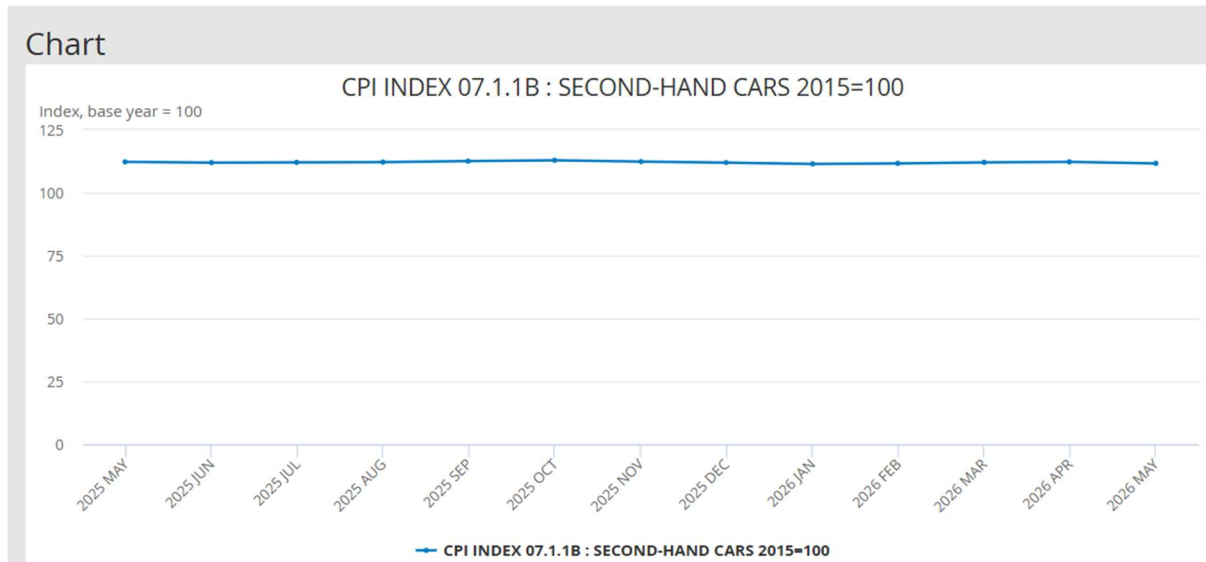
The Chart below shows Consumer Price Index 07.1.1B for the Purchase of Second-Hand Cars from May 2025 to May 2026.

Value May 25: 112.3 Index, base year = 100

Value May 26: 111.7 Index, base year = 100

Annual rate: -0.54

The index fell by 0.5% over the 12 month period



Consumer Price Index 07.2 – Operation of Personal Transport Equipment

The Chart below shows Consumer Price Index 07.2 for Operation of Personal Transport Equipment (including spares parts & accessories, fuels & lubricants, maintenance & repairs and other services) from May 2025 to May 2026.

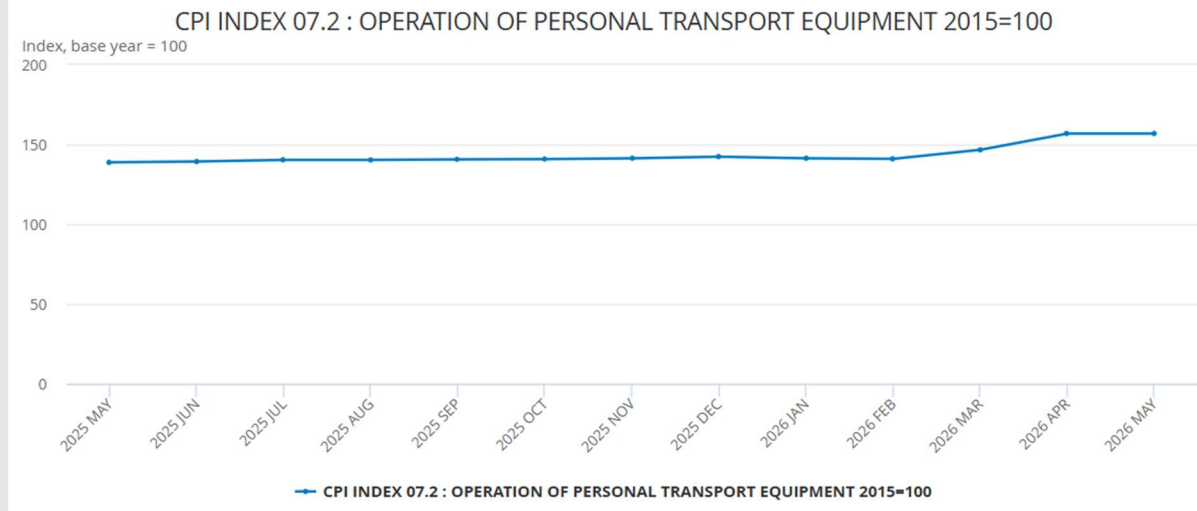
Value May 25: 138.8 Index, base year = 100

Value May 26: 156.9 Index, base year = 100

Annual rate: 13.04

The index rose by 13% over the 12 month period

Chart



Consumer Price Index 07.2.1 –spare parts & accessories for personal transport equipment

The Chart below shows Consumer Price Index 07.2.1 for Spare Parts & Accessories for Personal Transport Equipment from May 2025 to May 2026. This index includes the cost of tyres and spare parts for personal transport.

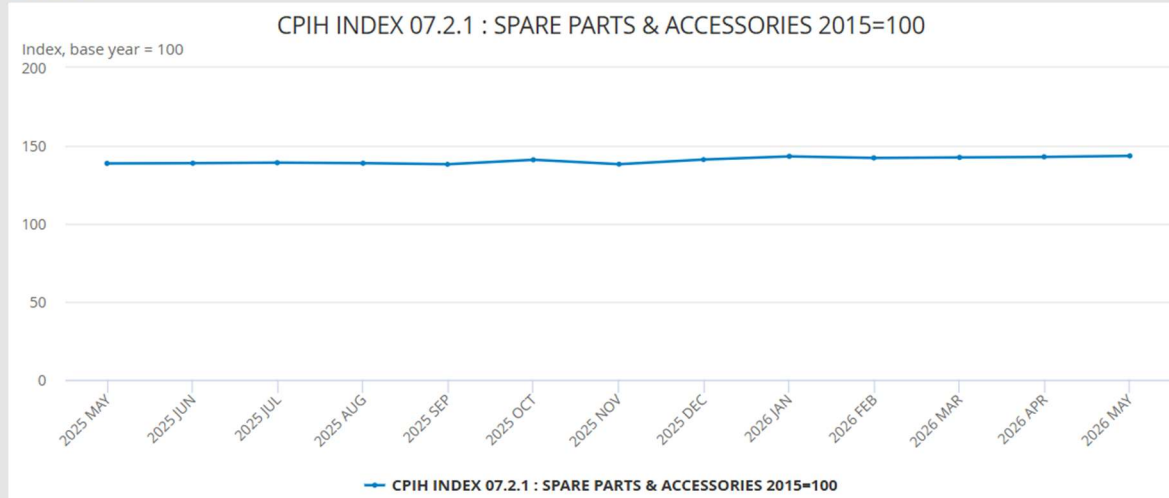
Value May 25: 138.7 Index, base year = 100

Value May 26: 143.5 Index, base year = 100

Annual rate: 3.46

The index rose by 3.5% over the 12 month period

Chart



Consumer Price Index 07.2.1.1 – Tyres

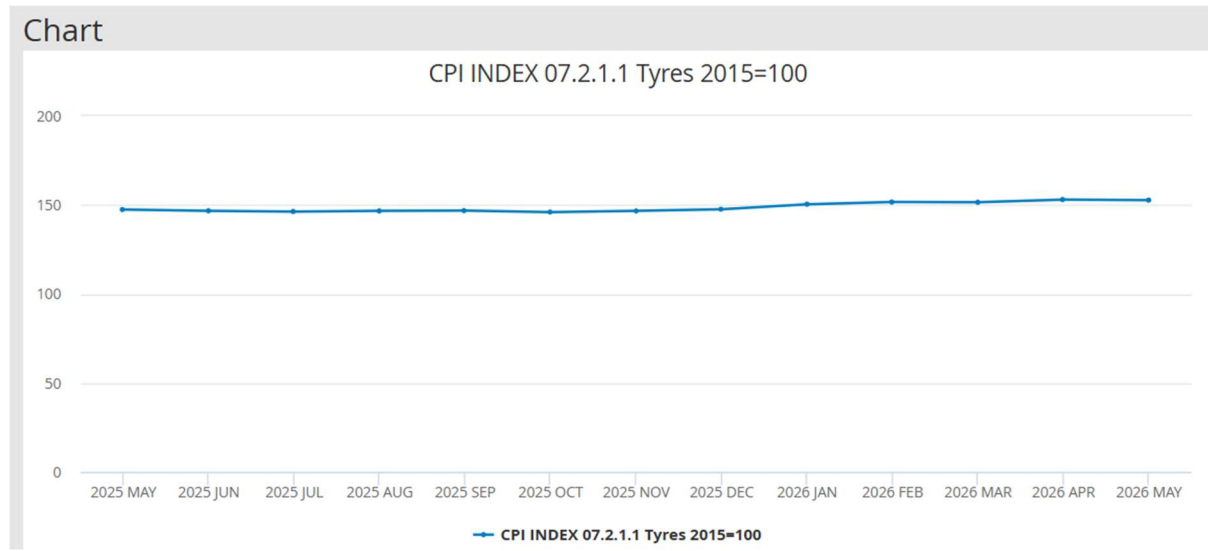
The Chart below shows Consumer Price Index 07.2.1.1 for tyres from May 2025 to May 2026.

Value May 25: 147.4 Index, base year = 100

Value May 26: 152.7 Index, base year = 100

Annual rate: 3.60

The index rose by 3.6% over the 12 month period



Consumer Price Index 07.2.1.2 – Spare Parts

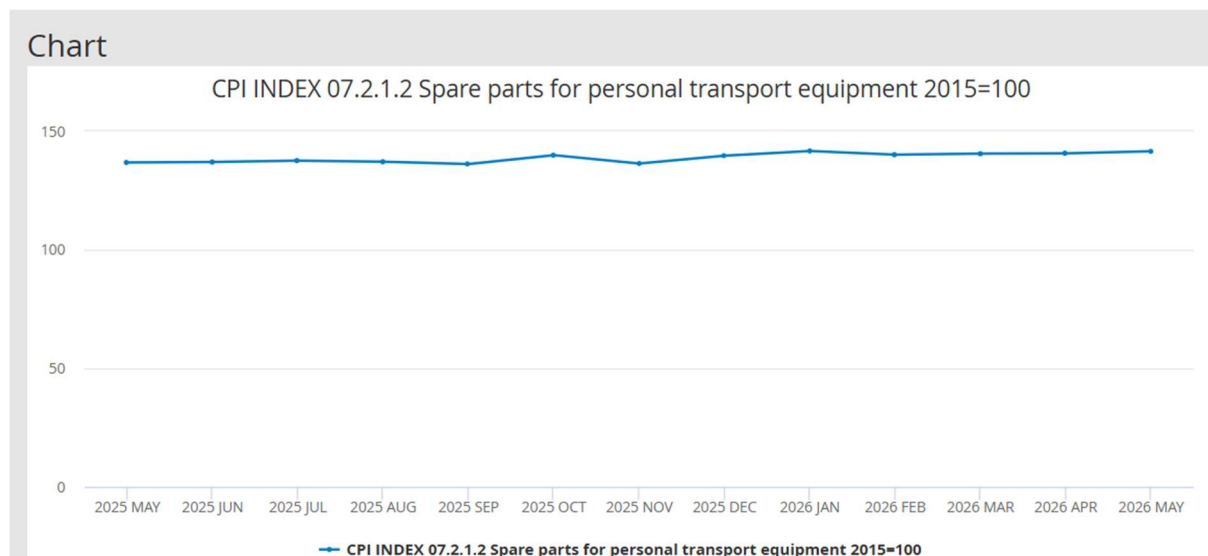
The Chart below shows Consumer Price Index 07.2.1.2 for Spare Parts (such as wiper blades, bulbs etc) for Personal Transport Equipment from May 2025 to May 2026.

Value May 25: 136.8 Index, base year = 100

Value May 26: 141.5 Index, base year = 100

Annual rate: 3.44

The index rose by 3.4% over the 12 month period



Consumer Price Index 07.2.2 – Fuels & Lubricants

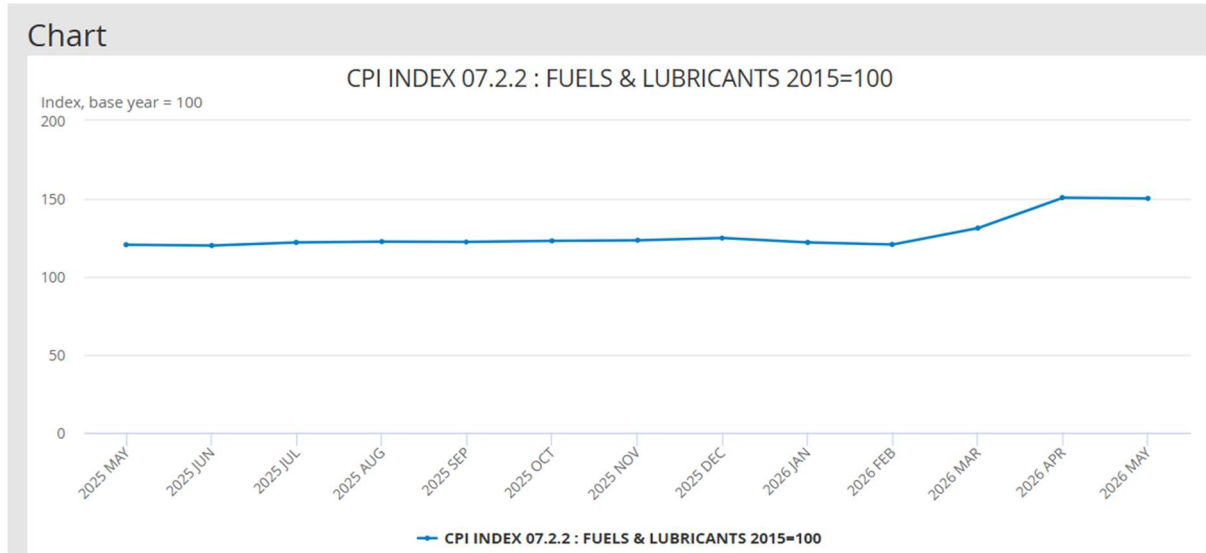
The Chart below shows Consumer Price Index 07.2.2 for fuel & lubricants (including petrol, diesel and motor oil) for personal transport equipment from May 2025 to May 2026.

Value May 25= 120.5 Index, base year = 100

Value May 26: 150.2 Index, base year = 100

Annual rate: 24.65

The index rose by 24.6% over the 12 month period



Consumer Price Index 07.2.2.1 – Diesel

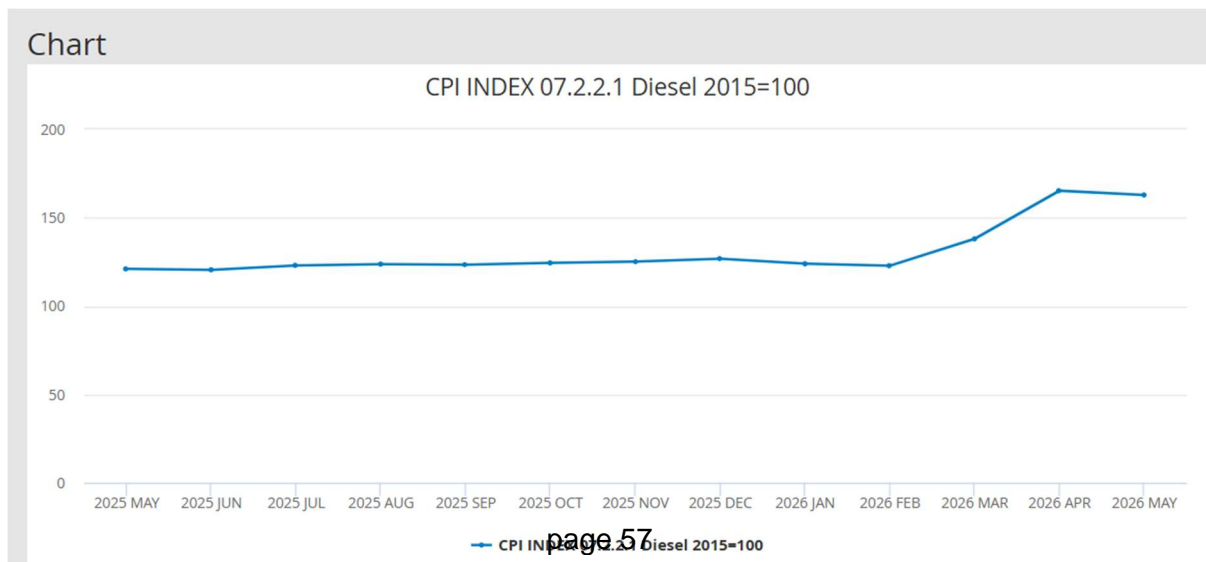
The Chart below shows Consumer Price Index 07.2.2.1 for diesel from May 2025 to May 2026.

Value May 25: 121 Index, base year = 100

Value May 26: 162.8 Index, base year = 100

Annual rate: 25.68

The index rose by 25.7% over the 12 month period



Consumer Price Index 07.2.2.2 – Petrol

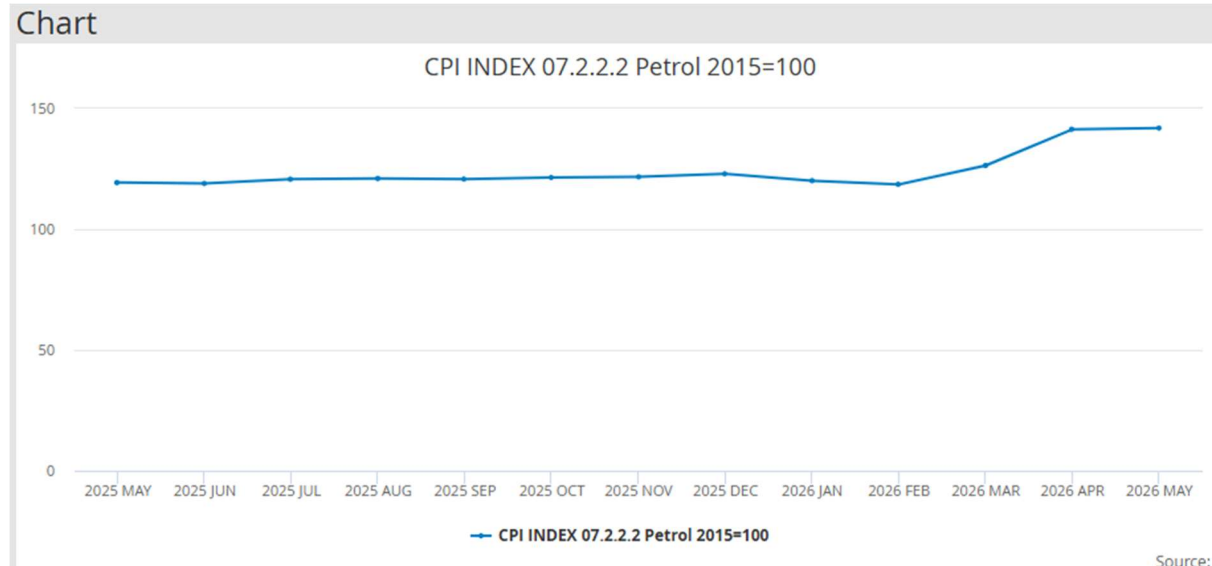
The Chart below shows Consumer Price Index 07.2.2.2 for Petrol from May 2025 to May 2026.

Value May 25: 119.3 Index, base year = 100

Value May 26: 141.9 Index, base year = 100

Annual rate: 18.94

The index rose by 19% over the 12 month period



Consumer Price Index 07.2.3 – Maintenance & repairs

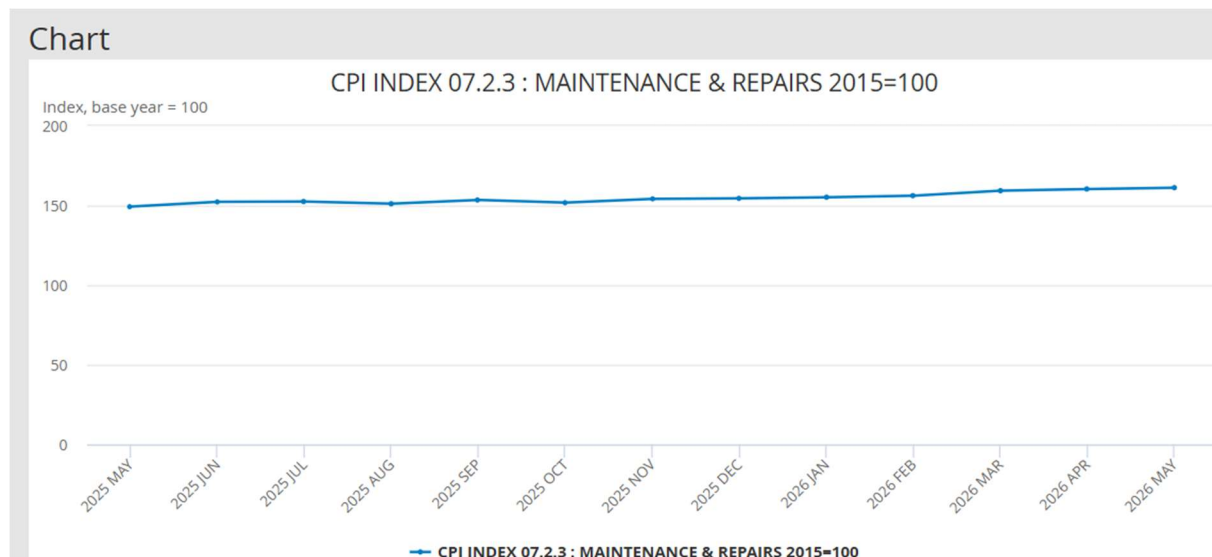
The Chart below shows Consumer Price Index 07.2.3 for Maintenance & Repairs (including car service, exhaust fitting, roadside recovery, car wash and labour charge for vehicle repairs) from May 2025 to May 2026.

Value May 25: 149.3 Index, base year = 100

Value May 26: 161.2 Index, base year = 100

Annual rate: 7.97

The index rose by 8% over the 12 month period



APPENDIX B

Consumer Price Index 07.2.4 – Other services

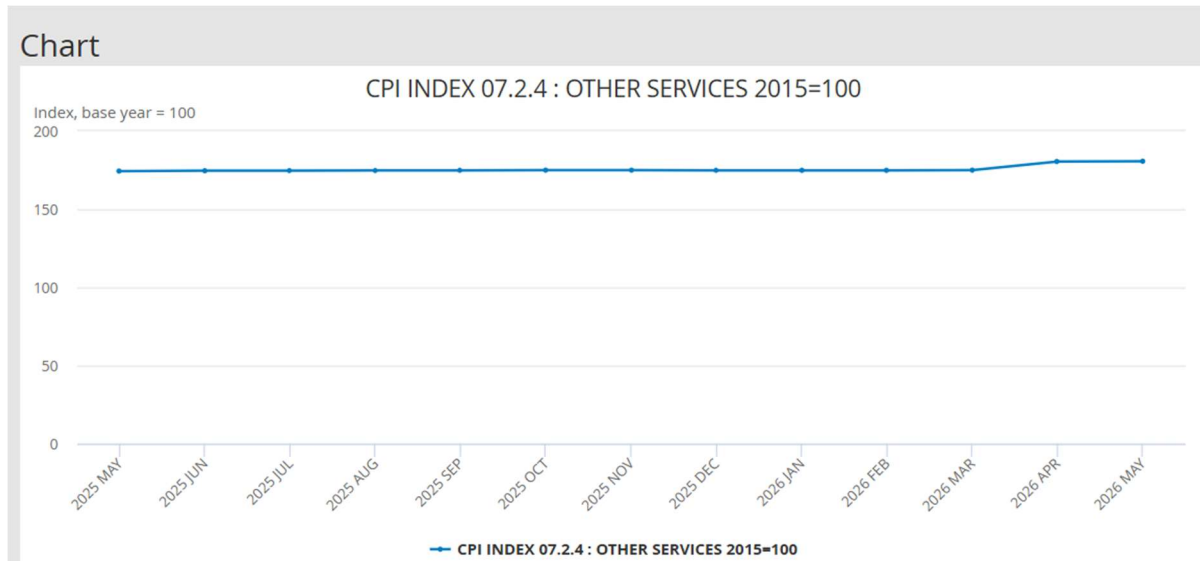
The Chart below shows the Consumer Price Index 07.2.4 for Other Services (including hire of garages, parking spaces and personal transport equipment, toll facilities and parking meters, driving lessons, test licences and road worthiness tests (including MOTs and road tax)) from May 2025 to May 2026.

Value May 25: 174.4 Index, base year = 100

Value May 26: 180.7 Index, base year = 100

Annual rate: 3.61

The index rose by 3.6% over the 12 month period



Consumer Price Index 07.2.4.3 – Driving lessons, test licences & road worthiness test

The Chart below shows Consumer Price Index 07.2.4.3 for driving lessons, test licences & road worthiness test (which includes vehicle MOT's and Vehicle Excise Duty (road tax)) from May 2025 to May 2026.

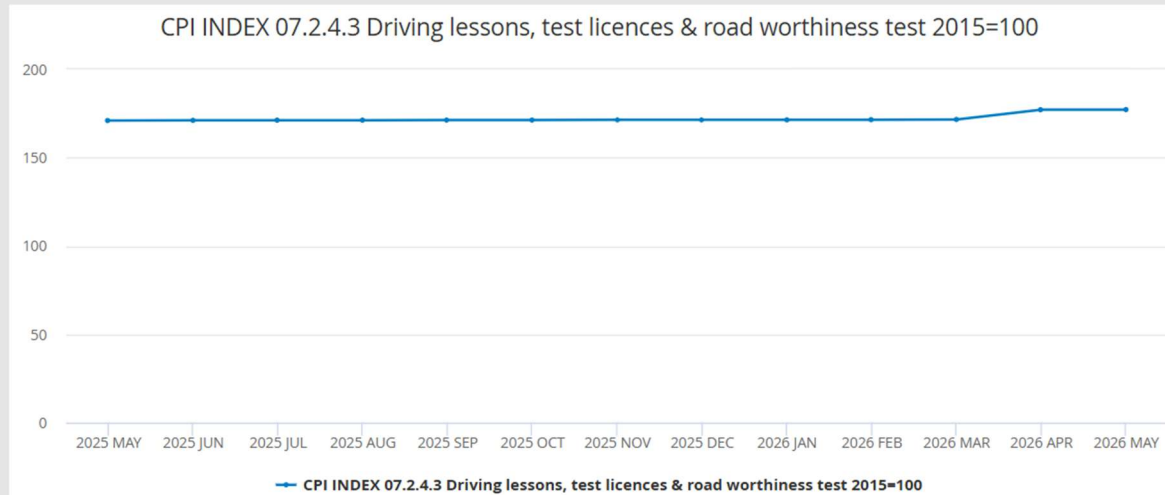
Value May 25: 171 Index, base year = 100

Value May 26: 177.2 Index, base year = 100

Annual rate: 3.63

The index rose by 3.6% over the 12 month period

Chart



Consumer Price Index 07.3 - Transport services

One of the measures included within Consumer Price Index 07 is the Consumer Price Index 07.3 for Transport Services. This includes the cost of passenger transport by railway, train, underground and tram, road and other transport services, bus and coach, taxi and hired car, air, sea and inland waterway and also removal and storage services. This has been included because it may be of interest to note how the cost of passenger transport by taxi & hired car with driver has increased over the past 12 months.

Consumer Price Index 07.3.2.2 – Passenger transport by taxi & hired car with driver

The Chart below shows the CPI index for passenger transport by taxi & hired car with driver from May 2025 to May 2026.

Value May 25: 144.4 Index, base year = 100

Value May 26: 150 Index, base year = 100

Annual rate: 3.88

The index rose by 3.9% over the 12 month period

Chart



CPI 12.5 Insurance

One of the measures included within the Consumer Price Index is “Insurance”. This includes the cost of motor vehicle insurance which has been included below.

Consumer Price Index 12.5.4.1 – Motor vehicle insurance

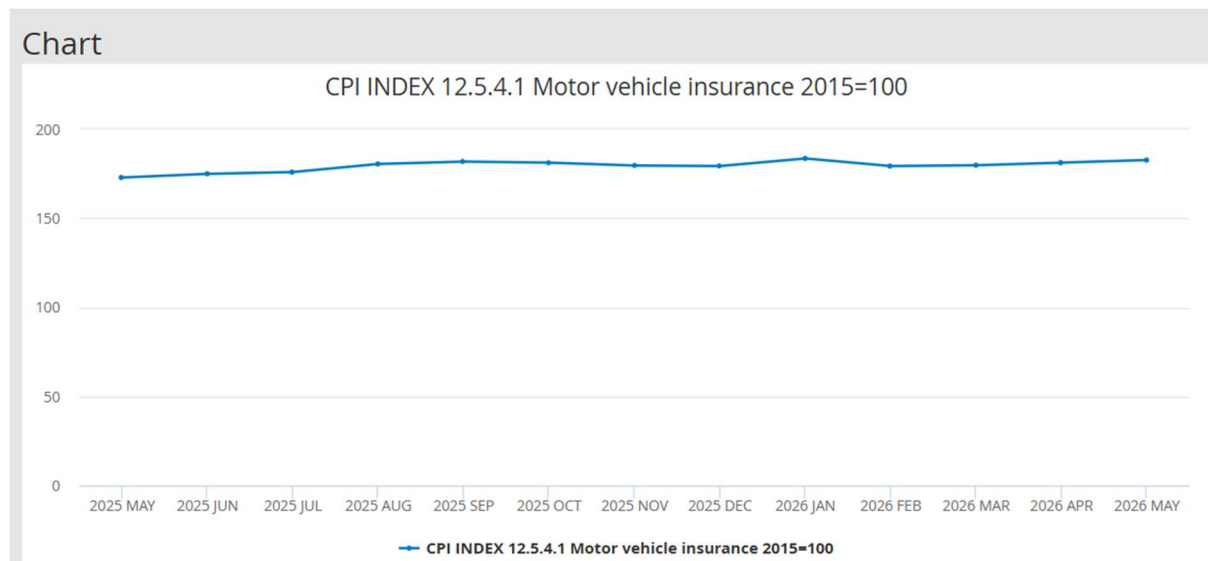
The Chart below shows the Consumer Price Index for Motor Vehicle Insurance from May 2025 to May 2026

Value May 25: 172.9 Index, base year = 100

Value May 26: 182.7 Index, base year = 100

Annual rate: 5.67

The index rose by 5.7% over the 12 month period



Sources cited:

All charts and data referred to within this appendix are sourced from the Office for National Statistics (ONS) website and contains public sector information licensed under the Open Government Licence v3.0:

<https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

The following publications have been referenced:

CPI Index 00: All items

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7bt/mm23>

CPI Index Annual Rate 00: All Items

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7g7/mm23>

CPIH Index 00: All items

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l522/mm23>

CPIH Annual Rate 00: All Items

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l55o/mm23>

CPI Index 07: Transport

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7c2/mm23>

CPI Index 07:1: Purchase of vehicles

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7co/mm23>

CPI Index 07.1.1A: New Cars

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7e8/mm23>

CPI Index 07.1.1B: Second-Hand Cars

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7e9/mm23>

CPI Index 07.2: Operation of Personal Transport Equipment

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7cp/mm23>

CPI Index 07.2.1: Spare Parts & Accessories

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l548/mm23>

CPI Index 07.2.1.1: Tyres

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7fm/mm23>

CPI Index 07.2.1.2: Spare Parts for Personal Transport

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7fn/mm23>

CPI Index 07.2.2: Fuels & Lubricants

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7ec/mm23>

CPI Index 07.2.2.1: Diesel

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7fo/mm23>

CPI Index 07.2.2.2: Petrol

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7fp/mm23>

CPI Index 07.2.3: Maintenance & repairs

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7ed/mm23>

CPI Index 07.2.4: Other services

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/d7ee/mm23>

CPI Index 07.2.4.3: Driving lessons, test licences & road worthiness test

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7fu/mm23>

CPI Index 07.3.2.2: passenger transport by taxi & hired car with driver

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7g2/mm23>

CPI Index 12.5.4.1: Motor vehicle insurance

<https://www.ons.gov.uk/economy/inflationandpriceindices/timeseries/l7je/mm23>

Comparison of Current Devon Hackney Carriage (Taxi) Fares

June 2026

Private Hire & Taxi Monthly (PHTM) compile a league table of national Hackney Fares and this is updated daily.

The table below gives a comparison of the current price for a 2-mile fare on Tariff 1 for East Devon and the bordering and surrounding districts. The national average has also been included.

Position	Licensing Authority	Price for 2-mile fare on Tariff 1	Year of last fare rise
12	Exeter	9.5	2025
37	Torrige	8.79	2025
39	East Devon	8.7	2025
68	Torbay	8.3	2024
84	Plymouth	8.1	2023
82	North Devon	8.1	2026
111	Dorset	7.8	2025
118	South Hams	7.8	2022
146	Somerset	7.6	2024
	National Average	7.46	N/a
186	Teignbridge	7.26	2022
242	Mid Devon	6.8	2021
341	West Devon	NO SET FARE	N/a

(Source: Figures obtained from Private Hire & Taxi Monthly (PHTM) League Table on 19th June 2026)

Road Tax Rates July 2025 – May 2026

The tables below set out the vehicle excise duty (VED) road tax rates in force in May 2026 and how these have changed since the last fare rise in July 2025.

Changes were made to car tax in the April 2026 budget.

Tax bands for cars registered between March 2001 and 31st March 2017

Vehicle excise duty (VED) road tax rates for cars first registered after March 2001 and before April 2017 are split across 13 bands depending on the CO2 emissions of the vehicle. Vehicles that produce less emissions pay less tax.

The table below sets out the increase, between 2025 and 2026, in vehicle tax rates for cars registered between March 2001 and 31st March 2017:

Road tax rates for petrol cars, diesel cars, alternative fuel and zero emission cars

Band	CO2 emissions	2025 Annual rate	2026 Annual rate
A	Up to 100g/km	£0	£20
B	101-110g/km	£20	£20
C	111-120g/km	£35	£35
D	121-130g/km	£160	£170
E	131-140g/km	£190	£200
F	141-150g/km	£210	£225
G	151-165g/km	£255	£275
H	166-175g/km	£305	£325
I	176-185g/km	£335	£360
J	186-200g/km	£385	£410
K	201-225g/km	£415	£445
L	226-255g/km	£710	£760
M	Over 255g/km	£735	£790

Tax bands for cars registered after April 2017

Vehicles first registered after April 2017 pay a “first-year road tax” when the vehicle is first registered (sometimes called a “showroom tax”). This is based on the vehicle’s CO2 emissions and diesel cars that do not meet the Real Driving Emissions 2 (RDE2) standard for nitrogen oxide emissions pay a higher rate of showroom tax.

APPENDIX D

After the first year, all cars (including fully electric cars from 2025) then pay a standard vehicle tax rate each year thereafter. The standard tax rate for all petrol, diesel or hybrid cars registered after 1st April 2017 is now £200, which is an increase from the figure of £195 in 2025.

Cars with a list price of more than £40,000 pay an “Expensive Car Supplement” and have to pay an extra £440 a year (which has increased from £425 in 2025) for 5 years from the second time the vehicle is taxed.

However, In April 2026, the Expensive Car Supplement threshold increased from £40,000 to £50,000 for electric vehicles.

The table below sets out the increase, between 2025 and 2026, in vehicle tax rates for cars registered on or after 1 April 2017:

Road tax rates for petrol cars, diesel cars that meet the RDE2 standard*, alternative fuel and zero emission cars

CO2 emissions (g/km)	2025 First year rate	2025 Standard rate	2026 First year rate	2026 Standard rate
0	£10	£195	£10	£200
1-50	£110	£195	£115	£200
51 - 75	£130	£195	£135	£200
76 - 90	£270	£195	£280	£200
91 - 100	£350	£195	£365	£200
101 - 110	£390	£195	£405	£200
111 - 130	£440	£195	£455	£200
131 - 150	£540	£195	£560	£200
151 - 170	£1360	£195	£1410	£200
171 - 190	£2190	£195	£2270	£200
191 - 225	£3300	£195	£3420	£200
226 - 255	£4680	£195	£4850	£200
Over 255	£5490	£195	£5690	£200

*Diesel cars that doesn't meet the Real Driving Emissions 2 (RDE2) standards, pay higher first-year road tax rates than vehicles which do meet the standard. The tax bracket for diesel cars that don't meet the RDE2 standards falls in one higher band rate than it would with an RDE2 compliance diesel car (.e.g a diesel car, which does not meet the RDE2 standard, with CO2 emissions of 131-150 g/km, would pay £1410 first year road tax). All diesel cars that don't meet the RDE2 standards with over 226/km CO2 emissions pay a £5690 first year road tax.

Source: GOV.UK vehicle tax rates: <https://www.gov.uk/vehicle-tax-rate-tables>

UK Fuel Price Analysis between June 2025 and June 2026

Date	Unleaded Petrol pump price (p/litre)	Diesel pump price (p/litre)
30 June 2025	132.95	140.26
07 July 2025	133.19	140.58
04 August 2025	134.30	142.13
01 September 2025	133.86	141.65
06 October 2025	134.76	142.92
03 November 2025	134.38	142.61
01 December 2025	136.61	146.20
05 January 2026	134.90	140.82
02 February 2026	131.62	140.82
02 March 2026	132.14	142.15
06 April 2026	154.65	186.75
04 May 2026	156.82	188.79
01 June 2026	158.74	184.11
15 June 2026	155.54	176.71
22 June 2026	153.26	172.47

Source: (These figures have been compiled using the Department for Energy Security and Net Zero’s accredited official statistics, which provide average UK retail (pump) prices on a weekly, monthly and annual basis. The full weekly road fuel price table reports can be found here: <https://www.gov.uk/government/statistics/weekly-road-fuel-prices>)

Draft options for a revised East Devon Hackney Carriage Table of Maximum Fares

This appendix sets out alternative tables of maximum fares for the Licensing & Enforcement Committee's consideration.

Option 1

Option 1 reflects the current East Devon Hackney Carriage Table of Maximum Fares with no changes. The Licensing & Enforcement Committee have the option to determine that no change to the fare tariff table is necessary at this time.

Option 2

Option 2 makes no change to the current East Devon Hackney Carriage Table of Maximum Fares other than to an extra charge of £0.25 **per whole completed mile**, for each passenger after the fourth. This would mean that if 8 passengers were carried, an additional £1 per mile could be charged on any fare tariff.

Option 3

Option 3 reflects an increase of approximately 2% to the flag drop starting fare for all three tariffs and an increase of approximately 2.5% to the subsequent mileage thereafter. An increase of just over 2% to the soiling charge has also been included but the other extra charges, the booking fee and waiting time costs have been kept the same, as these charges are considered sufficient. The increase to the fare after the first half mile is effected by way of a reduction in the yardage, rather than an increase in the unit cost.

Option 4

Option 4 combines Options 2 and 3 and reflects a 2-2.5% increase to the existing fare tariff together with the extra charge, per whole completed mile, for each passenger after the fourth.

Option 5

Option 5 reflects an increase of approximately 2% to the flag drop starting fare for all three tariffs and an increase of approximately 4% to the subsequent mileage thereafter. An increase of just under 4% to the soiling charge has also been included but the other extra charges, the booking fee and waiting time costs have been kept the same, as these charges are considered sufficient. The increase to the fare after the first half mile is effected by way of a reduction in the yardage, rather than an increase in the unit cost.

Option 6

Option 6 combines Options 2 and 5 and reflects a 2-4% increase to the existing fare tariff together with the extra charge, per whole completed mile, for each passenger after the fourth.

APPENDIX F

OPTION 1: Make no changes to existing Fare Tariff Table Position in National Fares League Table: 39

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages Effective from 10th October 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 For each subsequent 222 yards or uncompleted part thereof	£4.50 £0.35		
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 183 yards or uncompleted part thereof		£5.45 £0.35	
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 157 yards or uncompleted part thereof			£7.00 £0.35
<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 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 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

PRICE GUIDE:			
First half mile	£4.50	£5.45	£7.00
1 mile	£5.90	£7.20	£9.10
2 miles	£8.70	£10.70	£12.95
3 miles	£11.50	£14.20	£17.15
5 miles	£17.10	£20.85	£24.85
10 miles	£31.10	£37.65	£44.45
20 miles	£58.75	£71.25	£83.65

APPENDIX F

OPTION 2: Retain existing tariff with extra charge for 5-8 passengers Position in National Fares League Table: 39

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages

	<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 or , For each passenger after the fourth (per whole mile)	£0.25 £0.25	£0.25 £0.25	£0.25 £0.25
For each item of baggage	£0.25	£0.25	£0.25
For each dog (<u>not</u> 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

PRICE GUIDE:

First half mile	£4.50	£5.45	£7.00
1 mile	£5.90	£7.20	£9.10
2 miles	£8.70	£10.70	£12.95
3 miles	£11.50	£14.20	£17.15
5 miles	£17.10	£20.85	£24.85
10 miles	£31.10	£37.65	£44.45
20 miles	£58.75	£71.25	£83.65

APPENDIX F

OPTION 3: Increase of 2% to flag drop and 2.5% to subsequent yardage Position in National Fares League Table: 17

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages

	<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	£4.60		
For each subsequent 216 yards or uncompleted part thereof	£0.35		
For the first 880 yards (½ mile) or uncompleted part thereof		£5.55	
For each subsequent 178 yards or uncompleted part thereof		£0.35	
For the first 880 yards (½ mile) or uncompleted part thereof			£7.15
For each subsequent 153 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>	£92.00	£92.00	£92.00
<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

PRICE GUIDE:			
First half mile	£4.60	£5.55	£7.15
1 mile	£6.35	£7.65	£9.25
2 miles	£9.15	£10.80	£13.45
3 miles	£11.95	£14.30	£17.30
5 miles	£17.90	£21.30	£25.35
10 miles	£31.90	£38.45	£45.65
20 miles	£60.25	£73.10	£85.90

APPENDIX F

OPTION 4: Increase of 2% to flag drop and 2.5% to subsequent yardage plus additional charge for 5-8 passengers

Position in National Fares League Table: 17

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages

	<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 For each subsequent 216 yards or uncompleted part thereof	£4.60 £0.35		
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 178 yards or uncompleted part thereof		£5.55 £0.35	
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 153 yards or uncompleted part thereof			£7.15 £0.35
<u>Extra Charges</u> For each passenger after the first or, For each passenger after the fourth (per whole mile) For each item of baggage For each dog (<u>not</u> including assistance dogs) Toll, ferry & car park fees incurred with journey	£0.25 £0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 £0.25 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>	£92.00	£92.00	£92.00
<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

PRICE GUIDE:			
First half mile	£4.60	£5.55	£7.15
1 mile	£6.35	£7.65	£9.25
2 miles	£9.15	£10.80	£13.45
3 miles	£11.95	£14.30	£17.30
5 miles	£17.90	£21.30	£25.35
10 miles	£31.90	£38.45	£45.65
20 miles	£60.25	£73.10	£85.90

APPENDIX F

OPTION 5: Increase of 2% to flag drop and 4% to subsequent yardage Position in National Fares League Table: 17

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages

	<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 For each subsequent 213 yards or uncompleted part thereof	£4.60 £0.35		
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 176 yards or uncompleted part thereof		£5.55 £0.35	
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 151 yards or uncompleted part thereof			£7.15 £0.35
<u>Extra Charges</u> For each passenger after the first or , For each item of baggage For each dog (<u>not</u> including assistance dogs) Toll, ferry & car park fees incurred with journey	£0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 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>	£93.50	£93.50	£93.50
<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		

PRICE GUIDE:			
First half mile	£4.60	£5.55	£7.15
1 mile	£6.35	£7.65	£9.25
2 miles	£9.15	£11.15	£13.45
3 miles	£11.95	£14.65	£17.65
5 miles	£17.90	£21.65	£25.70
10 miles	£32.25	£39.15	£46.00
20 miles	£61.30	£74.15	£86.95

APPENDIX F

OPTION 6: Increase of 2% to flag drop and 4% to subsequent yardage plus additional charge for 5-8 passengers

Position in National Fares League Table: 17

EAST DEVON DISTRICT COUNCIL - Maximum Fares for Hackney Carriages

	<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 For each subsequent 213 yards or uncompleted part thereof	£4.60 £0.35		
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 176 yards or uncompleted part thereof		£5.55 £0.35	
For the first 880 yards (½ mile) or uncompleted part thereof For each subsequent 151 yards or uncompleted part thereof			£7.15 £0.35
<u>Extra Charges</u> For each passenger after the first or , For each passenger after the fourth (per whole mile) For each item of baggage For each dog (<u>not</u> including assistance dogs) Toll, ferry & car park fees incurred with journey	£0.25 £0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 £0.25 Actual Fee	£0.25 £0.25 £0.25 £0.25 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>	£93.50	£93.50	£93.50
<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

PRICE GUIDE:			
First half mile	£4.60	£5.55	£7.15
1 mile	£6.35	£7.65	£9.25
2 miles	£9.15	£11.15	£13.45
3 miles	£11.95	£14.65	£17.65
5 miles	£17.90	£21.65	£25.70
10 miles	£32.25	£39.15	£46.00
20 miles	£61.30	£74.15	£86.95

Taxi Trade Consultation Responses

1.	
Respondent:	Hackney Carriage Driver - Exmouth
Fare rise necessary:	No
Attending:	Not confirmed.
Supporting documents	None
Summary of key points	I don't believe a fare increase is necessary at this time as there are less people getting taxis now as it is and an increase will just push more of the trade away. I also believe we shouldn't be increasing the cost of living for people especially pensioners who quite often rely on taxis to get them to appointments or even just to be able to get into town to get the essentials.

2.	
Respondent:	Hackney Carriage Driver and Proprietor - Sidmouth
Fare rise necessary:	No
Attending:	No
Supporting documents	None
Summary of key points	I strongly object to another price increase. The only provision I would be happy with is that when (if) fuel prices return to the pre-war levels then a fare reduction, back to the current rate, would be implemented. Also I feel that an add on charge for Airport drop off fees should be introduced so customers can have the choice of paying it or being dropped in a free area. Under the present "cost of living" fiasco we shouldn't have the usual knee jerk reaction put forward by certain parts of the trade. East Devon is already one of the most expensive areas in the country, let's try not to win that dubious title.

3.	
Respondent:	Hackney carriage driver and Proprietor - Exmouth
Fare rise necessary:	No
Attending:	No
Supporting documents	None
Summary of key points	Feedback from me is that it's unnecessary, I worry about customers being priced out of wanting to get a taxi, Exmouth isn't as busy as it once was... Also, if it's similar to the last one, it's not making money from my perspective. Taking the cars to

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	<p>Torquay losing time, adding mileage and paying for the meters to be done - would it not make more sense to do this less regularly than yearly and have a higher percentage rise if required?</p> <p>Having said that, if we can go back to miles instead of yards on the tariff sheets that would be great! When it was on mileage it was incredibly simple and accurate.</p> <p>With the Licensing & Enforcement Committee meetings, can I ask if opinions are honestly listened to?</p> <p>I went to the East Devon Taxi Association meeting that you guys didn't get invited to about the last raise and it was just a dictatorship that told us we either vote for what they wanted, or they'd step down and we wouldn't have any say ever again.</p>
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4.		
Respondent:	Hackney Carriage Driver and Proprietor – Sidmouth	
Fare rise necessary:	Unsure	
Attending:	No	
Supporting documents	None	
Summary of key points	Thanks for the information. Unfortunately I have a long journey that day, so will be unable to attend. I personally don't feel like we need the fares increased again at the moment; so difficult to know how long fuel prices are going to be elevated. However if other proprietors feel different, I am happy to go with the flow. So I'm giving you a 'sitting on the fence ' vote, rather than a 'no'.	

5.		
Respondent:	Hackney Carriage Driver, Proprietor and Taxi Firm Owner – Honiton	
Fare rise necessary:	No	
Attending:	Not confirmed	
Supporting documents	None	
Summary of key points	<p>RE: Formal Objection to any Proposed Taxi Fare Increase</p> <p>I am writing to formally oppose any proposed increase in taxi fares. While fare increases are traditionally meant to support employers and drivers, the current</p>	

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	<p>economic climate means a hike will severely harm both our livelihoods and our customers.</p> <p>We urge the committee to reject any increase based on the following critical factors:</p> <ul style="list-style-type: none"> • Severe Cost-of-Living Pressures: Customers are already struggling with historic inflation and squeezed household budgets. • Widespread Passenger Resistance: Passengers frequently voice anger regarding current high tariffs, and further increases will push them away. • Immediate Deficit from Meter Upgrades: We must pay an immediate £60 update fee per vehicle just to implement the new rates. • Rising Driver Abuse: Financial frustration has caused a sharp increase in passengers verbally abusing and targeting drivers at the end of journeys. Some even have tried to refuse to pay. • Collapse of Discretionary Tips: Tipping has become virtually non-existent because passengers feel stretched to their absolute limit by the base fare. • Loss of Passenger Volume: Higher prices will inevitably drive some of the public to finding alternative ways of travel, permanently damaging our local industry. <p>A fare increase is a counterproductive measure that creates friction, costs employers and drivers money upfront, and reduces our overall takings by destroying public goodwill. We ask that you maintain the current fare structure to protect the viability of our local trade and the safety of our drivers.</p> <p>Thank you for your time and your consideration of our perspective.</p>
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6.	
Respondent:	Hackney Carriage Driver and Proprietor – Exmouth
Fare rise necessary:	No
Attending:	Yes - provisional
Supporting documents	None
Summary of key points	I feel that another increase would be futile at this present time as we cannot be sure of what will be the outcome of this latest fiasco. As a matter of interest,

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	a fare I do regularly used to meter £8.69 now meters £8.70! I shall endeavour to get to the meeting in Honiton.
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7.	
Respondent:	Hackney Carriage Driver, Proprietor and Taxi Firm Owner – Exmouth
Fare rise necessary:	Yes
Attending:	Yes
Supporting documents	None
Summary of key points	<p>We would like to see a 2-3% increase to be applied in November, being 12 months since the last increase, to keep us up with increasing costs.</p> <p>At the moment the increase in fuel is manageable short term.</p>

8.	
Respondent:	Hackney Driver and Vehicle Proprietor – Exmouth
Fare rise necessary:	Yes
Attending:	No
Supporting documents	None
Summary of key points	<p>Unfortunately, due to taxi bookings, I cannot attend personally, I have been asking for at least the last 2 years for it to be considered that a separate tariff be added to MPV Vehicles to compensate for the higher initial outlay, Vehicle price, Higher Insurance premiums, running costs and maintenance costs. I have been assured that this has been brought up before but no response has been forthcoming verbally or written.</p> <p>Could the Licencing Committee consider adding this amendment to the debate on Changes to the tariff please.</p>

Equality Impact Assessment

Before completing this EIA please ensure you have read the EIA guidance notes and other resources, available on the [intranet](#)

Version		Date Completed	30/6/26
Description of what is being impact assessed			
<p>The potential equalities impacts of reviewing and varying the hackney carriage fare tariff within the district. It focuses on the effect of fare changes on protected groups under the Equality Act 2010, particularly those who may rely more heavily on taxi services, including older people, disabled people, and individuals on lower incomes.</p> <p>As there are a range of options for the Committee to consider, impact will depend on the chosen option. All options have been put forward with consideration of the impact on people with protected characteristics.</p>			
Evidence			
What data/information have you used to assess how this policy/service might impact on protected groups?			
<p>Consideration has been given to the demographic of the district, including an ageing population and rural communities with limited alternative transport options.</p> <p>Feedback from the taxi trade has been considered together with feedback received from the service users, through the Council's reporting and complaints procedures.</p> <p>General understanding of the role taxis play in providing accessible, on-demand transport, particularly where public transport is limited or unavailable.</p> <p>Awareness of cost pressures on the taxi trade (e.g. fuel, insurance, maintenance), which may impact driver availability and service provision.</p>			

Who have you consulted with to assess possible impact on protected groups and what have they told you? If you have not consulted other people, please explain why?

There has been no targeted engagement with specific equality groups as part of this review, but any complaints or reports received by the Licensing Team from persons with protected characteristics are consistently monitored and reviewed and learning has been used in this review.

There is no direct impact of this policy on people with protected characteristics however there may be indirect implications in relation to the availability and cost of services.

Analysis of impact on protected groups

The Public Sector Equality Duty requires us to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. The Council also has a legal duty to have due regard to armed forces personnel when carrying out healthcare, housing and education functions. Consider how this policy/service will achieve these aims. In the table below, using the evidence outlined above and your own understanding, detail what considerations and potential impacts against each of the three aims of the Public Sector Equality Duty. Based on this information, assess the likely outcome, before you have implemented any mitigation.

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
Age	<p>Positive impacts of increasing fares:</p> <p>May support the financial viability of taxi drivers, helping to sustain the availability of services relied upon by vulnerable groups.</p> <p>Encourages continued provision of accessible vehicles and services, particularly in rural or underserviced areas.</p> <p>Negative impacts of increasing fares:</p> <p>Higher fares may disproportionately affect people on lower incomes, including some older and disabled residents.</p> <p>May reduce affordability and accessibility of transport for those who rely on taxis for essential journeys (e.g. healthcare, shopping, social contact).</p> <p>Impacts of not increasing fares:</p> <p>Could put financial pressure on drivers, potentially reducing the number of drivers and vehicles available.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Reduced availability of taxis may disproportionately affect those who have limited alternative transport options, including disabled people and those living in rural areas.			
Disability	As above	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Marriage and civil partnership	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
Pregnancy and maternity	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Race and ethnicity	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Religion or belief	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sex	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Armed Forces (including serving personnel, families and veterans)	•	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other, e.g. carers, care leavers, low income, rurality/isolation, etc.	As above.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
<p>Negative outcomes action plan Where you have ascertained that there will potentially be negative outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.</p>				
Action taken/to be taken	Date	Person responsible	How will it be monitored?	Action complete
There is potential for a negative impact, but this is considered unlikely due to the small scale of any proposed changes. However once committee has agreed the preferred option, the Licensing Team will monitor and assess any further impacts on people with protected characteristics based on feedback from the trade and customers.	01/04/2027	Phillippa Norsworthy	Contact with the trade. Complaints	<input checked="" type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
<p>If negative impacts remain, please provide an explanation below.</p>				

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome

Completed by:	Phillippa Norsworthy
Date:	30/6/26
Approved by:	Matt Blythe, Assistant Director – Environmental Health and Licensing
Date:	30/6/26
To be reviewed by:	Phillippa Norsworthy
Review date:	1/4/27

Ensure that a final copy of this impact assessment is sent to HR as per the equality impact assessment guidance.