

Report to: Licensing and Enforcement Committee

Date of Meeting 8th July 2026

Heading/Title: Hackney Carriage Fare Tariff Review 2026

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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	<p>Hackney carriage drivers, proprietors and taxi companies.</p> <p>Passengers including vulnerable groups.</p>	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://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