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Boston Borough Council

**Chief Executive
Rob Barlow**

Municipal Buildings
Boston
Lincolnshire PE21 8QR
Tel: 01205 314200

Tuesday 2 June 2026

Notice of meeting of the Regulatory & Appeals Committee

Dear Councillor

You are invited to attend a meeting of the Regulatory & Appeals Committee
on **Wednesday 10th June 2026 at 2.00 pm**
in the Committee Room - Municipal Buildings, West Street, Boston, PE21 8QR

**Rob Barlow
Chief Executive**

Membership:

Chairman: Councillor Lina Savickiene
Vice-Chairman: Councillor Neil Drayton
Councillors: Richard Austin BEM, John Baxter, Dale Broughton, James Cantwell,
Anne Dorrian, Stuart Evans, Paul Gleeson, Jonathan Noble,
Helen Staples, Suzanne Welberry and Stephen Woodliffe

Quorum 3

Members of the public are welcome to attend the committee meeting as observers except during the consideration of exempt or confidential items.

This meeting may be subject to being recorded.

Agenda

Part I - Preliminaries

A Apologies for Absence

To receive apologies for absence.

B Declarations of Interest

To receive declarations of interests in respect of any item on the agenda.

C Minutes

To sign and confirm the minutes of the last meeting.

(Pages 1 - 8)

D Public Questions

To answer any written questions received from members of the public no later than 5 p.m. two clear working days prior to the meeting – for this meeting the deadline is 5 p.m. on 5th June 2026.

Part II - Agenda Items

1 Maximum Hackney Carriage Fare Structure

(Pages 9 - 20)

(A report by Christian Allen, Service Director – Regulatory)

Notes:

Please contact Democratic Services (demservices@boston.gov.uk) if you have any queries about the agenda and documents for this meeting.

Council Members who are not able to attend the meeting should notify Democratic Services as soon as possible.

Alternative Versions

Should you wish to have the agenda or report in an alternative format such as larger text, Braille or a specific language, please telephone 01205 314351.

Boston Borough Council

Minutes of a meeting of the **Regulatory & Appeals Committee** held in the Committee Room - Municipal Buildings, West Street, Boston, PE21 8QR on Tuesday 3rd February 2026 at 2.00 pm.

Present:

Councillor Lina Savickiene, in the Chair.

Councillors Councillor Stuart Evans (Vice-Chairman), Richard Austin BEM, John Baxter, Andy Izard, Jonathan Noble, Helen Staples, Suzanne Welberry and Stephen Woodliffe.

In attendance:

Applicant: Mr Neil Wright and Mrs Michelle Wright, represented by Mr Grant Shackleton, Solicitor, and Ms Rizwana Akhtar, Solicitor.

Lincolnshire Police: Sgt Adams and PC McConville.

Interested Parties: Mrs Joanne Gladski, Councillor Ralph Pryke and Mr Alan Taylor (Objectors)

Officers:

Senior Licensing Officer, Principal Solicitor, Democratic Services Team Leader and Licensing Officer.

1 Apologies for Absence

Apologies for absence were received from Councillors James Cantwell, Anne Dorrian, Neil Drayton and Paul Gleeson.

2 Declarations of Interest

No declarations of interest were received.

3 Minutes

The minutes of the Regulatory and Appeals Committee meeting held on 11th March 2025 were approved as a correct record and signed by the Chairman.

4 Public Questions

No questions were received.

5 Application for the grant of a Sexual Entertainment Venue Licence

The Chairman welcomed everyone to the meeting of the Regulatory & Appeals Committee. Introductions were made, with Members of the Committee, Officers present, the applicant and their representatives identifying themselves for the record.

The Legal Adviser to the Committee then outlined the hearing procedure to be followed, including the order in which representations would be heard, the opportunity for questions to be asked by Members, the applicant and interested parties, the role of the Legal Adviser during the hearing and during the Committee's deliberations, and the requirement that only relevant and material considerations could be taken into account. Members were also reminded that the meeting was being recorded and transcribed, that objections based on moral grounds or values were not relevant to the determination, and that the Committee would retire in private to deliberate, accompanied by the Legal Adviser.

The Committee received a report and presentation from the Senior Licensing Officer in respect of an application for the grant of a Sexual Entertainment Venue (SEV) Licence under Schedule 3 of the Local Government (Miscellaneous Provisions) Act 1982.

Members were advised that the application must be determined in accordance with the Local Government (Miscellaneous Provisions) Act 1982, the Council's adopted Sexual Entertainment Venue Policy, and relevant Home Office Guidance. It was noted that, under the Council's Scheme of Delegation, all new SEV licence applications are required to be determined by the Regulatory & Appeals Committee.

The application had been submitted by Mr and Mrs Wright. A licence is required where premises provide "relevant entertainment" as defined by Schedule 3 of the Act. The Council's policy limits the number of SEV licences within the Borough to one, and there were currently no licensed premises of this type.

The statutory grounds on which a licence must be refused, together with the discretionary grounds on which a licence may be refused, were outlined. These include the suitability of the applicant and whether the grant of the licence would be inappropriate having regard to the character of the relevant locality, the use of premises in the vicinity, and the layout, character or condition of the premises. Members were reminded that purely moral objections or concerns are not relevant considerations and must not form part of the decision-making process.

It was confirmed that the application was received on 17 November 2025 and related to premises located in the parish of Frampton, approximately 2.5 miles from the nucleus of the village, with four neighbouring residential properties in relatively close proximity. The proposed licensed area is contained within a large warehouse on private land and is not visible from public areas, with external areas screened by walls and mature hedging.

Reference was made to the premises licence granted under the Licensing Act 2003 in April 2023. Following an increase in the frequency of events, the premises were considered to be operating as a commercial enterprise requiring an SEV licence. A meeting had taken place between the applicants, Licensing Officers and Lincolnshire Police, following which the application was amended to confirm that no professional or commercial performers would be employed and that any relevant entertainment would consist solely of consenting customers participating in activities.

The proposed hours of operation were summarised, and Members were advised that all required checks relating to unspent convictions had been completed, with no unspent convictions identified in respect of any relevant person.

Lincolnshire Police did not object in principle to the grant of the licence but had requested a number of bespoke conditions considered appropriate to the nature of the operation. It was also requested that, should the licence be granted, the standard policy conditions be disappplied in favour of the Police-recommended conditions.

Representations received from members of the public were summarised. These primarily related to traffic and vehicle movements, alleged noise nuisance, the suitability of the premises, perceived impacts on property values, and reputational concerns. Members were advised that property values and reputational concerns are not relevant considerations under the legislation.

Attention was drawn to the Committee's obligations under the Human Rights Act 1998, including the requirement to have regard to Article 10 (freedom of expression) and Article 1 of Protocol 1 (protection of property). The Senior Licensing Officer concluded by advising that the application must be determined in accordance with statutory provisions, Council policy and Home Office guidance, taking into account only relevant and material considerations.

Questions to Senior Licensing Officer

Members asked questions of the Senior Licensing Officer and the Legal Adviser in order to clarify the application, the consultation process, and the legislative framework governing the determination of a Sexual Entertainment Venue licence.

Clarification was sought regarding the statutory consultation and notification requirements, including the display of site notices and publication of the application. Members explored whether the consultation had been carried out in accordance with the statutory requirements and were advised that the application had been advertised appropriately and in line with legislative and procedural requirements.

Members questioned how the "relevant locality" should be assessed for the purposes of the legislation, particularly in light of the rural nature of the area and the proximity of neighbouring residential properties. The Senior Licensing Officer and Legal Adviser explained that the assessment of locality is a matter for the Committee, guided by the Council's policy and relevant legislation, and that it does not extend to the entire Borough but must focus on the character and use of the area surrounding the premises.

Further questions were raised in relation to noise, traffic and general nuisance, including whether such matters could be taken into account as part of the determination. Officers advised that issues relating to noise, traffic and public nuisance are primarily regulated under other statutory regimes, including the Licensing Act 2003 and environmental protection legislation, and that only matters relevant to the statutory grounds for an SEV licence could be considered by the Committee when determining the application.

Members also sought clarification on enforcement and compliance, including how any future complaints would be handled and what mechanisms were available should issues arise following the grant of a licence. Officers confirmed that complaints relating to licensable activities would be investigated in accordance with the relevant statutory powers and that enforcement action could be taken where appropriate.

Questions were asked about the conditions proposed by Lincolnshire Police, including the rationale for requesting bespoke conditions and the disapplication of standard policy conditions. Members were advised that the Police-recommended conditions were considered more appropriate to the specific nature of the operation and would assist in ensuring clarity, consistency and effective enforcement.

Throughout questioning, Members were reminded by the Legal Adviser of the need to focus on relevant and material considerations, and that matters such as property values, general reputation, or moral objection were not matters that could lawfully be taken into account in determining the application.

Applicant's Representation

The applicant's solicitor addressed the Committee and set out the background to the premises and the application. It was explained that the premises had operated for a number of years and that the application had been submitted in order to regularise activities that were considered to fall within a regulatory grey area, thereby ensuring that the operation was appropriately licensed and regulated.

Reference was made to the premises licence granted under the Licensing Act 2003 in April 2023, and it was emphasised that during the period the premises had operated under that licence there had been no substantiated complaints, enforcement action or breaches recorded by responsible authorities. The applicant's representative submitted that the absence of such complaints was a relevant consideration when assessing the management of the premises.

It was further explained that the applicant had engaged proactively with the Senior Licensing Officer and Lincolnshire Police during the application process. As a result of those discussions, the application had been amended to address concerns raised, including confirmation that no professional or commercial performers would be employed at the premises and that any relevant entertainment would consist solely of consenting customers participating in activities.

The applicant's representative described the operation of the premises as discreet and controlled, with no external advertising or visibility and with access restricted to adults. Reference was made to management practices, safeguarding arrangements and security measures in place to ensure that the premises were operated responsibly.

Members asked questions of the applicant and their representative in relation to attendance numbers, parking provision, security arrangements, safeguarding policies and the use of external areas. Responses were provided, including clarification of typical attendance levels, the availability of on-site parking, and the measures in place to manage access to and from the premises.

In concluding the representation, the applicant's representative reiterated that the application sought to bring the operation within a clear regulatory framework, that the applicant had agreed to all conditions proposed by Lincolnshire Police, and that the Committee was invited to determine the application on the basis of relevant evidence and the statutory framework rather than fear, perception or moral objection.

Police Representation

Representatives of Lincolnshire Police were present at the meeting. It was noted that it was not the intention of the Police to address the Committee and that their position in respect of the application was set out in their written representation contained within the agenda papers. The Police were in attendance to answer questions from Members of the Committee only.

During questioning, PC McConville confirmed that Lincolnshire Police did not object in principle to the grant of the Sexual Entertainment Venue licence. It was explained that the Police had engaged with the applicant and Licensing Officers during the application process and had requested a number of conditions considered appropriate to the nature of the operation.

Clarification was provided that the conditions proposed by the Police were based on experience and best practice and were intended to support effective management and enforcement of the premises. Particular emphasis was placed on the importance of consistency and alignment between the conditions attached to the premises licence and those proposed for the Sexual Entertainment Venue licence, in order to avoid ambiguity and to assist with enforcement should issues arise in the future.

Representations from Interested PartiesMrs Joanne Gladski

Ms Gladski addressed the Committee and raised concerns relating to the impact of the premises on her residential amenity. Reference was made to noise associated with the operation of the premises, including music and activity in external areas, and to the timing of events and dispersal of customers. Concerns were also expressed regarding traffic movements, parking, and vehicle behaviour on the surrounding road network, particularly late at night.

Mrs Gladski further referred to perceived safety concerns and the effect of the premises on neighbouring properties, including the use of outdoor areas and the potential impact on quality of life for nearby residents. She explained that personal circumstances had affected her ability to raise formal complaints in the past and expressed concern that the grant of a Sexual Entertainment Venue licence would lead to an intensification of the issues described.

Members and the applicant's representative asked questions to clarify whether formal complaints had been made to responsible authorities and to explore the relevance of the matters raised to the statutory grounds for determination.

[An adjournment took place between 3.53pm and 4.03pm, after which the meeting resumed.]

Councillor Ralph Pryke

Councillor Pryke addressed the Committee in his capacity as a local ward councillor. He explained that he was speaking to convey concerns raised by residents and by Frampton Parish Council regarding the application. These concerns included traffic movements through the village, perceived difficulties in securing police attendance to address issues, and the view that the premises were inappropriate for the character of the area.

Reference was made to representations received from residents who had expressed concerns about noise, traffic, and the potential impact of the premises on the wider village environment. Councillor Pryke also raised issues relating to the availability of information during the consultation process and the perception among some residents that the application had changed during the course of the process.

Members asked questions to clarify the extent to which complaints had been formally reported to responsible authorities and to explore which elements of the concerns raised were capable of being taken into account under the legislation.

Mr Alan Taylor

Mr Taylor addressed the Committee and raised concerns regarding the appropriateness of the premises in a rural location. He expressed the view that the nature of the activities proposed was incompatible with the character of the area and referred to the potential impact on community confidence and perceptions of safety.

Mr Taylor also raised concerns relating to policing, enforcement and the ability of responsible authorities to respond effectively should problems arise. During questioning, Members and the applicant's representative sought to focus the representation on matters relevant to the determination of the application and to clarify the basis of the concerns raised.

At the three-hour point of the meeting, the Democratic Services Team Leader advised Members that, in accordance with Part 4 (Section A) of the Council's Rules of Procedure relating to the duration of meetings, a decision was required on whether the meeting should continue. A vote was taken, and the Committee unanimously agreed that the meeting should continue.

[An adjournment took place between 5.01pm and 5.10pm, after which the meeting resumed.]

Closing Submissions

Following the conclusion of questions and representations, the Chairman invited closing submissions in accordance with the hearing procedure.

The Senior Licensing Officer confirmed that there was nothing further to add to the report or presentation and reminded the Committee that the application must be determined in accordance with the statutory framework, the Council's policy and relevant Home Office guidance.

The applicant's representative was then invited to make a closing submission. It was reiterated that the premises had operated under a premises licence for a significant period without substantiated complaints or enforcement action by responsible authorities. Emphasis was placed on the applicant's engagement with Licensing Officers and Lincolnshire Police during the application process and the amendments made to the application as a result of those discussions. The applicant's representative confirmed that all conditions proposed by Lincolnshire Police were accepted in full.

The applicant's representative further submitted that the Committee should place weight on the evidence before it, including the written representations of responsible authorities, and distinguish between matters supported by evidence and concerns based on fear, perception or moral objection. It was also emphasised that the operation was discreet, controlled, and subject to appropriate management and safeguarding arrangements, and that the grant of a licence with appropriate conditions would provide a clear and enforceable regulatory framework.

Objectors were then given the opportunity to make brief closing remarks. It was noted that no new matters were introduced at this stage. Concerns previously raised regarding the suitability of the premises, traffic, noise and the impact on the locality were reiterated.

The Chairman confirmed that the Committee would proceed to receive legal advice before retiring to deliberate. The Legal Adviser advised the Committee that matters relating to property values and general reputational concerns were not relevant considerations and must be disregarded when determining the application.

The Committee retired to deliberate in private, accompanied by the Legal Adviser. Following deliberation, the Chairman announced the decision to grant the licence subject to conditions.

Resolved:

That the application for the grant of a Sexual Entertainment Venue Licence be approved, subject to the conditions included on the police representation along with the following:

- **There shall be no employment of commercial performers at the premises;**
- **Whenever the premises is open for customers the gates must be closed except for access and egress;**
- **The swimming pool and outside area shall be closed for use at 11pm; and**
- **There shall be in place a safeguarding policy that must be supplied to the licensing department.**

[An adjournment took place at 5.20pm to allow the Committee to deliberate, following which the meeting reconvened at 6.02pm.]

6 Exclusion of the Public and Press

This agenda item was not required.

The Meeting ended at 6.03 pm.

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Report To:	Regulatory & Appeals Committee
Date:	10 th June 2026
Subject:	Maximum Hackney Carriage Fare Structure
Purpose:	To review the proposed increase to the maximum fare structure and make a decision on the proposal to be put forward to Cabinet
Key Decision:	N/A
Portfolio Holder:	Councillor Christopher Mountain, Portfolio Holder for Infrastructure
Report Of:	Christian Allen, Service Director – Regulatory
Report Author:	Anna M ^c Dowell – Senior Licensing Officer
Ward(s) Affected:	All
Exempt Report:	No

Summary

The Boston Hackney Carriage Association (BHCA) has submitted a request for a review of the hackney carriage maximum fare structure. The last increase in fares was implemented in August 2022.

Recommendations

The Committee is asked to consider the request made by BHCA and taking into account any responses to the consultation from the trade, is recommended to agree to the proposal and increase the maximum fares to be presented to Cabinet for consideration.

Reasons for Recommendations

- There has been no increase in the maximum fares for hackney carriages since August 2022.
- It is appropriate to review and increase the fares periodically to provide an increased income for taxi proprietors and drivers whilst maintaining a reasonably priced taxi service for members of the public. Proprietors or drivers who are opposed to the increase can opt to continue to operate using the existing tariff.

Other Options Considered

- Agree to the fare structure as applied for by Boston Hackney Carriage Association.
- Recommend an alternative variation to fares, including a decrease, to Cabinet. Any alternative fare must be capable of being programmed into a taximeter. Officers do not recommend a decrease in the hackney carriage fares.
- Not approve a fare increase.

1. Background

- 1.1 In accordance with the provisions of Section 65(1) of the Local Government (Miscellaneous Provisions) Act 1976 a council may fix fares for time and distance, and other charges, in respect of the hire of hackney carriages. For the purpose of setting fares the “council” means the executive by virtue of the Local Authorities (Functions & Responsibilities) (England) Regulations 2000 (as amended).
- 1.2 In its capacity as Licensing Authority, the council sets the maximum hackney carriage (taxi) fare structure for a hiring beginning and ending within the Borough. It is unlawful to charge a rate above that set by the authority. The aim when setting fares is to achieve a reasonably priced taxi service for both taxi proprietors and drivers. Members may wish to note that the council cannot set a maximum fare structure for private hire vehicles.
- 1.3 Any proposed variation of the fare structure must be agreed by Cabinet and advertised in a local newspaper. A period of at least 14 days must be given for objection. If objections are received they must be considered by Cabinet who can agree, in light of objections, to modify the tariff or agree to implement the original agreement.
- 1.4 When setting the maximum hackney carriage fare structure the relevant legislation (The Local Government (Miscellaneous Provisions) Act 1976) does not stipulate the external factors to be taken into account and there is no limit on the amount of increase or variation.

2. Report

2.1 Hackney Carriage Maximum Fare Structure

- 2.1.1 In Boston there are 3 hackney carriage tariffs, all with fares for distance, waiting time, and permitted extra charges.
- 2.1.2 A fare for distance is the cost of a journey whilst the vehicle is in motion which comprises the initial charge being the amount shown on the meter at the commencement of the journey (the flag fall) and a subsequent charge for the distance travelled (the unit charge).

- 2.1.3 Waiting time is a charge on the meter when the vehicle is stationary during the journey or travelling at negligible speed, e.g. in traffic queues. If a passenger requests a hackney carriage driver to wait at any time during the journey the waiting time applies. In order for a taximeter to operate correctly the waiting time costs must be equal in monetary intervals to fares for distance, i.e. if the fare for distance is £0.20 per x-number of yards the waiting time must be £0.20 for x-amount of seconds.
- 2.1.4 Hackney carriage tariffs must be stipulated in yards/miles and not metres/kilometres as this is the standard unit used in the UK for measuring distance and speed in motor vehicles.

2.2 Current hackney carriage tariff terms and charges

- 2.2.1 The three different hackney carriage fare tariffs, each used for different types of vehicle and times of day are:

Tariff 1 Vehicles carrying up to 4 passengers between 07.30 am and 11 pm.

Tariff 2 Vehicles carrying up to 4 passengers between:
11 pm and 07.30 am and on Sundays and statutory bank holidays
4 pm hours on 24 December until 07.30 am on 27 December
4 pm hours on 31 December until 07.30 am on 2 January

This tariff also applies to vehicles carrying 5 - 8 passengers on any day between 07.30 am and 11 pm.

Tariff 3 Vehicles carrying 5- 8 passengers between:
11 pm and 07.30 am on Sundays and statutory bank holidays,
4 pm on 24 December until 07.30 am on 27 December
4 pm on 31 December until 07.30 am on 2 January.

- 2.2.2 In addition to the above charges, the following extra charges can be applied:

Journeys on Sundays and bank holidays, or from 1600 hours on 24 December to 0730 hours on 27 December, and 1600 hours on 31 December to 0730 hours on 02 January:-

Tariff 2 may be applied for carriage of up to 4 passengers

Tariff 3 may be applied for carriage of between 5 and 8 passengers

A booking fee may be charged. This usually occurs when the pick-up point is at a stated place rather than a hackney carriage rank or the proprietor's normal base of operation. The customer must be told the amount of the booking fee at the time of booking.

Soiling charge

Baggage charge

An additional discretionary fee of 20 pence for each journey when the cost of diesel exceeds £1.80 with a further 20 pence increase for every respective 10 pence increase in the cost of diesel.

Current costs

Tariff 1	
Flag fall including 400 yards	£3.40
Each subsequent 190 yards	£0.20
Waiting time 60 seconds or part of	£0.20
Each subsequent mile (20p per 190 yards)	£1.80
Approximate cost of a 1-mile journey	£4.80
Approximate cost of a 10-mile journey	£21.00
Tariff 2 – 50% increase on tariff 1	
Flag fall including 400 yards	£5.10
Each subsequent 190 yards	£0.30
Waiting time 60 seconds or part of	£0.30
Each subsequent mile (30p per 190 yards)	£2.70
Approximate cost of a 1-mile journey	£7.20
Approximate cost of a 10-mile journey	£31.50
Tariff 3 – 100% increase on tariff 1	
Flag fall including 400 yards	£6.80
Each subsequent 190 yards	£0.40
Waiting time 60 seconds or part of	£0.40
Each subsequent mile (40p per 190 yards)	£3.60
Approximate cost of a 1-mile journey	£9.60
Approximate cost of a 10-mile journey	£42.00
Permitted extra charges	
Parcel packet or prescribed item of luggage*	£0.30
Soiling charge	£100.00
Hirings on Sundays & Statutory Bank Holidays and hirings from 1600 Hrs on 24 December to 0730 Hrs on 27 December and 1600 Hrs on 31 December to 0730 Hrs on 02 January:	
Up to 4 persons occupancy	Tariff 2
5 to 8 persons occupancy	Tariff 3
If the price of diesel per litre (national average) goes above £1.80	£0.20
Each subsequent 10p increase in the price of diesel per litre (national average) above £1.80	£0.20
Booking fee	
A booking fee up to a maximum of £8.00 where (1) the hackney carriage is booked in advance, (2) the customer is told the amount of the booking fee at the time of the booking and (3) the customer has not cancelled the booking at least 15 minutes prior to the hackney carriage's attendance at the agreed pick-up point and time.	

2.3 Proposed tariff increase

- 2.3.1 The BHCA has submitted a request for a tariff increase. The Committee is requested to consider the request and make a recommendation to Cabinet for consideration.

2.3.2 The proposed tariff changes are as follows:

- Increase in the cost for each subsequent 190 yards to 30 pence for tariff 1, 45 pence for tariff 2 and 60 pence for tariff 3.
- Amend the commencement time for the standard tariff 2 to 21.00 hours.
- Amend the commencement time for the Christmas and New Year tariff 2 to 12 noon
- Increase the maximum booking fee from £8.00 to £10.00.
- Increase the initial fuel price surcharge from £0.20 per journey to £1.00.

Journey costing under proposed new tariff

Tariff 1	
Flag fall including 400 yards	£3.40
Each subsequent 190 yards	£0.30
Waiting time 60 seconds or part of	£0.30
Each subsequent mile (30p per 190 yards)	£2.70
Approximate cost of a 1-mile journey	£5.50
Approximate cost of a 10-mile journey	£29.80
Tariff 2 – 50% increase on tariff 1	
Flag fall including 400 yards	£5.10
Each subsequent 190 yards	£0.45
Waiting time 60 seconds or part of	£0.45
Each subsequent mile (45p per 190 yards)	£4.05
Approximate cost of a 1-mile journey	£8.25
Approximate of a 10-mile journey	£44.70
Tariff 3 – 100% increase on tariff 1	
Flag fall including 400 yards	£6.80
Each subsequent 190 yards	£0.60
Waiting time 60 seconds or part of	£0.60
Each subsequent mile (60p per 190 yards)	£5.40
Approximate cost of a 1-mile journey	£11.00
Approximate cost of a 10-mile journey	£59.60
Permitted extra charges	
Parcel packet or prescribed item of luggage*	£0.30
Soiling charge	£100.00
Hirings on Sundays & Statutory Bank Holidays and hirings from 12.00 Hrs on 24 December to 0730 Hrs on 27 December and 12.00 Hrs on 31 December to 0730 Hrs on 02 January:	
Up to 4 persons occupancy	Tariff 2
5 to 8 persons occupancy	Tariff 3
If the price of diesel per litre (national average) goes above £1.80	£1.200
Each subsequent 10p increase in the price of diesel per litre (national average) above £1.80	£0.20
Booking fee	
A booking fee up to a maximum of £10.00 where (1) the hackney carriage is booked in advance, (2) the customer is told the amount of the booking fee at the time of the booking and (3) the customer has not cancelled the booking at least 15 minutes prior to the hackney carriage's attendance at the agreed pick-up point and time.	

2.4 Local benchmarking

2.4.1 The following table gives the current costs for a journey of 1 and 10 miles for other Lincolnshire Authorities:

	Tariff 1		Tariff 2		Tariff 3		Last review
	1 Mile	10 Miles	1 mile	10 miles	1 mile	10 miles	
East Lindsey	£4.40	£20.60	£6.60	£30.90	£8.80	£41.20	Feb 25
South Holland	£4.35	£20.55	£5.80	£27.40	£7.25	£34.25	Jul 19
North Kesteven	£4.60	£20.80	£6.90	£31.20	£9.20	£41.60	Apr 25
West Lindsey	£4.40	£22.40	£6.16	£33.16	£8.80	£42.40	
City of Lincoln	£5.80	£26.05	£7.25	£32.45	£9.00	£41.40	
Boston proposed	£5.50	£29.80	£8.25	£44.70	£11.00	£59.60	

2.5 Consultation

2.5.1 Officers conducted a consultation, ahead of any statutory process, by contacting all hackney carriage drivers and proprietors, advising them of the requested increase and seeking their views.

2.5.2 The consultation opened on 07 May 2026 and concluded on 24 May 2026.

2.5.3 Three responses to the consultation were received as follows:

1. Full support for BHCA proposal.
2. Alternative proposal of £4.80 for the starting rate of Tariff 1 with tariff 2 being £7.20 starting rate with less importance on increasing fuel cost surcharge. Note – Tariff 3 would automatically increase to £9.60 starting rate.
3. Alternative proposal to increase tariff 1 starting rate to £5. Note – Tariffs 2 and 3 would automatically increase to £7.50 and £10 starting rate correspondingly.

Predicted alternative calculations are attached at **APPENDIX 1**.

2.6 Considerations

2.6.1 Other information the Committee may wish to take into account when considering making a recommendation to Cabinet is provided below:

- I. At the time of the last report to committee in June 2022 for a fare increase, the cost of diesel was £1.7633/litre (ONS).
- II. At the time of writing this report the cost of diesel was £1.8814/litre (ONS). The average fuel tank capacity for a saloon car is 60 litres. In June 2022, 60 litres of diesel cost approximately £105.80. By comparison, the cost of the same quantity of diesel at the time of writing this report was approximately £112.85.

- III. In addition to an increase to fuel costs, there have been increases in other running costs, for example insurance premiums, application fees, wage and national insurance costs for those employing staff, and general increases in the cost of living.
- IV. The council can only set fares for hackney carriages; Private Hire Operators can set their own fares which could be significantly higher or lower than the hackney carriage fares set by the council.

- 2.6.2 It is lawful for a proprietor to calibrate his taximeter to a lower fare than the maximum fare set by the Council. The Council cannot legally require proprietors to change their meters from a lower rate to the maximum rate. If a tariff increase is implemented, those taxi proprietors who do not wish to recalibrate their meters would be free to continue to operate using the existing tariff.
- 2.6.3 Members also have the option to make alternative changes to the fare structure as they deem appropriate or alternatively, make no changes to the maximum fare structure at this time.

3. Conclusion

- 3.1 It is requested the committee consider the proposed fare increase and make a recommendation to Cabinet.
- 3.2 If an alternative option to that proposed by the BHCA is determined it must be capable of being programmed into a taximeter.
- 3.3 There has been no increase in the maximum fare since August 2022. It is anticipated that an appropriate increase in the initial charge will maintain a reasonably priced taxi service for members of the public whilst also providing increased income for taxi proprietors and drivers.
- 3.4 Proprietors or drivers who are opposed to the increase can opt to continue to operate using the existing tariff.
- 3.5 Officers are of the view that having regard to the increase in living costs, including increased fuel costs an increase in the maximum fares is recommended to Cabinet for consideration.

Implications

South and East Lincolnshire Councils Partnership

None

Corporate Priorities

Taxi fares should be set at a level, which maintain the safety, security and welfare of the Borough's residents and visitors whilst at the same time looking to maintain the economic wellbeing of the taxi trade.

Staffing

None

Workforce Capacity Implications

There are no direct implications: however, should the fare structure be subject to change there will be a short-term impact on the administrative duties of the section.

Constitutional and Legal Implications

Any constitutional and legal implications are outlined in the body of the report.

Data Protection

None

Financial

There is a cost for the public notice and the cost of producing replacement fare cards. These costs will be met from existing budgets.

Risk Management

There is a theoretical risk of civil action against the Licensing Authority if it is found not to have exercised due diligence in licensing matters.

Stakeholder / Consultation / Timescales

A consultation was carried out with the taxi proprietors and drivers before this meeting to gauge their reaction to the fare increase proposals.

Following Cabinet meeting and the 7-day call-in the proposed fares will be advertised in the local press and be available to view at the Council's offices for the public to inspect where any representations will be required to be received within 14 days.

Reputation

This paper seeks to increase the Council's maximum fare structure. As there is currently a cost-of-living crisis there may be negative publicity regarding price increases.

Contracts

None

Crime and Disorder

None

Equality and Diversity / Human Rights / Safeguarding

None

Health and Wellbeing

None

Climate Change and Environment Impact Assessment

None

Acronyms

BHCA Boston Hackney carriage Association

Appendices

Appendix 1 Alternative options from consultation responses

Background Papers

No background papers as defined in Section 100D of the Local Government Act 1972 were used in the production of this report.

Chronological History of this Report

A report on this item has not been previously considered by a Council body.

Report Approval

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Number 1

Flag fall including 400 yards	£4.80
Each subsequent 190 yards	£0.30
Waiting time 60 seconds or part of	£0.30
Each subsequent mile (20p per 190 yards)	£2.70
Approximate cost of a 1-mile journey	£6.90
Approximate cost of a 10-mile journey	£31.20
Tariff 2 – 50% increase on tariff 1	
Flag fall including 400 yards	£7.20
Each subsequent 190 yards	£0.45
Waiting time 60 seconds or part of	£0.45
Each subsequent mile (30p per 190 yards)	£4.05
Approximate cost of a 1-mile journey	£10.35
Approximate cost of a 10-mile journey	£46.80
Tariff 3 – 100% increase on tariff 1	
Flag fall including 400 yards	£9.60
Each subsequent 190 yards	£0.60
Waiting time 60 seconds or part of	£0.60
Each subsequent mile (40p per 190 yards)	£5.40
Approximate cost of a 1-mile journey	£13.80
Approximate cost of a 10-mile journey	£62.40

Number 2

Tariff 1	
Flag fall including 400 yards	£5.00
Each subsequent 190 yards	£0.30
Waiting time 60 seconds or part of	£0.30
Each subsequent mile (30p per 190 yards)	£2.70
Approximate cost of a 1-mile journey	£7.10
Approximate cost of a 10-mile journey	£31.40
Tariff 2 – 50% increase on tariff 1	
Flag fall including 400 yards	£7.50
Each subsequent 190 yards	£0.45
Waiting time 60 seconds or part of	£0.45
Each subsequent mile (45p per 190 yards)	£4.05
Approximate cost of a 1-mile journey	£10.65
Approximate of a 10-mile journey	£47.10
Tariff 3 – 100% increase on tariff 1	
Flag fall including 400 yards	£10.00
Each subsequent 190 yards	£0.60
Waiting time 60 seconds or part of	£0.60
Each subsequent mile (60p per 190 yards)	£5.40
Approximate cost of a 1-mile journey	£14.20
Approximate cost of a 10-mile journey	£62.80

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