



Public Document Pack
Boston Borough Council

**Chief Executive
Rob Barlow**

Municipal Buildings
Boston
Lincolnshire PE21 8QR
Tel: 01205 314200

Monday 13 July 2026

Notice of meeting of the Regulatory & Appeals Committee

Dear Councillor

You are invited to attend a meeting of the Regulatory & Appeals Committee
on **Tuesday 21st July 2026 at 10.30 am**
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

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 - 4)

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 16th July 2026.

Part II - Agenda Items

1 Maximum Hackney Carriage Fare Structure

(Pages 5 - 22)

(A report by Richard Boole, Public Protection Manager.)

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 Wednesday 10th June 2026 at 2.00 pm.

Present:

Councillors Neil Drayton (Vice-Chairman, in the Chair), John Baxter, James Cantwell, Anne Dorrian, Stuart Evans, Paul Gleeson, Jonathan Noble, Suzanne Welberry and Stephen Woodliffe.

In attendance: Senior Licensing Officer and Democratic Services Officer.

7 Apologies for Absence

Apologies for absence were received from Councillors Richard Austin BEM and Dale Broughton.

8 Declarations of Interest

No declarations of interest were received.

9 Minutes

A query was raised in relation to the minutes of the previous meeting concerning the confidentiality of voting undertaken during private deliberation during that meeting. It was alleged that a Councillor who was not a member of the Committee and therefore not part of the private deliberation had publicly circulated information about the way in which individual councillors had voted and had also disclosed the addresses of some members.

The Vice-Chairman confirmed that clarification would be sought regarding the disclosure of such information and the matter would be investigated further.

Subject to the above, the minutes of the meeting held on 3rd February 2026 were approved as a correct record and signed by the Chairman.

10 Public Questions

No public questions were received.

11 Maximum Hackney Carriage Fare Structure

The Committee received a report from the Senior Licensing Officer which provided an overview of a proposed increase to the maximum hackney carriage fare structure for fares which begin and end in the Borough of Boston. This was following a request submitted by the Boston Hackney Carriage Association (BHCA).

Members were advised that the last increase to fares had been implemented in August 2022 and that the purpose of the report was to consider the proposed variation of fares and, if appropriate, make a recommendation to Cabinet for approval. The matter would

then be determined by Cabinet and thereafter subject to statutory consultation, including public advertisement and the opportunity for objections.

The increase in fares was recommended for approval and the Committee was advised that it could also consider alternative tariff rates, not to approve an increase in tariffs and, although not recommended, a decrease in the current tariff. It was confirmed that the Council had the power to set maximum fares for time and distance for hackney carriage fare rates and that it was unlawful for drivers to charge above the maximum set. Confirmation was provided that this applied only to hackney carriage fares and not private hire rates, which drivers were permitted to set independently.

The Committee was informed that the proposed changes included increases to distance and waiting time charges across all tariffs, amendments to the commencement times for certain tariffs, an increase to the maximum booking fee, and an uplift in the initial fuel surcharge.

It was further noted that consultation had been undertaken with all licensed hackney carriage drivers and proprietors, with three responses received from approximately 138 consultees.

Confirmation was provided that the rate of diesel fuel costs had increased from approximately £105 in 2022 to £112 for a full tank, based on a car with a 60-litre tank. Other increased running costs, including insurance, maintenance wages and general cost of living increased were also relevant.

The Senior Licensing Officer confirmed that the key issue for the Committee was to balance a reasonably priced service for customers with a fair and suitable income for drivers and proprietors.

The Vice-Chairman invited deliberation of the report.

During consideration of the report, Members undertook a detailed discussion on the three current tariffs set out in part 2.2 within the report. In addition, the proposed fare increases and revised tariffs were considered, including the scale of the uplift and its potential implications for both hackney carriage drivers and members of the public using their services.

Members explored the methodology behind the proposed increases and sought clarification on how the new tariffs compared with existing charges.

Consideration was also given to the information about benchmarking of tariff rates with those in neighbouring authorities. It was noted that, under the proposed structure, fares within the Borough would become significantly higher than those in comparable parts of Lincolnshire.

Discussion took place regarding the balance required between ensuring a viable income for drivers in the face of the increased costs for their business and maintaining an affordable service for residents.

Members recognised that operating costs for the trade had increased in recent years, including fuel prices, insurance and general cost of living pressures. Members expressed a

range of views which included those which considered the changes proportionate and those who expressed the view that the scale of the increase may be excessive.

The competitive nature of charges and passenger choice were considered, including that individual operators were private businesses which could consider whether they wished to increase their fares to the proposed maximum proposed or a rate between the current rate and the proposed maximum. The passenger choice between private hire and hackney carriages was also considered. The Senior Licensing Officer confirmed that a total of 389 vehicles were licensed, which comprised 124 hackney carriage licenses and 265 private hire licenses.

Consideration was given to the effect of compounded inflation since the last fare increase in 2022.

The Committee considered the limited response to the consultation and the absence of detailed supporting evidence from the BHCA to justify the level of increase sought. Members noted that the proposal had some background information which had been submitted without detailed financial breakdowns of the increases in operating costs.

Concerns were raised regarding the potential impact on residents, particularly those in rural areas and those who were disadvantaged and may rely more heavily on taxi services, including elderly and vulnerable individuals.

It was acknowledged that hackney carriage fares represented a maximum and that drivers were free to charge lower amounts; however, some Members expressed the view that market forces may not sufficiently mitigate the impact of a high maximum tariff.

The Committee discussed the timing of fare reviews across local authorities, including Boston and whether more regular, incremental increases would be more appropriate than larger increases considered over longer intervals. The potential benefit of introducing an annual review process was noted.

Members considered a range of the options available to the Committee, including approving the proposal, amending the proposal and tariff, or deferring the matter to allow for further information to be obtained.

Following detailed discussion, Members expressed the view that additional evidence and engagement with the BHCA would assist in reaching an informed decision.

The recommendation in the report was proposed by Councillor Stephen Woodliffe and seconded by Councillor John Baxter. Following a vote, the recommendation was not passed.

An alternative motion to defer consideration of the matter and seek the attendance of the BHCA at a subsequent committee meeting was proposed by Councillor Neil Drayton and seconded by Councillor Jonathan Noble.

Resolved:

That consideration of the proposed increase to the maximum hackney carriage fare structure be deferred to a future meeting of the Committee to allow:

- further engagement with the Boston Hackney Carriage Association about the concerns raised during the meeting;**
- the provision of additional supporting evidence in respect of the proposed increases; and**
- attendance by a representative of the Association to address Members' questions at the deferred meeting.**

The Meeting ended at 2.49 pm.



Report To:	Regulatory & Appeals Committee
Date:	21 July 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
Report Of:	Christian Allen – Assistant Director – Regulatory
Report Author:	Anna M ^c Dowell – Senior Licensing Officer
Ward(s) Affected:	All
Exempt Report:	No

Summary

This report details information provided from Boston Hackney Carriage Association (BHCA) to support their request for an increase to the maximum hackney carriage fare structure.

Recommendations

The Committee is asked to consider the information provided by BHCA in relation to the proposal and make a recommendation to Cabinet on the requested increase to the maximum fares.

Reasons for Recommendations

At the meeting of the Regulatory & Appeals Committee held on 10 June 2026 members had voted to request further information to support an increase in the maximum chargeable fares for hackney carriage journeys undertaken within the Borough.

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

Recommend an alternative variation to fares to Cabinet.

Retain the current maximum fare structure.

1. Background

- 1.1 The council sets the maximum hackney carriage fare structure for a hiring beginning and ending within the Borough and It is unlawful to charge a rate above that set by the authority.
- 1.2 The Regulatory & Appeals Committee convened on 10 June 2026 to consider a request for an increase of the maximum fare structure for Hackney Carriage journeys. A copy of the report considered is attached at **appendix 1**.
- 1.3 At the meeting members voted in favour of deferring a decision until supporting evidence to justify the increase was available for their consideration.

2. Report

- 2.1 Following the meeting, the Chair of BHCA was contacted and asked to provide further information on how operating costs had increased since the last fare review in 2022.
- 2.2 Examples of approximate increases in expenses provided include the following:

	2022	2026
Insurance with Full NCD	£1091	£1438
Road Tax	£135	£200
Vehicle licence fees	£151	£191
Driver licence fees	£106.50	£184.30
Servicing labour	£35 per hour	£45 per hour

Additionally, the cost of tyres has increased by 35-45% and many newer vehicles run on stop/start batteries which can be up to double the cost of a standard battery.

- 2.3 Furthermore, in the years since the last fare increase there has been an increase in the cost of living linked to factors such as increased mortgage interest rates and rental costs, and inflation in food prices and utility bills.
- 2.4 Should the committee wish to consider an alternative variation in the maximum fare structure to that proposed by BHCA some examples of costings can be found at **appendix 2**.

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 The majority of journeys undertaken within the Borough are priced at tariff 1 and tariff 2 with the proposed costs detailed at paragraph 2.3.2 of appendix 1.
- 3.4 There has been no increase in the maximum fare since August 2022. It is anticipated that an appropriate increase will maintain a reasonably priced taxi service for members of the public whilst also providing increased income for taxi proprietors and drivers.
- 3.5 Proprietors or drivers who are opposed to the increase can opt to continue to operate using the existing tariff.
- 3.6 Officers are of the view that having regard to the increase in living costs, including increased operating 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 team.

Constitutional and Legal Implications

The fixing of hackney carriage fares is an Executive function because it is not identified alongside other hackney carriage and private hire licensing functions in Schedule 1 of The Local Authorities (Functions and Responsibilities) (England) Regulations 2000

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	Report to the Regulatory & Appeals Committee on 10/06/2026
Appendix 2	Alternative cost examples

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 was considered by the Regulatory & Appeals Committee on 10 June 2026.

Report Approval

Report author:

Anna McDowell, Senior Licensing Officer

Signed off by:

Richard Boole, Public Protection Manager

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Report To:	Regulatory & Appeals Committee
Date:	10 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
Report Of:	Christian Allen – Assistant 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		
	1 Mile	10 Miles	1 mile	10 miles	1 mile	10 miles	Last review
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

Report author: Name, post and email
Signed off by: Name, post and email
Approved for publication: Name of Councillor (if required)

Checklist – Complete before submission to Democratic Services

S151 Officer consulted on financial implications:	Yes / No
Monitoring Officer consulted on legal and constitutional implications (mandatory):	Yes / No
Have PSPS been consulted in regard to any aspect of this report that might require action on their part?	Yes / No
Has a copy of the approved report been sent to shaungibbons@sholland.gov.uk for awareness?	Yes / No
Portfolio Holder consulted:	Yes / No
Ward Member consulted:	Yes / No

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CURRENT FLAG FALL PLUS SMALLER INCREMENTAL INCREASES

22 Pence increment

1 mile		Each extra mile	10 miles
T1	4.94	1.98	22.76
T2	7.41	2.97	34.14
T3	9.88	3.96	45.52

24 Pence increment

1 mile		Each extra mile	10 miles
T1	5.08	2.16	24.52
T2	7.62	3.24	36.78
T3	10.16	4.32	49.04

26 Pence increment

1 mile		Each extra mile	10 miles
T1	5.22	2.34	26.28
T2	7.83	3.51	39.42
T3	10.44	4.68	52.56

28 Pence increment

1 mile		Each extra mile	10 miles
T1	5.36	2.52	28.04
T2	8.04	3.78	42.06
T3	10.72	5.04	56.08

Annual percentage increases on flag fall

		+5% New ff
2022	Ff 3.40	3.58
2023	3.58	3.76
2024	3.76	3.94
2025	3.94	4.14
2026	4.14	

Increase the flag fall with smaller incremental increases i.e.

£4.14 ff increase to reflect approximately 5% per year with 4 pence incremental increase to 24 pence =

1 mile		Each extra mile	10 miles
T1	5.82	2.16	25.26
T2	8.73	3.24	37.89
T3	11.64	4.32	50.52

1 mile based on approximation of 1760 yards minus 400 for FF leaving 1360/190 = approx. 7 inc

And 1760/190 for full mile = 9 inc

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