



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