



# HACKNEY CARRIAGE TARIFF REVIEW POLICY

**Approved at Cabinet –**

**Effective from – TBC**

## Definitions

Throughout this document:

- 'The Council' or 'the (licensing or local) authority' means Medway Council
- 'Driver' or 'licensed driver,' unless otherwise specified, means a hackney carriage or a private hire driver
- 'Taxi' or 'hackney carriage' means a vehicle licensed under the Town Police Clauses Act 1847 to ply for hire throughout the district controlled by the Council.
- 'Private hire vehicle' or 'PHV' means a vehicle licensed under the Local Government (Miscellaneous Provisions) Act 1976 to carry passengers for hire or reward by prior booking.
- 'The Committee' means the relevant Committee or Cabinet of the Council for determining matters relating to taxi and private hire licensing
- 'Proprietor' means the owner of the licensed vehicle – this may not necessarily be the driver of the vehicle
- 'TPCA' or 'the 1847 Act' means the Town Police Clauses Act 1847
- 'LG(MP)A' or 'the 1976 Act' means the Local Government (Miscellaneous Provisions) Act 1976

## **Introduction**

Hackney carriages (taxis) are a vital form of local transport. Local Authorities have the power to set the fares of taxis which they licence.

Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 states that “a district council may fix the rates or fares within the district for time as well 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.”

It is at the discretion of the Council as licensing authority to set a tariff for licensed hackney carriages operating within the borough.

By fixing the fares, the Council is effectively setting the maximum fare that hackney carriage drivers can charge. Legally, taxi drivers may charge less than this rate but may not charge more.

The setting of fares applies only to hackney carriage drivers and not to private hire drivers who can charge their own rates as statute allows. In practice however, many private hire drivers charge the rate set by the tariff for journeys within the borough as this leads to fewer arguments with customers who may otherwise be confused as to why charges differ for the same journey.

There are three main elements which affect the fare:

- ‘The flag’ – which is the amount shown on the meter at the start of a journey and therefore the minimum fare payable.
- ‘The yardage’ – which dictates the rate at which the fare increases with distance, whereby the fare increases more rapidly as the distance in yards decreases.
- ‘The waiting time’ – which dictates the rate at which the fare increases with time as opposed to distance, whilst the vehicle is stationary.

Additional charges can also be levied, provided they are set out within the table of fares, to reflect such matters as damage caused to vehicles, passenger numbers, seasonality and tolls, for example.

A documented policy ensures a transparent and consistent approach when reviewing Hackney Carriage Tariffs.

## **Consultation and Implementation**

In drawing up this policy, Medway Council consulted with:

- Medway Licensed Taxi Drivers Association
- Taxi and private hire drivers

## Frequency of review

The council will (unless determined otherwise by the licensing authority) review the tariff once every 2 years commencing 2026.

## Consultation methodology

In reviewing the tariffs, the Council will consult with all licensed hackney carriage and private hire drivers via email (only) for a four-week period, commencing no later than 31<sup>st</sup> March. Typically consultees will be invited to choose their preferred value from predefined options using a simple online survey.

### E.g. Variation of current Tariff:

A: No variation to current tariff

B: Vary the flag:

- 1: Reduce the Flag
- 2: Increase the Flag

C: Vary the yardage (Distance Unit):

- 1: Decrease the Distance Unit
- 2: Increase the Distance Unit
- 3: Decrease the charge for each Distance Unit
- 4: Increase the charge for each Distance Unit

D. Other

For example, if a consultee wishes to choose to have the Flag increased, they will select option B2, and then choose their preferred value, e.g. 10p, 20p, 30p, etc. from the options provided.

Requests for other elements of the tariff to be included in the scheduled reviews will be considered on a case-by-case basis. Any such requests must be made in writing

## Governance arrangements:

- Officers will proceed with the consultation in ostensibly in accordance with the above methodology without having to seek prior approval.
- Consultation results will be presented to Cabinet for consideration and to determine what, if any, new tariff will be set.
- The agreed tariff will be published by officers in accordance with the legislation, enabling anyone wishing to object to it to do so within the prescribed timescale.
- Any objections will be referred back to Cabinet for consideration, after which the final tariff will be set and take effect on the revised date.
- If no objections are received, the published tariff will take effect from the date set.
- All licenced vehicle proprietors with a meter fitted (whether Hackney Carriage or Private Hire) will be required to have their meters recalibrated to any new tariff, at their cost, and send the authorised certified evidence to [licensing@gravesham.gov.uk](mailto:licensing@gravesham.gov.uk) within 6 weeks of the new tariff commencement date.