

REDDITCH BOROUGH COUNCIL

LICENSING COMMITTEE

18th AUGUST 2026

HACKNEY CARRIAGE TABLE OF FARES – REQUEST FOR VARIATION **CONSIDERATION OF OBJECTION RECEIVED**

Relevant Portfolio Holder	Councillor M Dormer
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
Report Author	Hazel Powell Job Title: Principal Officer - Licensing Contact email: Hazel.powell@worcsregservices.gov.uk Contact Tel: 01562 738054
Wards Affected	All Wards
Ward Councillor(s) consulted	N/A
Relevant Strategic Purpose(s)	N/A
Non-Key Decision	
If you have any questions about this report, please contact the report author in advance of the meeting.	

1. RECOMMENDATIONS

That the Licensing Committee considers the objection received to the proposed table of fares and RESOLVE to bring into force the varied table of fares shown at Appendix 1 with effect from 24 August 2026.

2. BACKGROUND

The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district.

At its meeting of 4 June 2026, the Licensing Committee approved the advertisement of a proposed variation to the existing table of fares. Members are now asked to consider an objection received in respect of the proposed varied table of fares.

3. OPERATIONAL IMPLICATIONS

- 3.1 The Council has responsibility under the Local Government (Miscellaneous Provisions) Act 1976, for setting the maximum fares that can be charged by hackney carriage vehicles licensed to operate within the district.

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- 3.2 Hackney Carriage (“Taxi”) fares are made up of an initial hiring charge and a “mileage” rate, both of which are expressed in terms of distance and / or time per unit cost. This is because when a hired taxi is stationary or moving slowly in traffic the meter continues charging, but by time, instead of distance.
- 3.3 The table of fares applies only to hackney carriage vehicles. Private hire operators are free to agree their hiring charges in advance with their customers, normally at the time of booking the journey.
- 3.4 On 4 June 2026, the Licensing Committee approved the advertisement of a proposed variation to the existing table of fares for hackney carriages. The proposed varied table of fares approved for advertisement is shown at **Appendix 1**.
- 3.5 The proposed variation to the hackney carriage fare was initially advertised with a closing date for objections of 24 June 2026 however, due to an error within the notice, the notice was re-advertised setting a new closing date for objections of 29 July 2026.
- 3.6 An objection to the proposed table of fares has been received from a member of the public on the basis that they believe the Council’s table of fares should only display metric units (metres and kilometres).
- 3.7 The objection received raises no opposition to the proposed increase to the maximum cost of journeys undertaken in hackney carriages. The objection relates only to the use of imperial units of measurement (yards and miles). A copy of the objection received can be seen at **Appendix 2**.
- 3.8 The proposed varied table of fares shows distances expressed in both metric (metres) and imperial units of measurement (yards and miles).
- 3.9 The current format of the table of fares is compliant with current legislation and is clear and understandable for passengers and licence holders. It is consistent with most fare tables published by other local authorities across the country.
- 3.10 Officers, in considering the setting of the table of fares, have referred to the publication entitled “Button on Taxi’s: Licensing Law and Practice”. The publication is written by the acknowledged expert in Hackney Carriage Licensing, James T H Button who has a very helpful note regarding fares and why they should be in miles, yards, feet and inches. James Button states - “it is permissible for the metric equivalent to be shown as well.”

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- 3.11 This is based on the exception under reg 5(2) of the Units of Measurement Regs 1995, which excludes metric units from road signs, distance, and speed measurement - miles, yards remain the lawful unit of measurement because a taximeter measures by distance and time and would therefore appear to fall within the exception. The relevant excerpt from the regulations is detailed in the below paragraph.

3.12 The Units of Measurement Regulations 1995

Exceptions

- 5.—** (1) Nothing in these Regulations shall apply in relation to any supplementary indication; and in this paragraph “supplementary indication” has the same meaning as it has in section 8(5A) of the Weights and Measures Act 1985.[\(1\)](#)

(2) Nothing in these Regulations shall apply in relation to any of the uses of relevant imperial units which are permitted by Article 1(b) of the Units of Measurement Directive, that is to say—

(a) the use of the mile, yard, foot or inch for road traffic signs, distance and speed measurement;

(b) the use of the pint for dispensing draught beer and cider;

(c) the use of the pint for milk in returnable containers;

(d) the use of the acre for land registration; and

(e) the use of the troy ounce for transactions in precious metals.

(3) Nothing in these Regulations shall apply in relation to any use of a relevant imperial unit which is permitted by Article 2(b) of the Units of Measurement Directive (use in the field of air and sea transport and rail traffic of units laid down in international conventions or agreements).

(4) Nothing in these Regulations shall apply in relation to any contract to which regulation 11(1) of the Units of Measurement Regulations 1986[\(2\)](#) applies.

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- 3.13 Officers also considered the point that the Odometers in most UK vehicles, measure in miles and tenths of a mile. This would also appear to be the most easily understood measurement for passengers many of whom may also be drivers.
- 3.14 Speedometers usually display the miles per hour travelled as the main measurement but also often display a second measurement showing the equivalent in kilometres per hour.
- 3.15 The purpose of the Table of Fares is to ensure that passengers have knowledge of what the expected charges will be when undertaking their journeys.
- 3.16 Members are asked to consider the objection received to the proposed table of fares and resolve to bring the revised table of fares at **Appendix 1** into force on 24 August 2026.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs of advertising the proposed variations to the table of fares for hackney carriages was met from existing budgets held by Worcestershire Regulatory Services.

5. LEGAL IMPLICATIONS

- 5.1 Section 65 (1) of the Local Government (Miscellaneous Provisions) Act 1976 states that 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.
- 5.2 Section 65(2) of the Local Government (Miscellaneous Provisions) Act 1976 further states:
- 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 or variation can be made.

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- 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.
- 5.3 If no objection to a table of fares or variation is duly made within the period specified in the notice referred to in section 65 (2), 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 date is the later.
- 5.4 If objections are made and are not withdrawn, the district council must 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.

6. OTHER - IMPLICATIONS

Relevant Strategic Purpose

- 6.1 The Council, in setting maximum Hackney Carriage fares at an appropriate level, aids sufficient provision of Hackey Carriages across the borough which supports residents and local businesses. By maintaining a resilient transport network, the Council supports resident's movement across the borough which includes journeys relating to employment and to access leisure and other amenities. This clearly supports local businesses and the Council's Economy, Regeneration & Prosperity priority.

Climate Change Implications

- 6.2 None arising from this report.

Equalities and Diversity Implications

- 6.3 None arising from this report.

7. RISK MANAGEMENT

- 7.1 None arising from this report.

8. APPENDICES

Appendix 1 – Proposed Varied Table of Fares

Appendix 2 – Objection received