

Agenda

Extraordinary Licensing Committee Meeting

Date: Thursday, 8 May 2025

Time 7.00 pm

Venue: Committee Room, Swale House, East Street, Sittingbourne ME10 3HT

Membership:

Councillors Derek Carnell (Chair), Roger Clark, Simon Clark, Alex Eyre, Carole Jackson, Mark Last, Rich Lehmann, Ben J Martin, Charlie Miller, Lee-Anne Moore, Tara Noe, Tom Nundy, Chris Palmer, Paul Stephen and Tony Winckless (Vice-Chair).

Quorum = 5

Pages

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1. Emergency Evacuation Procedure

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- (a) The fire alarm is a continuous loud ringing. In the event that a fire drill is planned during the meeting, the Chair will advise of this.
- (b) Exit routes from the chamber are located on each side of the room, one directly to a fire escape, the other to the stairs opposite the lifts.
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the car park. Do not leave the assembly point or re-enter the building until advised to do so. Do not use the lifts.

- (d) Anyone unable to use the stairs should make themselves known during this agenda item.

2. Apologies for Absence

3. Declarations of Interest

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves, their families or friends.

The Chair will ask Members if they have any disclosable pecuniary interests (DPIs) or disclosable non-pecuniary interests (DNPIs) to declare in respect of items on the agenda. Members with a DPI in an item must leave the room for that item and may not participate in the debate or vote.

Aside from disclosable interests, where a fair-minded and informed observer would think there was a real possibility that a Member might be biased or predetermined on an item, the Member should declare this and leave the room while that item is considered.

Members who are in any doubt about interests, bias or predetermination should contact the monitoring officer for advice prior to the meeting.

4. Public Session

The Council operates a scheme of public speaking at meetings of the Licensing Committee. Requests to speak at the meeting must be registered by Democratic Services by noon on Friday 2 May 2025 and must be related to an item on the Agenda. Each speaker has a maximum of three minutes to speak.

5. Review of Taxi Tariff

5 - 24

Issued on Monday, 28 April 2025

The reports included in Part I of this agenda can be made available in alternative formats. For further information about this service, or to arrange for special facilities to be provided at the meeting, please contact democraticservices@swale.gov.uk . To find out more about the work of this meeting, please visit www.swale.gov.uk

**Chief Executive, Swale Borough Council,
Swale House, East Street, Sittingbourne, Kent, ME10 3HT**

Extraordinary Licensing Committee Meeting	
Meeting Date	8 th May 2025
Report Title	Review of Taxi Tariff
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Charlotte Hudson, Head of Housing and Community Services
Lead Officer	Johanna Thomas, Licensing Team Leader
Classification	Open
Recommendations	<ol style="list-style-type: none">1. That Members determine whether to modify the current maximum scale of fares for licensed hackney carriages operating within the borough (taxi tariff) taking into consideration comments received during the statutory consultation.2. That Members determine whether to amend the agreement to automatically annually increase the taxi tariff based upon the National Rail fares increase.

1 Purpose of Report and Executive Summary

- 1.1 This reports requests Members to consider objections made during the statutory consultation for the proposed variation to the maximum fares to be charged for Hackney Carriages and decide whether to make any modifications to the existing taxi tariff. Should Members decide modifications are necessary, Members are asked to determine what those modifications should be.
- 1.2 This reports requests Members to consider whether in light of relevant objections to the proposed taxi tariff the agreement to automatically annually increase the tariff based upon National Rail fares should be modified.

2 Background

- 2.1 It is at the discretion of the Council as licensing authority to set a meter tariff for licensed hackney carriages.
- 2.2 Councils are not obliged to set a maximum fare for their area, they could decide instead to rely on market forces to establish the going rate and at the same time promote competition.
- 2.3 In the past Swale BC has chosen to set a tariff which represents the maximum fee that can be charged.

- 2.4 The setting of fares applies only to hackney carriages and not to private hire drivers who can charge their own rates as statute allows.
- 2.5 Any driver has the option of charging less than any tariff that is set, as the tariff is the maximum that can be charged but is not obligatory.
- 2.6 At a meeting of the General Licensing Committee on 4th October 2022 It was agreed that there should be an automatic annual increase to the taxi tariff and that the increase should be based upon the National Rail fares, subject to a statutory consultation.
- 2.7 Following the 4th of October 2022 Licensing Committee the tariff was increased effective of 10th November 2022. The current tariff increased in line with the 2024 national Rail increase became effective on 11th March 2024 and is attached as **Appendix I**.
- 2.8 In addition to fares the taxi tariff sets out the maximum amount a driver can charge a passenger if they soil the vehicle to the point where it has to be removed from service and cleansed. At a meeting of the General Licensing Committee on 11th February 2025 It was agreed that the soilage charge should be increased from £50 to £100.
- 2.9 On 2nd March 2025 National Rail fares increased across the country by 4.6%. In accordance with the agreement to increase the maximum scale of fares for licensed hackney carriages operating within the borough inline with the annual rail fare increase a variation to the current tariff was prepared and pursuant to Section 65, Local Government (Miscellaneous Provisions) Act 1976 advertised in the local newspapers, at the council offices and by newsletter to the trade. Advertisement showing proposed tariff is attached as **Appendix II**.
- 2.10 The current fare is £8.30 for a 2 mile journey, the proposed fare is an increase to £8.70 for the same distance.
- 2.11 During the consultation period Licensing Officers received no comments from members of the public, comments from the taxi trade. In accordance with Section 65, Local Government (Miscellaneous Provisions) Act 1976, objections must be considered by a meeting of the Licensing Committee. The objections can be seen as **Appendix III**. Included in the table are responses from the trade received after the end of the consultation in reaction to a newsletter sent out to drivers and operators informing them that objections had been received and that a meeting of the Licensing Committee would be arranged to decide whether the proposed increase would go ahead, whether the proposal would be amended, or whether the increase would not go ahead this year.
- 2.12 To assist Members information on current fares for national and local Kent authorities is provided as **Appendix IV**
This information has been compiled from the latest figures published by Private Hire and Taxi Monthly (PHTM) on their webpage. PHTM provide a monthly

magazine and website for the trade and licensing authorities, that regularly publishes a 'league table' of tariffs set by licensing authorities showing the highest to lowest based on the cost of a 2 mile journey.

3 Proposals

- 3.1 Members are asked to decide whether to modify the Swale taxi tariff as proposed. The proposed tariff card is attached as **Appendix V**.
- 3.2 Members are asked to decide whether the increase to the Swale taxi tariff should continue to be increased annually inline with national rail increases

4 Alternative Options

- 4.1 If Members do not agree with the proposed increase they could decide:
 - a. that the current taxi tariff is fair and reasonable and to leave the fares as they are and only increase the soilage charge.
 - b. That the tariff should be increased by a different amount than that proposed.
- 4.2 Members may consider whether the increase should continue to be applied annually based on national rail fares, or whether:
 - a. Fares should be increased biannually based on the national rail increase that year, subject to the required consultation in accordance with Section 65, Local Government (Miscellaneous Provisions) Act 1976
 - b. Fares should be increased annually based on national rail increases only if agreed by a simple survey sent out to the trade in January asking whether they want an increase that year. If the trade vote for an increase to fares the statutory consultation will be carried out in accordance with Section 65, Local Government (Miscellaneous Provisions) Act 1976

6 Implications

Issue	Implications
Corporate Plan	<p>The service is an important regulatory function undertaken to ensure the safety of the travelling public of Swale as well as its licensed drivers.</p> <p>There are links to:</p> <p>Community - To enable our residents to live, work and enjoy their leisure time safely in our borough and to support community resilience.</p>

	<p>Economy - Working with our businesses and community organisations to work towards a sustainable economy which delivers for local people.</p> <p>Environment - To provide a cleaner, healthier, more sustainable and enjoyable environment, and to prepare our borough for the challenges ahead.</p> <p>Running the Council - Working within our resources to proactively engage with communities and outside bodies to deliver in a transparent and efficient way.</p>
Financial, Resource and Property	The cost of re-calibrating individual meters would be met by licensed drivers and operators.
Legal, Statutory and Procurement	Changes to the table of fares published by the Authority must be made in accordance with the procedure set out in s.65 Local Government (Miscellaneous Provisions) Act 1976. That sets out the notification requirements and the process if unresolved representations are made to any proposed changes.
Crime and Disorder	The licensing role of the Council is important in improving the safety, security and welfare of the Borough's residents, visitors and business community by ensuring an adequate supply of properly licensed taxis as a safe mode of transport for the public, particularly when other public transport is unavailable and ensuring the safety of drivers.
Environment and Climate/Ecological Emergency	None identified
Health and Wellbeing	None identified
Safeguarding of Children, Young People and Vulnerable Adults	<p>Licensing regimes are largely designed to protect public safety. The DfT Statutory Standards and The Taxis and Private Hire Vehicles (Safeguarding and Road Safety) Act 2022 go even further to protect public safety, especially children, young people and vulnerable adults and these have been incorporated into this policy revision.</p> <p>Air quality is also an important aspect of protecting children and vulnerable adults and therefore imperative that the licensing of vehicles contributes to improving the air quality in the borough.</p>
Risk Management and Health and Safety	The provision of adequate, affordable taxi journeys is necessary to ensure the safety of children, young people and vulnerable adults
Equality and Diversity	An unreasonable increase in the level of fares could be a source of resentment amongst the travelling public. Equally an unreasonably low increase or no increase could be a source of resentment amongst the trade.

Privacy and Data Protection	None identified
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7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I – Current Hackney Carriage (Taxi) Fare Table – date of commencement 11th March 2024
- Appendix II – Advertisement in accordance with Section 65, Local Government (Miscellaneous Provisions) Act 1976
- Appendix III – Consultation table of responses
- Appendix VI – Comparison of National and Local Council Taxi Fares compiled from [Hackney Taxi Fare Tables](#) published by Private Hire and Taxi Monthly
- Appendix V – Proposed Hackney Carriage (Taxi) Fare Table

8 Background Papers

All relevant legislation as outlined at paragraph 1.1.2 of the draft Swale BC Hackney Carriage and Private Hire Licensing policy, most particularly The Town Police Clauses Act 1847 and Local Government (Miscellaneous Provisions) Act 1976

The Minutes of the Licensing Committee Meeting held on 4th of October 2022
[Agenda Template](#)

The Minutes of the Licensing Committee Meeting held on 11th February 2025
[Minutes Template](#)

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HACKNEY CARRIAGE (TAXI) FARES TABLE FROM 11th March 2024

RATE 1	
For the first 200 yards (182 metres)	£3.40
If the distance exceeds 200 yards (182 metres) for the first 200 yards	£3.40
For each subsequent 68 yards (62 metres) or uncompleted part	£0.10
For each stationary waiting period of 1 minute or uncompleted part	£0.35
RATE 2	
For any hiring commenced: <ul style="list-style-type: none"> For hirings begun between 23:00 and 06:00 At any time on a bank holiday (including Easter Sunday) or public holiday Between 18:00 and 23:00 on 24th December 	Rate 1 + 50%
RATE 3	
For any hiring commenced: <ul style="list-style-type: none"> Between 23:00 on 24th December and 06:00 on 27th December Between 18:00 on 31st December to 06:00 on 1st January 	Rate 1 + 100%
EXTRA CHARGES	
At any time when carrying 5 to 8 passengers	+ 50% Applies to any rate above at any time
For a specific request to hire a vehicle with more than 4 passenger seats (excluding wheelchair users accompanied by less than 4 other passengers)	+50% Applies to any rate above at any time
If vehicle is soiled to the extent that it has to be cleansed before re-use	£50.00
FARES CHARGED BY TIME	
When a hackney carriage is hired by time the fare shall be agreed with the hirer at the commencement of the hiring	
OFFENCE	
It is an offence for the proprietor or driver to demand and take a fare greater than that shown on the taximeter. Any discount given to the customer must be discounted from the amount shown on the meter	
COMPLAINTS	
If you have any complaints about this vehicle or driver please contact the Licensing Team Leader, Swale Borough Council, East Street, Sittingbourne, Kent ME10 3HT. Email: taxis@swale.gov.uk	

On a Meter this will show as - For saloons - Rate 1 single time (1x) day, Rate 2 time and half (1.5x) 23:00>, Rate 3 double time (2x) For minibuses - Rate 4 single time + 50% (1.5x) , Rate 5 time and half +50% (2.25x) , Rate 6 double time + 50% (3x)

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HACKNEY CARRIAGE FARES

TAKE NOTICE that, pursuant to Section 65, Local Government (Miscellaneous Provisions) Act 1976, Swale Borough Council has varied the maximum fares to be charges for Hackney Carriages hired by time and distance in accordance with the table below.

Any objections to the variation must be made in writing and addressed to the Community Services Manager by email: stephaniecurtis@swale.gov.uk or by hard copy to: Swale House, East Street, Sittingbourne, Kent ME10 3HT and must be lodged no later than: **26th March 2025**

If no objection is duly made by the date specified, or if all objections so made are withdrawn the variation shall come into operation on: 1st April 2025

If an objection is duly made and is not withdrawn the Council will set a further date not later than 20th May 2025 on which the variation shall come into force with or without modifications as detailed by it after considerations of the objections.

MILEAGE:

(a) If the distance does not exceed 200 yards (182 metres) for the whole distance £3.40

(b) If the distance exceeds 200 yards (182 metres) – for the first 219 yards £3.40

For each subsequent 63 yards (57.6 metres) or uncompleted part thereof £0.10

WAITING TIME:

For each period of 1 minute or uncompleted part thereof £0.35

EXTRA CHARGES:

For hiring's begun between 11pm and 6am and for Bank Holidays (including Easter Sunday) and between 6pm and 11pm on 24th December (excluding 11pm 24th December to 6am 27th December and 6pm 31st December to 6am on 1st January)... +50% of above charges

The fares for distance will be DOUBLED between 11pm on 24th December and 6am on 27th December and between 6pm 31st December and 6am on 1st January.

Charge to be applied for the soiling of a vehicle should it be soiled to the extent that it has to be taken out of service to be cleaned. This charge is a matter between the driver/company and the customer not exceeding £100

For additional passengers in excess of 4, or for a specific request to hire a vehicle with more than 4 passenger seats (excluding wheelchair users accompanied by less than 4 other passengers) + 50%

When this Hackney Carriage is hired by distance it is an offence for the proprietor or driver to demand and take a fare greater than that shown on the taximeter. Any discount given to the customer must be discounted from the amount shown on the meter.

FARES FOR TIME

If the Hackney Carriage is hired by time the fare shall be agreed with the hirer at the commencement of the hiring

This fare is £8.70 over a 2-mile journey

Stephanie Curtis

Community Services Manager

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RESPONSES RECEIVED DURING CONSULTATION			
TOTAL RESPONSES	SUPPORT INCREASE	DON'T SUPPORT INCREASE TO FARES	SUPPORT INCREASE TO SOILAGE FEE
6	1	5	3

TOTAL RESPONSES	SUPPORT INCREASE	DON'T SUPPORT INCREASE TO FARES BUT SUPPORTS INCREASE TO SOILAGE FEE
3	2	1

COMMENTS RECEIVED DURING CONSULTATION	
Taxi Operator 1	<p>I would like to express my view that the tariff should not increase. Swale is currently the fourth dearest in Kent, with only Sevenoaks, Tunbridge Wells, Tonbridge, and Malling councils charging a higher price based on a 2-mile fare.</p> <p>What has Swale got that Maidstone 7th and Canterbury 9th dearest in Kent have to make us so much dearer? Absolutely nothing No University, Colleges, or Tourists all we are doing is charging the people of Swale more money for essential transport for the basics like shopping and the train station. Since the pandemic, we have noticed a huge drop in customers coming off the trains due to more people working from home. I feel that another price increase will hurt the trade as people may choose to walk because they simply cannot afford a taxi which may then cause a safeguarding issue causing people to walk late at night and under the influence of alcohol.</p> <p>We also need to be wary of Uber possibly coming to the area and undercharging Swale's licenced taxis.</p>
Taxi Operator 2	<p>I'd like to voice my dissatisfaction with the proposed taxi fare increase. This would be the third fare increase in 30 months. Whilst the November 22 increase was overdue, imposing an annual increase in line with rail fare inflation is detrimental to our trade. Swale is not the most affluent of areas and offers little in terms of bringing people to the borough, yet our fare rates rank in the top 5 in Kent! As a trade we rely heavily on customers who have a need for</p>

	<p>our service not just random fares. People with poor mobility, commuters, workers who are being punished with yet another hike. I believe this will have a negative effect on our trading ability. There has been an increase in queries for bookings not materialising due to the quoted amount, the cost is putting customers off. Working for a company that also competes for KCC contract work we are in direct competition with neighbouring boroughs who trade on different rates adding further pressure to operators.</p>
<p>Taxi Operator 3 (in consultation with their drivers)</p>	<p>Having consulted with all my drivers the following is an unanimous opinion: In consideration of the current cost of living crisis, we find it increasingly challenging to conduct trade, as customers are more frequently questioning the cost of their journeys. This heightened price sensitivity among our clientele makes a tariff increase particularly inadvisable at this time. Furthermore, we have observed a significant increase in competition from Canterbury-licensed vehicles, including Longleys, Cab Co, Cabline and Canterbury Taxis, among others. This influx of competitors has further intensified the market dynamics, making it even more critical to remain competitively priced.</p> <p>Hence, under the present circumstances, we believe maintaining our current tariff structure is essential to sustain our customer base and ensure continued business viability.</p> <p>However, we do agree with the proposed soilage limits, as we have had several occasions where a cab has been put out of action for the rest of the night, resulting in the driver losing out on wages.</p> <p>We propose a look at the tariff structure every 2 years rather than every year.</p> <p>We appreciate your understanding and consideration in this matter.</p>
<p>Taxi Operator 4</p>	<p>I have my concerns about the increase in fares. We are already finding a large number of customers think the fares are too high as it is and another increase is just going to make this worse. The fare pricing needs to be a middle ground where the taxi</p>

	<p>firms are able to make a profit whilst at the same time, being affordable to the general public. In Swale we have never needed to offer discounts as standard on fares and I am seeing it arise across the borough, especially in Sittingbourne. The Taxi fares should not be so high that we feel we have no choice but to discount the fares. The whole point of a council governed fare rate is so that the general public don't get "ripped off" and have a standardised rate no matter the taxi they get into.</p> <p>The part I do agree with is the increase in maximum soiling charge. The cost to clean vehicles has gone through the roof. I don't know if people would be willing to pay up to £100 however for bad soiling incidents but the ability to do so would be very useful.</p> <p>I know you're probably not going to have enough responses to stop this increase from happening but I hope you can take this feedback into account to rethink the yearly price increase.</p>
Driver 1	<p>I would like to formally express my support of the proposed fare increase,</p> <p>My reasoning is that along with the rail fares all of our operating costs are increasing, fuel, insurance, servicing costs, tyres to name just a few & the increase will assist & help us keep up with the increasing business expenses</p>
Driver 2	<p>Good morning Mohammad, am just contacting you regarding the proposal to increase fares. I would disagree with this proposal, but agree with soiling charge increase.</p> <p>It's getting harder to trade on a number of different levels, there are a lot of canterbury cars coming into our patch which seem to be cheaper than us, also the last fare increase really had a detrimental effect on trade, even now when people ask for a quote they say it's far too expensive, especially long trips like airport jobs or hospital jobs.</p> <p>Only last evening i quoted for a Q. E. Q. M. Job, reduced it by over a fiver and was still hit with multiple answers of way too expensive.</p> <p>I'm mostly on day shift at tariff 1,so it's worse after 11pm at tariff 2.</p>

COMMENTS RECEIVED AFTER CONSULTATION END (1 st – 10 th April)	
Driver 3	<p>Today the national living wage increases to £12.21 an hour. I would like you to consider this before dismissing our fare increase. It is already very difficult for us to earn anywhere near that. If we don't have an increase in fares, we are effectively taking a pay cut as our overheads continue to rise. That is totally unacceptable and will ultimately lead to the demise of the taxi trade. I hope you do the right thing for us.</p> <p>2nd email I feel that probably the people that have objected to the fare increase are the same people who didn't want to change their meters last year. The reason being that the company would have to pay to have the meters changed, but would gain nothing because the work that they do is all pre quoted contract work. If the drivers do any work outside the contracted work they are given, they keep 100% of the fare so the company owner gains nothing from a fare increase.</p>
Taxi Operator 5	<p>In 2022 it was agreed that fares would increase, as set out below. In the attached letter (Screen shot of the table of amendments for the revised Swale Taxi Policy, currently out for Consultation), the increase was set to increase by 4.9% the National Rail increase as agreed back in 2022. Please could you provide me with the minutes of the meeting where it was decided that this decision was being revoked, and going back to a public consultation on the fee increase.</p> <p><i>Amended</i> 5.1.1 Fare rates are automatically increased annually, and the increase is based upon the National Rail fare increase, subject to the required statutory consultation. This approach provides certainty to the taxi trade that there will be an increase to the tariff and also consistency for the travelling public that the fare increase will be in line with the National Rail increase which is based on CPI other than</p>

	<p><i>when government has deemed that a differing increase is appropriate. The fares will not normally be reviewed more than once a year unless there are exceptional circumstances which would justify a further increase, for example a particularly sharp increase in petrol/diesel prices.</i></p> <p>2nd email So we're basically back to where we were before when there was no increase for years. The reason that the change was made and to be inline with the rail network, was in order to make it fair and something that could be relied upon. One assumes then that as so many people disagree with the train fare rise that that won't go ahead either. If the regulation put in place is going to be overturned there's little point in putting it into policy in my opinion. Imagine Council Tax being put out as a consultation process and everyone objected to the 2.96% precept increase, and KCC increase of 4.99%, would the raise still go ahead.</p> <p>Apologies for my frustration however my understanding of the fare increase being put in line with the rail increase and it being annual was to take away the previous uncertainty. The next bottle of milk i purchase, should I object to the price as it's gone up substantially? Donald Trump is rapidly bringing the world into recession, prices are going up all over the place, yet the funds to make those purchases stay static, which is effectively a reduction in fares.</p> <p>Let's hope the committee accepts that a commitment was made in 2022, and sticks with it as opposed to baying down to the voters.</p> <p>Wasn't it Margaret Thatcher who said "This lady is not for turning" she had the courage of her convictions.</p> <p>Please pass my thoughts to the committee, prior to their meeting to discuss. Considering we currently in a Purdah Period, a decision which should have been implemented on March 1st will be delayed for in excess of 2 months, will the deficit in any fare increase be covered by Swale? Again a question for the committee.</p>
Driver 4 (Telephone call)	Expressed opinion that it is hard to make a living as a taxi driver in the current economic

	<p>climate and increasing the fares will make it harder as people will stop using taxis, or use them less frequently if the prices are increased.</p> <p>Would like the increase to the soilage charge as cannot get the vehicle interior cleaned for £50 and does not cover loss of earnings</p>
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Figures taken from Private Hire Monthly Table of Fares – 21st April 2025 [Hackney Taxi Fare Tables](#)

National Rankings

Position	Council	2 mile fare	Year of last increase
1	London (Heathrow)	£13.60	2025
2	Luton Airport	£12.60	2024
3	Transport For London	£12.00	2025
4	Epsom & Ewell	£11.00	2024
5	Guildford	£10.00	2022
6	Jersey	£9.65	2024
7	Caradon	£9.60	2023
8	North Cornwall	£9.60	2022
9	Elmbridge	£9.50	2023
10	Carrick	£9.20	2024
11	St. Albans	£9.15	2023
12	Guernsey	£9.10	2024
13	Worthing	£9.10	2025
14	Hertsmere	£9.08	2025
15	Cheltenham	£9.00	2025
16	Edinburgh	£9.00	2024
17	Mid Sussex	£9.00	2024
18	Reading	£9.00	2023
19	Glasgow	£8.90	2024
20	South Oxfordshire	£8.90	2024
21	Stroud	£8.90	2024
22	Vale of White Horse	£8.90	2024
23	Midlothian	£8.80	2022
24	Brighton & Hove	£8.70	2024
25	Restormel	£8.70	2023
26	Sevenoaks	£8.70	2022
27	Swindon	£8.70	2024
28	Woking	£8.70	2022
29	Swale	Proposed £8.70	Current position 49 £8.30

Local Councils Ranking

Local Position	National Position	Council	2 mile fare	Year of last increase
1	26	Sevenoaks	£8.70	2022
2	29	Swale	Proposed £8.70	
2	31	Tonbridge Wells	£8.60	2024
3	43	Tonbridge & Malling	£8.40	2022
4	45	Dartford	£8.30	2025
4	49	Swale	Current £8.30	2024
5	55	Gravesham	£8.20	2024
6	72	Maidstone	£8.00	2022
6	73	Medway	£8.00	2024

7	112	Ashford	£7.60	2025
8	140	Canterbury	£7.40	2022
9	181	Dover	£7.10	2022
10	246	Folkstone & Hythe	£6.60	2022
11	287	Thanet	£6.21	2022



HACKNEY CARRIAGE (TAXI) FARES TABLE FROM 20th May 2025

RATE 1	
For the first 200 yards (182 metres)	£3.40
If the distance exceeds 200 yards (182 metres) for the first 200 yards	£3.40
For each subsequent 63 yards (57.6 metres) or uncompleted part	£0.10
For each stationary waiting period of 1 minute or uncompleted part	£0.35
RATE 2	
For any hiring commenced: <ul style="list-style-type: none"> For hirings begun between 23:00 and 06:00 At any time on a bank holiday (including Easter Sunday) or public holiday Between 18:00 and 23:00 on 24th December 	Rate 1 + 50%
RATE 3	
For any hiring commenced: <ul style="list-style-type: none"> Between 23:00 on 24th December and 06:00 on 27th December Between 18:00 on 31st December to 06:00 on 1st January 	Rate 1 + 100%
EXTRA CHARGES	
At any time when carrying 5 to 8 passengers	+ 50% Applies to any rate above at any time
For a specific request to hire a vehicle with more than 4 passenger seats (excluding wheelchair users accompanied by less than 4 other passengers)	+50% Applies to any rate above at any time
If vehicle is soiled to the extent that it has to be cleansed before re-use	a matter between the driver/company and the customer not exceeding £100
FARES CHARGED BY TIME	
When a hackney carriage is hired by time the fare shall be agreed with the hirer at the commencement of the hiring	
OFFENCE	
It is an offence for the proprietor or driver to demand and take a fare greater than that shown on the taximeter. Any discount given to the customer must be discounted from the amount shown on the meter	
COMPLAINTS	
If you have any complaints about this vehicle or driver please contact the Licensing Team Leader, Swale Borough Council, East Street, Sittingbourne, Kent ME10 3HT. Email: taxis@swale.gov.uk	

On a Meter this will show as - **For saloons** - Rate 1 single time (1x) day, Rate 2 time and half (1.5x) 23:00>, Rate 3 double time (2x) **For minibuses** - Rate 4 single time + 50% (1.5x) , Rate 5 time and half +50% (2.25x), Rate 6 double time + 50% (3x)

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