

## Summary of taxi fares regulations

### General

The London Cab Order 1934 (the 1934 Order) sets the fares regime that covers most taxi journeys in London. Article 35 of the 1934 Order provides that taximeters must be fitted to cabs to calculate the fare. Article 40 of the 1934 Order provides the maximum fare payable, which for most journeys is a hiring charge plus the applicable rate (a sum based on the time and/or distance travelled and the circumstances of the journey). Values prescribed in Article 40 are programmed into taximeters which automatically calculate the amount the driver can charge.

These values are revised each year by decision of the TfL Board after a consultation with taxi trade stakeholders, with new fares taking effect at or about the first weekend in April. Fare changes are legally implemented by amendment of the 1934 Order.

Most revisions since the early 1980s have been based on a cost index that reflects the costs of operating a taxi in London, with a few other amendments such as the introduction of evening and night tariffs and the removal of extra charges for luggage or additional passengers.

Specific provision has been made to cater for exceptional costs, such as the additional costs of making the fleet wheelchair accessible in the 1990s. In 2005 an environmental charge of 20p for each taxi journey was introduced to cover the costs of bringing all taxis up to the Euro III emissions standard. This was removed in 2008.

Different fare regulations apply to hirings under fixed fare schemes or sharing arrangements.