



# London Cab Act 1968

## 1968 CHAPTER 7

An Act to extend the power of the Secretary of State to prescribe fares in respect of journeys by cab within the metropolitan police district and the City of London; to make provision for extending the length of such journeys which the driver of a cab is obliged by law to undertake; to relax restrictions on the parking of cabs; to prohibit the display on certain vehicles in that district or the City of London of signs or notices containing the word “taxi” or “cab” and signs or notices of certain other descriptions; and to restrict the issue, in connection with certain vehicles, of advertisements containing either of those words. [15th February 1968]

### Modifications etc. (not altering text)

C1 Words of enactment omitted under authority of [Statute Law Revision Act 1948 \(c. 62\), s. 3](#)

### Commencement Information

I1 Act (except s. 4(1)-(5)) in force at Royal Assent see [s. 4\(6\)](#)

## 1 Power to regulate fares for non-obligatory journeys.

(1) The power of [<sup>F1</sup>Transport for London] under paragraph (3) of section 9 of the <sup>M1</sup>Metropolitan Public Carriage Act 1869 and section 1 of the <sup>M2</sup>London Cab and Stage Carriage Act 1907 (regulations governing cab fares in London) shall include power to prescribe fares for the hire of cabs in respect of all journeys in London whether or not the journey is one which the driver of the cab is obliged by law to undertake.

[<sup>F2</sup>(1A) The power conferred by subsection (1) of this section is subject to paragraph (4) of the restrictions specified in section 9 of the said Act of 1869.]

(2) In this section “cab”, “fare” and “London” have the same meaning as in the said Act of 1907, and for the purposes of this section a journey shall be treated as a journey in London if it begins and ends there.

*Changes to legislation: There are currently no known outstanding effects for the London Cab Act 1968. (See end of Document for details)*

### Subordinate Legislation Made

- P1** S. 1: power exercised by S.I. 1991/1301  
S. 1: for previous exercises of this power see Index to Government Orders

### Textual Amendments

- F1** Words in s. 1(1) substituted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(2)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**
- F2** S. 1(1A) inserted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(3)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**

### Marginal Citations

- M1** 1869 c. 115.  
**M2** 1907 c. 55.

## 2 Power to increase length of obligatory journeys.

- (1) [<sup>F3</sup>Transport for London] may [<sup>F4</sup>by London cab order] direct that for the reference to the distance of six miles in section 7 and paragraph (2) of section 17 of the <sup>M3</sup>London Hackney Carriage Act 1853 (being the length of a journey which the driver of a cab is by law obliged to undertake) there shall be substituted a reference to such greater distance as appears to [<sup>F5</sup>Transport for London] to be appropriate.
- (2) [<sup>F4</sup>A London cab order] under this section may be limited so as to apply only in relation to hirings in respect of journeys which begin, or which end, at such places as may be specified in the order, and may substitute different distances in relation to such hirings or any of them and in relation to other hirings.
- (3) The power to make [<sup>F4</sup>London cab orders] under this section includes power to vary or revoke a previous [<sup>F6</sup>such] order <sup>F7</sup>. . . .
- (4) Before making [<sup>F4</sup>any London cab order] under this section [<sup>F3</sup>Transport for London] shall consult with such bodies appearing to [<sup>F5</sup>Transport for London] to represent the owners and drivers of cabs as [<sup>F5</sup>Transport for London] considers appropriate.

### Textual Amendments

- F3** Words in s. 2(1)(4) substituted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(4)(a)(i)(d)(ii)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**
- F4** Words in s. 2(1)-(4) substituted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(4)(a)(ii)(b)(c)(i)(d)(i)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**
- F5** Words in s. 2(1)(4) substituted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(4)(a)(ii)(d)(iii)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**
- F6** Words in s. 2(3) inserted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(4)(c)(ii)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**
- F7** Words in s. 2(3) repealed (3.7.2000) by 1999 c. 29, s. 253, Sch. 20 Pt. I para. 7(4)(c)(iii), **Sch. 34 Pt. V** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**

### Marginal Citations

- M3** 1853 c. 33.

*Changes to legislation: There are currently no known outstanding effects for the London Cab Act 1968. (See end of Document for details)*

### 3 Relaxation of restrictions on the parking of cabs.

<sup>F8</sup>(1) .....

(2) In section 35 of the said Act of 1831 (under which a cab found standing in any street or place is, in certain circumstances, deemed to be plying for hire) the reference to a street or place shall not include a reference to any parking place for the time being designated by an order in force under the <sup>M4</sup>Road Traffic Regulation Act [<sup>F9</sup>1984] or to any part of a road the use of which as a parking place is for the time being authorised by an order in force under that Act.

(3) Notwithstanding anything in any enactment whereby the said section 35 has effect in relation to premises of the British Railways Board [<sup>F10</sup>or Transport for London or any of its subsidiaries (within the meaning of the Greater London Authority Act 1999) the reference] in that section to a street or place shall not include a reference to any part of those premises which is set aside by [<sup>F11</sup>the body concerned] as a parking place for vehicles.

#### Textual Amendments

- F8** S. 3(1) repealed (22.7.2004) by Statute Law (Repeals) Act 2004 (c. 14), Sch. 1 Pt. 14
- F9** “1984” substituted by Road Traffic Regulation Act 1984 (c. 27, SIF 107:1), s. 146, Sch. 13 para. 4
- F10** Words in s. 3(3) substituted (E.W.S.) (15.7.2003) by The Transport for London (Consequential Provisions) Order 2003 (S.I. 2003/1615), art. 1(1), Sch. 1 para. 3(1)(2)
- F11** Words in s. 3(3) substituted (E.W.S.) (15.7.2003) by The Transport for London (Consequential Provisions) Order 2003 (S.I. 2003/1615), art. 1(1), Sch. 1 para. 3(1)(3)

#### Modifications etc. (not altering text)

- C2** S. 3(3) amended by London Regional Transport Act 1984 (c. 32, SIF 126), s. 67(2), Sch. 4 Pt. 1 para. 1(1)(2)(d)

#### Marginal Citations

- M4** 1984 c. 27.

### <sup>F12</sup>4 Prohibition of the display of certain signs or notices on, and the issue of certain advertisements in connection with, private hire-cars.

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#### Textual Amendments

- F12** S. 4 repealed (1.6.2003) by Private Hire Vehicles (London) Act 1998 (c. 34), s. 40(2), Sch. 2 (with s. 29); S.I. 2003/580, arts. 1(2), 2(2)(b)

### <sup>F13</sup>4A

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#### Textual Amendments

- F13** S. 4A repealed (8.6.2004) by Private Hire Vehicles (London) Act 1998 (c. 34), s. 40(2), Sch. 2 (with s. 29); S.I. 2004/241, art. 2(2)

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[<sup>F14</sup>4B **London cab orders.**

- (1) In this Act, “London cab order” means an order made by Transport for London.
- (2) Any power to make a London cab order under or by virtue of this Act includes power to vary or revoke a previous such order.]

**Textual Amendments**

**F14** S. 4B inserted (3.7.2000) by 1999 c. 29, s. 253, **Sch. 20 Pt. I para. 7(6)** (with Sch. 12 para. 9(1)); S.I. 2000/801, art. 2(2)(c), **Sch. Pt. 3**

**5 Short title and repeals.**

- (1) This Act may be cited as the London Cab Act 1968.

<sup>F15</sup>(2) .....

**Textual Amendments**

**F15** S. 5(2) repealed (22.7.2004) by Statute Law (Repeals) Act 2004 (c. 14), **Sch. 1 Pt. 14**

**Changes to legislation:**

There are currently no known outstanding effects for the London Cab Act 1968.