

## Equality Impact Assessment

### 1. Introduction

<b>Division:</b>	Community Services
<b>Name of activity:</b>	The Council is reviewing taxi fares and tariffs following a request from the Crawley Hackney Carriage Association to increase hackney carriage fares and tariffs
<b>Type of activity:</b>	Increase in hackney carriage fares and tariff – Hackney Carriage Vehicles only
<b>Completed by:</b>	Kareen Plympton
<b>Date completed:</b>	15/08/23
<b>Date approved by Head of Service</b>	15/08/23

### 2. About the activity

<b>What is the main purpose of the activity?</b>	
The Council is reviewing taxi fares and tariffs following a request from the Crawley Hackney Carriage Association to increase hackney carriage fares and tariffs.	
<b>Why is it being introduced / reviewed / changed?</b>	
The fares and tariffs are being reviewed following a formal request from the Crawley Hackney Carriage Association. The request has been made since it is 12 months since the last fare and tariff increase, and the Trade seek an increase to cover the cost of providing a service, amid vehicle maintenance costs, inflationary increases and the cost of living crisis.	
<b>Who is the intended audience or target group?</b>	
Internal audience or group:	Users of Hackney Carriage Services
External audience or group:	Residents and visitors who use Hackney Carriage Services. Licensed drivers as providers of hackney carriage services
<b>If other, please specify below and provide details how the audience or target group will benefit?</b>	

### Have you already consulted on / researched the activity?

There has been extensive consultation with Crawley Hackney Carriage Association who have 100 members, All members of the Hackney Carriage Trade have been written to with the proposed increases and views sought. It should be noted that the Council as Licensing Authority sets the maximum metered fare that can be charged by hackney carriages, It is the choice of the hackney carriage proprietor/driver if they wish to charge less than the metered fare,

If the increase is agreed by the Licensing Committee, then in accordance with statutory requirements, the matter will be advertised and representations (if received) considered and the matter referred back to the Licensing Committee for consideration of those representations and a final decision. Those with protected characteristics will be able to comment on the proposals at that stage.

### 3. Assessing potential impact

Impact on people with a protected characteristic Is there a potential positive or negative impact based on the following?	
<b>Age</b> (older / younger people, children)	Neutral
<b>Disability</b> (people with physical / sensory impairment or mental disability)	Neutral
<b>Gender reassignment</b> (the process of transitioning from one gender to another.)	Neutral
<b>Marriage &amp; civil partnership</b> (Marriage is defined as a 'union between a man and a woman'. Civil partnerships are legally recognised for same-sex couples)	Neutral
<b>Pregnancy &amp; maternity</b> (Pregnancy is the condition of being pregnant & maternity refers to the period after the birth)	Neutral
<b>Race</b> (ethnicity, colour, nationality or national origins & including gypsies, travellers, refugees & asylum seekers)	Neutral
<b>Religion &amp; belief</b> (religious faith or other group with a recognised belief system)	Neutral
<b>Sex</b> (male / female)	Neutral
<b>Sexual orientation</b> (heterosexual, gay, lesbian, or bisexual,)	Neutral
Whilst <b>Socio economic</b> disadvantage that people may face is not a protected characteristic; the potential impact on this group should be also considered	Neutral

What evidence has been used to assess the likely impacts?
Review of the Councils Unmet Demand Survey and contents Consultation with the Hackney Carriage Trade
What resource implications are there to deliver actions from this EIA?
Staff time, meter testing and vehicle testing

#### 4. Outcome following initial assessment

Does the activity have a <u>positive</u> impact on any of the protected groups, or contribute to promoting equality, equal opportunities and improving relations within target groups?	Yes
<ul style="list-style-type: none"> <li>- Taxi fares and tariffs increases will mean Taxi drivers can cover their operating costs</li> <li>- The number of licensed taxi drivers or people applying to become a taxi driver will increase due to increased returns , and the availability of taxis will increase and wait times reduce</li> <li>- There will be increase in the number of taxis available for journeys to service the needs of people using taxis.</li> <li>- Taxi drivers can cover increased operating costs</li> <li>- The number of licensed taxi drivers or people applying to become a taxi driver will increase due to improved returns.</li> <li>- The availability of taxis will increase and wait times reduce</li> </ul>	

Does the activity have a <u>negative</u> impact on any of the protected groups, i.e. disadvantage them in any way?	Yes
<ul style="list-style-type: none"> <li>- Taxi fares and tariffs will increase. Some of those with protected characteristics may rely more on taxis and may pay higher fares or will not be able to travel as often as they want to due to increased fees.</li> <li>- Disability: There is a potential for people who cannot drive due to disabilities to be significantly more dependent on the use of taxis, however there is not data available to quantify this need. This is supported by available data National Taxi Statistics 2020.</li> <li>- Age: Taxi use by older age groups could be proportionally higher than other age demographics however whether that use is confined to the use of immediate hire Hackney Carriage's (which are affected by this proposal) or advance booking private hire use is not supported by any available data sets.</li> <li>- There has been a decline in the number of taxi journeys and people using taxis reducing drivers' incomes as they cannot cover their operating costs. If the fare increases are not agreed, this could lead to a decline in the number of licensed taxi drivers or people applying to become a taxi driver, and the availability of taxis reducing or wait times increasing.</li> <li>- If Taxi fares and tariffs do not increase Taxi drivers cannot cover increased operating costs. This could lead to a decline in the number of licensed taxi drivers or people applying to become a taxi driver, and the availability of taxis reducing or wait times increasing</li> <li>- Fares to and from destinations will increase and users will pay higher fares when travelling to or from destination the airport o There is a decline in the number of people travelling to or from the airport by taxi, and drivers' incomes reduce.</li> </ul>	

## 5. Decision following the initial assessment

Increase taxi tariff and fares.	<b>Yes</b> Follow statutory, review taxi (Hackney Carriage) fares and tariffs and consult on options for these. The main stages of the work involve:- <ul style="list-style-type: none"><li>- Advertising as per legislative requirements</li><li>- Consideration of any representations arising from advertisement</li><li>- Return to Licensing Committee if relevant representations</li><li>- Revision of tariff in light of representations or implementation of original proposals</li></ul>		
Amend activity based on identified actions	<b>No</b>		
Has the EIA identified any positive or negative impact on any of the protected groups which requires action?			
Impact identified	Action required	Lead Officer	Deadline
Reduced use of Taxis due to cost	Monitor	Kareen Plympton	12/09/24

## 6. Monitoring & Review

How do you propose to monitor and review the impact of your proposal?
Feedback from the Hackney Carriage Trade
Feedback from users of taxi services

Date of last review or Impact Assessment:	N/A
Date of next 12-month review:	12/09/24
Date of next 3-year Impact Assessment (from the date of this EIA):	12/09/26
Date Sent to HR and Organisational Development Team:	N/A