



**North
Northamptonshire
Council**

Equality Impact Assessment

1: Background

Requirement	Detail
Title of proposal	Proposed taxi tariff increase
Type of proposal: new policy / change to policy / new service / change to service / removal of service / project	Proposal to increase taxi fares at the request of the trade
Directorate	Place and Economy
Service area	Environmental Health
Lead Officer's name	Iain Smith
Lead Officer's job title	Assistant Director Regulatory Services
Officer who completed Equality Screening Assessment	Amanda Wilcox
Equality Screening Assessment completion date	25.04.2022
Date Director informed of full assessment requirement	24.05.2022
Equality Impact Assessment completion date	26.05.2022

2: Legal Requirements

The Equality Act (2010) places a general duty on all public bodies to have `due regard` to:

- Eliminate discrimination, harassment and victimisation.
- Foster good relations.
- Advance the opportunity of equality.

Equality Impact Assessments help us evidence that we have met the requirements of the General Equality Duty. As a local authority we also have a specific duty to publish information about people who are affected by our policies and practices. All Equality Impact Assessments will be published with the Equality Screening Assessment (ESA) on the [North Northamptonshire Council website](#).

3: Proposal Details

Description of the proposal:

A request has been received from the Hackney Carriage trade to increase the tariff of fares that they can charge to customers. This represents the maximum fare that they can charge customers for journeys in their Hackney Carriage. Hackney Carriage drivers can choose to charge less than the maximum fare, however they are not permitted to charge more.

What are the key objectives of this proposal?

- The Local Government (Miscellaneous Provisions) Act 1976 allows the Council to set the maximum costs and fares that drivers may charge the public for journeys taken in a taxi.
- A request has been received from the trade for an increase in fares to reflect the rising cost of living
- The request is to be considered by the Licensing and Appeals Committee on 9th August 2022 and the Executive on 15th September 2022, who may choose to leave fares as they are, or increase them

Who will benefit from this proposal?

Appendix I

Hackney Carriage proprietors will benefit from increased income, which will allow them to cover the costs of delivering the service. If the charging mechanism does not allow the trade to cover costs and provide an adequate salary for drivers, it is likely that the number of Hackney Carriage vehicles available to the public will reduce as people leave the trade. Having an adequate number of Hackney Carriages is vital for the travelling public. In setting fares, the Council has to balance any increase of fares against the needs of the travelling public. Therefore having the correct tariff in place benefits both the trade and the public.

What were the findings of the initial Equality Screening Assessment?

The assessment found that there is a potential negative impact of a change in the tariff of fares on two protected groups;

- Differing age groups
- People with a disability

4: Data Evidence

What information or data, additional to that found in the ESA, have you obtained?

In 2019 there were 6639 people between the age of 60-79 within North Northants and this is projected to increase by 22% by 2029. In addition there were 2000 people over the age of 80 and this is projected to increase by 57% by 2029. It is therefore clear that the number of people within older age groups is increasing. However, there is insufficient data for us to identify the proportion of these people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

1 in 4 households in North Northamptonshire have one person living with a long-term illness or disability and 7% of households have 2 or more people living with a long-term illness or disability. However, there is insufficient data for us to identify the proportion of these people that regularly use public transport, or whether they would be able to afford any increase in taxi fares.

Evidence also shows that a higher proportion of people in older age groups state that their lives were limited because of their disability. It

Appendix I

appears likely that people in older age groups and those with a disability are more likely to use public transport and although we are not clear on the numbers of people who use taxi's, it is likely that this group will be disproportionately effected.

Consultation will be undertaken following the decision of the Executive and this will be sent to some organisations representing these groups and any consultation responses will be fed into this assessment as appropriate

How does this data or information help you assess the impact of the proposal on protected groups?

Legislation does not allow us to require introduction of separate fare charging structures for these groups that may be affected, but owners/operators have discretion to charge less and users have discretion to negotiate/request a lower fare on booking/hiring at owners/operators discretion when booking in advance.

What changes do you recommend being made to the proposal as a result of this evidence?

None at this time

What impact could these changes have on the overall outcome of the proposal?

N/A

Could these changes have a negative impact on any other equality group(s)?

None identified

5: Equality Impact

Using the evidence gathered above, describe the potential negative impact this proposal may have on individuals or groups because of their

Appendix I

characteristics in the table below. Ensure you consider different groups within each of the protected groups.

Characteristic	Potential negative impact
Age	The increase in fares applies to all regardless of age. People who use taxis more often or are reliant on them such as older people may be disproportionately negatively impacted by an increase.
Disability	Some people with mobility impairments have limited options of alternative transport, so are likely to feel the negative affect of an increase in fare. The average fare increase is not currently known until the Executive decision is made, but will be advertised once known.
Sex	None identified
Marriage or Civil Partnership	None identified
Pregnancy or Maternity	None identified
Race	None identified
Religion or Belief	None identified
Gender Reassignment	None identified
Sexual Orientation	None identified
Health and Wellbeing	None identified

6: Consultation

Who has been consulted with as part of this Equality Impact Assessment?

Appendix I

Who was consulted?	Date(s)	Why was this group consulted?	Any negative impact on equality groups identified?	What change(s) will be made as a result of this consultation?
None				

Are further consultations planned? (Give dates, explain reason why this group is to be consulted).

No consultation has been undertaken to date, however following the decision of the Executive on 16th June a 14 day consultation will be undertaken.

7: Assessing the Impact

Will the negative impact identified in the ESA have been eliminated once the above changes have been implemented?

No changes proposed at this time, although this will be reviewed following the consultation.

If no, an Equality Impact Assessment Action Plan must be completed to evidence how the negative impact will be mitigated, reduced and reviewed. (Please see action plan template at the end of this document).

8: Monitoring and Evaluation


What monitoring systems are in place to measure and monitor the impact that the proposals have on protected groups?

Any complaints or comments received will be retained and fed into the next review

9: Decision Making Summary

Findings should be summarised here. Highlight how the proposal contributes towards the General Equality Duty. Include changes you have made as part of this process.

10: Authorisation

	Signature	Date
Approved by Equalities Team		
Authorised by Department Director		26.05.22

- A signed copy should be retained by the owner for audit purposes.
- A completed copy should be attached to the relevant report/policy/proposal.
- An electronic copy must be emailed to [NNC Equalities](#) to be logged and published.

10: Equality Impact Assessment Action Plan

Negative impact	Action to eliminate or reduce negative impact.	Officer responsible	Action target date	Review outcome (has the action had the intended outcome)
Any increase in fares applies to all regardless of age. People who use taxis more often or are reliant on them such as older people may be disproportionately negatively impacted by an increase.	Users will be notified of any intention to increase fares through adverts in the press, online and in council offices, so that they can plan their finances accordingly.			
Some people with mobility impairments have limited options of alternative transport, so are likely to feel the negative affect of an increase in fare.	Users will be notified of any intention to increase fares through adverts in the press, online and in council offices, so that they can plan their finances accordingly.			