



Somerset Equality Impact Assessment

Before completing this EIA please ensure you have read the EIA guidance notes – available from your Equality Officer

Organisation prepared for

South Somerset District Council

Version

1.0

Date Completed

23/05/2022

Description of what is being impact assessed

Proposal to increase taxi fares

Evidence

What data/information have you used to assess how this policy/service might impact on protected groups? Sources such as the [South Somerset District Equalities Profile](#), [SSDC Workforce Profile](#), [Office of National Statistics](#), [Somerset Intelligence Partnership](#), [Somerset's Joint Strategic Needs Analysis \(JSNA\)](#), Staff and/ or [area profiles](#), should be detailed here

South Somerset District Equalities profile
Taxi and Private Hire Vehicle Statistics England 2021

Who have you consulted with to assess possible impact on protected groups? If you have not consulted other people, please explain why?

Consultation with the public hasn't been carried out at this stage as public consultation will take place as part of the statutory process to review the fares.

Analysis of impact on protected groups

The Public Sector Equality Duty requires us to eliminate discrimination, advance equality of opportunity and foster good relations with protected groups. Consider how this policy/service will achieve these aims. In the table below, using the evidence outlined above and your own understanding, detail what considerations and potential impacts against each of the three aims of the Public Sector Equality Duty. Based on this information, make an assessment of the likely outcome, before you have implemented any mitigation.

Protected group	Summary of impact	Negative outcome	Neutral outcome	Positive outcome
Age	<ul style="list-style-type: none"> • People who are at the age of retirement are more likely to be on fixed incomes such as pensions so would be likely to be affected by any changes to taxi fares if they rely on taxis for transport. Data in the Somerset Equalities profile shows that people aged 65 and over less likely to have a car in their household. • Data published by the Department for Transport (Taxi and Private Hire vehicle Statistics 2021) shows that in 2019 people aged 17 to 29 made the most taxi trips compared with other age groups (17-20 15 trips 21-29 17 trips). Younger people may be affected by the change in fares due to the lower minimum wage for people ages under 23. 	⊗	□	□
Disability	<ul style="list-style-type: none"> • Taxis (and private hire vehicles) are one of the most popular modes of transport for disabled people after the private motor car. • Disabled people use taxis more than non-disabled people despite more of them living in relative poverty. 	⊗	□	□

	<ul style="list-style-type: none"> Taxis (and private hire vehicles) provide a door-to-door service, with scope for individual assistance with the particular needs of a disabled passenger (source: Disabled Persons Transport Advisory Committee (DPTAC) position on taxis and PHVs. Based on the information from the above source, it is likely that disabled persons will be affected by the change to fares. Data published in Taxi and Private Hire Statistics 2021 shows that in 2019 persons with mobility difficulties made 21 trips in taxis and private hire vehicles compared to 11 trips for people with no mobility difficulties. 			
Gender reassignment	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	☐	☒	☐
Marriage and civil partnership	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	☐	☒	☐
Pregnancy and maternity	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	☐	☒	☐
Race and ethnicity	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	☐	☒	☐

Religion or belief	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	□	⊠	□
Sex	<ul style="list-style-type: none"> • Data published by the Department for Transport (Taxi and Private Hire vehicle Statistics 2021) shows that women made more taxi and private hire vehicle trips than men (12 trips per person per year compared with 10 trips per person per year). • Taxi and Private Hire Vehicle Statistics 2021 shows that women aged 70 plus made 13 trips per person per year compared to men aged 70 plus who made 8 trips per person per year. 	□	⊠	□
Sexual orientation	There is no evidence to suggest that the action plan would have a potential impact on this characteristic.	□	⊠	□
Other, e.g. carers, veterans, homeless, low income, rurality/isolation, etc.	<ul style="list-style-type: none"> • Due to the rural nature of the district and the availability of other public transport, residents may rely on taxis to get them to and from places before or after bus services operate or where other public transport services do not operate. • There will also be an impact on those people and families on low and fixed incomes. Taxi and Private Hire Vehicle Statistics 2021 showed that people in the lowest household income quintile made the most taxi and private hire trips (15, travelling 69 miles per person per year). 	⊠	□	□

Negative outcomes action plan

Where you have ascertained that there will potentially be negative outcomes, you are required to mitigate the impact of these. Please detail below the actions that you intend to take.

Action taken/to be taken	Date	Person responsible	How will it be monitored?	Action complete
<p>Carrying out a more comprehensive consultation than the legislation requires us to do. The legislation says that we have to publish a table of proposed fares in a local newspaper and make the proposed fares available in council offices . Citizen space would be used to gather views as well as the use of social media to make residents aware of the consultation.</p> <p>Should objections be received, these referred to the Licensing Committee for consideration.</p>	Select date	Rachel Lloyd	This would be carried out at the time the Licensing Committee approves consultation can take place. Any comments would be shared with and discussed by the Licensing Committee	<input type="checkbox"/>
<p>Consulting with the Somerset Disability Engagement Service</p> <p>Should objections be received, these referred to the Licensing Committee for consideration.</p>	Select date	Rachel Lloyd	This would be carried out at the time the Licensing Committee approves	<input type="checkbox"/>

			consultation can take place.	
<p>Consulting with relevant organisations to do with age such as Age UK Somerset and Yeovil College because the changes to fares are likely to impact younger and older people more because of their taxi use (as shown in research.</p> <p>Should objections be received, these referred to the Licensing Committee for consideration.</p>		Rachel Lloyd	This would be carried out at the time the Licensing Committee approves consultation can take place.	
<p>Although the proposed increases are not insignificant (increase of 60p for the first mile and 50p for each mile thereafter, they represent the increased running costs incurred by taxi operators. The proposed fares were set using a formula approved by the Council. There hasn't been a rise to fares since 2016 . The fare on the meter is the maximum a driver can charge and they can charge a lower fare for the journey.</p>	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>
	Select date			<input type="checkbox"/>

If negative impacts remain, please provide an explanation below.

Completed by:	Rachel Lloyd
Date	30/05/22
Signed off by:	Michelle James
Date	30/05/2022
Equality Lead/Manager sign off date:	Dave Crisfield 30th May 2022
To be reviewed by: (officer name)	Rachel Lloyd
Review date:	13/09/22