

EQUALITY IMPACT ASSESSMENT

Name of activity:	Taxi Fares	Date Completed:	24/1/24		
Directorate / Division responsible for activity:	Growth	Lead Officer:	Neil Williamson		
Existing Activity	Y	New / Proposed Activity	N	Changing / Updated Activity	N

What are the aims / main purposes of the activity?

Revision of taxi fares. The fares regulate maximum prices customers are charged for journeys in taxis.

What are the main actions and processes involved?

The fare structure ensures a consistent approach to the maximum prices for the use of taxis.

Who is intended to benefit & who are the main stakeholders?

The taxi trade and users of Arun taxis

Have you already consulted on / researched the activity?

Direct consultation with the taxi trade and public consultation through advertisement in a local newspaper

Impact on people with a protected characteristic (What is the potential impact of the activity? Are the impacts high, medium or low?)

Protected characteristics / groups	Is there an impact (Yes / No)	If Yes, what is it and identify whether it is positive or negative
Age (older / younger people, children)	Yes	Positive - Certain age groups, e.g. older groups, may be more reliant on taxis over other age groups and may need to use taxis regularly and therefore the fare structure makes it clear to them how much they will be charged for each journey. Whilst the fares are determined as the maximum, the companies and drivers may, if they wish, offer discounts.

Disability (people with physical / sensory impairment or mental disability)	Yes	Positive – the report establishes a maximum fare levels, regardless of whether a standard or Wheelchair Accessible Vehicle is used, and ensures no additional charge is incurred for carriage of an assistance dog or wheelchairs
Gender reassignment (the process of transitioning from one gender to another.)	No	
Marriage & Civil Partnership (Marriage and registered civil partnerships)	No	
Pregnancy & maternity (Pregnancy is the condition of being pregnant & maternity refers to the period after the birth)	No	
Race (ethnicity, colour, nationality or national origins & including gypsies, travellers, refugees & asylum seekers)	No	
Religion & belief (religious faith or other group with a recognised belief system)	No	
Sex (male / female)	No	
Sexual orientation (lesbian, gay, bisexual, heterosexual)	No	
Whilst Socio economic disadvantage that people may face is not a protected characteristic; the potential impact on this group should be also considered	Yes	Positive - People of low income or without means of transport or living in isolated areas may need to use taxis regularly and therefore the fare structure makes it clear to them how much they will be charged for each journey. Whilst the fares are determined as the maximum, the companies and drivers may, if they wish, offer discounts.

What evidence has been used to assess the likely impacts?

Officer insight and experience. Cost of living and fuel prices and any relevant comments from consultation were considered. Prices ensure drivers can keep vehicles in a safe condition bearing in mind they have high outgoings to maintain the vehicle

Decision following initial assessment

Continue with existing or introduce new / planned activity	Y	Amend activity based on identified actions	N
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Action Plan

Impact identified	Action required	Lead Officer	Deadline

Monitoring & Review

Date of last review or Impact Assessment:	12/12/22
Date of next 12 month review:	Prior to fees for 25/26
Date of next 3 year Impact Assessment (from the date of this EIA):	

Date EIA completed:	24/1/2024
Signed by Person Completing:	NW