

Scottish Borders Council

Equality Impact Assessment

EIA Completed By				
Name	Post	Service Area.	Date(s)	
Timothy Stephenson Robbie Yates Simone Doyle	Strategic Transport Services Manager Team Leader Transport Management Corporate Equality & Diversity Officer	Place Place Chief Executive	Initial assessment Interim Assessment	16th August 2016 18th August 2016
Brian Frater	Director Regulatory Services	Place	Approval	22nd August 2016

1.	Title of Proposal:	Annual Taxi Fares Review								
2.	Service Area: Department:	Place								
3.	Description:	<p>This EIA considers Scottish Borders Council (SBC), review of its Taxi fares. As a Licensing Authority SBC is required under Section 17 of the Act to review and then fix scales for fares and other charges at intervals of not exceeding 18 months from the date the last scales came into effect. The current scales came into effect on 10 April 2015.</p> <p>The aim of licensing is to protect the public. SBC is fully aware that the public should have reasonable access to the service, because of the part it plays in local transport provision.</p> <p>As part of the review the Council is obliged to consult with taxi operators in the Scottish Borders area or their representative body. After the consultation exercise the proposed scales, their effect, and the date upon which it is proposed they come into effect must be published in a newspaper and representations invited from the public.</p> <p>Each of the circa 125 currently licensed taxi operators was sent the result of the formula in a letter dated 10 June 2016. This letter also included details of how the consultation was to be carried out and which venues, dates and times would be used. This letter also included several options for how the trade could give their views on the proposal either at one of the arranged meetings, by e-mail, letter or phone call. The consultation with taxi operators finished on 8 July 2016.</p>								
4.	<p>Relevance to the Equality Duty.</p> <p>Do you believe your proposal has any relevance to the following duties of the Council under the Equality Act 2010?</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%; text-align: center;">Duty</th> <th style="width: 50%; text-align: center;">Yes</th> </tr> </thead> <tbody> <tr> <td>Elimination of discrimination (both direct & indirect), victimisation and harassment</td> <td>The licensing fee is equally applied to all license holders providing equality of opportunity.</td> </tr> <tr> <td>Promotion of equality of opportunity?</td> <td rowspan="2">The publication of the legal notice ensures that members of the community who might be affected by the level of fees were given the opportunity to have their say, have their concerns listened to and responded to. This contributes to the fostering of good relations between different groups.</td> </tr> <tr> <td>Foster good relations?</td> </tr> </tbody> </table>			Duty	Yes	Elimination of discrimination (both direct & indirect), victimisation and harassment	The licensing fee is equally applied to all license holders providing equality of opportunity.	Promotion of equality of opportunity?	The publication of the legal notice ensures that members of the community who might be affected by the level of fees were given the opportunity to have their say, have their concerns listened to and responded to. This contributes to the fostering of good relations between different groups.	Foster good relations?
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5. Which groups of people may be impacted (both positively and negatively) if the proposal is advanced?				
Equality Characteristic	Impact			Description
	No Impact	Positive Impact	Negative Impact	
General		X		Maintaining the licence fee could lead to a positive impact of a reduction in taxi fares for the whole community. We believe as by doing so we are not restricting access to this valuable service. Paramount in our decision is the safety of our communities whereby we have licensed drivers available to meet service demands. This will have a positive impact on all communities but especially, religious groups, Lesbian/Gay/Bisexual/Transgender and disabled communities who may be more venerable to encountering hate crime.
Age (Older or younger people or a specific age grouping) Gender (Males, Females, Transgender or Transsexual people) Poverty (people who are on a low income including benefits claimants, people experiencing fuel poverty, isolated rural communities etc)		X		<p>The equality data collected by the Licensing Service shows that there are a variety of ages across the number of license holders. Maintaining the licensing fee will have a positive impact on licence holders as it should allow them to continue with their employment.</p> <p>We have no other equality data or local data, however, national data, accordingly to the Department of Transport Guidance on Taxi and Private Hire Vehicle Licensing tells us that low income young woman are one of the largest groups of users of taxis and private hire vehicles.</p>
Disability e.g. Effects on people with mental, physical, sensory impairment, learning		X		<p>7.7 per cent of the adult population have a long-standing illness, health problem or disability that means they find walking for at least 10 minutes difficult to manage on their own.</p> <p>1.6 per cent of the adult population have a long-standing illness, health problem or</p>

	disability, visible/invisible, progressive or recurring				<p>disability that means they find using a car difficult to manage on their own.</p> <p>4.7 per cent of the adult population have a long-standing illness, health problem or disability that means they find using a bus difficult to manage on their own.</p> <p>3.6 per cent of the adult population have a long-standing illness, health problem or disability that means they find using a train difficult to manage on their own.</p> <p>Taxis and private hire vehicles provide door to door service for those disabled members of the community who are not able to use other forms of public transport.</p>
	Employee	X			There are no impacts for Employees – in general terms its business as usual.
6.	Mitigation/Recommendation				
	Characteristic	Mitigation/Recommendations			
	All	Whilst conducting this assessment no negative impacts have become apparent. Therefore the recommendation is for taxi fares to remain unchanged for 2016/2017 and that the scale takes effect from 10 th October 2016. It is also recommended that no changes are made to the other tariffs including waiting time, unsocial hours criteria and valeting charge.			
7.	How certain are you of the answers you have given?				
	Answer				Tick One
	Certain - I have populated the evidence base to support my answers.				X
	Fairly Certain – but don't have concrete evidence to support my answers so would recommend further assessment is conducted if the proposal is progressed.				
	Not Certain – further assessment is recommended if proposal is progressed.				
EIA Signed Off By:					
Name: Brian Frater		Role: Director Regulatory Services		Date: 22nd August 2016	