

Equality Impact Assessment: Current review of the taxi fares structure of Angus.

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Is this proposal a high-level strategy? No

Type of proposal : consultation;

What type of assessment is required? full

Overview

Directorate or service. If the proposal involves more than one directorate or service, name the lead one : Legal, Governance and Change

Give details of any legislation relevant to this proposal : Civic Government (Scotland) Act 1982

What is being proposed? The goal of this proposal is to allow the Civic Licencing Committee to review the current taxi fare scale by considering the representations made by local Taxi Operators, as is required by section 17(4A) of the Civic Government (Scotland) Act 1982. The objective is for the Committee to consider these representations in order to propose a new fare scale that will be advertised publicly.

This public advertisement will then allow the public to make representations on the new fare scale. Should these representations be adverse, a report will be brought back to committee to consider these. If this is the case, the EIA will be reviewed in light of that.

This report aims to aid Angus Licencing Authority in fulfilling its statutory duty of reviewing and implementing a taxi fare scale every 18 months.

The current scale was implemented on 1 March 2024. Therefore, the Angus Licencing Authority must review and implement a new taxi fare scale by 1 September 2025.

Is this a new consultation or a review of an existing consultation? Review of existing

proposal - This is the review of an existing proposal brought to the Committee on 13 February 2025. The Committee approved an initial consultation on the current taxi fare scale to be conducted with the Taxi Operators of Angus. This consultation was conducted between 14 February and 15 March 2025.

A link to the Committee report can be found here:

https://www.angus.gov.uk/media/agenda_item_no_6_report_no_3425_taxi_fares_review

Impact

All the group(s) of people your proposal involves or affects : Service users, Members of the public

What internal data, such as customer satisfaction surveys, equality monitoring data and customer complaints, have you gathered to discover what impact (positive or negative) your proposal will have on people? n/a

What internal consultation, for example with staff, trade unions and affected services, have you gathered to discover what impact (positive or negative) your proposal will have on people? n/a

What external data, such as census data, equality reports, equality evidence finder, performance reports, research and statistics have you gathered to discover what impact (positive or negative) your proposal will have on people? n/a

What external consultation have you done, with partner organisations, national organisations, other councils, community groups and others, to discover what impact (positive or negative) your proposal will have on people? There was a consultation done with individual taxi operators as well as taxi businesses as is required by section 17(4A) of the Civic Government (Scotland) Act 1982.

The consultation was carried out from 14 February 2025 to 15 March 2025. Emails were sent to taxi operators in Angus with a letter requesting their representations.

7 responses were received. 3 suggested changes to the new fair scales and the other 4 suggested no change. The 4 responses received were largely negative toward a fare increase.

The responses received from the consultation did not directly relate to equalities or the protected characteristics under the Equality Act 2010 but did make reference to the difficulties individuals have to afford an increase in fares due to the increase of the cost of

living which can be related to socio-economic disadvantage.

What other consultation (if any) has been conducted that was not included above?

n/a

Gaps

Are there any gaps in the equality information you currently hold? Yes

Groups

Are there potential differential impacts on particular age groups? Negative

Reason(s) for your answer : Older people may need to use taxis more often where they have returned their drivers licence. A proposal for an increase in fees may discourage or make it less accessible for the elderly to use taxis. Therefore, affecting their ability to attend appointments, socialise or carrying out their shopping etc.

Similarly, young people may not be old enough to have or may choose not to have a drivers licence. A change to taxi fares may impact upon a young persons want or ability to use taxis.

In addition, some people may choose not to drive and use taxis to travel. As Angus is a rural based area, it is more difficult to travel around on public transport so taxis may be used more often. An increase in taxi fees may then affect an individuals ability to do so.

Are there potential differential impacts on people with a disability? Negative

Reason(s) for your answer : Taxis are an accessible way for an individual with a disability to get from place to place. A proposal to change fees may have an impact on whether people with certain disabilities choose to use taxis. It may affect a disabled persons ability to go about their daily lives e.g. going to work, carrying out their shopping or socialising. A disabled person is also more likely to have medical appointments at the GP or hospital to travel to.

Are there potential differential impacts on people with a gender reassignment?

Neutral

Reason(s) for your answer : n/a

Are there potential differential impacts on people with a marriage or civil partnership status? Neutral

Reason(s) for your answer : n/a

Are there potential differential impacts on people due to their race?Neutral

Reason(s) for your answer : n/a

Are there potential differential impacts on people due to their sex? Neutral

Reason(s) for your answer : n/a

Are there potential differential impacts on people due to pregnancy/maternity?

Negative

Reason(s) for your answer : Bodies such as RAC and the NHS provide advice on taking a safe and careful approach to driving whilst pregnant. Therefore, some pregnant people will decide to use taxis as their method of transport instead of driving. A proposal to change taxi fares may then make this less attractive or accessible for pregnant people to get around their local area. It is also likely that they will have appointments to attend which a change in fares may make more difficult.

Are there potential differential impacts on people due to religion or belief? Neutral

Reason(s) for your answer : n/a

Are potential differential impacts on people due to their sexual orientation?Neutral

Reason(s) for your answer : n/a

UNCRC

Which of the general principles apply to your proposal? None ;

Consultation

Have you consulted with any of the protected characteristic groups who are potentially negatively affected by the proposal? No

What are your reasons for not consulting with any of the protected characteristic groups who are potentially negatively affected by the proposal?

How did you do this?

What were the results?

Negative Impacts

What steps will you take to reduce or remove potentially negative impacts? Once committee use this report to propose a new structure, advertisements will be put in the local newspaper as well as Angus Council's social media platforms.

Consideration is also being made to advertising the new structure in local libraries to ensure that those who do not have access to the internet or newspaper are aware of the new proposal as well.

Justification

If your proposal will have a negative impact, what is your justification for taking it forward? The Civic Government (Scotland) Act 1982 requires that the licencing authority must fix scales for the fares and other charges in connection with the hire of a taxi. Every 18 months this scale must be reviewed. The current structure came into effect on 1 March 2024. Therefore, the licencing authority must review/implement a new structure before 1 September 2025.

As per the legislation, the licensing authority it to first consult with local taxi operators in order to review the existing scales and propose new ones. Once the Committee has considered these responses and put forward a new scale, the public will then be consulted via an advertisement where they will have the opportunity to make representations.

If any of these public representations are to be adverse, a report will be brought back to committee to review these representations. This EIA will be review in light of that.

Public Sector Equality Duty

Does this proposal contribute to any, or all, of the public sector equality duty? Yes

We need to know how your proposal does this : Equality of opportunity is advanced by ensuring that the public are aware of the new fare structure proposal and have an opportunity to make representations on this. This was also seen via the consultation done with Angus Taxi Operators as all were asked to give comment on what they would like the new fare structure to be or if they want the fee structure to change. This gives all the equal opportunity to make comment on the structure and have their view on changes heard.

Is there anything that could be done to advance equalities in relation to this proposal? As stated previously, the advertisement for the new proposed fare structure will be put in the local newspaper as well as Angus Council's social media platforms. Consideration is also being made as to whether to put these in local libraries to ensure that the public have access to the structure and can make comment on it.

Fairer Scotland Duty: Not Applicable

Monitoring

How will you monitor and review your assessment in line with your proposal? Once Committee proposes a new scale, this must be advertised to the public. If there are any adverse representations made, a report will be brought back to Committee to consider these representations.

Additionally, the Civic Government (Scotland) Act 1982 requires that the licencing board fix scales for the fares and other charges in connection with the hire of a taxi every 18 months.

Will this equality impact/fairer Scotland Duty/Children's Rights assessment be included with a committee report? Published with committee report

Approvers

Reviewer Approval : Fiona Thain - thainf@angus.gov.uk

Review Date : 30/04/2025 13:58

Manager Approval : Stuart McQueen - Team Leader - Legal

Approval Date : 07/05/2025 09:14