



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Appendix 2

Cherwell District Council and Oxfordshire County Council Equality and Climate Impact Assessment

May 2022

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Section 1: Summary details

<p>Directorate and Service Area</p>	<p>Regulatory Services and Community Safety; Licensing</p>
<p>What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).</p>	<p>CDC Taxi Licensing; Hackney Carriage Tariff review</p>
<p>Is this a new or existing function or policy?</p>	<p>To approve an application made by Cherwell Valley Taxi Association for an increase in the fare tariff for Hackney Carriages. To implement the statutory procedure for altering the fare tariff pursuant to the Local Government (Miscellaneous Provisions) Act 1976</p>
<p>Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>The Council has not reviewed the maximum fares it permits licensed Hackney Carriages to charge since 2013. Since the last tariff increase the cost of living, inflation, and fuel prices have all increased, and as such, the current Hackney Carriage tariffs no longer meet license holders' costs.</p> <p><u>Impacts:</u></p> <ul style="list-style-type: none"> • The proposed tariff increase will see a small increase in fares for consumers if drivers/operators choose to use the upper limits of the tariffs. The process of setting a fare increase is complex and a balance needs to be struck between the legitimate aims of the taxi trade to maintain profitability in the face of increasing costs, while protecting the public from excessive fares. • Cost to the trade of around £20.00 each to have vehicle meters adjusted. <p>The tariff review process does not bias, discriminate, or unfairly disadvantage individuals, groups the community. Those who have protected characteristics are not discriminated.</p>

Completed By	Richard Rockall
Authorised By	Richard Webb
Date of Assessment	27/04/2022

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Local authorities have a statutory power to set the maximum fares that licensed hackney carriages (taxis) can charge for a journey.</p> <p>Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976, local authorities have the power to “...fix the rates or fares within the district as well for time as distance, and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle, to be paid in respect of the hire of hackney carriages by means of a table hereafter in this section referred to as a “table of fares”) made or varied in accordance with the provisions of this section.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Increased Tariff change summary to be accepted. The Licensed Hackney Carriage trade have not had an increase of the Hackney Carriage charging tariffs since 2013. Since the last tariff increase the cost of living, inflation, and fuel prices have all increased, and as such, the current Hackney Carriage tariffs no longer meet licence holders’ costs.</p> <p>To enable implementation of new tariff as requested by Cherwell Valley Taxi Association.</p> <p>The Licensed Hackney Carriage trade in Cherwell have not had an increase of the Hackney charging tariffs since 2013. Since the last tariff increase the cost of living, inflation, and fuel prices have all increased, and as such, the current Hackney tariffs no longer meet license holders’ costs.</p> <p>COVID-19 has impacted all industries/sectors and the taxi industry has not been immune to</p>

	<p>this, experiencing a significant reduction in business.</p> <p>That pursuant to Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 the Council fix the following rates of fares for Hackney Carriages in accordance with the tariffs suggested by the Cherwell Valley Taxi Association, as set out below. The proposed scale can be found in Appendix 01 and is highlighted in brackets and underlined.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>Consultation evidence for this review to follow.</p> <p>The procedure for setting fares and public notice requirements are stipulated within section 65 of the Local Government (Miscellaneous Provisions) Act 1976. The statutory process for consultation under s.65 is to be followed if approved.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Option 1: To propose alternative tariffs in the table of fares. This was rejected as the proposed revisions were determined in discussion with the trade and appear to meet the balance of ensuring the licensed hackney carriage fares allow drivers to recover costs and make reasonable profit whilst not becoming prohibitive to customers.</p> <p>Option 2: To retain the current fare tariffs. Given the rises in fuel costs since the current tariffs were set not considering an increase in fares charged by drivers could result in a substantial reduction in the number of taxis operating in the district and therefore impacting on the community.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Small fare increases will impact consumers	The trade is not obligated to charge the maximum fare. This means that hackney carriage drivers are within their rights to negotiate the fare down provided that the final agreed fare is no more than the maximum set. The best practice guidance confirms; "Taxi fares... in principle are open to downward negotiation between passenger and driver. It is not good practice to encourage such negotiations at ranks, or for on-street hailing. But local licensing authorities can usefully make it clear that published fares are a maximum..." "There is a	Licensing Team - CDC	Tariffs to be reviewed annually in future allowing impacts to be considered periodically.

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>case for allowing any taxi operators who wish to do so, to make it clear... that they charge less than the maximum fare..."</p> <p>Failure to allow for increased fees could reduce availability of taxis and impact negatively on accessibility to rural areas.</p>		
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	OCC in control of fares used for school transport and in a position to negotiate set fares.			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff Travel is not normally by Taxi			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If a purchased service is applicable then fares negotiable at point of contract/service level agreement			
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	N/A
Person Responsible for Review	N/A
Authorised By	N/A