

Impact assessments

Impact assessments

Equality Impact Assessment

Under section 149 of the Equality Act 2010, TfL has a public sector equality duty which includes having 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not. This duty is a continuing obligation.

This may involve removing or minimising any disadvantage suffered by those who share a relevant protected characteristic, taking steps to meet the needs of such people; and encouraging them to participate in public life, or in any other activity where their participation is disproportionately low.

The protected characteristics and groups are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race (ethnicity)
- Religion or belief
- Gender
- Sexual orientation
- Marriage/civil partnership status

Compliance with this obligation may involve treating people with a protected characteristic more favourably than those without it.

We also consider the needs of people who have the potential to be socially excluded, such as:

- People on low incomes
- Refugees and asylum seekers
- The homeless
- Job seekers

Background information about taxi drivers and taxi users is below.

Taxi driver information

The tables below show the age, ethnicity, religion or belief, and gender for licensed taxi drivers¹.

Age	Licensed taxi drivers	Percentage
under 21	1 ²	0.00%
21-30	399	1.70%
31-40	2136	9.09%
41-50	5913	25.16%
51-60	9079	38.63%
61-70	4401	18.72%
71+	1576	6.70%
Total	23505	100.00%

Ethnicity	Licensed taxi drivers	Percentage
Asian or Asian British (Bangladeshi)	272	1.16%
Asian or Asian British (Indian)	145	0.62%
Asian or Asian British (Other)	284	1.21%
Asian or Asian British (Pakistani)	220	0.94%
Black or Black British (African)	865	3.68%
Black or Black British (Caribbean)	433	1.84%
Black or Black British (Other)	156	0.66%
Chinese or other ethnic group (Chinese)	45	0.19%
Chinese or other ethnic group (Other)	205	0.87%

¹ TfL licensing data 31 October 2018

² One taxi driver passed the Knowledge of London shortly before reaching 21 years of age but their taxi driver's licence was not actually issued to them until they reached 21

Decline to answer	4064	17.29%
Mixed (Other)	108	0.46%
Mixed (White and Asian)	54	0.23%
Mixed (White and Black African)	67	0.29%
Mixed (White and Black Caribbean)	96	0.41%
White British	15582	66.29%
White Irish	252	1.07%
White Other	657	2.80%
Total	23505	100.00%

	Licensed taxi drivers	Percentage
Taxi drivers who stated they did have a religion/belief	1773	7.54%
Taxi drivers who stated they had no religion	56	0.24%
Declined to answer	20746	88.26%
Not known	930	3.96%
	23505	100.00%

Gender	Licensed taxi drivers	Percentage
Female	547	2.33%
Male	22958	97.67%
Total	23505	100.00%

The proposals could potentially mean that taxi drivers have to work longer hours to cover their costs or maintain their current income. Alternatively the proposals could lead to drivers working fewer hours, which in turn could affect the supply of available taxis and negatively impact users. The tables below show the number of years drivers have worked as a taxi driver and their working patterns.

Number of years worked as a taxi driver	All London	Suburban	All
Less than 2 years	8.8%	1.8%	8.0%
2 - 5 years	6.9%	21.8%	8.8%
6 - 10 years	10.7%	16.4%	11.4%
11 - 15 years	9.1%	21.8%	10.7%
16 - 20 years	11.5%	7.3%	10.9%
Over 20 years	53.1%	30.9%	50.2%
Sample size (430)	375	55	

Number of hours worked per week	All London	Suburban	All
10 hours or less	2.4%	1.8%	2.3%
11-20 hours	5.9%	5.5%	5.8%
21-30 hours	12.8%	16.4%	13.3
31-40 hours	28.3%	21.8%	27.4
41-50 hours	28.3%	21.8%	27.4
51-60 hours	19.2%	12.7%	18.4
60+ hours	3.2%	20.0%	5.3%
Average hours worked per day	8.92	8.56	8.87
Average hours worked per week	42.3	45.2	42.7
Sample size (430)	375	55	

Number of days worked per week	All London	Suburban	All
1	0.5%	0.0%	0.5%

2	4.3%	0.0%	3.7%
3	7.7%	1.8%	7.0%
4	19.2%	18.2%	19.1%
5	47.7%	38.2%	46.5%
6	18.9%	38.2%	21.4%
7	1.6%	3.6%	1.9%
Average number of days	4.7	5.2	4.8
Sample size (430)	375	55	

Number of weeks worked per year	All London	Suburban	All
0 - 6 weeks	0.3%	0.0%	0.2%
7 - 12 weeks	0.5%	0.0%	0.5%
13 - 18 weeks	0.0%	0.0%	0.0%
19 - 24 weeks	0.8%	1.8%	0.9%
25 - 30 weeks	4.0%	3.6%	4.0%
31 - 36 weeks	1.9%	1.8%	1.9%
37 - 42 weeks	13.6%	10.9%	13.3%
43 - 48 weeks	64.0%	52.7%	62.6%
49 - 52 weeks	14.9%	29.1%	16.7%
Average number of weeks	44.9	45.5	44.9
Sample size (430)	375	55	

Share of hours worked by time band – claimed by drivers	All London	Suburban	All
Monday – Friday (06.00 - 19.59)	65.9%	67.1%	66.1%
Saturday & Sunday (06.00 - 19.59)	10.1%	11.5%	10.3%
Monday – Thursday (20.00 - 21.59)	5.9%	4.2%	5.7%
Friday (20.00 - 21.59) evening	1.5%	1.4%	1.5%
Saturday & Sunday (20.00 - 21.59)	1.5%	1.8%	1.5%
Monday – Thursday (22.00 - 05.59)	10.3%	7.8%	9.9%
Friday (22.00 - 05.59) night	2.3%	2.5%	2.4%
Saturday (22.00 - 05.59) night	1.7%	2.8%	1.8%
Sunday (22.00 – 05.59) night	0.8%	0.9%	0.8%
Sample (430)	375	55	

Increases to fares may have a positive impact on drivers on low incomes as their income could increase. However, there would be a negative impact if increases result in fewer people using taxis. The table below shows the proportion of income taxi drivers have from other jobs.

Proportion of income from other jobs	All London	Suburban	All
Less than 25%	47.1%	57.1%	50.0%
25% to 50%	17.6%	28.6%	20.8%
50% to 75%	17.6%	0.0%	12.5%
75% to 95%	17.6%	14.3%	16.7%
Sample size (24)	17	7	

There is a small sample size for the above figures as these only include taxi drivers who stated they had other jobs (approximately five per cent).

In some of the Licensee Customer Satisfaction Surveys taxi drivers were asked if they were in other paid employment and the percentage of their income that comes from this. The results from these surveys are shown below³. When these surveys were conducted around 90 per cent of taxi drivers were not in other paid employment.

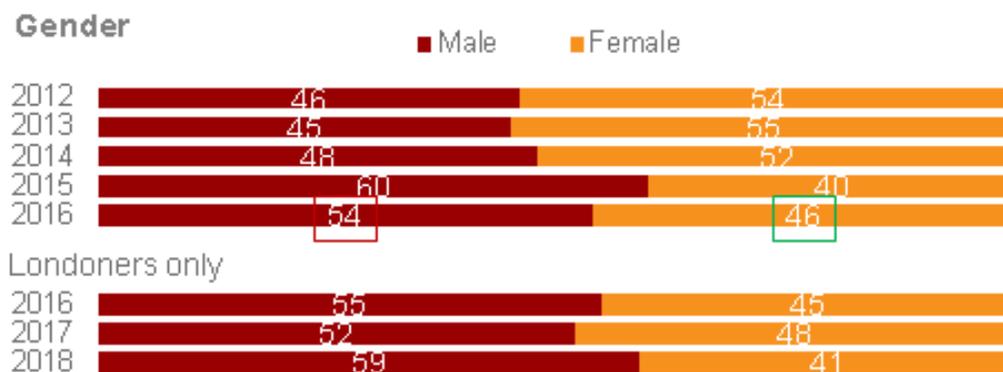
	2008/09	2009/10	2013/14
In other paid employment	12%	8%	9%
Of those in other paid employment, percentage of income from other paid employment	70%	61%	66%
Sample size	300	300	150

³ Taxi and Private Hire Licensee Customer Satisfaction Survey, TNS, 2013/14

Taxi user information

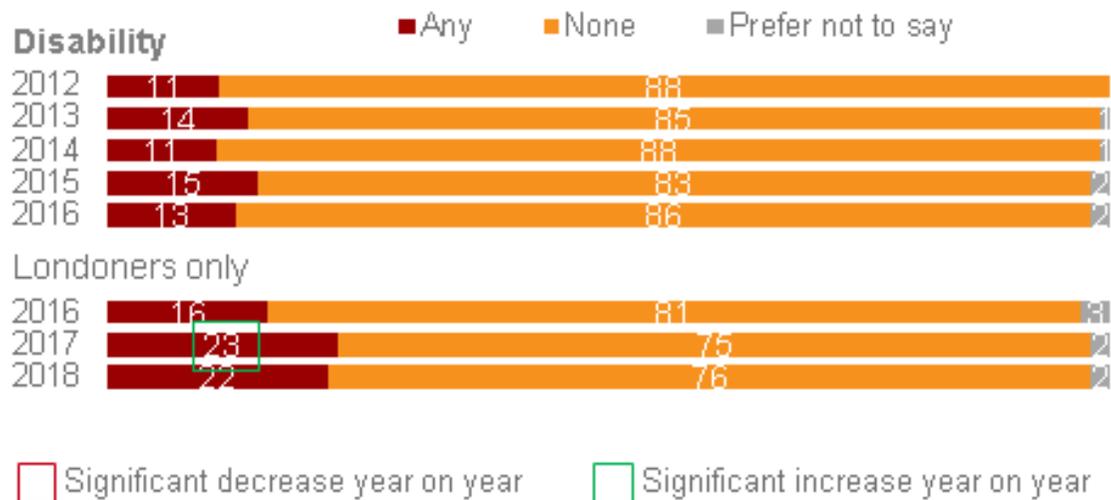
The information in the charts below is taken from the Black Cabs and Minicabs CSS and shows the gender, age and disability information for taxi users who took part in the survey⁴. Originally London residents and visitors to London took part in the survey however, following a reduction in funding for the survey in 2017/18 the methodology changed and now only London residents participate.

Gender – the chart below shows the gender for taxi users who took part in the CSS. Between 2012 and 2016 London residents plus visitors to London took part in the CSS but from 2017 to 2018 this changed to London residents only.

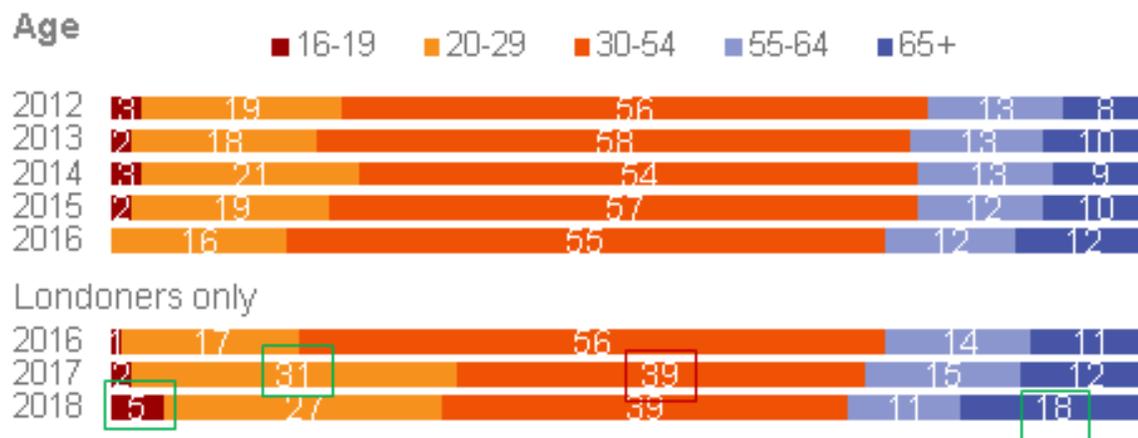


⁴ Black Cabs and Minicabs Customer Satisfaction Survey (CSS), TNS, 2018/19

Disability – the chart below shows whether taxi users who took part in the CSS considered themselves to have any long term disability. Between 2012 and 2016 London residents plus visitors to London took part in the CSS but from 2017 to 2018 this changed to London residents only.



Age – the chart below shows the age range for taxi users who took part in the CSS. Between 2012 and 2016 London residents plus visitors to London took part in the CSS but from 2017 to 2018 this changed to London residents only.



We've identified different groups that might be affected by our proposals. The groups identified were:

- Taxi users
- Taxicard members
- Taxi drivers

We've considered the impact of our proposals on different groups and if the impact would be negative or positive. Our assessment looked at the potential impacts of the proposals on these groups and the table below provides information on the characteristics and the groups who could potentially be impacted by the proposed changes to taxi fares and tariffs.

Protected characteristics	Explain the potential negative impact
<p>Age</p> <p>A person belonging to a particular age (for example 32-year olds) or range of ages (for example 18 to 30 year olds)</p>	<p>Taxi users</p> <ul style="list-style-type: none"> • The 2018 Black Cab and Minicab User CSS captured age information for London residents who use taxis and took part in the survey. This showed that: <ul style="list-style-type: none"> ○ 5% of taxi users were 16-19 ○ 27% of taxi users were 20-29 ○ 39% of taxi users were 30-54 ○ 11% of taxi users were 55-64 ○ 18% of taxi users were 65+ • All taxi users would experience a negative impact from the minimum fare increasing as this would increase taxi fares for journeys at all times • Increasing the minimum fare would negatively impact taxi users who make short journeys by taxi, this could have a greater impact on older taxi users who rely on taxis to make short journeys or who may be less able to use other modes of transport (e.g. bus, Tube, cycle) for these journeys or walk short distances • All taxi users would also experience a negative impact from certain tariffs being increased as this will mean that the taxi fares for journeys during the times these tariffs apply will be higher • The impacts from fare increases may negatively impact younger and older taxi users more as they

Protected characteristics	Explain the potential negative impact
	<p>may be less able to respond to taxi fare increases or continue to use taxis</p> <ul style="list-style-type: none"> • Although Tariff 3 is being frozen there would still be a negative impact on taxi users as the minimum fare during Tariff 3 is increasing • All taxi users may experience a negative impact if the total number of licensed taxi drivers reduces as a result of fewer people using taxis because of the proposed fare increases • Older people are less likely to use a smartphone and research by the DfT⁵ found that: <ul style="list-style-type: none"> ○ Just under a third (30 per cent) of people aged 55-64 didn't use a smartphone ○ Over half (55 per cent) of 65-74 year olds do not use a smartphone ○ Only 17% of those aged 75+ use a smartphone • Some older taxi users won't be able to access app based taxi or PHV services. They will be negatively impacted by increases to the minimum fare and Tariffs 1 and 2 but may have fewer PHV services they could access or consider as an alternative to using a taxi. <p>Taxicard members</p> <ul style="list-style-type: none"> • The age range of Taxicard members is: <ul style="list-style-type: none"> ○ 2.06% of members are 0-15 ○ 3.52% of members are 16-30 ○ 6.50% of members are 31-45 ○ 16.77% of members are 46-60 ○ 14.53% of members are 61-70 ○ 21.37% of members are 71-80 ○ 34.89% of members are 81+ ○ For 0.37% the age is not known • The majority (70.79%) of Taxicard members are over 61 and so the impacts identified will disproportionately affect older Taxicard members

⁵ Department for Transport's (DfT's) Transport and transport technology: Public attitudes tracker, October 2018
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/786654/future-of-mobility-strategy.pdf

Protected characteristics	Explain the potential negative impact
	<ul style="list-style-type: none"> • All Taxicard members will be negatively impacted by increases to the minimum fare and Tariffs 1 and 2 as this would mean taxi fares increasing for journeys where the fare is still below the capped Taxicard fare level • Taxicard members will be negatively impacted if taxi drivers are more reluctant to accept capped Taxicard fares. The risk of taxi drivers not accepting Taxicard capped fares could increase if taxi drivers feel the capped Taxicard fares are too low as the difference between the capped fares and metered fares increases as a result of our proposals. <p>Taxi drivers</p> <ul style="list-style-type: none"> • For drivers over 50: <ul style="list-style-type: none"> ○ 38.63% are between 51-60 ○ 18.72% are between 61-70 ○ 6.70% are 71+ • The majority (64.05%) of taxi drivers are over 50 and so the impacts identified will disproportionately affect older taxi drivers • All taxi drivers would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day. The impact on older taxi drivers may be greater if they are unable to respond to this impact or, work longer hours. • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income.
<p>Disability including carers</p> <p>A person has a disability if she or he has a physical or mental</p>	<p>Taxi users</p> <ul style="list-style-type: none"> • No information is held about taxi users who are carers • The impacts identified will have a greater impact on some disabled taxi users as they may rely on taxis or may not be able to access or use other modes of transport (eg bus, Tube, cycle) • The 2018 Black Cab and Minicab User CSS captured information for London residents who considered themselves to have any long term disability: <ul style="list-style-type: none"> ○ 22% said they did have a long term disability

Protected characteristics	Explain the potential negative impact
<p>impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities</p>	<ul style="list-style-type: none"> ○ 76% said they did not have a long term disability ○ 2% preferred not to say ● All disabled taxi users would experience a negative impact from the minimum fare increasing as this would increase taxi fares for journeys at all times ● Disabled taxi users would experience a negative impact from certain tariffs being increased as this will mean that the taxi fares for journeys during the times these tariffs apply will be higher ● Disabled taxi users may experience a negative impact if the total number of licensed taxi drivers reduces as a result of fewer people using taxis because of the proposed fare increases ● Although Tariff 3 is being frozen there would still be a negative impact on taxi users as the minimum fare during Tariff 3 is increasing <p>Taxicard members</p> <ul style="list-style-type: none"> ● No information is held about Taxicard members who are carers ● Taxicard members will be disproportionately affected by the proposals which have a negative impact as the Taxicard scheme is for people who have mobility impairments and may face barriers when trying to use public transport. To be eligible for the Taxicard scheme residents must either: <ul style="list-style-type: none"> ○ Receive the higher rate mobility component of the Disability Living Allowance or the higher rate Attendance Allowance; or ○ Be registered blind; or ○ Receive the War Pension Mobility Component; or ○ Have an otherwise GP-endorsed application, which may include a mobility assessment. ● Taxicard members will be negatively impacted by increases to the minimum fare and Tariffs 1 and 2 as this would mean taxi fares increasing for journeys where the fare is still below the capped fare level ● Taxicard members will be negatively impacted if taxi drivers are more reluctant to accept capped Taxicard fares. The risk of taxi drivers not accepting Taxicard capped fares could increase if taxi drivers feel the capped Taxicard fares are too low as the difference between the capped fares and metered fares increases as a result of our proposals.

Protected characteristics	Explain the potential negative impact
	<p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about taxi drivers who have a disability or who are carers • All taxi drivers will experience a negative impact if the increases to the minimum fare and certain tariffs mean that disabled users or Taxicard members use taxis less and the drivers' income reduces
<p>Gender</p> <p>A man, woman or non-binary person</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • The 2018 Black Cab and Minicab User CSS captured gender information for London residents who use taxis and took part in the survey: <ul style="list-style-type: none"> ○ 59% of taxi users were female ○ 41% of taxi users were male • Female taxi users and Taxicard members would experience a negative impact from the minimum fare increasing as this would increase taxi fares for journeys at all times • Female taxi users and Taxicard members would experience a negative impact from certain tariffs being increased as this will mean that the taxi fares for journeys during the times these tariffs apply will be higher • Female taxi users and Taxicard members will experience a negative impact if the increase to the minimum fare makes them less likely to use taxis at night and instead use other less safe (e.g. unlicensed 'cabs', unbooked PHVs) forms of transport • Female taxi users and Taxicard members would be negatively impacted from the minimum fare or certain tariffs increasing and may be disproportionately impacted if they have concerns about the safety of using certain modes of transport and use taxis more often • Although Tariff 3 is being frozen there would still be a negative impact on female taxi users and Taxicard members as the minimum fare during Tariff 3 is increasing <p>Taxi drivers</p> <ul style="list-style-type: none"> • The majority of licensed taxi drivers are male: <ul style="list-style-type: none"> ○ 97.67% of taxi drivers are male ○ Only 2.33% of taxi drivers are female

Protected characteristics	Explain the potential negative impact
	<ul style="list-style-type: none"> • All taxi drivers would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income • A perception that being a taxi driver is not an attractive career could deter women from applying to become a taxi driver and overall result in fewer licensed taxi drivers and the availability of taxis falling or wait times increasing. This perception could be made worse by fewer people using taxis as a result of our proposals to increase the minimum fare and Tariffs 1 and 2.

Protected characteristics	Explain the potential negative impact
<p>Gender reassignment</p> <p>Gender reassignment covers people whose gender identity is different from the gender assigned to them when they were born. To be protected from gender reassignment discrimination a person does not need to have undergone any specific treatment or surgery to change from their birth sex to their preferred gender. They can be at any stage in the transition process – from proposing to reassign their gender, to undergoing a process to reassign their gender, or having completed it.</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about taxi users or Taxicard members whose gender identity is different from the gender assigned to them when they were born • Taxi users and Taxicard members whose gender identity is different from the gender assigned to them at birth would be negatively impacted by the minimum fare or certain tariffs increasing. They may be disproportionately impacted if they have concerns about the safety of using certain modes of transport and use taxis more often. <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about taxi drivers whose gender identity is different from the gender assigned to them when they were born • Taxi drivers whose gender identity is different from the gender assigned to them at birth would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income
<p>Marriage/civil</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about taxi users or Taxicard members who are married or in a civil partnership • There would be a negative impact on taxi users and Taxicard members who are married or in a civil

Protected characteristics	Explain the potential negative impact
<p>partnership</p> <p>Marriage is a union between a man and a woman or between a same-sex couple</p> <p>Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).</p>	<p>partnership from the minimum fare or certain tariffs increasing</p> <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about taxi drivers who are married or in a civil partnership • Taxi drivers who are married or in a civil partnership would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income
<p>Other – e.g. refugees, low income, homeless people</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the income of taxi users or Taxicard members • Taxi users and Taxicard members on low incomes will be negatively impacted by increases to the minimum fare plus Tariffs 1 and 2. If they are on low incomes and rely on taxis or are not able to access other modes of transport they may experience a greater impact. <p>Taxi drivers</p> <ul style="list-style-type: none"> • Some information is held about taxi drivers who have income from other jobs or who are in other paid employment, the most recent research (2013/14) showed that 9% of taxi drivers were in other paid employment.

Protected characteristics	Explain the potential negative impact
	<ul style="list-style-type: none"> • Taxi drivers will be negatively impacted if their income from being a taxi driver is already low and increases to the minimum fare plus Tariffs 1 and 2 lead to fewer people using taxis and their income falling. This could be a particular problem for Suburban taxi drivers as demand and usage of taxis in suburban areas is generally lower. • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income
<p>Pregnancy/maternity</p> <p>Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about taxi users or Taxicard members who are pregnant or who have recently given birth • Pregnant taxi users and Taxicard members or those who have recently given birth would be negatively impacted from the minimum fare or certain tariffs increasing and may be disproportionately impacted if they have concerns about the safety of using certain modes of transport and use taxis more often <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about taxi drivers who are pregnant or who have recently given birth • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income • Taxi drivers will be negatively impacted if their income from being a taxi driver is already low and increases to the minimum fare plus Tariffs 1 and 2 lead to fewer people using taxis and their income falling. • Pregnant taxi drivers or those who have recently given birth may experience a greater impact as they may be unable to work or drive for long periods

Protected characteristics	Explain the potential negative impact
breastfeeding.	
<p>Race</p> <p>Refers to the protected characteristic of race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the race of taxi users or Taxicard members • BAME taxi users and Taxicard members would experience a negative impact from the minimum fare increasing as this would increase taxi fares for journeys at all times • BAME taxi users and Taxicard members would experience a negative impact from certain tariffs being increased as this will mean that the taxi fares for journeys during the times these tariffs apply will be higher • Although Tariff 3 is being frozen there would still be a negative impact on BAME taxi users and Taxicard members as the minimum fare during Tariff 3 is increasing • BAME taxi users and Taxicard members would be negatively impacted from the minimum fare or certain tariffs increasing and may be disproportionately impacted if they have concerns about the safety of using certain modes of transport and use taxis more often <p>Taxi drivers</p> <ul style="list-style-type: none"> • The majority of licensed taxi drivers are 'White British' (66.29%), 16.43% of taxi drivers are BAME (including 'White Irish' and 'White Other') and 17.29% declined to say what their race was • BAME taxi drivers, will experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income
<p>Religion or belief</p> <p>Religion has the meaning usually given to</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the religion or beliefs of taxi users or Taxicard members • Taxi users and Taxicard members with religious or other beliefs would be negatively impacted from the minimum fare or certain tariffs increasing and may be disproportionately impacted if they have concerns about the safety of using certain modes of transport and use taxis more often

Protected characteristics	Explain the potential negative impact
<p>it but belief includes religious and philosophical beliefs including lack of belief (such as Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition</p>	<p>Taxi drivers</p> <ul style="list-style-type: none"> • Limited information about the religion or belief for taxi drivers is held as for the majority (88%) of drivers declined to answer this question • Taxi drivers with religious or other beliefs would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income
<p>Sexual orientation</p> <p>Whether a person's sexual attraction is towards their own sex or both sexes</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the sexual orientation of taxi users or Taxicard members • LGB taxi users and Taxicard members who use taxis would experience a negative impact from the minimum fare or certain tariffs increasing. They may be disproportionately impacted as LGB Londoners are amongst the groups most likely to be 'worried' about the safety of public transport (31%)⁶ and so could potentially use taxis more often. <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about the sexual orientation of taxi drivers • LGB taxi drivers would experience a negative impact from the minimum fare and certain tariffs being increased if these result in a reduction in their income because of a reduction in the usage of taxis or number of trips they do each day • For some taxi drivers there could be a negative impact as the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure and so could mean a real terms reduction in their income

⁶ TfL (2015): 'Travel in London: Understanding our diverse communities'

Protected characteristics	Explain the potential negative impact
<p>Multiple protected characteristics</p> <p>People who share more than one of the protected characteristics</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • We acknowledge that some taxi users and Taxicard members may share more than one protected characteristic • The severity of the potential negative impacts identified may be greater on taxi users and Taxicard members who share more than one protected characteristic • Taxi users and Taxicard members may share any combination of protected characteristics including: <ul style="list-style-type: none"> ○ Age + Disability: the severity of the impacts on older, disabled taxi users and Taxicard members may be greater. They may be more reliant on taxis or use taxis for a greater proportion of their journeys. They may also be less able to use other forms of transport (e.g. bus, Tube, cycle, car) or walk. ○ Age + Gender: the severity of the impacts on older, female taxi users and Taxicard members may be greater. They may be more reliant on taxis or use taxis for a greater proportion of their journeys and also have concerns about the safety of using other modes of transport (e.g. bus or Tube) or walking, particularly late at night. ○ Gender + Disability: the severity of the impacts on disabled female taxi users and Taxicard members may be greater. They may be more reliant on taxis or use taxis for a greater proportion of their journeys and also have concerns about the safety of using other modes of transport (e.g. bus or Tube) or walking, particularly late at night. ○ Age + Gender + Disability: the severity of the impacts may be even greater on older, female, disabled taxi users and Taxicard members. They may be even more reliant on taxis or use taxis for a greater proportion of their journeys and also have concerns about the safety of using other modes of transport (e.g. bus or Tube) or walking, particularly late at night. • The severity of the potential impacts identified may be greater on taxi users and Taxicard members who share more than one of the other combinations of protected characteristics <p>Taxi drivers</p> <ul style="list-style-type: none"> • We acknowledge that some taxi drivers may share more than one protected characteristic • The severity of the potential impacts identified may be greater on taxi drivers who share more than

Protected characteristics	Explain the potential negative impact
	one protected characteristic

Protected Characteristic	Explain the potential positive impact
<p>Age</p> <p>A person belonging to a particular age (for example 32-year olds) or range of ages (for example 18 to 30 year olds)</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • The 2018 Black Cab and Minicab User CSS captured age information for London residents who use taxis and took part in the survey. This showed that: <ul style="list-style-type: none"> ○ 5% of taxi users were 16-19 ○ 27% of taxi users were 20-29 ○ 39% of taxi users were 30-54 ○ 11% of taxi users were 55-64 ○ 18% of taxi users were 65+. • All taxi users and Taxicard members would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> • For drivers over 50: <ul style="list-style-type: none"> ○ 38.63% are between 51-60 ○ 18.72% are between 61-70 ○ 6.70% are 71+ • The majority (64.05%) of taxi drivers are over 50 and they (plus other taxi drivers) will experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day

Protected Characteristic	Explain the potential positive impact
	<ul style="list-style-type: none"> Some taxi drivers may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Disability including carers</p> <p>A person has a disability if she or he has a physical or mental impairment which has a substantial and long-term adverse effect on that person's ability to carry out normal day-to-day activities</p>	<ul style="list-style-type: none"> Taxi users <ul style="list-style-type: none"> No information is held about taxi users who are carers The 2018 Black Cab and Minicab User CSS captured information for London residents who considered themselves to have any long term disability: <ul style="list-style-type: none"> 22% said they did have a long term disability 76% said they did not have a long term disability 2% preferred not to say Disabled taxi users and Taxicard members or users and members and who are carers would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services Taxicard members <ul style="list-style-type: none"> No information is held about Taxicard members who are carers To be eligible for the Taxicard scheme residents must either: <ul style="list-style-type: none"> Receive the higher rate mobility component of the Disability Living Allowance or the higher rate Attendance Allowance; or Be registered blind; or Receive the War Pension Mobility Component; or Have a GP-endorsed application, which may include a mobility assessment. Taxicard members would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services Taxi drivers <ul style="list-style-type: none"> No information is held about taxi drivers who have a disability or who are carers

Protected Characteristic	Explain the potential positive impact
	<ul style="list-style-type: none"> • Disabled taxi drivers or taxi drivers who are carers would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • Disabled taxi drivers or taxi drivers who are carers may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Gender</p> <p>A man, woman or non-binary person</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • The 2018 Black Cab and Minicab User CSS captured gender information for London residents who use taxis and took part in the survey: <ul style="list-style-type: none"> ○ 59% of taxi users were female ○ 41% of taxi users were male • Female taxi users and Taxicard members would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> • The majority of licensed taxi drivers are male: <ul style="list-style-type: none"> ○ 97.67% of taxi drivers are male ○ Only 2.33% of taxi drivers are female • There may be a positive impact if the increases to taxi fares encourage some women to apply to become a licensed taxi driver as this is seen as a viable career option where drivers can cover their operating costs and be fairly remunerated • Female taxi drivers would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • Female taxi drivers may also experience a positive impact if freezing certain tariff rates leads to more people using taxis

Protected Characteristic	Explain the potential positive impact
<p>Gender reassignment</p> <p>Gender reassignment covers people whose gender identity is different from the gender assigned to them when they were born. To be protected from gender reassignment discrimination a person does not need to have undergone any specific treatment or surgery to change from their birth sex to their preferred gender. They can be at any stage in the transition process – from proposing to reassign their gender, to undergoing a process to reassign their gender, or having completed it.</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about taxi users or Taxicard members whose gender identity is different from the gender assigned to them when they were born • Taxi users or Taxicard members whose gender identity is different from the gender assigned to them at birth would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> • Taxi drivers whose gender identity is different from the gender assigned to them at birth would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • Taxi drivers whose gender identity is different from the gender assigned to them at birth may also experience a positive impact if freezing certain tariff rates leads to more people using taxis

Protected Characteristic	Explain the potential positive impact
<p>Marriage/civil partnership</p> <p>Marriage is a union between a man and a woman or between a same-sex couple</p> <p>Same-sex couples can also have their relationships legally recognised as 'civil partnerships'. Civil partners must not be treated less favourably than married couples (except where permitted by the Equality Act).</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> No information is held about taxi users or Taxicard members who are married or in a civil partnership Taxi users or Taxicard members who are married or in a civil partnership would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> No information is held about taxi drivers who are married or in a civil partnership Taxi drivers who are married or in a civil partnership would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day Taxi drivers who are married or in a civil partnership may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Other – e.g. refugees, low income, homeless people</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> No information is held about taxi users or Taxicard members on low incomes Taxi users or Taxicard members on low incomes will be positively impacted by freezing Tariffs 3 and 4 although the impact may not be significant as these are the two highest tariffs rates and fares when these tariffs apply may already be too expensive for some taxi users Taxi users on low incomes would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> Some information is held about taxi drivers who have income from other jobs or who are in

Protected Characteristic	Explain the potential positive impact
	<p>other paid employment, the most recent research (2013/14) showed that 9% of taxi drivers were in other paid employment.</p> <ul style="list-style-type: none"> • Taxi drivers will be positively impacted if their income increases as a result of the minimum fare and Tariffs 1 and 2 being increased or if freezing Tariffs 3 and 4 leads to more people using taxis or helps prevent a reduction in the use of taxis. This could be of particular benefit to taxi drivers working part time, or Suburban taxi drivers as taxi usage and demand is normally lower in the areas where they are licensed to work.
<p>Pregnancy/maternity</p> <p>Pregnancy is the condition of being pregnant or expecting a baby. Maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth, and this includes treating a woman unfavourably because she is breastfeeding.</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about taxi users or Taxicard members who are pregnant or who have recently given birth • Taxi users and Taxicard members who are pregnant or have recently had a baby would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about taxi drivers who are pregnant or who have recently given birth • Taxi drivers who pregnant or have recently had a baby would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • Taxi drivers who are pregnant or have recently had a baby may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Race</p> <p>Refers to the protected characteristic of race. It refers to</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the race of taxi users or Taxicard members • BAME taxi users and Taxicard members would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can

Protected Characteristic	Explain the potential positive impact
<p>a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins</p>	<p>still access taxi services</p> <p>Taxi drivers</p> <ul style="list-style-type: none"> • The majority of licensed taxi drivers are 'White British' (66.29%), 16.43% of taxi drivers are BAME (including 'White Irish' and 'White Other') and 17.29% declined to say what their race was • BAME taxi drivers would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • BAME taxi drivers may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Religion or belief</p> <p>Religion has the meaning usually given to it but belief includes religious and philosophical beliefs including lack of belief (such as Atheism). Generally, a belief should affect your life choices or the way you live for it to be included in the definition</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the religion or beliefs of taxi users or Taxicard members • Taxi users or Taxicard members with religious or other beliefs would experience a positive impact if the proposed increases help ensure that drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access taxi services <p>Taxi drivers</p> <ul style="list-style-type: none"> • Limited information about the religion or belief for taxi drivers is held as for the majority (88%) of drivers declined to answer this question • Taxi drivers with religious or other beliefs would experience a positive impact if increases to taxi fares result in their income increasing and there is no reduction in the usage of taxis or the number of trips they do each day • Taxi drivers with religious or other beliefs may also experience a positive impact if freezing certain tariff rates leads to more people using taxis

Protected Characteristic	Explain the potential positive impact
<p>Sexual orientation</p> <p>Whether a person's sexual attraction is towards their own sex or both sexes</p>	<p>Taxi users and Taxicard members</p> <ul style="list-style-type: none"> • No information is held about the sexual orientation of taxi users or Taxicard members • LGB Londoners are amongst the groups most likely to be 'worried' about the safety of public transport (31%)⁷ • LGB taxi users and Taxicard members would experience a positive impact if the proposals help ensure that taxi drivers can cover operating costs and remain in the taxi trade and this in turn helps to ensure that a certain level of taxi availability is maintained and the public can still access <p>Taxi drivers</p> <ul style="list-style-type: none"> • No information is held about the sexual orientation of taxi drivers • LGB taxi drivers would experience a positive impact as although the proposed increases to Tariffs 1 and 2 are lower than the Cost Index figure the increases to taxi fares would result in their income increasing and there would be no reduction in the usage of taxis or the number of trips they do. • LGB taxi drivers may also experience a positive impact if freezing certain tariff rates leads to more people using taxis
<p>Multiple protected characteristics</p> <p>People who share more than one of the protected characteristics</p>	<p>Taxi users, Taxicard members and taxi drivers</p> <ul style="list-style-type: none"> • We acknowledge that some taxi users, Taxicard members and taxi drivers may share more than one protected characteristic • However, the severity of the potential positive impacts identified may not be affected as a result of people sharing one or multiple protected characteristics

Taxis are heavily used by disabled and elderly residents and visitors to London. Elderly and disabled taxi users will be affected by any increase to the minimum fare and Tariffs 1 and 2, as this will result in higher taxi fares.

⁷ TfL (2015): 'Travel in London: Understanding our diverse communities'

Disabled residents in London are eligible for subsidised taxi journeys under the [Taxicard scheme](#) which provides a door-to-door service. The Taxicard scheme is funded by TfL and the London boroughs. Normally any increase to taxi fares could mean that unless the Taxicard subsidy increases or Taxicard members are able to pay more towards fares then they will not be able to travel as much. The introduction of capped Taxicard fares means the direct impact on Taxicard members of increased fares is reduced. However, capped fares can be unpopular with some taxi drivers, especially as the capped fare paid may be lower than the metered fare. Some taxi drivers may be unwilling to accept certain Taxicard jobs because of the potential difference between the capped fare payable and what the metered fare would be. Their reluctance to accept some Taxicard fares may be exacerbated if the difference between the capped fares and metered fares they would otherwise receive increases. This could potentially affect the supply of available taxis for Taxicard members.

We have mitigated the impact on taxi users and Taxicard members by proposing changes with lower rates per mile and hour for all tariff rates when compared to the rates per mile and hour if we increased Tariffs 1, 2 and 3 by the Cost Index figure (3.4 per cent).

Elderly residents are likely to have a Freedom Pass and so potentially they will be able to use other forms of public transport free of charge. However, not all other transport services provide an accessible door-to-door service that may be essential for some elderly travellers.

Wheelchair users can use bus services free of charge and will be able to continue to do so. Although all buses, with the exception of the Routemaster buses that run on route 15, are wheelchair accessible they do not provide a door-to-door service. Bus services in central London have recently been reviewed with changes to 33 routes proposed⁸. The changes proposed include one new route and the frequency of some services being increased but also the frequency of some services being decreased, routes being shortened, routes being restructured or routes being withdrawn. These changes could affect elderly and disabled taxi users who may have considered using a bus for some journeys. Disabled and elderly bus users who were considering other options, including using taxis, would also be affected by the proposed increases to the minimum fare and Tariffs 1 and 2.

Some other disabled travellers may also be able to travel for free on the bus or Tube but again these services do not provide a door-to-door service that may be essential and travellers may be affected by the proposed changes to central London bus routes. Some Tube Stations also do not have step free access which some disabled travellers may require.

⁸ Central London Bus Services Review, <https://consultations.tfl.gov.uk/buses/central-london/>

Some residents may be eligible to use the Dial-a-Ride service which does provide a door-to-door service and accessible vehicles.

Some disabled travellers may choose to use a booked PHV and PHVs can provide a door to door service. Fares for PHVs are set by operators and can vary. Some PHV operators may charge less than taxis but private hire fares may have increased as a result of the removal of the Congestion Charge exemption for PHVs and the start of the Ultra Low Emission Zone (ULEZ). Some operators may also increase fares at certain times of the day, as demand increases or in response to other factors. PHVs will not be suitable for all disabled travellers, especially those who require a wheelchair accessible vehicle, as there are only around 500 wheelchair accessible PHVs, or make use of the other accessibility features in taxis.

Protection of children and vulnerable adults

The Secretary of State may issue statutory guidance to taxi and private hire licensing authorities in relation to the safeguarding of children and vulnerable adults under section 177 of the Policing and Crime Act 2017 and licensing authorities must have regard to the guidance when exercising their taxi and PHV licensing functions.

The Department for Transport has recently consulted on proposed statutory guidance to taxi and private hire licensing authorities on how to use their licensing powers to protect children and vulnerable adults.⁹

The outcome of the consultation has not been announced and we've not considered the draft statutory guidance from the DfT as part of this consultation but we have responded to the DfT consultation and we will consider how we can use our licensing powers to protect children and vulnerable adults separately. Future reviews of taxi fares and tariffs will take into consideration any relevant sections of the finalised statutory guidance.

Costs

Not increasing average fares across Tariffs 1, 2 and 3 by the Cost Index figure differs from what was historically done when taxi fares were reviewed. However, whilst the 2017 and 2018 tariff rate increases were informed by the Cost Index figure, the increases were not simply the same as the total Cost Index figure. In the two most recent reviews Tariffs 1 and 2 were increased whilst the other tariff rates were frozen. Last year also saw the minimum fare increased.

⁹ DfT consultation, February 2019, <https://www.gov.uk/government/consultations/taxi-and-private-hire-vehicle-licensing-protecting-users>

An increase to Tariffs 1 and 2, alongside an uplift in the minimum fare, will assist drivers who face increasing costs of operating a taxi in London whilst freezing the other tariff rates means that the rates for journeys when these tariffs apply do not become even higher.

Some taxi drivers may feel that they will be disadvantaged from the tariff rates not being increased by the Cost Index figure or that this means there will be a real terms reduction in their income. Over the past few years the number of taxi journeys per day has been declining and if fares were increased by 3.4 per cent this could mean fewer people using taxis which would have a negative impact on taxi drivers' income. However, the overall impact of our proposals may be positive if it prevents the number of trips from further declining or results in more people using taxis and drivers' income potentially increasing. Although a negative impact on taxi drivers has been identified from the increases being lower than the total Cost Index figure and this potentially meaning a real terms reduction in their income our research has shown that the majority of taxi drivers supported no change to the tariffs¹⁰ rather than increases to the tariffs, regardless of whether any increase was the same as, lower or greater than the Cost Index figure.

Increasing the minimum fare and Tariffs 1 and 2 would mean that taxi users pay more, however, they would benefit from no changes being made to Tariff 3 – the benefit to those travelling at night may not be significant as the tariff rate and fares for these journeys may be considered excessively high already. Taxi users would also benefit from the tariff rate for journeys over six miles not being increased.

Taxis are heavily used by disabled and elderly visitors and Londoners and these groups would be affected by the minimum fare and Tariffs 1 and 2 being increased. However, the proposed increases to Tariffs 1 and 2 are lower than the total Cost Index figure (+3.4 per cent), the average rail fares increase (3.1 per cent)¹¹ and the latest Consumer Prices Index (CPI) rate (2.1 per cent)¹².

Members of the Taxicard scheme, which provides subsidised taxi travel for disabled Londoners and is funded by TfL and the London boroughs, would normally be affected by any increase to the minimum fare and Tariffs 1 and 2. Any increases to taxi fares can potentially result in members being able to make fewer trips if funding is not increased. However, from 1 January 2019 capped fares for Taxicard journeys were introduced so members will have more certainty about their fare and be less exposed to potential

¹⁰ Taxi and Private Hire Licensee Customer Satisfaction Survey (CSS), TNS, 2018/19

¹¹ On 2 January 2019 average rail fares rose by 3.1 per cent, <http://www.nationalrail.co.uk/83871.aspx>

¹² The Cost Index figure is 3.4 per cent while CPI in April 2019 was 2.1 per cent

<https://www.ons.gov.uk/economy/inflationandpriceindices/bulletins/consumerpriceinflation/april2019>

changes in taxi fares¹³. Taxicard members will be affected if taxi drivers are less willing to accept Taxicard jobs because they dislike the capped fares being charged and the difference between these and the metered fares increases – stakeholder feedback suggests that some Taxicard jobs are already not being accepted as taxi drivers consider the capped fares too low. These issues and how they can be mitigated are being discussed with City Fleet, who have the contract to provide the Taxicard service. Taxicard users will be negatively impacted upon by increases to the minimum fare and Tariffs 1 and 2 as this would mean taxi fares increasing for journeys where the fare is still below the capped fare level.

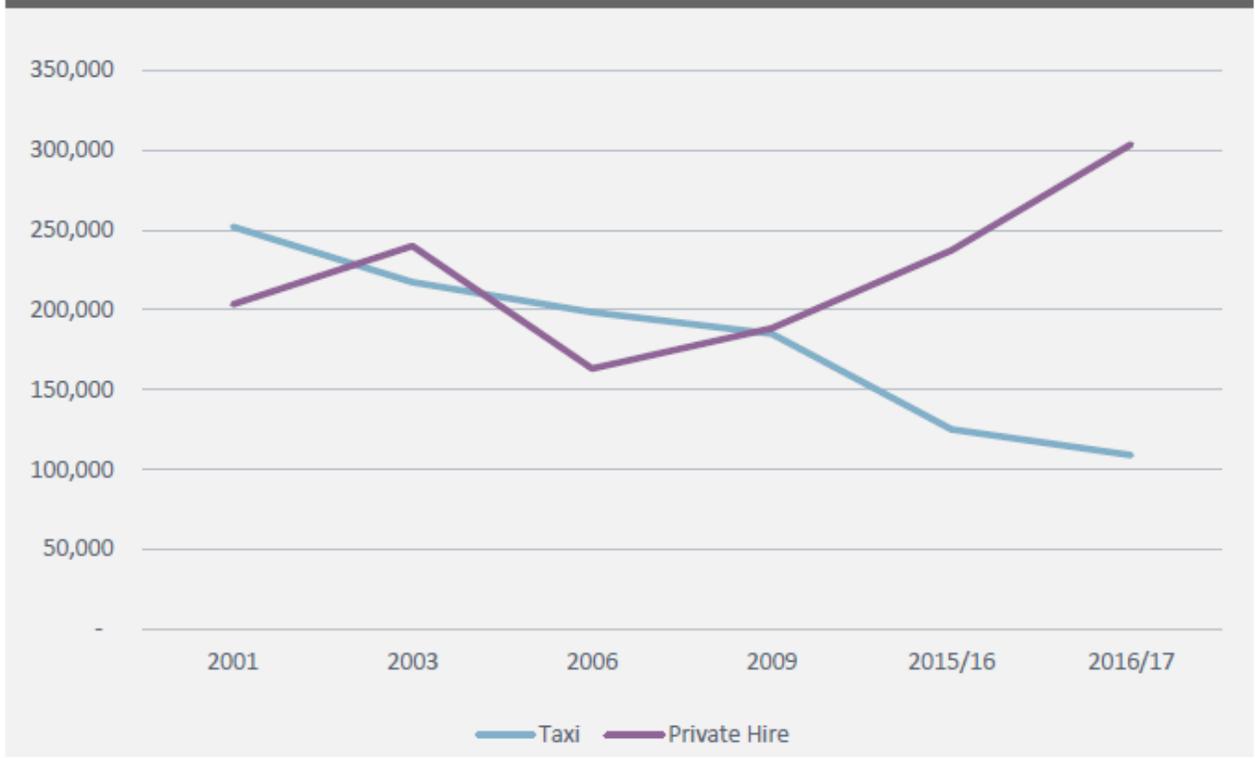
Although the increases in example fares for some shorter journeys are shown as being greater than the total Cost Index figure (+3.4 per cent) these fares are based on distance only. Stakeholder feedback suggests that an increasing proportion of each taxi fare is based on time. This is primarily due to increased congestion in London, falling traffic speeds, changes to roads or road closures. This means that there is an increase in some journey times resulting in higher fares with a larger proportion of the fare based on time. We have mitigated the impact on taxi users and Taxicard members by proposing changes with lower rates per mile and hour for all tariff rates when compared to the rates per mile and hour if we increased Tariffs 1, 2 and 3 by the Cost Index figure (3.4 per cent).

Research into the supply and demand for taxi and private hire (minicab and chauffeur/executive car) services has shown that the number of taxi journeys per day has been falling. The trend for the number of daily trips by taxi and private hire (minicab and chauffeur/executive car services) is shown on the chart below¹⁴.

¹³ London Councils press release, 14 December 2018, <https://www.londoncouncils.gov.uk/node/34901>

¹⁴ Taxi and PHV Supply and Demand research, SDG, 2016/17

Figure 2.3: Daily trips by taxi and private hire 2001 to 2016/17



Concerns have been raised about the impact the zero emission capable (ZEC) taxis will have on taxi fares as the ZEC taxi currently available is more expensive than diesel taxis. Separate work regarding the costs of purchasing and operating a ZEC taxi and how these can be incorporated into the Cost Index is ongoing.

Extending the extra charge arrangement if diesel prices increase significantly would mean taxi users paying higher fares if the threshold figure is reached. However, the increase to each fare would be limited to 40 pence and there is also an arrangement in place where taxi users pay less if fuel prices decrease significantly.

No significant impacts have been identified for the proposal to increase some of the fixed fares for shared taxis from Euston Station to Lord's Cricket Ground.

No significant impacts have been identified for the proposal to change when Tariff 4 starts.

Crime and Disorder

Licensed taxis play a vital role in providing safer transport late at night and a balance needs to be maintained between ensuring that taxi drivers are available to work late at night and that the public do not perceive taxis as unaffordable and see illegal, unsafe 'cabs' as a cheaper and preferable option.

Increasing the minimum fare but not increasing Tariff 3 could potentially benefit taxi users late at night. The night time tariff rate (Tariff 3) remains the highest tariff rate and so it is envisaged that drivers would still be able to cover their operating costs and maintain earnings assuming that there continues to be a demand to use taxis late at night. If people are deterred from using a taxi late at night due to the cost, this has an adverse impact on drivers. Not applying further increases to Tariff 3 could help ensure that taxi users will consider using a taxi late at night and won't consider them too expensive and therefore use an illegal 'cab' instead.

Some people travelling late at night may already consider taxis too expensive and so freezing Tariff 3, along with increasing the minimum fare, will not persuade them to consider using a taxi. At present there are a number of alternative transport options they can consider using including booked PHVs, buses or Night Buses or the Tube which normally runs to around midnight in the week. At the weekends some travellers will be able to use the Night Tube or Overground Night Service.

No crime and disorder impacts from extending the fuel charge arrangements have been identified.

No crime and disorder impacts have been identified for the proposal to increase some of the fixed fares for shared taxis from Euston Station to Lord's Cricket Ground.

No crime and disorder impacts have been identified for the proposal to change when Tariff 4 starts.

Health and Safety

There could be potential safety impacts for people travelling late at night if there is an increase in the perception that taxi fares at night are still too expensive or have become more expensive. Although no change to the Tariff 3 rate is proposed taxi users at night would be affected by the proposed increase to the minimum fare. It is felt that the current perception of taxi fares at night is that they are too expensive and this influences some people's view of taxi fares at all times. The proposed increase to the minimum fare or Tariffs 1 and 2 may reinforce this perception. This could potentially mean that some people are unwilling or unable to afford to use a taxi late at night and some of them may consider using a less safe travel option such as an unlicensed 'cab' or unbooked PHV.

Increasing the minimum fare but not increasing Tariff 3 could potentially benefit taxi users late at night. The night time tariff rate (Tariff 3) remains the highest tariff rate and so it is envisaged that drivers would still be able to cover their operating costs and maintain earnings assuming that there continues to be a demand to use taxis late at night. If people are deterred from using a taxi late at night due to the cost, this has an impact on drivers. Not applying further increases to Tariff 3 could help ensure that taxi users will consider using a taxi late at night and won't consider them too expensive and therefore use an illegal 'cab' instead.

Some people travelling late at night may already consider taxis too expensive and so freezing Tariff 3, along with increasing the minimum fare, will not persuade them to consider using a taxi. At present there are a number of alternative transport options they can consider using including booked PHVs, buses or Night buses or the Tube which normally runs to around midnight in the week. At the weekends some travellers will be able to use the Night Tube or Overground Night Service.

Air pollution caused by diesel emissions, high levels of nitrogen dioxide (NO₂) and particulate matter (PM) exacerbate poor health conditions and shorten the lives of Londoners. Although extending the fuel charge might be seen as encouraging the use of diesel taxis by drivers this would only apply in the event of a significant increase in diesel prices and is not considered to be a significant deciding factor in whether drivers switch to ZEC taxis.

There could be a negative impact on taxi drivers' health and wellbeing if the proposed changes result in the use of taxis declining and drivers having to work longer hours or their income falling. However, there will be a positive impact on taxi drivers if the proposals result in the usage of taxis and drivers' incomes increasing.

No health and safety impacts have been identified for the proposal to increase some of the fixed fares for shared taxis from Euston Station to Lord's Cricket Ground.

No health and safety impacts have been identified for the proposal to change when Tariff 4 starts.

Environmental Sustainability

The majority of taxis are diesel and so contribute to poor air quality issues in London. However, since 1 January 2018 all newly licensed taxis must be ZEC and this is in addition to the existing age limit for taxis.

The costs associated with operating a ZEC taxi in London and options for how these might be included in the Cost Index are being explored. The fuel costs for ZEC taxis are lower than diesel taxis however, there are other costs which may be higher.

Allowing an extra charge to be added to fares in the event of a significant increase in diesel prices could be seen as an incentive for drivers to continue to use diesel taxis or a disincentive to switch to a ZEC taxi. However, it is not believed that this provision will have an impact on whether drivers purchase or rent ZEC taxis as there are other factors which are likely to be more important for drivers (e.g. vehicle costs, charging infrastructure, fuel savings).

The Mayor's Transport Strategy (MTS) includes a policy to "*reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041*"¹⁵. However, we are not proposing changes to taxi fares with the aim of making fares too expensive for some people or too expensive for certain journeys (e.g. short journeys). Although the proposed changes will mean the cost of short journeys increases it is not our policy to make short journeys in taxis prohibitively expensive and we have mitigated the impact on taxi users and Taxicard members by proposing changes with lower rates per mile and hour for all tariff rates when compared to the rates per mile and hour if we increased Tariffs 1, 2 and 3 by the Cost Index figure (3.4 per cent).

Proposals to reduce emissions from taxis are being considered separately and have recently been [consulted on](#)¹⁶.

No other significant environmental implications have been identified.

¹⁵ MTS 2018, Policy 1, <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

¹⁶ Taxi age limits and exemptions consultation

Mitigation

Area	Issue	Proposed mitigation
<ul style="list-style-type: none"> Equality Costs 	<ul style="list-style-type: none"> Negative impact on Taxicard members 	<p>We are working with City Fleet to explore measures to improve the availability of taxis for Taxicard members, reduce wait times and help ensure that members can make a Taxicard journey</p> <p>Any measures taken forward could help mitigate the negative impacts on Taxicard users which have been identified and also help ensure that they can benefit from the capped fare scheme introduced</p> <p>We have mitigated the impact on Taxicard members by proposing changes with lower rates per mile and hour for all tariff rates when compared to the rates per mile and hour if we increased Tariffs 1, 2 and 3 by the Cost Index figure (3.4 per cent)</p>
<ul style="list-style-type: none"> Equality Costs Health and safety 	<ul style="list-style-type: none"> Negative impact on taxi drivers 	<p>One of the areas being looked at for the Taxicard service is how the number of taxi drivers who can access Taxicard bookings can be increased. If this can be achieved then it may help to mitigate some of the negative impacts on taxi drivers as they may have access to more work and the opportunity to increase their income.</p>
<ul style="list-style-type: none"> Crime and disorder Health and safety 	<ul style="list-style-type: none"> Negative impact on taxi users 	<p>The best options for travelling safely at night continue to be promoted by TfL and work is ongoing to make the public aware of the dangers of using unbooked PHVs or unlicensed, illegal 'cabs'¹⁷.</p>
<ul style="list-style-type: none"> Equality Costs 	<ul style="list-style-type: none"> Negative impact on taxi users Negative impact on taxi drivers 	<p>With our proposals we've tried to mitigate the negative impact on all taxi users from fares being increased by proposing increases which are lower than the Cost Index figure plus freezing Tariff 3 and the Tariff 4 rates.</p> <p>We have mitigated the impact on taxi users by proposing changes with lower rates per mile and hour for all tariff rates when compared to the rates per mile and hour if we increased Tariffs 1, 2 and 3 by the Cost Index</p>

¹⁷ <https://tfl.gov.uk/campaign/safer-travel>

		<p>figure (3.4 per cent)</p> <p>We've also tried to mitigate the negative impact on taxi drivers' income from taxi journeys decreasing because of large increases to taxi fares and fewer people using taxis by proposing increases to Tariffs 1 and 2 which are lower than 3.4 per cent.</p>
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