

Hackney Carriage (Taxi) Fares Review 2026

Equalities Statement

The Taxi and Private Hire Licensing Team has begun an Equality Impact Assessment (EIA) of the proposed changes to maximum taxi fares. The assessment has been informed by available national and local evidence, including transport, Census and Joint Strategic Needs Assessment (JSNA) data. It identifies potential disproportionate financial impacts on disabled people, older people, carers, people who experience domestic abuse, sexual violence, exploitation and harassment, and residents experiencing socio-economic disadvantage, particularly where they rely on taxi transport for healthcare, independent living, caring responsibilities, and other essential journeys. The assessment also recognises that, for some individuals, the impact of a fare increase may be cumulative where taxis are used frequently for healthcare appointments, employment, caring responsibilities, education, independent living, or other regular essential journeys

The assessment also recognises the competing equality consideration of maintaining a viable, reliable, and accessible taxi service. A reduction in the availability of taxis, particularly wheelchair-accessible vehicles, could itself disproportionately affect disabled and older residents, carers, and others with limited access to suitable alternative transport. The proposal therefore seeks to balance passenger affordability with the continued sustainability, accessibility, and availability of the licensed taxi fleet. Brighton & Hove currently licenses a substantial number of wheelchair-accessible taxis which form an important part of the city's accessible transport network, supporting independent living and access to employment, healthcare, education, and community activities. The assessment further recognises that some residents may experience multiple and overlapping disadvantages, for example being disabled and on a low income, or being an older person with limited transport alternatives. In such circumstances, reliance on taxi services and sensitivity to fare increases may be greater than when considering individual characteristics in isolation

The EIA remains under development. The Council does not routinely hold equality monitoring information about taxi passengers, and direct engagement with local disabled and older residents and their representative organisations has not yet informed the assessment. Whilst national and local data provide an important evidence base, further engagement is required to better understand the lived experience of those groups most likely to be affected by the proposal.

The Taxi and Private Hire Licensing Team will therefore undertake proportionate, targeted, and accessible engagement with both the taxi trade and relevant community organisations, including organisations representing disabled people, older people, and other potentially affected groups. Engagement will seek views on how different groups use taxi services, the affordability of the proposed fare increase, the importance of taxis for essential journeys, the availability of alternative transport

options and any potential mitigating measures. Particular emphasis will be placed on gathering quantitative evidence, service-user feedback, lived experience, and case studies to better understand the extent of reliance on taxi services and the potential impacts of the proposal on different groups. Information will be made available in accessible formats and participants will have the opportunity to identify any access requirements.

The findings of this engagement will be used to test and refine the assumptions set out in the draft EIA. Where engagement identifies additional impacts, evidence or potential mitigations, the assessment will be updated accordingly. Where engagement broadly supports the current analysis, the findings will strengthen and validate the Council's understanding of the likely equality impacts. Feedback, statutory objections, and any available equality information will be considered and used to update the EIA, impact analysis, mitigations, and monitoring arrangements before any final decision is taken. Any mitigation and monitoring arrangements will be proportionate to the nature and scale of the impacts identified and will be designed to make best use of existing Council and licensing processes wherever possible.

Following implementation, the Council will keep the impacts of the fare review under review through existing licensing, accessibility, and stakeholder engagement arrangements. Particular attention will be given to any evidence of disproportionate impacts on disabled people, older people, carers, and residents experiencing socio-economic disadvantage, as well as to the ongoing availability of wheelchair-accessible vehicles. Any significant issues identified through monitoring, complaints, engagement, or service intelligence will be considered and, where appropriate, inform further review, mitigation, or future fare-setting decisions.

Councillors are asked to have due regard to both the potential adverse and positive equality impacts identified to date, the limitations of the current evidence base, and the commitment to further engagement, review and monitoring when considering the recommendations contained in this report.