



Environmental Impact Assessment [version 1.1]

Proposal title: Hackney Carriage Fare Review 2025		
Project stage and type: <input type="checkbox"/> Initial Idea Mandate <input type="checkbox"/> Outline Business Case <input checked="" type="checkbox"/> Full Business Case		
<input checked="" type="checkbox"/> Policy <input type="checkbox"/> Strategy <input type="checkbox"/> Function <input type="checkbox"/> Service <input type="checkbox"/> Other [please state]	<input type="checkbox"/> New <input checked="" type="checkbox"/> Already exists / review	<input type="checkbox"/> Changing
Directorate: Growth and Regeneration		Lead Officer name: Jonathan Martin
Service Area: Management of Place / Highways		Lead Officer role: Regulatory and City Events Manager

Step 1: What do we want to do?

The purpose of this Environmental Impact Assessment is to help you develop your proposal in a way that is compliant with the council’s policies and supports the council’s strategic objectives under the [One City Climate Strategy](#), the [One City Ecological Emergency Strategy](#) and the latest [Corporate Strategy](#).

This assessment should be started at the beginning of the project proposal process by someone with a good knowledge of the project, the service area that will deliver it, and sufficient influence over the proposal to make changes as needed.

It is good practice to take a team approach to completing the Environmental Impact Assessment. See further [guidance](#) on completing this document. Please contact the [Environmental Performance Team](#) early for advice and feedback.

1.1 What are the aims and objectives/purpose of this proposal?

Briefly explain the purpose of the proposal and why it is needed. Please use plain English, avoiding jargon and acronyms.

To review the fare tariff for Hackney Carriages within the council’s administrative district. The fares within the council’s administrative area may be set by the council and reviewed to alter them as set out in section 65 of the Local Government (Miscellaneous Provisions) Act 1976.

The last fare review took effect in August 2023 with increases ranging between 3.4% to 6.25% based upon a mile journey. Prior to this review it was set in August 2022.

Whilst it remains the council’s responsibility to set fares, the process of review has historically commenced with the consideration of a submission presented by the hackney carriage trade. As such the trade representatives requested that the fares were **NOT** increased between 2018 and August 2022.

Due to the cost of living crisis, trade representatives submitted a request for a new revised table of fares, to take effect (subject to agreement and necessary legal processes) to take effect in 2025. This submission proposes a number of changes to the existing tariff as detailed below:

Tariff Rate	1 Mile Journey			3 Mile Journey		
	Current Cost	Proposed cost & % change		Current cost	Proposed cost & % change	
1- Day Rate	£5.10	£5.50	7.84%	£10.10	£10.90	7.92%
2- Night Rate	£5.90	£6.10	3.4%	£11.30	£11.90	5.3%
3- Weekend day rate	£5.70	£5.90	3.5%	£10.70	£11.30	5.6%
4- Weekend night rate	£6.00	£6.20	3.3%	£11.60	£12.20	5.2%
5- Public holidays	£6.40	Freeze	0%	£13.00	Freeze	0%
6- Xmas & New Year	£7.70	Freeze	0%	£14.90	Freeze	0%

Whilst the initial hiring charge is remaining static the distance for which that charge is being made is reducing e.g.

under tariff 1, the initial charge was for 140.8 yards whereas the proposed distance for the same charge is 137.37 yards. In addition, it is proposed to increase 'Extra' charges in respect of both medium and large sized holdall, rucksack, bag pushchair etc from 20p to 30p (50%) & 30p to 50p (66%) for medium and large extras respectively.

The Hackney Carriage trade is recognised as a key component of the wider public transport system within Bristol and provides transport to a wide range of the public and increased use of the taxi's has a positive contribution towards carbon neutrality and reducing the effects of poor air quality. A balanced fare structure helps provide economic equality and growth for drivers and the wider Bristol economy.

Taxis form an important part of the local public transport infrastructure. A taxi fare structure that provides a reasonable standard of living for drivers will help improve the relationship with the council. Faced with increased competition from app based booking providers, this is recognised as a difficult balance to maintain as any increase to the tariff may reduce their competitiveness within the marketplace. These increases are being justified on the basis of cost of living rises and associated costs the trade are so sensitive to such as increased vehicle prices, parts, fuel and general increase in costs that we are all experiencing.

1.2 Will the proposal have an environmental impact?

Could the proposal have either a positive or negative effects for the environment now or in the future? If 'No' explain why you are sure there will be no environmental impact, then skip steps 2-3 and request review by the [Environmental Performance Team](#).

If 'Yes' complete the rest of this assessment.

Yes No [please select]

1.3 If the proposal is part of an options appraisal, has the environmental impact of each option been assessed and included in the recommendation-making process?

If 'Yes' please ensure that the details of the environmental impacts of each option are made clear in the pros and cons section of the [project management options appraisal document](#).

Yes No Not applicable [please select]

If 'No' explain why environmental impacts have not been considered as part of the options appraisal process.

Step 2: What kinds of environmental impacts might the project have?

Analysis of impacts must be rigorous. Please demonstrate your analysis of any impacts of the proposal in this section, referring to evidence you have gathered. See detailed [guidance documents](#) for advice on identifying potential impacts.

2.1 Does the proposal create any benefits for the environment, or have any adverse impacts?

Outline any potential benefits of the proposal and how they can be maximised. Identify how the proposal will support [our corporate environmental objectives](#) and the wider [One City Climate and Ecological Emergency strategies](#).

Consider how the proposal creates environmental impacts in the following categories, both now and in the future.

Reasonable efforts should be made to quantify stated benefit or adverse impacts wherever possible.

Where the proposal is likely to have a beneficial impact, consider what actions would enhance those impacts. Where the proposal is likely to have a harmful impact, consider whether actions would mitigate these impacts.

Enhancements or mitigation actions are only required when there is a likely impact identified. Remember that where enhancements or mitigation actions are listed, they should be assigned to staff and appropriately resourced.

GENERAL COMMENTS (highlight any potential issues that might impact all or many categories)

Altering Hackney Carriage fares may affect the choices people make when deciding how to travel around Bristol, which in turn will impact emissions of climate changing gases. However, there is currently no way to monitor and attribute resulting behaviour changes to determine the net effect of the proposal.

Whilst the net impact of the proposal is not possible to determine, any change is likely to be very minor in comparison to the overall impact of transport in the city.

ENV1 Carbon neutral: Emissions of climate changing gases

BCC has committed to achieving net zero emissions for its direct activities by 2025, and to support the city in achieving a Just Transition to net zero by 2030.

Will the proposal involve transport, or the use of energy in buildings? Will the proposal involve the purchase of goods or services? If the answer is yes to either of these questions, there will be a carbon impact.

Consider the scale and timeframe of the impact, particularly if the proposal will lead to ongoing emissions beyond the 2025 and 2030 target dates.

[Further guidance](#)

No impact

Benefits

Possible benefits could be a shift towards using public transport or micro-mobility for these journeys. However, these potential benefits may not be realised if journeys are instead moved to private hire vehicles.

Enhancing actions

Persistence of effects: 1 year or less 1 – 5 years 5+ years

Adverse impacts

Mitigating actions

Persistence of effects: 1 year or less 1 – 5 years 5+ years

ENV2 Ecological recovery: Wildlife and habitats

BCC has committed to 30% of its land being managed for nature and to halve its use of pesticides by 2030.

Consider how your proposal can support increased space for nature, reduced use of pesticides, reduce pollution to waterways, and reduce consumption of products

Benefits

Enhancing actions

Persistence of effects: 1 year or less 1 – 5 years 5+ years

<p>that undermine ecosystems around the world.</p> <p>If your proposal will directly lead to a reduction in habitat within Bristol, then consider how your proposed mitigation can lead to a biodiversity net gain. Be sure to refer to quantifiable changes wherever possible.</p> <p>Further guidance</p> <p><input checked="" type="checkbox"/> No impact</p>	Adverse impacts	
	Mitigating actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years	
<p>ENV3 A cleaner, low-waste city: Consumption of resources and generation of waste</p> <p>Consider what resources will be used as a result of the proposal, how they can be minimised or swapped for less impactful ones, where they will be sourced from, and what will happen to any waste generated</p> <p>Further guidance</p> <p><input checked="" type="checkbox"/> No impact</p>	Benefits	
	Enhancing actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years	
	Adverse impacts	
	Mitigating actions	
Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years		
<p>ENV4 Climate resilience: Bristol’s resilience to the effects of climate change</p> <p>Bristol’s climate is already changing, and increasingly frequent instances of extreme weather will become more likely over time.</p>	Benefits	
	Enhancing actions	
	Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years	

<p>Consider how the proposal will perform during periods of extreme weather (particularly heat and flooding).</p> <p>Consider if the proposal will reduce or increase risk to people and assets during extreme weather events.</p> <p>Further guidance</p> <p><input checked="" type="checkbox"/> No impact</p>	<p>Adverse impacts</p>	
	<p>Mitigating actions</p>	
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>		

<p>Statutory duty: Prevention of Pollution to air, water, or land</p> <p>Consider how the proposal will change the likelihood of pollution occurring to air, water, or land and what steps will be taken to prevent pollution occurring.</p> <p>Further guidance</p> <p><input type="checkbox"/> No impact</p>	<p>Benefits</p>	
	<p>Enhancing actions</p>	
	<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>	
	<p>Adverse impacts</p>	<p>Altering Hackney Carriage fares may affect the choices people make when deciding how to travel around Bristol, which will impact air quality. Since it is not possible to know whether or how much it will change this, or which alternative modes will be chosen, we cannot anticipate the impact, although it is likely to be very minor in comparison to the overall impact of transport in the city.</p>
	<p>Mitigating actions</p>	<p>Existing policy requires all new Hackney Carriage and Private Hire Vehicles to be at least Euro6 standard, and all new Hackney Carriage's need to be ULEV.</p>
<p>Persistence of effects: <input type="checkbox"/> 1 year or less <input checked="" type="checkbox"/> 1 – 5 years <input type="checkbox"/> 5+ years</p>		

Step 3: Actions

3.1 Action Plan

Use this section summarise and assign responsibility for any actions you have identified to improve data, enhance beneficial, or mitigate negative impacts. Actions identified in section two can be grouped together if named responsibility is under the same person.

This action plan should be updated at each stage of the project. Please be aware that the Sustainable City and Climate Change Service may use this action plan as an audit checklist during the project's implementation or operation.

Enhancing / mitigating action required	Responsible Officer	Timescale

Step 4: Review – for completion by the Environmental Performance Team

The Sustainable City and Climate Change Service need at least five working days to comment and feedback on your impact assessment. Assessments should only be marked as reviewed when they provide sufficient information for decision-makers on the environmental impact of the proposal. Please seek feedback and review from the [Environmental Performance Team](#) before final submission of your decision pathway documentation¹.

Where impacts identified in this assessment are deemed significant, they will be summarised here and included on the cover sheet of the decision pathway documentation.

Summary of significant beneficial impacts and opportunities to support the Climate, Ecological and Corporate Strategies (ENV1,2,3,4):
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No significant impacts

Summary of significant adverse impacts and how they can be mitigated:
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No significant impacts

Environmental Performance Team Reviewer:	Submitting author:
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Daniel Shelton	Abigail Holman
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Date:	Date:
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16.01.24	16-01-25
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¹ Review by the Environmental Performance Team confirms there is sufficient information for decision makers to consider the most relevant environmental impacts at the current stage of the proposal. This is not an endorsement or approval of the proposal.