

Integrated Impact Assessment – Summary Report

Each of the numbered sections below must be completed
Please state if the IIA is interim or final

Interim report	X	Final report	
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1. Title of proposal

City of Edinburgh Council Taxi Limitation Policy

2. What may change as a result of this review?

- **Current limit:** The number of taxi licences is capped at 1,316.
- **Review cycle:** The policy is reviewed on a three yearly cycle, with the last formal review taking place in 2022.
- **Current status:** The number of issued licences is currently below the 1,316 cap, at **1,078 as of 1 November 2025**.
- **Reasoning:** This policy is in place based on regular assessments of whether there is 'significant unmet demand' for taxis. The policy is supported by some taxi licence holders who argue that removing the cap would harm the trade, while others argue that it is a restraint on trade.

The Council's Regulatory Committee last agreed the Taxi Limitation policy on 21 November 2022 following an assessment by consultants (Jacobs), including a period of consultation with the public and relevant stakeholders.

Proposed policy options available may include:

- continue to limit the number of vehicles at 1,316.
- Reduce the limit to 1,099
- issue any number of additional plates as it sees fit, either in one allocation or a series of allocations; or remove the limit on the number of vehicles and allow a free entry policy.

If no amendments are approved, the existing Taxi Limitation Policy will remain in effect.

3. Briefly describe public involvement in this proposal to date and planned

The Jacobs research included:

- a focus group of people with disabilities
- an online questionnaire hosted on the Council's Consultation Hub

from 17 September to 7 October 2025.

A public consultation was carried out from 17 September to 7 October 2025, in order to determine whether there are sufficient taxis in the city and to request views on satisfaction with the current taxi market.

Views were also sought from

- City of Edinburgh Council.
- Trade representatives;
- User/disability groups representing those passengers with special needs;
- Local interest groups including hospitals, visitor attractions, entertainment outlets and education establishments;
- Police Scotland; and
- Rail, bus and coach operators.

Following consideration of consultation responses, Jacobs produced a report including recommendations and this will be presented to the Regulatory Committee for consideration on 1 December 2025. The Committee is expected to agree to circulate this report to relevant stakeholders, to allow the licensed hire trade and all other interested parties to comment on the Jacobs report, before Committee reaches a final decision. Upon completion of this, Committee will be in a position to decide whether any change to the numbers cap is necessary.

4. Is the proposal considered strategic under the Fairer Scotland Duty?

No.

5. Date of IIA

20 November 2025

6. Who was present at the IIA? Identify facilitator, lead officer, report writer and any employee representative present and main stakeholder (e.g. Council, NHS)

Name	Job Title	Date of IIA training
Isla Burton Lead Officer Report Writer Facilitator Note Taker	Trading Standards Officer	24 October 2023
Anna Darocha	Regulatory Officer – Licensing	8 January 2025

Eileen McHale	Team Leader - Licensing	-
John McCluskey	Senior Solicitor – Licensing	8 January 2025

7. Evidence available at the time of the IIA

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
Independent assessment of demand for taxis	Yes <ul style="list-style-type: none"> Jacobs report dated 13/11/25 	All groups with protected characteristics may be affected, but consultees were not asked to declare such characteristics.
Applications for taxi licences	Yes <ul style="list-style-type: none"> Information provided by applicants for taxi licences Information gathered by the Council's Licensing Service 	All groups with protected characteristics may be affected, but applicants are not asked to declare such characteristics.
Data on socio-economic disadvantage e.g. low income, low wealth, material deprivation, area deprivation	Yes <ul style="list-style-type: none"> Consultation Responses 	Information received during the consultation process from representatives of the taxi trade described concern about the significant level of investment required to license a taxi in Edinburgh, and referred to the limited range of vehicles which may be licensed as a taxi in Edinburgh. Conversely, other respondents have argued that the policy is a restraint on trade, and seek removal of the restriction. Typically, the latter group reflects those who do not currently have a taxi licence.
Evidence of inclusive engagement of people who use the service and involvement findings	Yes <ul style="list-style-type: none"> Consultation Responses 	Jacobs carried out both direct and indirect consultation with stakeholder groups. These included direct contact (focus groups) with representatives of the taxi trade, people with disabilities, and indirect contact by means of an online questionnaire which was shared with the following organisations: <ul style="list-style-type: none"> City of Edinburgh Council. Trade representatives;

Evidence	Available – detail source	Comments: what does the evidence tell you with regard to different groups who may be affected and to the environmental impacts of your proposal
		<ul style="list-style-type: none"> • User/disability groups representing those passengers with special needs; • Police Scotland; • Local interest groups including hospitals, visitor attractions, entertainment outlets and education establishments; and • Rail, bus and coach operators. <p>This consultation was hosted on the Council's Consultation Hub in September 2025 and was open to any person who wished to respond. The Licensing Service promoted the consultation via its X (formerly 'Twitter') account. It was also signposted to the Hire Car Trade Group, which is made up of self-appointed representatives of the hire car trade operating in Edinburgh who wish to engage with the Council's on a regular basis, to share their experiences and feedback on the operation of taxi and PHC licensing scheme.</p> <p>This approach aimed to provide a detailed and robust evidence base from which to inform Jacobs' report and recommendations.</p>
Carbon emissions generated/reduced data	No	
Environmental data	City of Edinburgh Council emissions policies/LEZ	These may have an effect on the number of taxis operating in the City
Additional evidence required	Data from any additional period of consultation which may be agreed by the committee	This consultation would involve stakeholder groups, principally from the hire car trade. Responses will inform any committee decision with respect to the numbers 'cap', which might have a subsequent effect on all groups and the environment.

8. In summary, what impacts were identified and which groups will they affect?

Equality, Health and Wellbeing and Human Rights and Children's Rights	Affected populations
Positive If the numbers limit for taxis was lowered it could result in: <ul style="list-style-type: none"> • less pollution resulting in improved air quality 	All groups
Negative If the numbers limit for taxis was lowered it could have a negative impact as follows: <ul style="list-style-type: none"> • Customers trying to receive a service from taxis may find it more difficult to obtain a taxi • Fewer employment opportunities for taxi drivers in Edinburgh as there would be fewer licensed vehicles available in the City. • Taxi drivers may have to travel further (i.e. to other local authority areas) to work due to existence of fewer taxi licences • Reduced availability of appropriate transport to school for children with additional needs • Reduced availability of appropriate transport to school for children requiring support to attend 	All groups
Positive If the numbers limit remains the same or increases it could have a positive effect on: <ul style="list-style-type: none"> • employment opportunities for new taxi drivers (due to the availability of licences) • availability of taxis for hire and thus improved service for customers • the health and wellbeing of those with accessibility needs due to increase in accessible transport options, which would facilitate social interaction and access to the labour market 	All groups
Negative If the numbers limit remains the same or increases it could have a negative effect on: <ul style="list-style-type: none"> • Existing operators' sense of wellbeing, due to increased competition and potential need to work increased hours 	All groups
Environment and Sustainability including climate change emissions and impacts	Affected populations
Positive Lowering the numbers limit for taxis might reduce the	All groups

Environment and Sustainability including climate change emissions and impacts	Affected populations
proportion of the fleet which emits harmful emissions by removing more polluting (e.g. diesel) vehicles from service.	

Economic	Affected populations
<p>Positive If the numbers limit remains the same or increases it could have a positive effect on:</p> <ul style="list-style-type: none"> • employment opportunities for new taxi drivers (due to the availability of licences) • Having licences available for new entrants to the market may improve their work opportunities • the increase in the availability of fully accessible taxis may facilitate social interaction and access to the labour market for users, and thus have a positive economic impact. • A wider geographical spread of available taxis may benefit local businesses because the improvement in transport options may result in more visits to these premises. 	All groups
<p>Negative If the numbers limit increases it could have a negative effect on:</p> <ul style="list-style-type: none"> • Decreased proportion of work for those operators who are already licensed 	All groups
<p>Positive If the numbers limit for taxis was lowered it could have a positive impact on the following:</p> <ul style="list-style-type: none"> • Increased proportion of work for those operators who are licensed 	All groups
<p>Negative If the numbers limit for taxis was lowered it could have a negative impact on the following:</p> <ul style="list-style-type: none"> • employment opportunities available for taxi drivers as there would be fewer licensed vehicles available. • Taxi drivers may have to travel further to work (i.e. other local authorities) due to existence of fewer available taxi licences in the City 	All groups

- 9. Is any part of this policy/service to be carried out wholly or partly by contractors and if so how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

No

- 10. Consider how you will communicate information about this policy/service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

The Licensing Service currently deals with customers from a range of backgrounds. This includes those affected by sensory impairment, speech impairment, low level literacy or numeracy, or English as a second language.

When the Regulatory Committee agrees the Taxi Limitation Policy, the licensing service will communicate any changes in a number of ways. Firstly, all existing licence holders and future applicants will be notified of any newly approved policy. The Committee's decision will be communicated directly to trade representatives and additionally using the Licensing Service's social media accounts in addition to updates being posted on the Council's website. The decision will also be communicated to all relevant stakeholders.

Should customers require further support to access information in respect of taxi licensing, the Licensing Service will make the necessary reasonable adjustments to cater for this. For example, translators can be provided for those customers whose primary language is not English and who have difficulty understanding this information.

- 11. Is the plan, programme, strategy or policy likely to result in significant environmental effects, either positive or negative? If yes, it is likely that a Strategic Environmental Assessment (SEA) will be required and the impacts identified in the IIA should be included in this. See section 2.10 in the Guidance for further information.**

No

- 12. Additional Information and Evidence Required**

If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.

At this stage, it has not been established that any additional information of evidence is required. Should the Regulatory Committee decide a further stakeholder consultation is required, results of this consultation will be reflected in the final IIA.

13. Specific to this IIA only, what recommended actions have been, or will be, undertaken and by when? (these should be drawn from 7 – 11 above) Please complete:

Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)	Who will take them forward (name and job title)	Deadline for progressing	Review date
If the Committee agrees with the recommendation to circulate the Jacobs report inviting further comment, this IIA will be updated and included with a report to the Regulatory Committee on 30 January 2026.	Isla Burton Trading Standards Officer	1 January 2026	7 January 2026

14. Are there any negative impacts in section 8 for which there are no identified mitigating actions?

No

15. How will you monitor how this proposal affects different groups, including people with protected characteristics?

The Scottish Government has issued [best practice guidance](#) which provides that the licensing authority must keep its taxi limitation policy under regular review. The Council is committed to carrying out an assessment of unmet demand every three years. A review of the IIA and how the policy is affecting different groups, including those with protected characteristics, will form part of that work.

16. Sign off by Head of Service

Name Andrew Mitchell, Head of Regulatory Services

Date 9 December 2025

17. Publication

Completed and signed IIAs should be sent to:

integratedimpactassessments@edinburgh.gov.uk to be published on the Council website www.edinburgh.gov.uk/impactassessments

Edinburgh Integration Joint Board/Health and Social Care

sarah.bryson@edinburgh.gov.uk to be published at www.edinburghhsc.scot/the-ijb/integrated-impact-assessments/