

EQUALITY IMPACT ASSESSMENT

Review of the Hackney Carriage Quantity Limit



PLYMOUTH
CITY COUNCIL

STAGE I: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?

Review of the Hackney Carriage Quantity Limit.

The Council adopted the current limit in 2008.

The Council regulates the provision of licensed vehicles to ensure they are safe and roadworthy and licensed drivers that are 'fit and proper' to drive licensed vehicles.

Taxi services provide an adaptable 'door to door' transport service to users where larger urban public transport is not convenient to the user.

The Council has the ability to regulate the number of hackney carriages licenced. The over or under provision of hackney carriages can have an adverse impact on the travelling public.

In deciding whether to restrict the number of licences and to what amount is based on an unmet demand survey.

This policy reviews the need to keep a limit and the number of licences to be issued.

Responsible Officer

Rachael Hind, Service Manager

Department and Service

Public Protection Service, Office of the Director for Public Health

Date of Assessment

10 September 2019

| STAGE 2: Evidence and Impact | | | | |
|---|---|--|--|--|
| Protected Characteristics (Equality Act) | Evidence and information (e.g. data and feedback) | Any adverse impact? | Actions | Timescale and who is responsible? |
| Age | <p>Passengers accessing taxi services are not age-specific and would include all age groups from 18 years of age onwards.</p> <p>Under 18s Children and young people access taxi services in particular on an arranged contractual basis to attend educational establishments. Normally these client groups would be accompanied by nominated carers.</p> | These proposals will not impact on these client groups other than to improve general passenger safety | None – the aim of the proposals is to promote passenger safety | NA |
| Disability | <p>The hackney carriage fleet is 100% wheel chair assessable.</p> <p>Hackney carriage vehicles</p> | Approximately 25% of licenced hackney carriage drivers benefit from a medical exemption to carry wheel chairs. | None | NA |

| STAGE 2: Evidence and Impact | | | | |
|--|---|---|----------------|--|
| Protected Characteristics (Equality Act) | Evidence and information (e.g. data and feedback) | Any adverse impact? | Actions | Timescale and who is responsible? |
| | <p>must also carry assistance dogs.</p> <p>Different disabilities will require a range of vehicles to ensure ease of access. The limit does not prevent a full range of accessible vehicles being used.</p> | The remaining fleet are fully accessible to wheelchairs to ensure adequate provision of vehicles | | |
| Faith, Religion or Belief | Currently driver representation covers many nationalities. | These proposals will not impact on these client groups other than to improve general passenger safety | None | NA |
| Gender - including marriage, pregnancy and maternity | <p>There are no differential issues for this protected characteristic.</p> <p>The survey establishes that there is no unmet demand. There should be adequate provision for lone persons late at night</p> | It is not anticipated that the policy will have an adverse impact on this protected characteristic. | None | NA |

| STAGE 2: Evidence and Impact | | | | |
|---|---|--|----------------|--|
| Protected Characteristics (Equality Act) | Evidence and information (e.g. data and feedback) | Any adverse impact? | Actions | Timescale and who is responsible? |
| Gender Reassignment | There are no differential issues for this protected characteristic. | It is not anticipated that the policy will have an adverse impact on this protected characteristic | None | NA |
| Race | Currently driver representation covers many nationalities. | It is not anticipated that the policy will have an adverse impact on this protected characteristic | None | NA |
| Sexual Orientation -including Civil Partnership | There are no differential issues for this protected characteristic. | It is not anticipated that the policy will have an adverse impact on this protected characteristic | None | NA |

| STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken | | |
|--|---------------------|--|
| Local Priorities | Implications | Timescale and who is responsible? |
| Reduce the inequality gap, particularly in health between communities. | None | NA |
| Good relations between different communities (community | None | NA |

| STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken | | |
|--|---|--|
| Local Priorities | Implications | Timescale and who is responsible? |
| cohesion). | | |
| Human Rights | <p>The limit must provide a balance in achieving the licensing objectives and human rights; these being Article I, Protocol I of the European Convention on Human Rights (peaceful enjoyment of possessions). Any decision to refuse, revoke or suspend a licence must be rational, necessary and proportionate for the promotion of the licensing objectives.</p> <p>The Council have the power to set local standards in the provision and regulation of taxi services within the provisions of the Town Police Clauses Act 1847, the Plymouth City Council Act 1975 and the Plymouth City Council Act 1987</p> | Licensing officers and Social Inclusion Unit |

| STAGE 4: Publication | | | |
|---|------------|------|-----|
| Director, Assistant Director/Head of Service approving EIA. | Rob Nelder | Date | TBC |