

Bristol City Council Equality Impact Assessment Form

(Please refer to the Equality Impact Assessment guidance when completing this form)



Name of proposal	Hackney carriage and private hire vehicle policies
Directorate and Service Area	Neighbourhoods and Communities, Regulatory Services
Name of Lead Officer	Nick Carter, Regulatory Services Manager

Step 1: What is the proposal?

Please explain your proposal in Plain English, avoiding acronyms and jargon. This section should explain how the proposal will impact service users, staff and/or the wider community.

1.1 What is the proposal?

To amend the current Hackney Carriage Vehicle Policy to:

- a) Increase the maximum age limit from 12 to 15 years in relation to electric LEVC produced purpose built Hackney Carriages

The above proposals follow on from reviews of the Hackney Carriage Vehicle policy completed in February 2017 and August 2017 which includes changes to a number of areas of the policy. A number of the changes were geared towards reducing emissions from vehicles the council directly regulates.

The recent policy changes included that additional hackney carriage licences to only be issued in respect of Ultra Low Emission Vehicles. The Department for Transport Best Practice Guidance acknowledges that vehicle licensing policies should support local environmental policies and acknowledges that this is significant in designated Air Quality Management Areas. Hackney carriages are a significant source of air pollution and carbon emissions in the city, particularly the city centre (an Air Quality Management Area). Many of the hackney carriages in Bristol's fleet are older diesel-based vehicles compared to the average age of private hire vehicles in the city. In many cases a single diesel car can produce more Nitrogen Oxides (NOx) and Particulate Matter (PM) than a modern lorry or bus as modern larger vehicles are fitted with a wide range of

equipment such as filters, and use fuel additives such as Ad-Blue. The annual objective for nitrogen dioxide is exceeded throughout wide areas of Bristol close to the busiest roads in the centre and along the main arterial routes. There are also a number of locations where the short term objective for nitrogen dioxide is exceeded.

The benefits of requiring any additional hackney carriages to be ULEVs include:

- a) Reducing carbon emissions
- b) Improving air quality and public health
- c) Making the city more attractive
- d) Supporting the economy of the region
- e) Supporting innovation and transformation

Following this policy change the London Electric Vehicle Company (LEVC) have written to the authority requesting to increase the maximum age limit for the electric TX model from 12 years to 15 years. Therefore a report has been produced recommending this policy change and a consultation has been carried out with the taxi trade. A small number of responses some of which are requesting a longer life span of vehicles than the 15 years proposed.

Step 2: What information do we have?

Decisions must be evidence-based, and involve people with protected characteristics that could be affected. Please use this section to demonstrate understanding of who could be affected by the proposal.

2.1 What data or evidence is there which tells us who is, or could be affected?

Based on the demographics of the City of Bristol the majority of citizens which are potential taxi customers:

- 77.9% are White British compared to 80.5% the national average
- 16.7% have a Limiting Long-term Illness or Disability which is lower than the national average of 17.9%
- 50% are women which is in line with the national average,
- 15.7% are aged between 16-24, 38% aged between 25-49, 14.5% aged between 50-64, 13.2% aged over 65.

Disability

The Office for Disability Issues has updated Department for Work and Pensions estimates which show there are 11.2 million disabled people in Great Britain, of whom 5.2 million are adults of working age, 5.2 million are over state pension age and 0.8 million are children (Disability prevalence estimates 2010/11) .

DPTAC research in 2002 found that disabled people were more satisfied with taxis and minicabs services compared to other forms of transport which was partly attributed to the level of personal service provided by drivers of these vehicles (Attitudes of Disabled People to Public Transport; research study conducted for Disabled Persons Transport Advisory Committee). Taxis and minicabs are vital for many disabled and older people and for some the only accessible transport mode (Beuret, 1995).

Disabled persons are reported to travel approximately a third less often than those who are not disabled, but disabled people use taxis and private hire vehicles approximately 67% more than people who are not disabled. (Disabled Persons Transport Advisory Committee, *Attitudes of Disabled People to Public Transport – a research study conducted for the Disabled Persons Transport Advisory Committee* (November 2001).)

Licence holders

In Bristol there are currently 1934 licensed hackney carriage drivers and private hire drivers in total. We currently have equalities information for nearly one third of hackney carriage drivers (29%) of which 19% are White British, 81% BME. In respect of age less than 1% of drivers are aged between 18-24, 51% drivers aged between 25 and 45 years old, 36% aged between 46-59 years and 12% are aged 60 or over.

2.2 Who is missing? Are there any gaps in the data?

We do not currently have the information from the majority of licensed taxi/private hire drivers in respect of equalities information. However measures have been implemented in order for equality information to be collected from licence holders.

2.3 How have we involved, or will we involve, communities and groups that could be affected?

The Hackney carriage and private hire trade have been consulted via the taxi forum meetings and a newsletter via email.

A variety of other groups were also consulted with regard to the earlier policy reviews including Bristol Physical Access Chain (BPAC) – views were sought at a meeting on 8 November 2016 and RNIB - views sought via correspondence sent December 2016.

Step 3: Who might the proposal impact?

Analysis of impacts on people with protected characteristics must be rigorous. Please demonstrate your analysis of any impacts in this section, referring to all of the equalities groups as defined in the Equality Act 2010.

3.1 Does the proposal have any potentially adverse impacts on people with protected characteristics?

Age

We do know that 36% of taxi drivers are between 46-59 years old, therefore a change in policy will have an effect on over 55's.

Disability

No adverse impact. However failure to implement the proposed change may have a negative impact on the availability of vehicles which could have a detrimental effect on disabled people who rely on this form of public transport as they may not be able to access alternatives.

Ethnicity

A significant proportion of licensed drivers are members of the BME community. The effect of the proposed policy change will increase the number of years an electric LEVC produced purpose built Hackney Carriages will be licensed for. Therefore it is likely that a significant proportion of applicants purchasing these vehicles will be from the BME community.

Gender

Approximately 98% of licensed drivers are male. The proposed policy change is likely to have an impact on a significant proportion of licensed drivers who are male.

Pregnancy and Maternity

No negative impact anticipated.

Religion & belief

No negative impact anticipated.

Sexual orientation

No negative impact anticipated.

Transgender

No negative impact anticipated.

Any other relevant specific groups

No negative impact anticipated.

3.2 Can these impacts be mitigated or justified? If so, how?

This proposed policy change will allow proprietors to obtain a greater return on their investment in electric LEVC produced purpose built Hackney Carriages over a longer period. This can be mitigated through a loan which will enable to the proprietor to spread the cost over a 60 month period, for example, currently the LEVC website as of 06/12/17 the 'on the road' price for a is £55,599. Other incentives in respect of electric vehicles are available from the government in respect of Office of Low Emission Vehicles including the Electric Vehicle Homecharge Scheme which provides grant funding of up to 75% towards installing electric vehicle charge points in domestic properties.

3.3 Does the proposal create any benefits for people with protected characteristics?

Wheelchair users will be able to use all taxis as they are all required to be wheelchair accessible.

3.4 Can they be maximised? If so, how?

--

Step 4: So what?

The Equality Impact Assessment must be able to influence the proposal and decision. This section asks how your understanding of impacts on people with protected characteristics has influenced your proposal, and how the findings of your Equality Impact Assessment can be measured going forward.

4.1 How has the equality impact assessment informed or changed the proposal?
The equality impact assessment has been developed throughout the policy review process.
4.2 What actions have been identified going forward?
A report will be drafted to be placed before the council's Public Safety and Protection Committee outlining the outcome of the consultation. We do know that we have had a low response from our consultation, and some additional work may need to be done to inform taxi drivers of this change in policy.
4.3 How will the impact of your proposal and actions be measured moving forward?
The next stage is for a report to be presented to committee recommending the policy changes. We will monitor the take-up of the new vehicle scheme, and collect more information on the protected characteristics of taxi drivers to see what impact the change has had. Collecting this data will also support our aim to have more knowledge about taxi drivers needs.

Service Director Sign-Off: 	Equalities Officer Sign Off: Cherene Whitfield
Date: 08/12/2017	Date: 08/12/2017