

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 Accessibility Policy review
Directorate and Service Area	Neighbourhoods and Communities, Regulatory Services
Name of Lead Officer	Jonathan Martin, Licensing and Trading Standards 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 create new Taxi Licensing policies for;

- Implementing Sections 165-167 of the Equality Act 2010.
- Creating a new policy for dealing with exemption requests from licence holders from carrying wheelchair passengers.
- Creating a new policy for dealing with exemption requests from licence holders from carrying assistance dogs.

Section 165-167 of the Equality Act 2010

The Equality Act 2010 legally protects people from discrimination in the workplace and the wider society. Section 167 of the Equality Act 2010 places duties on a Local Authority to publish and maintain a list of Private Hire and Hackney Carriage Vehicles considered fit for use by wheelchair users (List of Designated Vehicles). Section 165 of the Equality Act 2010 places duties on Taxi & Private Hire Drivers of 'Designated Vehicles' to carry passengers in a wheelchair and provide assistance to ensure safety and reasonable comfort. The Government released Guidance to Local Authorities on 21 February 2017 on setting up a process to deal with the duties imposed on them and the taxi trade under the Act. The Authority can choose not to acknowledge or implement Sections 165-167 of the Act.

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 1865 licensed hackney carriage drivers and private hire drivers in total. We currently hold equalities information for nearly one third of hackney carriage drivers (29%) of which 19% are White British, 81% BME .

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

We do not currently have equalities data on the profile of the majority of licenced taxi/private hire drivers. Measures have been implemented in order for equality information to be collected for 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 will be consulted with via the taxi newsletter, which is sent out to the trade via email, and also the taxi forum meetings, which are held monthly.

The taxi forum contains members from Groups outside of the taxi licensing trade.

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

Yes. People of a greater age who may have issues with mobility could be affected, if their needs incorporate use of a wheelchair.

Disability

Yes. Failure to implement policies will have a negative impact on people with disabilities who rely on this form of public transport. Implementing the Sections of the Act and having a policy means that drivers will have to accept wheelchair passengers or assistance dogs, unless they hold an exemption from

carrying either.

Ethnicity

No. A significant proportion of licensed drivers are members of the BME community. Introduction of these policies should not have an impact on the community.

Gender

No negative impact anticipated. Approximately 98% of licensed drivers 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?

Age and Disability

The proposals should help avoid any negative impact.

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

Disability

The introduction of policies will benefit the community. The creation of a list of Designated Vehicles will make it easier for people with disabilities to use licensed vehicles.

The ability to enforce the policies may result in a decrease in the number of

people being refused fares from the trade.

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?

No negative impacts have been identified.

4.2 What actions have been identified going forward?

A report is currently being drafted to be placed before the council's Public Safety and Protection Committee.

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 that members should agree to acknowledge the Sections of the Act, and consult appropriately on creating new policies.

Draft policies have been written and will form the basis of the consultation.

Service Director Sign-Off:

Equalities Officer Sign Off:

Date:

Date: