

## Equality Impact Assessment Form

[screentip-sectionA](#)

### 1. Document Control

**Control Details:**

Title:	Statutory Taxi & private Hire Vehicle Standards Hackney Carriage & Private Hire Licensing Policy
<b>If this is a budget EIA please ensure the title is the same as the title used within the budget booklet</b>	
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Strategic Budget EIA: N (Does this EIA have an impact on the budget)	N
<b>If yes, please include the reference number</b>	
Exempt from publication: N (All EIA's are published on Nottingham Insight for public viewing unless specified. Exemption criteria is available on the EIA section on the Intranet)	N

### 2. Document Amendment Record:

Version	Author	Date	Approved
V.1	John Davis	28 December 2022	

**3. Contributors/Reviewers** (Anyone who has contributed to this document will need to be named):

Name	Position	Date
Nasreen Miah	Equality & Employability Consultant	29.06.2023

**4. Glossary of Terms**

Term	Description
NR3S	National Register of Taxi & Private Hire Revocations Refusals & Suspensions
DBS	Disclosure & Barring Service (Criminal records check)
DVLA	Driver & Vehicle Licensing Agency
NAFN	National Anti-Fraud Network
LGA	Local Government Association
CCTV	Closed-circuit television
EU	European Union

**screeintip-sectionB**

**5. Summary**

(Please provide a brief description of proposal / policy / service being assessed)

The Policing and Crime Act 2017 enables the Secretary of State for Transport to issue statutory guidance on exercising taxi and private hire vehicle licensing functions to protect children and vulnerable individuals who are over 18 from harm when using these services. The Statutory Taxi and Private Hire Vehicle Standards were issued in July 2020. The Standards document is published by the Secretary of State for Transport under section 177(1) of the Policing and Crime Act 2017 following consultation in accordance with section 177(5). Under section 177(4), licensing authorities “must have regard” to the Standard when exercising their functions.

The principal purpose of Hackney Carriage and Private Hire Licensing Policy is to protect the public and promote public safety.

The Council will adopt and carry out its Hackney Carriage and Private Hire licensing functions with a view to promoting the following:

- The protection of the public, safeguarding children and the vulnerable and the prevention of crime and disorder,
- The health and safety of the public and drivers
- Vehicle safety, comfort and access
- Encouraging environmental sustainability

In promoting these licensing aims and objectives, the Council will expect to see all licence holders and applicants continuously demonstrate that they meet or exceed the standards set by the Licensing Authority.

Applicants are required to have an enhanced DBS check, DVLA check, medical, pass a topography test, a driving standard test and attend a safeguarding vulnerable person's course.

Applicants renewing a licence have an enhanced DBS check and a DVLA check

All licensed drivers have 6 monthly DBS/DVLA checks and a medical every 5 years until the age of 65 when it's yearly.

Any convictions or complaints during the period of a licence can result in a licence being reviewed to confirm if the licence holder is still considered to be 'fit & proper' to hold a licence. Licences can be suspended or revoked.

Complaints & convictions are recorded on the driver's Flare record.

The key issues are;

- A. The protection of the public, safeguarding children and the vulnerable and the prevention of crime and disorder.
  - Raising awareness amongst the licensed trade and the general public of issues of safeguarding children and vulnerable adults.
  - Operating rules, conditions and disciplinary processes.
  - Vetting, qualification, training and monitoring licensees.
  - Commitment to work with the police and licensing authority.
  - An expectation that licence holders will treat all customers, passengers, the general public and Council Officers with courtesy and respect at all times.
  - Enforcement of licence conditions.

B. The health and safety of the public and drivers.

- Consideration of the history of convictions and cautions.
- Driver training, qualification and performance.
- Knowledge of the Nottingham City area.
- Health & fitness to fulfil the role of a licensed driver.
- Vehicle specifications
- Regular driver medical checks
- Commitment to work and co-operate with the Police and other licensing authorities.

C. Vehicle safety, comfort and access

- Standards of vehicle comfort and appearance.
- Space standards for vehicles.
- Location of ranks.
- Use of ranks.
- Provision of disabled facilities.
- Number of vehicles available.

D. Encouraging environmental sustainability

- Working with stakeholders in the trade to find methods of reducing vehicle emissions and not issuing licences to vehicles that are unable to comply with European Emissions Standards.

## 6. Information used to analyse the effects on equality:

(Please include information about how you have consulted/ have data from the impacted groups)

This policy will be presented to the Regulatory & Appeals Committee for approval to commence consultation with all interested parties.

The manual went to the Regulatory & appeals committee on 27 February 2023 and approval was granted for it to go to consultation.

The consultation period was 02 March – 27 April 2023 and the document was sent to all licensed Private Hire Vehicle Operators, trade organisations/unions, and was published on the Taxi Licensing web site and the NCC Engage Hub.

I am looking to present the document back at committee in September, date not yet confirmed.

This EIA will be updated as soon as date of committee is confirmed.

## 7. Impacts and Actions:

<a href="#"><u>screenip-sectionD</u></a>	<b>Could particularly benefit</b> <b>X</b>	<b>May adversely impact</b> <b>X</b>
People from different ethnic groups.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Men	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Women	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Trans	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Older	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Younger	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>
<b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>		

<p style="text-align: right;"><a href="#"><u>screeentip-sectionE</u></a></p> <p><b>How different groups could be affected</b> (Summary of impacts)</p>	<p style="text-align: right;"><a href="#"><u>screeentip-sectionF</u></a></p> <p><b>Details of actions to mitigate, remove or justify negative impact or increase positive impact</b> (or why action isn't possible)</p>
<p>Provide details for impacts / benefits on people in different protected groups.</p> <p>There are no negative impacts on any group with protected characteristics.</p>	<p>There is evidence to support the view that taxis and private hire vehicles are a high-risk environment. In terms of risks to passengers, this can be seen in abuse and exploitation of children and vulnerable adults facilitated and in some cases perpetrated by the trade and the number of sexual crimes reported which involve taxi and private hire vehicle drivers.</p>

Links between the trade and child sexual abuse and exploitation have been established in many areas.

Whilst the focus of the Statutory Taxi and Private Hire Vehicle Standards is on protecting children and vulnerable adults, all passengers will benefit from the recommendations contained in it. There is consensus that common core minimum standards are required to regulate better the taxi and private hire vehicle sector, and the recommendations in this document are the result of detailed discussion with the trade, regulators and safety campaign groups.

The Taxi Licensing service is a statutory service bound by various codes of practice, laws and case law. Not meeting minimum service standards through adoption of relevant standards and policies could result in legal challenge or reputational/vicarious liability risk if citizens are harmed by the taxi trade that should have been regulated to a reasonable standard.

Section 51 & 59 of the Local Government (Miscellaneous Provisions) Act 1976 places a requirement on licensing authorities not to issue a licence to an applicant unless they are satisfied that they are a 'fit & proper person' to be licensed.

These checks along with the policies contained within the manual are all part of the process to ensure that requirement is met along with the Department for Transport's Best Practice Guidance 2010.

There are costs to be borne by applicants/drivers to show that they meet these standards, but they are already in place and there won't be any additional costs introduced as part of the introduction of this manual.

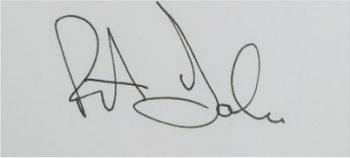
**8. Arrangements for future monitoring of equality impact of this proposal / policy / service:**

The Nottingham City Council Hackney Carriage & Private Hire Vehicle policy will have to be reviewed every five years as a minimum requirement. This EIA will be updated following any consultation and any equality impacts that may have arisen will be highlighted and measures put in place to mitigate those impacts.

**9. Outcome(s) of equality impact assessment:**

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

**10. Approved by (manager signature) and Date sent to equality team for publishing:**

<p><b>Approving Manager:</b> The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel &amp; email to allow citizen/stakeholder feedback on proposals.</p>	<p><b>Date sent for advice: 28.06.2023</b> Send document or Link to: <a href="mailto:equalities@nottinghamcity.gov.uk">equalities@nottinghamcity.gov.uk</a></p>
<p><b>Approving Manager Signature:</b> <b>Paul Dales</b> Chief Environmental Health Officer</p> 	<p><b>Date of final approval:</b> <b>23.08.2023</b></p>

**Before you send your EIA to the Equality and Employability Team for advice, have you:**

1. Read the guidance and good practice EIA's  
<http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user-friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.
6. Consulted the relevant groups or citizens or stated clearly, when this is going to happen.
7. Clearly cross-referenced your impacts with SMART actions.

**PLEASE NOTE: FINAL VERSION MUST BE SENT TO EQUALITIES OTHERWISE RECORDS WILL REMAIN INCOMPLETE.**