

Equality Impact Assessment Form

[screentip-sectionA](#)

1. Document Control

Control Details:

Title: If this is a budget EIA please ensure the title is the same as the title used within the budget booklet	Hackney Carriage Unmet Demand Survey
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Strategic Budget EIA: N (Does this EIA have an impact on the budget) If yes, please include the reference number	N
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2. Document Amendment Record:

Version	Author	Date	Approved
V.1	John Davis	02 August 2023	

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

Name	Position	Date
Nasreen Miah	Equality & Employability Consultant	10.08.2023

4. Glossary of Terms

Term	Description
HCV	Hackney Carriage Vehicle
ZEC ULEV	Zero Emissions Compliant Ultra Low Emissions Vehicle
LVSA	Licensed Vehicle Survey & Assessment
BPG	Best Practice Guidance

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5. Summary

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

Nottingham City Council currently limits the number of Hackney Carriage Vehicle licences that it will issue to 420. The Regulatory & Appeals Committee has previously considered reports on the Hackney Carriage Fleet Overview (14 December 2020) and a HCV Licence Allocations Policy (6 September 2021). Whilst Committee resolved to ask officers to prepare a report considering deregulation of the HCV fleet to be brought to Committee by the end of March 2021 the September 2021 Committee resolved to defer that decision due to the impact that Covid-19 continued to have on the operation of the HCV fleet on a day-to-day basis and the adverse economic effects caused by the downturn in trade. It was recommended that a report on a survey of unmet demand and the potential deregulation should not be brought back to Committee before June 2022 in

order to allow a longer period for the market to readjust to a “new normal” and ensure that an appropriate, thorough and reasonable assessment of the market could be conducted.

Under the Council’s Age and Specification Policy, [How to Apply for a Vehicle Licence - Nottingham City Council](#) all licensed Hackney Carriages have been required to be Euro 6 diesel or ZEC ULEV since 30 June 2020. Whilst large number of appeals were lodged against the Council’s refusal to renew HCV licences which failed to comply with its policy which were outstanding at the time of the earlier reports all of those appeals have subsequently been dismissed. In order to obtain a HCV licence a proprietor will therefore have to comply with the Council’s Age and Specification Policy. However, following the Covid-19 pandemic and a number of proprietors not wishing to move over to the required specification of vehicle, a large number of HCV licences have been surrendered or not renewed and currently there are only 204 licensed HCVs.

Section 16 of the Transport Act 1985 [Transport Act 1985 \(legislation.gov.uk\)](#) states that a local authority may only limit the number of hackney carriages which it will licence if it is satisfied that there is no significant unmet demand for hackney carriages within the area. This has resulted in any council which numerically restricts the number of hackney carriage licences issued having to undertake a survey of unmet demand to ascertain that they are acting correctly. Following the earlier reports an unmet demand survey has been conducted by LVSA and a final report produced.

The conclusion of the recent survey of unmet demand states.

‘Drawing on all the evidence within this report, there is **no evidence of any unmet demand which could be counted significant in terms of Section 16 of the 1985 Transport Act.**

The fleet is providing a good level of service to the public and covers the city centre well both spatially and temporally.

[screentip-sectionC](#)

6. Information used to analyse the effects on equality:

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

This report will be presented to the Regulatory & Appeals Committee with a recommendation to either keep the current cap of 420 hackney carriage vehicles or reduce the number to 250. We are in the process of reviewing the decision whether to reduce the number or keep the status quo. The committee report is still being written. The unmet demand survey that was carried out in 2022 included surveys carried out by Hackney Carriage drivers, passengers and local businesses as well as surveys conducted at various hackney ranks over several days at different times of the day to ascertain if passengers were unable to access hackneys within a reasonable period of time.

7. Impacts and Actions:

screentip-sectionD	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
Women	<input type="checkbox"/>	<input type="checkbox"/>

Trans	<input type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>
Older	<input type="checkbox"/>	<input type="checkbox"/>
Younger	<input 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"/>
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<p style="text-align: right;"><u>screeentip-sectionE</u></p> <p>How different groups could be affected (Summary of impacts)</p>	<p style="text-align: right;"><u>screeentip-sectionF</u></p> <p>Details of actions to mitigate, remove or justify negative impact or increase positive impact (or why action isn't possible)</p>
<p>Provide details for impacts / benefits on people in different protected groups.</p> <p>Persons who are wheelchair users may be impacted due to the reduced number of wheelchair accessible hackney carriages available.</p>	<p>As part of the unmet demand survey, the following key stakeholders were contacted in line with the recommendations of the BPG:</p> <ul style="list-style-type: none"> • Supermarkets • Hotels • Pubwatch / individual pubs / night clubs • Other entertainment venues

- Restaurants
- Hospitals
- Police
- Disability representatives
- Rail operators

Of the stakeholders contacted only one response was received from a nightclub which stated that their staff and customers usually booked a licensed vehicle through apps on their phones.

A more detailed questionnaire was sent to disability representatives and again only one response was received. The respondent had autism and communication issues and sometimes felt they didn't always get the support from drivers that they needed and they couldn't always book a vehicle when they required one and missed activities if a licensed vehicle failed to turn up. Overall, they rated the service they got from licensed vehicles as satisfactory.

The report concluded

Drawing on all the evidence within this report, there is **no evidence of any unmet demand which could be counted significant in terms of Section 16 of the 1985 Transport Act.**

The fleet is providing a good level of service to the public and covers the city centre well both spatially and temporally.

Following the introduction of the Council's Age & Specification Policy on 01 January 2020 and the Covid-19 pandemic, the number of licensed hackney carriages in Nottingham has been around the 200 mark and due to the high cost (£65,000) to buy a compliant vehicle, it is not envisaged that this number will return to the previous number of 420.

In addition to the wheelchair accessible hackney carriages, there are also 8 wheelchair adapted Private Hire Vehicles which can also be booked through Private Hire Operators. Under the Equality Act 2010, the Council publishes a section 167 list on the website [Wheelchair accessible taxi requirements - Nottingham City Council](#)


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

An unmet demand survey should be carried out every 3 years. The next review will be carried out in 2025.

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>Approving Manager: The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel & email to allow citizen/stakeholder feedback on proposals. Nick Burns Licensing Manager</p>	<p>Date sent for advice:03/08/2023 Send document or Link to: equalities@nottinghamcity.gov.uk</p>
<p>Approving Manager Signature:</p> 	<p>Date of final approval:</p> <p>23/08/2023</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.