

## Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act 2010 (the 2010 Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

<b>Name or Brief Description of Proposal</b>	Adopt a policy to allocate new hackney carriage licences and require all new hackney carriage licences to be wheel chair accessible vehicles and meet all other conditions required by the council.
<b>Brief Service Profile (including number of customers)</b>	
Southampton City Council has restricted the number of hackney carriage licences to 283. The final 70 licences are required to be wheelchair accessible vehicles.	
To deliver its responsibilities, the Council’s core functions in taxi and PHV licensing are: <ul style="list-style-type: none"> <li>• setting the local framework, which can include safeguarding standards, fares, vehicles standards and limits on vehicle numbers;</li> <li>• considering licence applications and safeguarding the public by issuing, reviewing or revoking licences; and,</li> <li>• undertaking inspection and enforcement activities to ensure the required standards are being maintained.</li> </ul>	
<b>Summary of Impact and Issues</b>	
Operating a wheel chair accessible vehicle is more expensive than a traditional saloon car as the vehicles tend to be larger so are more expensive to purchase and are less economical. This makes the vehicles less attractive to the trade. The proposed policy applies to new licences only, it will not apply to transfers or replacement vehicles.	
The impact is assessed as minimal and proportionate. Licences attract a value, and new licences will only be available infrequently, for information no new licence has been granted since 2011 when the council last increased the number of licences.	
<b>Potential Positive Impacts</b>	
Should a licence become available this requirement will increase the ratio of wheelchair accessible vehicles in the fleet. It also demonstrates the authority’s commitment to supporting the disabled community.	

<b>Responsible Service Manager</b>	Phil Bates, Licensing Manger
<b>Date</b>	
<b>Approved by Senior Manager</b>	Mary D'Arcy, Executive Director, Communities, Culture & Homes
<b>Date</b>	12.10.21

#### Potential Impact

<b>Impact Assessment</b>	<b>Details of Impact</b>	<b>Possible Solutions &amp; Mitigating Actions</b>
<b>Age</b>	No identified impact	N/A
<b>Disability</b>	No adverse impact. Potential to increase ratio of wheelchair accessible hackney carriages	N/A
<b>Gender Reassignment</b>	No identified impact	N/A
<b>Marriage and Civil Partnership</b>	No identified impact	N/A
<b>Pregnancy and Maternity</b>	No identified impact	N/A
<b>Race</b>	No identified impact	N/A
<b>Religion or Belief</b>	No identified impact	N/A
<b>Sex</b>	No identified impact	N/A
<b>Sexual Orientation</b>	No identified impact	N/A
<b>Community Safety</b>	No identified impact	N/A
<b>Poverty</b>	No identified impact	N/A
<b>Health &amp; Wellbeing</b>	No identified impact	N/A
<b>Other Significant Impacts</b>	No identified impact	N/A