

Equality Impact Assessment Template

Please complete this template using the [Equality Impact Assessment Guidance document](#)

Version 4: January 2019

Title of proposal (include forward plan reference if available)	Statutory Taxi and Private Hire Vehicle Standards
Directorate and Service Area	Adult Social Care, Health and Well Being Regulatory Services – Taxi Licensing
Name and title of Lead Officer completing this EIA	Fiona Gee Licensing Supervisor
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Names and titles of other officers involved in completing this EIA	N/A
Partners involved with the EIA where jointly completed	N/A
Date EIA completed	27 th April 2021
Date EIA signed off or agreed by Director or Executive Director	Director – Prevention and Protection
Name of Director or Executive Director signing off EIA	
Date EIA considered by Cabinet Member	

See [Equality Impact Assessment Guidance](#) for key prompts that must be addressed for all questions

**1. The purpose of the proposal or decision required
(Please provide as much information as possible)**

This document provides an assessment of the equalities impact of the new Statutory Taxi and Private Hire Vehicle Standards issued by the Department of Transport on 21 July 2020 and its impact on the Council's Private Hire and Hackney Carriage Licensing Policy (The Policy Handbook).

The Statutory Taxi and Private Hire Vehicle Standards document was issued by the Secretary of State for Transport on 21 July 2020 under section 177 (1) of the Policing and Crime Act 2017 and sets out the framework of policies that, under section 177(4), licensing authorities "must have regard" to when exercising their functions.

"Having regard" to these standards requires public authorities, in formulating a policy, to give consideration the weight which is proportionate in the circumstances. Given that the standards have been set directly to address the safeguarding of the public and the potential impact of failings in this area, the importance of thoroughly considering these standards cannot be overstated. It is not a question of box ticking; the standards must be considered rigorously and with an open mind.

Although it remains the case that licensing authorities must reach their own decisions, both on overall policies and on individual licensing matters in light of the relevant law, it may be that the Statutory Taxi and Private Hire Vehicle Standards might be drawn upon in any legal challenge to an authority's practice, and that any failure to adhere to the standards without sufficient justification could be detrimental to the authority's defence.

Following agreement to go out to consultation by Cabinet in December 2020, the consultation was conducted online asking whether or not those responding supported the changes that would be needed if the Standards were to be adopted.

The consultation ran for a 12 week period from 21st December 2020 to 12th March 2021 and a briefing on the consultation was held with members of the Licensing Committee on 4th March detailing some of the changes that would be needed to the Private Hire and Hackney Policy should the adoption of the Standards be supported.

A total of 135 responses were received during the consultation period.

A decision will now be required on whether the changes following the consultation will be adopted and if they are, the amendments that will be

required to the Council's Private Hire and Hackney Carriage Licensing Policy and the conditions issued with each licence.

The Department of Transport expects the recommendations to be implemented unless there is a compelling local reason not to.

2. Evidence used/considered

A total of 25 questions were asked as part of the consultation process dealing with the changes that would be required to the policy if the standards were to be adopted. Those responding were asked to say yes, no or unsure with regard to the proposed changes should the document be adopted and they were also given the option to add in any comments should they wish to do so. These comments have also been collated for consideration with any points raised being addressed.

3. Consultation

Due to Covid 19, we were unable to hold any face to face meetings so to raise awareness of the consultation, a text message with a link to the consultation was sent to all drivers, an email was sent to operators and members of the driver's association and the matter was also discussed at the Taxi Licensing Forum. Emails and letters were sent to the parties identified in the standards document which included surrounding local authorities, transport groups, women's groups, disability groups, local chambers of trade and commerce and multi agency safeguarding groups. A press release was published on the Council's pages. A briefing paper outlining the changes that would be required should the new standards be adopted was also presented to the full licensing committee during the consultation period.

A total of 135 responses were received to the consultation which is broken down as follows:

Description of those responding	Number of responses received
Local authority employee, including neighbouring authorities and Councillors	7
Licensed drivers and operators	42
Police	1
Users of licensed vehicles and	62

residents	
Schools, parents, carers who use school transport	7
Charities, other organisations including a disability manager and a Church	9
Visually Impaired Group	3
Travel Assistance/IPTU	4

4. Assess likely impact

Please give an outline of the overall impact if possible.

Please complete the table below at 4a to identify the likely impact on specific protected characteristics

4a. Use the table to show:

- Where you think that the strategy, project or policy could have a negative impact on any of the equality strands (protected characteristics), that is it could disadvantage them or if there is no impact, please note the evidence and/or reasons for this.
- Where you think that the strategy, project or policy could have a positive impact on any of the groups or contribute to promoting equality, equal opportunities or improving relationships within equality characteristics.

Protected Characteristic	Positive Impact	Negative Impact	No Impact	Reason and evidence (Provide details of specific groups affected even for no impact and where negative impact has been identified what mitigating actions can we take?)
	✓	✓	✓	
Age			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Disability			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.

Gender reassignment			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Marriage and civil partnership			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Pregnancy and maternity			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Race			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Religion or belief			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.

Sex			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Sexual orientation			✓	The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.
Other			✓	The consultation was on whether or not to adopt in part or as a whole the Statutory Taxi and Private Hire Vehicle Standards. The standards are not particular to any specific group. On this basis, there are no impacts that are specific to any or all protected characteristics.

Does this EIA require a full impact assessment? Yes No

If there are no adverse impacts or any issues of concern or you can adequately explain or justify them, then you do not need to go any further. You have completed the screening stage. You must, however, complete sections 7 and 9 and publish the EIA as it stands.

If you have answered yes to the above, please complete the questions below referring to the guidance document.

5. What actions can be taken to mitigate any adverse impacts?

6. As a result of the EIA what decision or actions are being proposed in relation to the original proposals?

7. Monitoring arrangements

8. Action planning

You may wish to use the action plan template below

9. Publish the EIA