

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.

<p>Name or Brief Description of Proposal</p>	<p>To consider the report by Licensed Vehicles Survey and Assessment (LVSA) in relation to demand for the services of additional licensed hackney carriages and consider the city council’s current policy of numerical control of the number of hackney carriage licences.</p>
<p>Brief Service Profile (including number of customers)</p>	
<p>Taxi and Private Hire Vehicle (PHV) licensing in Southampton is undertaken by Southampton City Council (the Council) as the licensing authority, which has the responsibility for ensuring the public travel in safe, well maintained vehicles driven by competent drivers, while providing a fair and reasonable service for the taxi and PHV trade. Currently the Council grants over 3000 licences to over 2000 individuals.</p> <p>To deliver its responsibilities, the Council’s core functions in taxi and PHV licensing are:</p> <ul style="list-style-type: none"> • setting the local framework, which can include safeguarding standards, fares, vehicles standards and limits on vehicle numbers; • considering licence applications and safeguarding the public by issuing, reviewing or revoking licences; and, • undertaking inspection and enforcement activities to ensure the required standards are being maintained. 	
<p>Summary of Impact and Issues</p>	
<p>Section 16 of the Transport Act 1985 provides that the grant of a licence may be refused, for the purpose of limiting the number of hackney carriages in respect of which licences are granted, if, but only if, the person authorised to grant licences is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet. In order to establish If there is an unmet demand, it is best practice to commission a survey which we refer to as an unmet demand survey. This survey did not identify any significant unmet demand. It is also notable that during 2021, we had two licences given up for various reasons. This is the first time that this has ever</p>	

occurred and we had a policy in place that implemented a public ballot for the rights to apply for those two licences. The take up for this open and free ballot was not considered high. This implies that if the cap was lifted, the uptake of additional hackney carriages would not be significant.

Potential Positive Impacts	
Current policy states that if any additional hackney carriage licences are issued, they will be by condition required to be wheelchair accessible. This will increase the percentage of wheel chair accessible vehicles in the fleet.	
Responsible Service Manager	Phil Bates, Licensing Manger
Date	
Approved by Senior Manager	
Date	

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	The elderly are more likely to pre-book a licensed vehicle and are likely to be less reliant on hackney carriages however the elderly are more likely to require a wheel chair accessible vehicle	The council has adopted the elements of the Equality Act and publishes a list of licensed wheel chair accessible vehicles with contact details.
Disability	An increase of hackney licences will mean an increase in the percentage of wheelchair accessible vehicles on the fleet.	If the cap were lifted, there is data to show that the demand for extra licences would be relatively low because of the cost of purchasing and maintaining a suitable vehicle.
Gender Reassignment	No identified impact	N/A
Marriage and Civil Partnership	No identified impact	N/A
Pregnancy and Maternity	No identified impact	N/A
Race	No identified impact	N/A
Religion or Belief	No identified impact	N/A
Sex	No identified impact	N/A
Sexual Orientation	No identified impact	N/A
Community Safety	No identified impact	N/A

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Poverty	No identified impact	N/A
Health & Wellbeing	No identified impact	N/A
Other Significant Impacts	No identified impact	N/A