



Appendix Three – Equality Impact Assessment

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Service Area: Environmental Development	Section: General Licensing	Key person responsible for the assessment: J. Alison	Date of Assessment: 08.07.2013	
Is this assessment in the Corporate Equality Impact assessment Timetable for 2012-15?			Yes	<u>No</u>
Name of the Policy to be assessed: Hackney Carriage Quality Control			Is this a new or existing policy	Existing
1. Briefly describe the aims, objectives and purpose of the policy		To assess whether there is any “unmet demand” leading to a need either increase th number of Hackney Carriage vehicle licences, or abandon the Quality Control policy		
2. Are there any associated objectives of the policy, please explain		The policy attempts to reduce carbon emissions and congestion in the city.		

3. Who is intended to benefit from the policy and in what way	The general public benefit by the Council ensuring an adequate supply of Hackney Carriages to cater for their needs.		
4. What outcomes are wanted from this policy? Assist the objectives of the Cleaner Greener Campaign Assist the objectives of the Low Emission Zone			
5. What factors/forces could contribute/detract from the outcomes?	“Unmet Demand” survey		
6. Who are the key people in relation to the policy?	Council, Hackney Carriage Trade, General Public	7. Who implements the policy and who is responsible for the policy?	Julian Alison John Copley
8. Could the policy have a differential impact on racial groups?	Y	<u>NO</u>	No differential impact on racial groups has been identified.

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<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>The policy would be applied throughout the whole of the City. No racial groups are specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.</p>		
<p>9. Could the policy have a differential impact on people due to their gender?</p>	<p>Y</p>	<p><u>NO</u></p>	<p>No differential impact on people due to their gender has been identified</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>The policy would be applied throughout the whole of the City. No gender groups are specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.</p>		
<p>10. Could the policy have a differential impact on people due to their disability?</p>	<p>Y</p>	<p><u>NO</u></p>	<p>No differential impact on people due to their disability has been identified</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>The policy would be applied throughout the whole of the City. Neither abled body or disabled groups are specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.</p>		
<p>11. Could the policy have a differential impact on people due to their sexual orientation?</p>	<p>Y</p>	<p><u>NO</u></p>	<p>No differential impact on people due to their sexual orientation has been identified</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>The policy would be applied throughout the whole of the City. A persons sexual orientation is not specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.</p>		
<p>12. Could the policy have a differential impact on people due to their age?</p>	<p>Y</p>	<p><u>NO</u></p>	<p>No differential impact on people due to their age has been identified</p>
<p>What existing evidence (either presumed or otherwise) do you have for this?</p>	<p>The policy would be applied throughout the whole of the City. A persons age is not specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.</p>		
<p>13. Could the policy have a differential impact on people due to their religious belief?</p>	<p>Y</p>	<p><u>NO</u></p>	<p>No differential impact on people due to their religious belief has been identified.</p>

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What existing evidence (either presumed or otherwise) do you have for this?	The policy would be applied throughout the whole of the City. A persons religious beliefs are not specifically associated with or targeted by the Taxi Licensing regulations. It is anticipated that any unperceived issues will be raised during the consultation process.					
14. Could the negative impact identified in 8-13 create the potential for the policy to discriminate against certain groups?	Y	<u>NO</u>	No negative impacts have been identified in 8-13.			
15. Can this adverse impact be justified on the grounds of promoting equality of opportunity for one group? Or any other reason	Y	<u>NO</u>	No negative impacts have been identified in 8-13.			
16. Should the policy proceed to a partial impact assessment	Y	<u>NO</u>	If Yes, is there enough evidence to proceed to a full EIA	Y	N	
			Date on which Partial or Full impact assessment to be completed by			
17. Are there implications for the Service Plans?	Y	<u>NO</u>	18. Date the Service Plan will be updated	N/A	19. Date copy sent to Equalities Officer in Policy, Performance and Communication	N/A
20. Date reported to Equalities Board:		N/A	Date to Scrutiny and EB	N/A	21. Date published	N/A

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Signed (completing officer) _____

Signed (Lead Officer) _____

Please list the team members and service areas that were involved in this process:

J. Alison Team Leader
J. Copley Head of Environmental Development

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