

LICENSING COMMITTEE
(NON LICENSING ACT 2003
FUNCTIONS)

Agenda Item 7
Brighton & Hove City Council

Subject: *Equalities Review*
Date of Meeting: *24 June 2010*
Report of: *Director of Environment*
Contact Officer: Name: *Jean Cranford* Tel: **29-2550**
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Wards Affected: All

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To review the effectiveness of Hackney Carriage and Private Hire services in meeting the needs of our citizens, in particular disabled people, and to seek Committee's recommendations for actions to address adverse impact and/or to promote equality.

2. RECOMMENDATIONS:

- 2.1 That Committee approves recommendations 1 - 15 as shown in Appendix 'A'.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The council licenses hackney carriage and private hire, drivers, vehicles and private hire operators. The authority for doing so is by adoption of the Local Government (Miscellaneous Provisions) Act 1976, Part 11, (Section 45), The Town Police Clauses Act 1847 (Section 68) and the Public Health Act 1875 (Section 171.)
- 3.2 The Disability Discrimination Act 2005 imposes on the council, when exercising its functions, a duty to have due regard to the need to ...
- eliminate harassment of, and unlawful discrimination against disabled people
 - promote positive attitudes towards disabled people
 - encourage participation by disabled people in public life
 - promote equality of opportunity between disabled people and non-disabled people
 - take steps to meet disabled people's needs, even if this requires more favourable treatment

The Disability Discrimination Act is due to be replaced late 2010/2011 by the Equalities Act 2010. This change in the legislation provides an opportunity to look at the licensing function from an 'equalities' perspective but with a particular emphasis on disability.

4. CONSULTATION

- 4.1 Members of the Federation of Disabled People have been consulted as have operators, drivers and their representatives, and the matter has been discussed at the council's Hackney Carriage and Private Hire Consultation Forum (23.6.10).

5. FINANCIAL & OTHER IMPLICATIONS:

- No direct financial implications.

- 5.2 As Recommendations are adopted and developed, there may be a need for legal advice.

Lawyer Rebecca Sidell Date: 11.6.10

Equalities Implications:

- 5.3 Recommendations are designed to promote equality of opportunity, eliminate unlawful discrimination, promote participation in public life and meet the needs of disabled people. Improving access to taxis/PHVs is a priority action in the council's Equality Scheme. Improving access to services by public transport is included in the Local Area Agreement.

Sustainability Implications:

- 5.4 The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. Improving accessibility is one of the government's four shared transport priorities.

Crime & Disorder Implications:

- 5.5 Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime.

Risk and Opportunity Management Implications:

- 5.6 The transport industry should be safe, profitable and be a positive experience for residents and visitors.

Corporate / Citywide Implications:

- 5.7 Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

SUPPORTING DOCUMENTATION

Appendices: A

