

Appendix B

Equality Impact Assessment

Introductory Information

Budget/Project name

Hackney Carriage Vehicle Licence Policy

Proposal type

- Budget
- Project

Decision Type

- Cabinet
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Cabinet Member

Cllr Joe Otten

Entered on Q Tier

- Yes
- No

Year(s)

<input type="radio"/> 14/15	<input type="radio"/> 15/16	<input type="radio"/> 16/17	<input type="radio"/> 17/18	<input type="radio"/> 18/19	<input type="radio"/> 19/20	<input type="radio"/> 20/21	<input checked="" type="radio"/> 21/22
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EIA date

13/12/2022

EIA Lead

- Adele Robinson
- Annemarie Johnston
- Bashir Khan
- Beth Storm
- Diane Owens
- Ed Sexton
- Louise Nunn
- Michelle Hawley
- James Henderson

Person filling in this EIA form

Craig Harper

Lead officer

Richard Eyre

Lead Corporate Plan priority

<input type="radio"/> An In-Touch Organisation	<input type="radio"/> Strong Economy	<input type="radio"/> Thriving Neighbourhoods and Communities	<input checked="" type="radio"/> Better Health and Wellbeing	<input type="radio"/> Tackling Inequalities
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Portfolio, Service and Team

Cross-Portfolio

- Yes No

Portfolio

Place

Is the EIA joint with another organisation (eg NHS)?

- Yes No

Brief aim(s) of the proposal and the outcome(s) you want to achieve

The regulation (administration and enforcement) of hackney carriage vehicles (sometimes more commonly referred to as taxis and black cabs) is undertaken by the Licensing Authority on behalf on the Council. Full Council have delegated powers to the Licensing Committee, who have further delegated specific powers (the power to grant and suspend) to the Chief Licensing Officer.

Hackney carriage vehicles have been in existence for more than 200 years and have been regulated in some areas for 175 years. The principal features of a hackney carriage are:

- it can carry passengers for hire and reward
- it can be hailed by a prospective passenger
- it can park on a rank to await the approach of passengers.
- It must be driven by a licensed driver that holds a licence from the same authority in which the vehicle is licenced.

Primary legislation regulates the industry, namely:

- Town Police Clauses Act 1847
- Local Government (Miscellaneous Provisions) Act 1976

The Policing and Crime Act 2017 enabled the Secretary of State for Transport to issue statutory guidance in exercising taxi and private hire vehicle licensing functions to protect children and vulnerable individuals who are over 18 from harm when using such services. In this regard, the Department for Transport (DFT) issued Statutory Taxi and Private Hire Vehicle Standards in July 2020, a copy of which can be found as an addendum to this document.

The DFT requires the recommendations to be implemented unless there is a compelling local reason not to.

The Authority must pay due regard to the guidance and in doing so, the Authority must:

- Take into account all of the recommendations contained within the document
- Must not depart from it, just because it does not agree with it
- And, if and where it does depart, must give clear reasons for doing so

The introduction of the Statutory Guidance for Taxi and Private Hire Vehicle Standards places an obligation on the Local Authority to ensure due regard is paid to all recommendations, and in doing so, the Licensing Authority is required to make publicly available a cohesive policy document, bringing together all procedures on taxi and private hire licensing. A policy document will provide:

- Transparency
- Accountability
- Consistency

The Licensing Authority is therefore producing a Hackney Carriage Vehicle Licence Policy, and in doing so, including the recommendations from the Statutory Standards.

Individuals are expected to have read the policy in combination with the Statutory Standards before making an application and throughout the time they are licensed.

The policy, legislation and other such relevant materials will be considered and referred to when making a decision on applications, renewals and other such matters that are relevant.

It is important to note that within this EIA the term 'customer' is not limited to those directly using hackney carriage and private hire services, but anybody and everybody who may be impacted – the public.

This EIA makes reference to impacts of road traffic pollution on the health of drivers and the wider public. Sheffield City Council is legally required to improve air quality across Sheffield and a Clean Air Zone (CAZ) will be introduced in 2023. The most polluting vehicles will be charged if travelling into the city centre or around the inner ring road. Hackney Carriage vehicles are included as a category of vehicle that will be affected and will be subject to charges where the required standard is not met – minimum Euro 4 petrol and Euro 6 diesel.

The Clean Air Zone has been referenced throughout this EIA.

Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these – positives will be part of any mitigation. The action plan should detail any mitigation.

Overview

Briefly describe how the proposal helps to meet the Public Sector Duty outlined above

The Equality Act 2010 legally protects people from discrimination in the workplace and wider society. This includes the Public Sector Equality Duty (PSED), which means that the Council must thoroughly consider, in the discharge of its licensing functions, the need to:

- promote equality of opportunity
- eliminate unlawful discrimination, harassment, and victimisation
- promote good relations

This applies to the consideration and determination of applications for licenses under the Acts. This EIA seeks to address issues that are explicit to the licensing of hackney carriage vehicles.

The policy refers to national and local strategies.

The *Statutory Taxi and Private Hire Vehicle Standards*, released July 2020, introduces a range of measures that Authorities are required to implement in the discharge of its licensing functions, covering:

- Administering the Licensing Regime
- Gathering and Sharing Information
- Decision Making
- Driver Licensing
- Vehicle Licensing
- Private Hire Vehicle Operator Licensing
- Enforcing the Licensing Regime

The overarching aim of the standards is to protect children and vulnerable adults from harm, and in this regard, all recommendations have been included within the policy. The policy also details how the Authority will implement the necessary checks and what is required of applicants and those who already hold a licence.

In order to help facilitate decision makers, Committee Members undertake equality and diversity training and review their learning on a regular basis to ensure their knowledge and understanding on all matters concerning equality and diversity are at the highest standard to allow them to make decisions.

The Licensing Authority will at all times have regard to the Equality Act 2010, Sheffield City Council's Equality, Diversity and Inclusion Policy Statement 2018 and the Councils Equality Objectives 2019-2023.

This EIA will be kept up-to-date and reviewed on a regular basis.

Impacts

Proposal has an impact on

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input checked="" type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input checked="" type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input checked="" type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Give details in sections below.

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

Yes No *if Yes, complete section below*

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Air Pollution impacts from road traffic

The Sheffield and Rotherham Clean Air Plan (CAP) which includes a charging Clean Air Zone (CAZ) in central Sheffield involves significant change but is intended to bring positive health and wellbeing outcomes for all communities and particularly those most exposed to the harmful levels of NO₂, across the two Local Authority areas.

Road transport accounts for a significant portion of air pollution in our cities and towns, road traffic pollution is considered a major threat to clean air in the UK and other industrialised countries. Traffic fumes contain harmful chemicals that pollute the atmosphere and harm people's health.

Addressing Sheffield's air pollution challenge should bring benefits to communities across the whole city, some of the most significant polluting vehicles which make multiple trips per day around and through neighbourhoods in every part of Sheffield. The geographic area of the proposed CAZ covers Sheffield city centre including the inner ring road, however, as vehicle fleets are upgraded and replaced, the NO₂ concentrations around the whole of Sheffield's road network should improve at a faster rate than without action.

Evidence indicates that 5-10% of deaths have air pollution as a contributory factor. Pollution is both causing and accelerating disease causation and progress across many types of illness, notably cardiovascular (heart disease and stroke), respiratory (asthma) and increasingly neurodegenerative and cognition (dementia). However, some people are more vulnerable than others because they are exposed to higher levels of air pollution in their day to day lives, live in a polluted area, or are more susceptible to health problems caused by air pollution.

Poor air quality can have the following detrimental health impacts:

- It can contribute to reduced lung growth and function, respiratory infections, and aggravated asthma.
- In adults, ischaemic heart disease and stroke are the most common causes of premature death attributable to outdoor air pollution - evidence is also emerging of other effects such as diabetes and neurodegenerative conditions.
- Increasingly medical evidence indicates many children are having their life course influenced by the effects of air pollution - this isn't within their control.

World Health Organization Air Quality Guidelines advocate NO₂ levels of 10µg/m³ (four times smaller than the legally mandated amounts). The WHO's guidance also places emphasis on particulates, where the emerging evidence is clear that these are capable of penetrating deep into the lungs and the bloodstream; this has respiratory and cardiovascular impacts and can affect other organs. Outdoor air pollution and particulate matter were also classified as carcinogenic by WHO.

Overall, the introduction of a charging Class C CAZ, which brings about compliance with legal levels for nitrogen dioxide, will have positive health benefits for all, particularly those in the following protected characteristic groups:

- Age: Children and the elderly are most at risk
- Disability: Those with respiratory or cardio-vascular conditions are specially at risk
- Pregnancy and Maternity: Unborn babies are at risk and there is increased risk of miscarriage.

Improvements in the emission standards of the private hire fleet are an important step in helping to improve air quality to protect the health of drivers and the wider public across the whole of Sheffield.

Policy

Older diesel vehicles (Euro 4 and 5) produce the most harmful pollution than their younger counterparts or alternative fuel / combustion types.

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

At the time of writing this EIA, the vehicle age profile is as follows:

- 0 - 1 Years 13
- 1 - 2 Years 6
- 2 - 3 Years 1
- 3 - 4 Years 7
- 4 - 5 Years 13
- 5 - 6 Years 13
- 6 - 7 Years 19
- 7 - 8 Years 18
- 8 - 9 Years 25
- 9 - 10 Years 40
- 10 - 11 years 69
- 11 - 12 Years 70
- 12 + Years 221

Policy changes aim to achieve improvements in air quality and therefore have a positive impact on the health of drivers and the wider public.

In order to help people upgrade to a cleaner vehicle to meet the Clean Air Zone standards, the Council has secured funding from central Government to provide financial support to vehicle owners in the form of grants and loans. Financial support will also be available to upgrade to an electric vehicle. Owners of Private Hire Vehicles licensed with Sheffield City Council or with Rotherham Metropolitan Borough Council will be eligible to apply.

The wider policy document does not have a disproportionate impact due to health.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Local Health Statistics

(Office of National Statistics 23rd March 2011 - Sheffield Wards - Health and Wellbeing) The 2011 Census asked respondents to self-assess their general level of health. 80% of people in Sheffield stated their health was either good or very good, whilst 6% felt they were in bad or very bad health. The remainder of respondents believed their general health was mainly 'fair'.

Across the city, more people felt they were in bad health in Firth Park, Manor Castle and Southey wards (9%), whilst the fewest proportion of residents reported that their health was bad in Crookes, Central, Broomhill, Fulwood and Ecclesall wards (3%).

The Sheffield Joint Health & Wellbeing Strategy 2019-2024 also details that those who live in poorer parts of Sheffield have worse health than those living in more affluent areas.

Air Quality

Poor air quality adversely affects human health and has been estimated to account for up to 500 premature deaths per year in Sheffield. The Department of Health's Committee on the Medical Effects of Air Pollution (COMEAP) recently reported the estimated annual number of deaths in the UK from human-made air pollution (PM2.5 and NO2) ranges from 28,000 to 36,000 deaths. The Royal College of Physicians estimate that the health problems resulting from exposure to air pollution have a high cost to the people who suffer from illness and premature death, the health services and to business which together cost an estimated £20bn every year.

In Sheffield, the main breaches of illegal levels of NO2 are concentrated around the city centre and east of the city, many of the communities and neighbourhoods in these areas experience the greatest health inequalities with air pollution contributing to the development of health problems such as cardiovascular disease and asthma and exacerbate existing conditions.

In order to discourage the use of high polluting vehicles and encourage upgrades to cleaner, lower emission vehicles, the Council is introducing a Clean Air Zone which will cover Sheffield city centre area including the inner ring road. The air quality improvement impact of the zone will be broader than the city centre, it is designed to reduce pollution from road traffic across all of Sheffield's neighbourhoods and communities.

Policy

Improvements to the fleet will benefit residents, visitors and those who work in Sheffield.

The policy has a positive impact for all age groups, especially younger and older people.

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

Current propulsion information for the licensed fleet (both hackney and private hire) is as follows:

- Diesel – 1875 (79%)
- Petrol – 23 (1%)
- Hybrid – 450 (19%)
- Electric – 22 (1%)

The majority of hackney carriage vehicles are diesel.

The wider policy document does not have a disproportionate impact due to health.

Comprehensive Health Impact Assessment being completed

Yes No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

Yes No

Health Lead

Age

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Taxi and Private Hire Vehicle Statistics, England: 2021 indicates that the majority of drivers are men (93%) and that the average age is 48, with 22% of drivers under the age of 40. This trend is broadly reflected in Sheffield, with the largest cohort of drivers in the 41-50 age bracket, and 25% of drivers under the age of 40. A breakdown of the driver age profile is shown below:

- 0-30 – 103 (4%)
- 31-40 – 680 (25%)
- 41-50 – 978 (36%)
- 51-60 – 696 (24%)
- 61-70 – 267 (10%)
- 70+ - 24 (1%)

The majority of licensees are self-employed.

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

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- 7 - 8 Years 18
- 8 - 9 Years 25
- 9 - 10 Years 40
- 10 - 11 years 69
- 11 - 12 Years 70
- 12 + Years 221

Older licensees may find it more difficult to purchase a compliant vehicle due to the inability to secure loans and other forms of financial support.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

Due to the increased cost of Zero Emission Capable vehicles, and the potential inability to access financial support (specifically loans), older licensees may be disproportionately impacted.

Also see Race, Sex and Poverty & Financial Inclusion.

The wider policy document does not have a disproportionate impact due to age.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Local Age Statistics

The National Office of Statistics - 2011 Census data on 11 December 2012 (Demographics) shows Sheffield's overall age structure in a pyramid chart, this bulges out to around age 40-44 and then reduces to a curved point at the top (higher age range). There are more females than males in the older age groups from 65 upwards. The 20-24 age group stands out proud from this overall shape in Sheffield, as it represents the city's large student population. This pattern is typical of large university English cities and similar pyramids are seen in places such as Leeds or Birmingham.

Not all of Sheffield's wards follow this pattern, but many of the wards with large Council estates do, although with a less pronounced step at the 20-24 age group. These include Arbourthorne, Gleadless Valley, Richmond, Shiregreen and Brightside and Southey.

Air Quality

Poor air quality and particularly NO2 and particulate matter, are known to have a significant impact on human health. The head of the WHO has referred to air pollution as the "new tobacco" given its scale of impact on population health. However, it is also known that air pollution has a disproportionate impact on the health of younger and older people and there is increasing medical evidence to support this:

- particulate matter from roadside emissions found in the placentas of pregnant women in research by the Queen Mary University in London - <https://www.theguardian.com/environment/2013/sep/16/air-pollution-particles-found-in-mothers-placentas>

- air pollution has been shown to increase the risk of premature birth and low birthweight which can have lifelong implications for a person's health and wellbeing - <https://www.sciencedirect.com/science/article/pii/S0013935112001764?via%3Dihub> and <https://www.bmj.com/contect/359/bmj.j5299>
- a recent study in the Lancet showed that NO2 levels above legal limits has stunted lung development of children in London, reducing lung capacity by up to 5% ensuring that their lungs are smaller for life and which then decline and increase the chances of early death - [https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667\(18\)30235-4/fulltext](https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30235-4/fulltext)
- a study by St George's, University of London, King's College London and Imperial College London recently found that people living in areas of London with the highest levels of nitrogen dioxide had an increased chance of getting dementia, compared to those living in areas with the lowest levels - <https://bmjopen.bmj.com/8/9/e022404>

Children and Young People (aged 19 and under)

Young people are more reliant on public transport, taxis, and private hire vehicles to transport them to places of work, education, and social/leisure activities. This is of particular relevance at night where other transportation services cease, such as trams and buses.

Older People (aged 60 and over)

Older people are more reliant on public transport, taxis, and private hire vehicles to transport them to health services and to social and leisure activities.

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

The introduction of Zero Emission Capable vehicles will bring positive health benefits for all, but particularly those in the 'at risk' category.

A reduction in vehicle numbers may disproportionately impact both younger and older people. This is of particular relevance at night where other transportation services such as trams and buses, cease.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

The wider policy document does not have a disproportionate impact due to age.

Disability

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Policy

The current hackney carriage fleet is 100% wheelchair accessible.

The revised vehicle specification maintains this requirement but now allows both rear and side-loading access.

Under the Equality Act, transport providers have a duty to provide an accessible service and make 'reasonable adjustments' to offer the same standard of service to disabled people as to non-disabled people. In practice, this means providers have to produce accessible facilities, information procedures and booking assistance where required.

The Department for Transport, *Access for Wheelchair Users to Taxis and Private Hire Vehicles* recommends passengers should be able to be transported in their wheelchair should they prefer.

Once licensed, a vehicle will appear on the council's approved list of designated vehicles, in accordance with the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022.

Those licensees that have a medical condition, a disability or physical condition which makes it impossible or unreasonably difficult for them to provide the sort of physical assistance required, will be able to apply for an exemption – further information in this regard can be found at section 166 of the Equality Act and in the Hackney Carriage and Private Hire Driver's Licence Policy.

There is no perceived disproportionate impact for licensees with this characteristic.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Local Disability Statistics

A Census report carried out by the Office of National Statistics (23rd March 2011 - Sheffield Wards - Health and Wellbeing) showed that 19% of Sheffield residents reported that they have a long-term health problem or disability that limited their daily activity to some extent. The results show there are seventeen wards in the city that have at least 1 in 5 residents with a health problem or disability that limits their daily activities. In Woodhouse, this applies to nearly a quarter of all residents. It also shows that there are six wards that have significantly lower numbers of people with a limiting disability or health problem, in particular Broomhill and Central, where this applies to less than 1 in 10 residents. This is linked to the relatively high numbers of students and younger average age of residents in these wards.

Air Quality

In Sheffield, 19% of people have a long-term health condition or disability. The impact on life expectancy and ill health are unequal, with more effects on those with pre-existing heart and lung conditions. For individuals who are particularly sensitive and exposed to the most elevated levels of air pollution, the reduction in life expectancy is estimated to be as high as nine years. Overall, the adverse effects of pollution are such that it has a bigger impact on life expectancy than road traffic accidents and passive smoking.

Improvements to air quality through less polluting vehicles will bring benefits to all, but particularly for those with long-term health conditions.

Policy

Disabled people are more reliant on public transport, taxis, and PHVs to transport them to places of work education, and social/leisure activities.

Sections 165 and 167 of the Equality Act commenced in 2017 and made it a requirement of drivers to carry passengers in wheelchairs, provide assistance to those passengers and prohibit charging extra.

Section 165 and 167 of the Equality Act ensures that customers are better informed about "designated" vehicles and can be more confident of receiving assistance they need to travel safely.

Section 165 and 167 were further enhanced by the introduction of the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022, which states:

- Drivers of designated wheelchair accessible licensed vehicles have a duty:
 - to carry the passenger whilst in a wheelchair
 - not to make any additional charge for doing so (which includes that a meter should not be activated before or left running whilst the driver performs duties required by the Equalities Act 2010)
 - that if the passenger chooses to sit in a passenger seat, to carry the wheelchair
 - to take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort
 - to give the passenger such “mobility assistance” as is reasonably required

Maintaining a wheelchair accessible fleet ensures that wheelchair users can continue to receive a service that meets their needs. A move away from wheelchair accessible vehicles would mean that disabled people who use wheelchairs would be disproportionately affected.

A reduction in such vehicles may have a detrimental impact on disabled people accessing suitable transport.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

Pregnancy/Maternity

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Air Quality

Poor air quality and particularly NO₂ and particulate matter, are known to have a significant impact on human health. The head of the WHO has referred to air pollution as the "new tobacco" given its scale of impact on population health.

However, it is also known that air pollution has a disproportionate impact on the health of younger and older people and there is increasing medical evidence to support this:

- particulate matter from roadside emissions found in the placentas of pregnant women in research by the Queen Mary University in London - <https://www.theguardian.com/environment/2018/sep/16/air-pollution-particles-found-in-mothers-placentas>

- air pollution has been shown to increase the risk of premature birth and low birthweight which can have lifelong implications for a person's health and wellbeing - <https://www.sciencedirect.com/science/article/pii/S0013935112001764?via%3Dihub> and <https://www.bmj.com/contect/359/bmj.j5299>
- a recent study in the Lancet showed that NO2 levels above legal limits has stunted lung development of children in London, reducing lung capacity by up to 5% ensuring that their lungs are smaller for life and which then decline and increase the chances of early death - [https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667\(18\)30235-4/fulltext](https://www.thelancet.com/journals/lanpub/article/PIIS2468-2667(18)30235-4/fulltext)

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

Maintaining the current age limit will ensure the cleanest vehicles are licensed, in turn leading to health benefits for all, but particularly those in the at-risk category, including pregnant women.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

The policy document does not have a disproportionate impact due to this characteristic.

Race

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Taxi and Private Hire Vehicle Statistics, England: 2021 states that the two main ethnic groups of drivers are White and Asian or Asian British in 2020/21, making up 43% and 44% of drivers respectively. There is also an increase of non-UK nationals working as drivers in England, rising from 13% in 2009/10 to 25% in 2020/21.

Available figures for Sheffield indicate that the top four ethnic groups are Black African, 99 (4%), White UK, 244 (9%), Asian UK, 453 (16%) and Pakistani, 978 (36%). These figures may not be entirely representative due to incomplete data - 739 (27%) individuals have not disclosed their ethnicity or the information has not been recorded.

Hackney Carriage vehicles are predominately driven and owned by self-employed people and are disproportionately from a BAME background.

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

The majority of drivers are from Pakistani and Asian British backgrounds and are predominantly self-employed. Any increase to business costs is therefore likely to be experienced disproportionately by this group.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

Also see Age, Sex and Poverty & Financial Inclusion sections.

The policy document does not have a disproportionate impact due to race.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Local Race Statistics

Sheffield is an ethnically diverse city, with around 19% of its population from black or minority ethnic groups. The largest of those groups is the Pakistani community, but Sheffield also has large Caribbean, Indian, Bangladeshi, Somali, Yemeni and Chinese communities.

Burngreave has the highest proportion of BAME people at 62%, whilst in Darnall and Central wards nearly half of the population are BAME and in Walkley, Nether Edge and Firth Park over a quarter. In contrast, in Stocksbridge and Upper Don, East and West Ecclesfield and Birley wards, less than 5 percent of the population are BAME.

More recently, Sheffield has seen an increase in the number of overseas students coming to the city and in the number economic migrants from European Union ascension states (countries which joined the European Union in or after 2004).

(<http://www.sheffield.gov.uk/content/sheffield/home/your-city-council/population-in-sheffield.html> (2011 Census Briefing Note 1.2 : Ethnicity, National Identity, Country of Birth and Religion))

Air Quality

The proposals to tackle harmful pollution should have positive health benefits for all communities in the city. However, air quality monitoring demonstrates that there are currently significant air quality challenges in the city centre and the east of the city, areas which have proportionately higher BAME populations.

The CAZ will help to deliver a rapid improvement to air quality in the city and should bring positive benefits to BAME communities:

<https://sheffieldcc.maps.arcgis.com/apps/Cascade/index.html?appid=73885c6943cf47648ca5af9c49caa110>

It should also be recognised that the BAME population tends to be younger than non-BAME groups. Current levels of air pollution are putting BAME children and young people at risk of associated health problems.

The introduction of the CAZ and an upgraded vehicle fleet will deliver prompt reductions in harmful NO2 emissions across the city but particularly in the places which breach the legal limit.

According to a report commissioned by the DFT (FS13 Future of Transport - Equalities and access to opportunity) people from a BAME background are less likely to have access to a private vehicle, be more reliant on public transport to access employment, and live in densely populated urban areas – increasing their exposure to air pollution. For many people from a BAME background, having regular, affordable, clean, and efficient transport is essential.

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

The policy document does not have a disproportionate impact due to this characteristic.

Sex

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Taxi and Private Hire Vehicle Statistics, England: 2022 show that the vast majority of drivers are male – 97%.

In Sheffield over of 98% of licensees are male. Any increases in business costs are therefore likely to be experienced disproportionately by this group.

Policy

Drivers are predominately self-employed and any change to policy may disproportionately impact them.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

Also see Age, Race and Poverty & Financial Inclusion sections.

The policy document does not have a disproportionate impact due to sex.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Local Sex Statistics

According to the 2016 Mid-Year Population Estimate (Office of National Statistics) Sheffield's population indicate 286,199 males and 289,225 females. According to the projections, there will be more males than females in Sheffield from 2023 onwards.

Policy

The wider policy document does not have a disproportionate impact due to sex.

Poverty & Financial Inclusion

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Policy

Drivers are predominately self-employed and any increase in standards may disproportionately impact them.

Licensees with an older vehicle might be eligible to apply for the financial assistance available as part of the Clean Air Zone introduction. Financial support will include grants and loans with higher levels of funding available towards purchase of a Zero Emission Capable vehicle.

Whilst financial support packages will be made available linked with the Clean Air Zone, this will not be enough to cover the full cost of upgrading to a ZEC compliant vehicle and is a limited pot of funding with no replacement grant support once this is exhausted. This might result in a disproportionate number of licensees and vehicle proprietors having to fund upgrades themselves.

Also see Age, Race and Sex sections.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Air Pollution

Evidence from a range of global and national studies on air pollution indicate that it is often poorer and lower income communities that are most exposed to the negative consequences of harmful levels of pollution:

- poorer communities often live in denser, urbanised environments with greater exposure to major roads and concentration of road traffic
- the health inequalities, poor levels of health and pre-existing health conditions that are associated with poverty are exacerbated by polluted air, impacting on wider quality of life
- intergenerational - the impact of polluted air on children (e.g. reduced lung development) of lower income families in areas can lead to reduced life chances and long-term health conditions
- the negative health implications of exposing poorer communities to harmful air pollution contributes to trapping those communities in poverty. By creating, contributing to and exacerbating health problems, air pollution can reduce working and earning capacity. The Lancet have found that in low-to-medium income countries, air pollution reduces Gross Domestic Product (GDP) by up to 2% and drives up demand and costs on healthcare services.

In Sheffield, there is a strong geographic correlation between the most deprived communities and the greatest air quality challenges, particularly in the city centre and communities in the east of the city.

Policy

Euro 6 diesel and petrol compliant vehicles (under 7 years of age) will be able to be licensed as new vehicles and will continue to be licensed for up to 15 years.

Zero Emission Capable (ZEC) vehicles will be allowed to be licensed for 20 years, so long as they continue to pass all tests and licensing requirements.

From January 2027, newly licensed vehicles must be Zero Emission Capable.

Fares for hackney carriage vehicles are set by the Local Authority; therefore, increased costs of purchasing vehicles cannot be passed onto the customer without the Local Authority first agreeing to a fare increase. The latest fare increase was agreed July 2022 and includes a fuel surcharge.

This will have a positive impact for those living in the most deprived communities.

Cumulative Impact

Proposal has a cumulative impact

Yes No

<input type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input checked="" type="radio"/> Other

If yes, details of impact

Clean Air Programme
Our Sheffield – One Year Plan – Climate Change, Economy and Development
A 10 Point Plan for Climate Action

Proposal has geographical impact across Sheffield

Yes No

If Yes, details of geographical impact across Sheffield

Local Partnership Area(s) impacted

All Specific

If Specific, name of Local Partnership Area(s) impacted

Action Plan and Supporting Evidence

Action Plan

Following the consultation, amendments have been made to the policy. This includes a rewrite of the vehicle specification to include, but not limited to:

- Removing the upper age reduction for petrol and diesel vehicles
- A delay until January 2027 for newly licensed vehicle to be Zero Emission Capable
- A requirement for vehicles to be equipped to take cashless payments
- Greater clarification on side and rear-loading wheelchair access
- Allow factory fitted tinted windows

Committee on the Medical Effects of Air Pollution (2018) Associations of long-term average concentrations of nitrogen dioxide with mortality -

https://assets.publishing.service.gov.uk/government/uploads/attachment_data/file/734799/COMEAP_NO2_Report.pdf

DEFRA (2017) UK plan for tackling roadside nitrogen dioxide concentrations: Detailed Plan -

https://assets.publishing.service.gov.uk/government/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf

Sheffield City Council (2017) Air Quality Annual Status Report 2017 -

<https://www.sheffield.gov.uk/content/dam/sheffield/docs/pollution-and-nuisance/air-pollution/air-aware-campaign/Air%20Quality%20Annual%20Status%20Report%2020171.pdf>

Sheffield City Council (2017) Clean Air Strategy -

<https://democracy.sheffield.gov.uk/documents/s29124/clean%20Air%20Strategy%20Dec%202.pdf>

Sheffield City Council (2018) Transport Strategy -

<https://democracy.sheffield.gov.uk/documents/s31437/Transport%20Strategy%202.pdf>

Access for wheelchair users to Taxis and Private Hire Vehicles - Statutory Guidance (2017)

Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 - Parliamentary Bills - UK Parliament

[Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2022/12)

[Bus and coach accessibility and the Public Service Vehicle Accessibility Regulations 2000 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/bus-and-coach-accessibility-and-the-public-service-vehicle-accessibility-regulations-2000)

The National Office of Statistics - 2011 Census data on 11 December 2012

2016 Mid-Year Population Estimate (Office of National Statistics)

Sheffield City Council - Sheffield Population:

<http://www.sheffield.gov.uk/content/sheffield/home/your-city-council/population-in-sheffield.html>

[Statutory taxi and private hire vehicle standards - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/statutory-taxi-and-private-hire-vehicle-standards)

A 10 Point Plan for Climate Action

[PowerPoint Presentation \(sheffield.gov.uk\)](https://www.sheffield.gov.uk/10-point-plan-for-climate-action)

Taxi and private hire vehicle statistics, England: 2022

[Taxi and private hire vehicle statistics, England: 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2022)

Consultation responses via Citizenspace survey or those emailed directly to the service. In addition, briefings to Transport4All group and working with sub-group on details of policy.

Supporting Evidence (Please detail all your evidence used to support the EIA)

Consultation

Consultation required

- Yes No

If consultation is not required please state why

The Statutory Taxi and Private Hire Vehicle Standards document states that Licensing Authorities should “consult on proposed changes that may have a significant impact on passengers and/or the trade”.

In addition, the standards inform that it is not only the taxi and private hire trades that should be consulted, but groups who are likely to be the trades’ customers, such as:

- Groups representing disabled people
- Chambers of Commerce
- Organisations with a wider transport interest
- Women’s Groups
- Local Traders
- Local Multi-agency Safeguarding Arrangements
- Night-time economy groups

The Licensing Authority has undertaken an 8-week consultation in regard to the proposals.

Amendments have been made to the policy as a result of comments received through the consultation, these can be found in the Actions section, above. A copy of all results will be made available to the Licensing Committee when determining the policy.

A full list of the consultees is attached to the policy document.

Are Staff who may be affected by these proposals aware of them

- Yes No

Are Customers who may be affected by these proposals aware of them

- Yes No

If you have said no to either please say why

Summary of overall impact

Summary of overall impact

Fundamentally this policy should be of universal positive benefit to all local people, particularly disabled people and those impacted by poor air quality.

There may be certain aspects of the policy, specifically the need to upgrade vehicles, that have a slight disproportionate impact on licensees, particularly on male and Asian British and Pakistani drivers, due to the proportion of drivers represented in these groups. There is also a potential impact on poverty and financial inclusion due to the additional costs. Any possible negative impacts must be weighed up proportionately against the legitimate aim of improving air quality and therefore health.

Maintaining wheelchair accessibility will undoubtedly have a positive impact on disabled customers.

We have carried out a consultation process on this policy and updated the EIA as a result.

Escalation plan

Is there a high impact in any area?

Yes No

Overall risk rating after any mitigations have been put in place

High Medium Low None

Sign Off

EIAs must be agreed and signed off by the equality lead in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed **14/12/2022**

Review Date

01/02/2023

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