

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

Agenda Item 14

Brighton & Hove City Council

Subject: *Hackney Carriage / Private Hire Trade Ethnicity Monitoring*

Date of Meeting: **26 November 2009**

Report of: *Director of Environment*

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Wards Affected: All

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To report the results of Ethnicity Monitoring of the Hackney Carriage/Private Hire Trade for 2008/09.

2. RECOMMENDATIONS:

- 2.1 That Committee note the results of Ethnic Monitoring.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 All applications received by the Hackney Carriage Office for the licensing of vehicles and drivers are monitored for Ethnic background. The results of this monitoring are shown in appendix 1.
- 3.2 Ethnic monitoring is undertaken to ensure that the waiting list is maintained and operated in a fair and transparent way as recommended by the Equality and Human Rights Commission.

4. CONSULTATION:

- 4.1 This matter has been discussed at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions. The forum members have delegated negotiations to selected representatives. Monitoring is carried out at the request of the forum who are satisfied with the results.

5. FINANCIAL & OTHER IMPLICATIONS:

5.1 Financial Implications:

Revenue: The full cost of providing the ethnicity monitoring report is met from within the revenue budget for taxi licensing.

Capital: There are no capital cost implications.

Finance Officer Consulted: Karen Brookshaw

Date: 21/10/2009

5.2 Legal Implications:

There are no direct legal implications.

Lawyer: Rebecca Sidell

Date: 04/11/2009

5.3 Equalities Implications:

In order to improve services to disabled groups all new drivers are required to attend equalities and disabilities awareness and customer care training. Drivers are also tested to ensure that they meet a basic standard of literacy.

5.4 Sustainability Implications:

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. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station, approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly.

5.5 Crime & Disorder Implications:

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.

5.6 Risk and Opportunity Management Implications:

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

5.7 Corporate / Citywide Implications:

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:

- 1.

Documents in Members' Rooms:

1. None.

Background Documents:

1. None.

