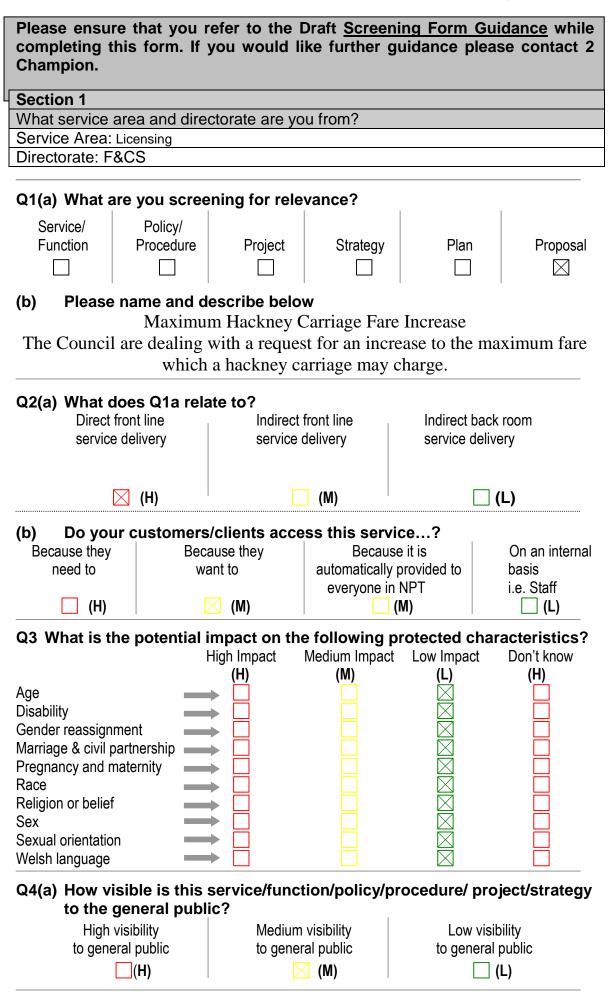
## Appendix 5 – Equality Impact Assessment Screening Form



### Appendix 5 – Equality Impact Assessment Screening Form

(b) What is the potential risk to the council's reputation? (Consider the following impacts – legal, financial, political, media, public perception etc...)

	e(C)		
	High risk to reputation	Medium risk to reputation	Low risk to reputation
	(H)	(M)	└ (L)
Q5	5 How did you score? Please tick the relevant box		
MOSTLY H and/or M $\longrightarrow$ HIGH PRIORITY $\longrightarrow$ EIA to be completed Please go to Section 2			
MOS	т∟ү∟ →	LOW PRIORITY / $\longrightarrow$ NOT RELEVANT	Do not complete EIA Please go to Q6 followed by Section 2

# Q6 If after completing the EIA screening process you determine that this service/function/policy/project is not relevant for an EIA you must provide adequate explanation below (Please use additional pages if necessary).

The Council can use a power afforded by the Local Government (Miscellaneous Provisions) Act 1976 to regulate the maximum fares permitted to be charged by hackney carriage vehicles.; a request has been submitted by the hackney carriage trade for an increase to the current maximum fare, which has been in place since 2011.

In considering the proposals received from the Neath Port Talbot Proprietors Association it is noted that the current minimum tariff is £2.40 which increases to £3.00 after 23:00. The association has suggested other changes to the tariff times and costs but these are not being supported in this report. It is proposed that the hackney carriage fare starting rate be increased by 25p on tariff 1 and 30p on tariff 2 (daytime fare and night time fare), effectively this will add 25p or 30p to every journey taken in a hackney carriage. By not increasing the cost of the running mile i.e. the amount charged for each 1/10 mile travelled, there will be little impact on those that use hackney carriages for longer journeys, this is because the total fare will be 25p / 30p more expensive regardless of distance travelled.

The increase has the potential to impact on those that are financially less secure and it is suggested that this group of people can belong to any of the protected groups, however, with the relatively low increase to the total fare of 25p/30p, it is suggested that the impact will not be a significant one.

There is a potential for an accumulative detrimental effect on persons who rely on the use of hackney carriages, particularly those that are frequent users. It is considered that these persons are most likely to belong to the protected groups of, "age" and "disability". Within these groups there are people who will be less mobile and less independent and will therefore be more likely to require hackney carriages to undertake their daily /weekly routines e.g. shopping trips, doctor appointments etc.

### Appendix 5 – Equality Impact Assessment Screening Form

It is suggested however that although there is potential for a detrimental impact across all the protected groups, more specifically "age" and "disability", it is felt that the impact is not significant enough to require a full Equality Impact Assessment to be undertaken.

#### Section 2

Screener- This to be completed by the person responsible for completing this screening

Name: Neil Chapple

Location: Licensing Section, Port Talbot Civic Centre

Telephone Number: 01639 763056

Date: 18<sup>th</sup> September 2017

Approval by Head of Service

Name: David Michael

Position: Head of Legal Services

Date:

Please ensure this completed form is filed appropriately within your directorate because it may be required as evidence should a legal challenge be made regarding compliance with the Equality Act 2010.