

Template for Impact Assessment Level 1: Initial screening assessment

Subject of assessment:	Review of Taxi Licensing fees			
Coverage:	Service-specific			
This is a decision relating to:	<input type="checkbox"/> Strategy	<input type="checkbox"/> Policy	<input type="checkbox"/> Service	X <input type="checkbox"/> Function
	<input type="checkbox"/> Process/procedure	<input type="checkbox"/> Programme	<input type="checkbox"/> Project	X <input type="checkbox"/> Review
	<input type="checkbox"/> Organisational change	<input type="checkbox"/> Other (please state)		
It is a:	New approach:	<input type="checkbox"/>	Revision of an existing approach:	X <input type="checkbox"/>
It is driven by:	Legislation:	X <input type="checkbox"/>	Local or corporate requirements:	<input type="checkbox"/>

<p>Description:</p>	<p>Insert short description, using the following as sub-headings:</p> <p>Key aims, objectives and activities</p> <ul style="list-style-type: none"> To assess the impact of the proposal to consult on a revised taxi licensing fee structure over a 56 day period and either implement if there are no objections or produce a further report to consider outstanding objections and make revised recommendations if required. <p>Statutory drivers (set out exact reference)</p> <ul style="list-style-type: none"> The Local Government (Miscellaneous Provisions) Act 1976 provides that a District Council may charge for licensing vehicles and drivers engaged in the Private Hire or Hackney Carriage trade. Fees may also be charged for the licensing of Private Hire Operators. The legislation specifies which elements of the entire service can be taken into account when calculating these fees. The Deregulation Act 2015 requires that the options of a three year drivers' licence and a five year operators' licence must also be offered <p>Differences from any previous approach</p> <ul style="list-style-type: none"> The detailed assessment of revised working practices, reduced staff numbers and an increase in licence applications have contributed to a marked change from the existing fee structure. Annual Hackney Carriage fees will reduce from £495/£455 (new/renewal) to £279/£297 and annual Private Hire Vehicle fees will reduce from £513/£479 to £270/£288 Both annual Hackney Carriage and Private Hire drivers' licence fees will increase from £55/£55 (new/renewal) to £204/£112. In addition as the Deregulation Act 2015 requires, a three-year licence will be offered for £288/£196 (new/renewal). A combined HC/PH drivers' licence will also be available for £288/£196 opposed to the current £80 annual fee. Annual Private Hire Operators' licences will change from £435/£435 (new/renewal) to £616/£279. In addition, as the Deregulation Act requires, a five year Operators' Licence will be available for £1006/£670 (new/renewal). <p>Key stakeholders and intended beneficiaries (internal and external as appropriate)</p> <ul style="list-style-type: none"> Licensed drivers (current and prospective), Vehicle Proprietors (current and prospective) Private Hire Operators (current or prospective) Trade Bodies, Police, the travelling public and any other person or group wishing to respond to the consultation notice when published. <p>Intended outcomes.</p> <ul style="list-style-type: none"> The intention is to put a revised licensing fee framework in place which complies with the legislation, effectively addresses the recommendations of the Ombudsman and is calculated on a transparent cost recovery basis.
<p>Live date:</p>	<p>Unless objections remain on the expiration of the 56 day period, the fees will be applied to all applications for licences valid from 1 December 2015.</p>
<p>Lifespan:</p>	<p>From an inflationary/deflationary perspective the fees will be assessed annually. The entire process by which they are calculated will be reviewed on a three-yearly basis unless circumstances require otherwise.</p>
<p>Date of next review:</p>	<p>September 2018</p>

Screening questions	Response			Evidence
	No	Yes	Uncertain	
Human Rights Could the decision impact negatively on individual Human Rights as enshrined in UK legislation?*	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None of the absolute or qualified rights will be infringed by these proposals.

* Consult the Impact Assessment further guidance appendix for details on the issues covered by each of these broad questions prior to completion.

Screening questions	Response			Evidence
<p>Equality</p> <p>Could the decision result in adverse differential impacts on groups or individuals with characteristics protected in UK equality law? Could the decision impact differently on other commonly disadvantaged groups?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The Council has a duty to consider the impact of the proposed decision on the relevant protected characteristics to ensure it has due regard to the public sector equality duty (PSED). The duty means that the Council must have due regard when taking decisions, to the need to:</p> <ul style="list-style-type: none"> a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act.; b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; c) Foster good relations between persons who share a relevant characteristic and persons who do not share it. <p>Consideration of this duty has been undertaken within this project and whilst the proposals will impact negatively on some elements of the taxi trade and positively on others, there are no concerns that the adverse impacts will disproportionately affect an individual or group they hold one or more of the protected characteristics.</p> <p>There are currently in excess of 1400 drivers licensed in Middlesbrough. There are no concerns that if implemented, the proposals could result in a reduction to the extent that there would be insufficient drivers to meet customer needs</p>
<p>Community cohesion</p> <p>Could the decision impact negatively on relationships between different groups, communities of interest or neighbourhoods within the town?*</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Proposal is not particularly relevant to community cohesion. It will have differing effects within communities of interest and across the wider community. There are no concerns that the proposals would have a negative impact on community relationships, although there may be some antagonism towards the complainant.</p>

Screening questions	Response			Evidence
Middlesbrough 2020 – Our Vision Could the decision impact negatively on the achievement of the vision for Middlesbrough?*	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals will ensure compliance with legislation and the Ombudsman’s directions so that the Trade operates effectively and supports the achievement of the Vision’s aims.
Organisational management / Change Programme Could the decision impact negatively on organisational management or the transformation of the Council’s services as set out in its Change Programme?*	x <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As the calculated fees incorporate reduced staffing levels and revised administration processes the proposals are fully consistent with the Change Programme.
Next steps: <ul style="list-style-type: none"> ➤ If the answer to all of the above screening questions is No then the process is completed. ➤ If the answer of any of the questions is Yes or Uncertain, then a Level 2 Full Impact Assessment must be completed. 				

Assessment completed by:		Head of Service:	
Date:		Date:	