

Committee: Licensing & Environmental Health
Title: Taxis and Private Hire Vehicles (Disabled Persons) Act 2022
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Summary

1.1. The purpose of this report is to brief Members on the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 and the steps taken by the Licensing Authority in meeting its requirements.

Recommendations

2.1. It is recommended that Members note the contents of this report.

Financial Implications

3.1. N/A

Background Papers

4.1. The following documents were referred to by the author in the preparation of this report and are available for inspection below

- A. Taxis and Private Hire Vehicles (Disabled Persons) Act 2022
[Taxis and Private Hire Vehicles \(Disabled Persons\) Act 2022](#)
[\(legislation.gov.uk\)](#)

Impact

5.1.

Communication/Consultation	None
Community Safety	None
Equalities	The legislation provides amendments to the Equality Act 2010
Health and Safety	None
Human Rights/Legal Implications	None

Sustainability	None
Ward-specific impacts	None
Workforce/Workplace	None

Situation

6.1. On 28 June 2022, the Taxis and Private Hire Vehicles (Disabled Persons) Act 2022 took effect in England, Scotland and Wales. It amended the Equality Act 2010 to introduce new, and amend existing, duties for local authorities, taxi and private hire vehicle drivers and operators. Its aim is to ensure that disabled people can use taxi and private hire vehicle services with confidence that they will not be discriminated against, and local authorities have an important role to play in ensuring the requirements are implemented successfully.

6.2. It requires licensing authorities to maintain and publish a list of licensed taxis and private hire vehicles they designate as being wheelchair accessible. The drivers of these vehicles are then subject to the duties under section 165 of the Equality Act on providing assistance to wheelchair users and refraining from charging extra for doing so. This list was first published on the Uttlesford DC website on the 20 June 2022 and will be updated at regular intervals as new vehicles are licensed and old vehicle licences expire. Where consent is given by operators, contact information will also be published in order to further assist users in accessing their services.

6.3. All taxi and private hire drivers and operators – regardless of whether the vehicle is wheelchair accessible – are now subject to the duties under the Equality Act. Drivers are required to accept the carriage of any disabled person, provide them with reasonable mobility assistance, and carry their mobility aids, all without charging more than they would for a non-disabled passenger. They must also provide any disabled passenger who requests it with assistance to identify the vehicle, at no extra charge. As the requirements now extend from applying to only wheelchair users to any disabled person, which by definition includes mental impairments as well as physical, it is extremely important for drivers and operators to understand and recognize the broad range of disabilities a person may have.

6.4. As this will not always be obvious, drivers are encouraged to ask any passenger if they require any assistance before commencing any journey. In line

with the changes, the Council's driver training course, provided by Green Penny, has been revised to emphasize the message to drivers that it is not relevant what type of disability or impairment a passenger has, but only what requirements they have because of their disability or impairment.

6.5. The Act, in full, can be seen as **Background Paper A.**

Risk Analysis

7.1.

Risk	Likelihood	Impact	Mitigating actions
Little or no risk or impact	N/A	1	N/A

1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.