

<b>DECISION-MAKER:</b>	LICENSING COMMITTEE		
<b>SUBJECT:</b>	SAFEGUARDING TRAINING FOR HACKNEY CARRIAGE AND PRIVATE HIRE DRIVERS		
<b>DATE OF DECISION:</b>	24 JULY 2019		
<b>REPORT OF:</b>	PHIL BATES		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>	
None	
<b>BRIEF SUMMARY</b>	
Report of the Licensing Service Manager proposing an addition to the drivers' policies to require all hackney carriage and private hire drivers to undertake approved Safeguarding training every three years and before the grant of a driver's licence.	
<b>RECOMMENDATIONS:</b>	
(i)	The committee approve amendments to both the Hackney Carriage Driver's policy and the Private Hire Driver's policy requiring drivers to undertake approved in person Safeguarding training every three years.
(ii)	The committee approve a transition period for existing drivers.
<b>REASONS FOR REPORT RECOMMENDATIONS</b>	
1.	The taxi trades have been identified as being in an ideal position to assist in the safeguarding of vulnerable members of the public.
2.	The government's response to the Parliamentary Task and Finish Group welcomes recommendation 25 that authorities use existing powers to require drivers to undertake such training and it should form part of a future national standard.
<b>ALTERNATIVE OPTIONS CONSIDERED AND REJECTED</b>	
3.	To continue with the current provision of a leaflet for all driver applications, however this does not engage the applicant so can be easily ignored.
4.	An on line training package. This fails to provide confirmation it is the applicant taking the package
5.	A computer package. This would require placing all drivers in front of a computer to undertake the course, logistically this is very difficult and expensive.
<b>DETAIL (Including consultation carried out)</b>	

6.	<p>After incidents in other parts of the country the taxi trades were identified as being ideally placed to identify incidents of safeguarding concern. Nationally Safeguarding boards recommended the taxi trades undertake such training. This was supported by local Safeguarding boards.</p>
7.	<p>In Southampton officers worked with Hampshire Constabulary who ran Operation Makesafe looking at safeguarding issues. Posters and leaflets specific to different areas were produced, including taxi specific leaflets and posters. In 2017 the posters were distributed to the different operators and every driver applicant, both new and renewals, received a leaflet. A copy of the leaflet is attached to this reports as Appendix 1</p>
8.	<p>The leaflet was a quick and easy method of getting the message out to the trade but was never going to provide all details the trade require in order to fulfil their role proficiently.</p>
9.	<p>Across Hampshire the Safeguarding boards have stated they consider all licensed drivers should attend an in person training package. The School Transport commissioning team at Hampshire County Council advise they will follow any guidance from the safeguarding boards.</p>
10.	<p>On 27th November 2018 all taxi licence holders were written to advising the authority was consulting on changing the policy to include the following condition:-</p> <p><i>All applicants for hackney carriage/private hire drivers licences will have successfully completed safeguarding training approved by Southampton City Council within the previous three years.</i></p> <p>This was in addition to other changes proposed and is covered by a separate report.</p> <p>A copy of the template of the letter sent is attached as Appendix 2</p>
11.	<p>There were three responses, two were against the proposal and one was for. A summary of the responses is attached as Appendix 3.</p>
12.	<p>The training can be delivered in various methods:-</p> <ol style="list-style-type: none"> <li>1. On line package</li> <li>2. A computer software package</li> <li>3. Classroom package</li> </ol> <p>An online package would provide an applicant with a unique logon however once logged in there is no guarantee it is the applicant undertaking the course. This was a key element for the Safeguarding boards and for this reason an on line package is not considered suitable.</p> <p>New Forest District Council developed a computer package, this requires applicants to attend a set location and use approved computers to undertake the package. The safeguarding boards recommended this package but understood it caused logistical problems for some authorities, especially authorities with large numbers of applicants. Southampton has over 1600 drivers currently licensed, this would require over 500 applicants to take the package each year just for current drivers, any new applicants would be additional. Logistically this is very difficult and would take up a lot of staff time to manage.</p> <p>Officers have now assessed two class room based packages. Outside organisations make the arrangements and deal directly with the applicants. This removes the logistical issues raised above. They carry out identification</p>

	checks to ensure it is the applicant sitting the package to fulfil the requirement of the Safeguarding boards. Additionally officers have seen how the package engages all of the applicants in the discussions.
13.	Across Hampshire the majority of authorities that undertake this training require an in person test. Some authorities are still to introduce a requirement.
14.	If approved officers will have to go through the procurement process to identify an approved provider. Initial enquiries suggest the cost will be in the region of £25 a person. There is sufficient in licensing budgets to cover the cost for drivers that are current drivers as of 1 <sup>st</sup> July 2019 undertaking this training.
15.	The requirement is for the training to be undertaken every three years, any new applicants after 1 <sup>st</sup> July 2019 and any refresher training will need to be paid for by the applicant.
16.	Driver licences cannot be granted for a period greater than three years. The majority of licences are issued every three years. It is therefore recommended drivers are required to have undertaken the approved training before the grant of a driver's licence whether on renewal or new applicant. That the applicant be required to provide evidence by means of a certificate of having completed satisfactorily the approved course.
17.	To allow time for the procurement process and set up it is recommended this takes effect from 1 <sup>st</sup> January 2020. However should there be difficulties in meeting this deadline it is requested the Service Manager for Licensing is granted delegated authority to amend this date.
<b>RESOURCE IMPLICATIONS</b>	
<b><u>Capital/Revenue</u></b>	
18.	On 1 <sup>st</sup> July 2019 there were 1,739 drivers. At a cost of £25 per driver, this proposal will cost £43,475. Taxi license fees are set at a level that enables the authority to recover costs, and there are sufficient funds in the taxi budgets to cover this cost for current drivers. Any new drivers or refresher training will be paid directly to the provider by the applicant and therefore this does not represent an ongoing cost to the Council.
<b><u>Property/Other</u></b>	
19.	The provider will be required to provide all the logistics and package. The impact on staff will be limited to checking drivers have received training prior to the grant of a driver's licence,
<b>LEGAL IMPLICATIONS</b>	
<b><u>Statutory power to undertake proposals in the report:</u></b>	
20.	Town police Clauses Act 1847 (Hackney Carriages) and The Local Government (Miscellaneous Provisions) Act 1976 (Private Hire Vehicles).
<b><u>Other Legal Implications:</u></b>	
21.	None
<b>RISK MANAGEMENT IMPLICATIONS</b>	
22.	My assessment of the risk is Low

	<ul style="list-style-type: none"> <li>The finance risk is low, the initial provision can be funded from fees in the licensing holding account. Subsequent training will be paid directly to the provider by the applicants</li> <li>Failure to impose such a condition does pose a risk of reputational damage, this training is recommended in a recent Parliament task and finish group report and is supported by both Safeguarding boards.</li> </ul>
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
23.	The decision to determine the application in the manner set out in this report is not contrary to the Council's policy framework

<b>KEY DECISION?</b>	<b>No</b>
<b>WARDS/COMMUNITIES AFFECTED:</b>	All
<u>SUPPORTING DOCUMENTATION</u>	
<b>Appendices</b>	
1.	Operation Makesafe taxi leaflet.
2.	Template of consultation letter
3.	Summary of the consultation responses

**Documents In Members' Rooms**

1.	None
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**Equality Impact Assessment**

<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>No</b>
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**Data Protection Impact Assessment**

<b>Do the implications/subject of the report require a Data Protection Impact Assessment (DPIA) to be carried out.</b>	<b>No</b>
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**Other Background Documents**

**Other Background documents available for inspection at:**

<b>Title of Background Paper(s)</b>	Government response to the Parliamentary Task and finish group on Taxi and Private Hire Licensing <a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/783/taxi-task-and-finish-gov-reponse.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/783/taxi-task-and-finish-gov-reponse.pdf</a>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
1.		
2.		