

# LICENSING REGULATORY COMMITTEE

## Child Sexual Exploitation Presentation for the Hackney Carriage and Private Hire Trade 2nd June 2016

### Report of the Licensing Manager

#### PURPOSE OF REPORT

To give feedback to members about the recent Child Sexual Exploitation (CSE) presentation delivered to the hackney carriage and private hire trade and to ask members to determine what fee if any should be charged to those who failed to attend any of the fifteen free sessions.

**This report is public**

#### RECOMMENDATIONS

- (1) **Members are asked to note the information in relation to the numbers of the hackney carriage and private hire trade that attended the recent Child Sexual Exploitation (CSE) presentations.**
- (2) **Members are asked to reaffirm whether or not a fee should be charged to any member of the taxi and private hire trade who failed to attend any of the initial fifteen free presentations, to attend a future presentation. If members reaffirm that a fee should be charged they are asked to determine at what level the fee should be set**

#### 1.0 Report

- 1.1 Members may recall that at a meeting of the Licensing Regulatory Committee held in November 2015 they approved an amendment to the Rules Regulations and Procedures for Hackney Carriage and Private hire licensing in relation to drivers, proprietors and operators.
- 1.2 The condition stated that all licence holders, including drivers, proprietors and operators, must undergo CSE training before the first renewal of their licence after the end of January 2016. It was also determined that the first few sessions would be provided free of charge and after that there would be a fee associated with attending.
- 1.3 The reason for the introduction of the new condition was that the importance of the role of licensing in safeguarding vulnerable children and adults had been highlighted by recent events in Rotherham, Rochdale and Oxford. Many councils around England and Wales were and still are reviewing their policies and taking them back

to first principles, so they can make best use of the powers they have to protect the public. A copy of the report considered is attached at appendix 1 to this report.

- 1.4 As a result of that resolution licensing officers have delivered 15 sessions of the CSE presentation over 3 full days in January, February and April. The sessions were spread out over the day to try and provide adequate opportunity for everyone in the taxi and private hire trade to attend and each session lasted approximately 30 minutes. All members of the trade were written to and asked to contact licensing to make an appointment to attend one of the presentations. After the sessions in February, all members of the trade who had not already attended were contacted and told that the last free day would be held in April and they would need to book on to one of the five sessions.
- 1.5 Over the fifteen sessions, 545 members of the trade attended and only 61 members of the trade did not attend any of the presentations.
- 1.6 Further presentations will now have to take place to ensure that all members of the hackney carriage and private hire trade are CSE aware.
- 1.7 Members are now asked to reaffirm that a fee should be charged to the 61 members of the trade who did not attend any of the presentations. The cost of delivering further presentations is difficult to calculate as it would depend upon the numbers attending. However, officers consider that a £10 fee would be adequate to cover the cost of providing the room and officer time in delivering the presentation. The fee should only be set at an appropriate level to cover the costs involved.

## **2.0 Conclusion**

- 2.1 Members are asked to reaffirm that a fee should be charged to the 61 members of the hackney carriage and private hire trade who have failed to attend any of the CSE presentations already delivered by officers, to attend one of the further proposed presentations.
- 2.2 If members are minded to introduce a fee for future presentations for the people who failed to attend the previous presentations, they are asked whether the £10 fee proposed by officers is acceptable or whether a different fee to be determined by members should be charged.

<p><b>CONCLUSION OF IMPACT ASSESSMENT</b> <b>(including Diversity, Human Rights, Community Safety, Sustainability and Rural Proofing)</b></p>
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<p>Councils play a crucial, statutory role in safeguarding children. The introduction of Child Sexual Exploitation training for all hackney carriage and private hire licence holders will help to ensure that the Council is complying with that statutory duty.</p>
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<p><b>FINANCIAL IMPLICATIONS</b></p>
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<p>If a £10 fee was imposed it could produce additional income of in the region of £600 if all the remaining members undertook the training and this would need to be built into the budget as part of the 2017/18 budget process.</p>
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**SECTION 151 OFFICER'S COMMENTS**

The s151 Officer has no comments to add, other than highlight that based on best estimates, a charge of £10 is considered to be the maximum to be charged and this would be a reasonable approach, given the scale of that charge, the Committee's previous decisions and the measures taken to provide free training in recent months.

**LEGAL IMPLICATIONS**

Under Section 61 of the Local Government (Miscellaneous Provisions) Act 1976, a district Council has the power to suspend or revoke or refuse to renew the licence of a private hire or hackney carriage driver for any reasonable cause. Should this happen a driver has a right of appeal within 21 days to the Magistrates Court against the

**MONITORING OFFICER'S COMMENTS**

The monitoring officer has been consulted and has no further comments

**BACKGROUND PAPERS**

None

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