

Licensing
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Our journey to implementing the
new Dept. for Transport Statutory
Taxi and Private Hire Vehicle
Standards

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- 21st July 2020 – new statutory standards announced
- Initial reactions
- Our working group – senior licensing officers from 3 partners and Head of Licensing
- Necessary tasks – compare with existing policies & training for trade

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THE STANDARDS ARE FOCUSSED ON SAFEGUARDING

- There are many aspects of a drivers experience and behaviour which could be conditioned
- The standards recommend that drivers have training regarding child sexual abuse and exploitation as well as County Lines

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- The intention of the introduction was to establish a consistent standard and raise the awareness of 'Taxi' drivers - it's not just a tick box exercise.
- The new national standards are a minimum, it's for the local authority to interpret and implement according to local needs both through their policy and licensing work.

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Our key focus points:

- Safeguarding training & testing the trade
- New requirements for the DBS checks
- Sign up to NR3 register
- Amendment of policy to incorporate new standards

Training – assessing the requirements

When looking at the National Taxi & PHV Standards in regard to CSE, Disability Awareness & County Lines there were various points for consideration:

- Consistency across the partnership
- Transferable skills
- Robust mechanism
- How do you measure the standards?
- What does it compare with?
- Who is going to assess the standards?

Equality Online (EQUO) Training Module

Officers considered the various options available and it was determined the main advantages of EQUO for the Partnership are:

1. the test is set by a independent organisation
2. it can be rolled out to multiple users with pre-defined standards,
3. It makes it easy for organisations to provide assurance that those drivers who have undertaken those tests have done so to a defined standard.

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Meetings were held with the Senior Licensing Officer from Tunbridge Wells Borough Council, a representative from EQUO and Kent Police to discuss training needs including:

- Child Sexual Exploitation
- County Lines

These were then tailored to the Kent area

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Recognition of training certificate

- On this basis drivers that have been tested under the EQUO scheme **will be transferable** between those authorities that use the same system
- EQUO has been defined as the minimum standard the partnership would recognise and does not constitute a 'gold' standard.

Existing trade – training roll out as renewal comes up

DBS SIX MONTHLY CHECKS

- Embraced the concept and added to policies
- Additional charges payable if they don't sign up to update service
- Will allow grace period from due date to resolve any issues

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The LGA commissioned the National Anti-Fraud Network to develop a national register of taxi and private hire vehicle driver licence refusals and revocations (the register is known as 'NR3')

- We have committed our service to signing up to the National Register whereby we will enter details of any revocations or refusals
- We consider this to be a forward step in the protection of the public and it will assist our colleagues in other authorities

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POLICIES

- All three authorities referred the amendment of their taxi policies to include new elements of statutory standards to their licensing committees and all have been approved
- Fees have been set to cover costs
- Planned go live is April 2021 (to be in line with the fees coming into effect)

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Feel free to contact us for any more info on anything we've covered:

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Now, over to you for **Q & A**