

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

Licensing Committee

The meeting will be held at **7.00 pm** on **27 July 2023**

Committee Room 2, Civic Offices 3, New Road, Grays, Essex, RM17 6SL.

Membership:

Councillors Gary Collins (Chair), Cathy Kent (Vice-Chair), Alex Anderson, Daniel Chukwu, Aaron Green, Vikki Hartstean, Steve Liddiard, Ben Maney, Augustine Ononaji, Kairen Raper, Elizabeth Rigby, Sue Sammons, Graham Snell and James Thandi

Substitutes:

Councillors Qaisar Abbas, Paul Arnold, Jack Duffin and Sue Shinnick

Agenda

Open to Public and Press

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1. Apologies for Absence	
2. Minutes	5 - 8
To approve as a correct record the minutes of the Licensing Committee meeting held on 1 February 2023.	
3. Items of Urgent Business	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972	
4. Declaration of Interests	
5. Licensed Vehicle Tinted Windows	9 - 14
6. Restricted Private Hire Drivers Licences	15 - 24

Queries regarding this Agenda or notification of apologies:

Please contact Kenna Victoria Healey, Senior Democratic Services Officer by sending an email to Direct.Democracy@thurrock.gov.uk

Agenda published on: **19 July 2023**

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DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

What is a Non-Pecuniary interest? – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
 - High quality, consistent and accessible public services which are right first time
 - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
 - Communities are empowered to make choices and be safer and stronger together

2. **Place** – a heritage-rich borough which is ambitious for its future
 - Roads, houses and public spaces that connect people and places
 - Clean environments that everyone has reason to take pride in
 - Fewer public buildings with better services

3. **Prosperity** – a borough which enables everyone to achieve their aspirations
 - Attractive opportunities for businesses and investors to enhance the local economy
 - Vocational and academic education, skills and job opportunities for all
 - Commercial, entrepreneurial and connected public services

Minutes of the Meeting of the Licensing Committee held on 1 February 2023 at 7.00 pm

Present: Councillors Gary Collins (Chair), Augustine Ononaji (Vice-Chair), Daniel Chukwu, Cathy Kent, Ben Maney, Shane Ralph and Graham Snell

Apologies: Councillors Colin Churchman, Tony Fish, Elizabeth Rigby and Sue Sammons

In attendance: Paul Adams, Licensing Manager
Kenna-Victoria Healey, Senior Democratic Services Officer

Before the start of the Meeting, all present were advised that the meeting was being live streamed to the Council's website.

6. Minutes

The minutes of the Licensing Committee meeting on 28 July 2022 were approved as a correct record.

7. Items of Urgent Business

There were no items of urgent business.

8. Declaration of Interests

Councillor Kent declared an interest in that she knew one of the taxi drivers who was mentioned in item 7, Taxi Licensing Policy- Language Proficiency Update.

9. Review of Street Trading Policy

The Licensing Manager presented the report at pages 9 to 26 of the agenda.

During discussions Members raised concerns on the request for traders to be DBS checked and enquired if other Local Authorities were also requesting a DBS check for their street traders. It was explained that at the present time there were no neighbouring authorities who were seeking traders comply with a DBS check.

It was commented that Members felt seeking traders to comply with a DBS check was not good practise at this time and asked Officers seek additional legal advice as there did not appear to be enough evidence to warrant this policy being required.

The Committee heard from the Licensing Manager who explained the policy had been drafted from a safety perspective. It was commented Members felt the draft policy was respectable however still required a little work and suggested that the elements of Public Health (healthy eating), Sexual and criminal exploitation training and DBS Check be removed from policy.

The following was suggested and agreed as an amended recommendation:

To consider the comments received during the consultation period and agree for the policy as in Appendix 1 to take effect from 1st April 2023, subject to removing the elements of Public Health (healthy eating), sexual and criminal exploitation training and DBS checks.

RESOLVED:

To consider the comments received during the consultation period and agree for the policy as in Appendix 1 to take effect from 1st April 2023, subject to removing the elements of Public Health (healthy eating), sexual and criminal exploitation training and DBS checks.

10. Setting of Licensing Fees 2023/2024

The Licensing Manager introduced the report at pages 27 to 48 of the agenda.

Discussions were had on the proposed increase to the taxi licence fees which hadn't been increased since 2015. Members heard that the fees were not increased at the last setting of the licensing fees due the taxi trade still recovering from Covid 19 and so the increase was in line with other raises and still on a cost recovery basis.

RESOLVED:

To consider the consultation responses received and agree the proposed fees and charges as set out in Appendix 3 for the 2023- 2024 financial year.

11. Taxi Licensing Policy- Language Proficiency Update

The Licensing Manager presented the report at pages 49 to 54 of the agenda.

Following debates from the Committee, the Licensing Manager explained that all drivers were required to complete the Knowledge Test, including when renewing their licence.

It was explained that there was no cost for the assessment, which would only take 10minutes to complete and would be included as part of the Knowledge Test for new drivers in the form of written and/or oral questions.

The Chair of the Committee suggested the following as an additional recommendation:

That Officers seek legal advice as to whether a British National is required to complete the language proficiency requirement of the Hackney Carriage and Private Hire Licensing Policy.

This was agreed by the Committee.

RESOLVED:

- 1. The Licensing Committee agrees to amend Appendix E of the Council's Taxi Licensing Policy, as detailed in Appendix 1 of this report.**
- 2. That Officers seek legal advice as to whether a British National is required to complete the language proficiency requirement of the Hackney Carriage and Private Hire Licensing Policy.**

The meeting finished at 8.40pm

Approved as a true and correct record

CHAIR

DATE

Any queries regarding these Minutes, please contact
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27 July 2023		ITEM: 5
Licensing Committee		
Licensed Vehicle Tinted Windows		
Wards and communities affected: All	Key Decision: Key	
Report of: Paul Adams, Licensing Manager		
Accountable Assistant Director: Leigh Nicholson, Assistant Director Planning, Transport and Public Protection		
Accountable Director: Mark Bradbury, Interim Director of Place		
This report is: Public		

Executive Summary

The Hackney Carriage and Private Hire Licensing Policy currently requires that for a vehicle to be licensed it must not have any window tinted to any extent that it prevents the inside of the vehicle being viewed from the outside. This report seeks to relax that condition in response to the difficulty in obtaining newer vehicles without factory fitted tints.

1. Recommendation(s)

- 1.1. **That the Committee agrees to amend Thurrock Council’s Hackney Carriage and Private Hire Licensing Policy pre-licensing standards for both Hackney Carriage and Private Hire vehicles for tinted windows as in point 3.6 of this report.**

2. Introduction and Background

- 2.1 Thurrock Councils Hackney Carriage and Private Hire Licensing Policy has several vehicle pre-licensing standards for both Hackney Carriage and Private Hire Vehicles. (These vehicles will be referred to as licensed vehicles for the remainder of this report.)
- 2.2 The pre licensing requirement relating to tinted windows for Hackney Carriages can be found in the policy at 7.5.4.1 and reads:

Tinted windows, including factory fitted tinted windows, which have sufficient tint to obscure the inside of the vehicle from being viewed from the outside will not be permitted without the prior approval of the Licensing authority. Those

Hackney Carriage proprietors, whose vehicles have such tinted windows on 1 February 2014, may remain licensed until the vehicle is replaced.

- 2.3 The pre licensing requirement relating to tinted windows for Private Hire Vehicles can be found at 7.7.5.1 and reads:

Tinted windows, including factory fitted tinted windows, which have sufficient tint to obscure the inside of the vehicle from being viewed from the outside will not be permitted without the prior approval of the Licensing authority. Those Hackney Carriage proprietors, whose vehicles have such tinted windows on 1 February 2014, may remain licensed until the vehicle is replaced. The only exceptions to that are likely to be considered are for vehicles with a plate exemption or limousines.

- 2.4 While there is no specific percentage of light transmission specified in the policy, experience has demonstrated that the level of light transmission that is applied legally for most cars on the road today, for front side windows, is the minimum required to satisfy the current pre licensing standard. This level is a minimum light transmission of 70%.
- 2.5 Both pre-licensing standards have not been amended since February 2014.

3. Issues, Options and Analysis of Options

- 3.1 In recent years most new cars are produced with factory fitted tinted windows as standard. In most cases that tint is at such a level that it does not meet the pre licensing standards for licensed vehicles.
- 3.2 For vehicles to be licensed proprietors are having to source second hand vehicles that were specified when new with no window tint or paying to have all the affected windows replaced with aftermarket glass, at a significant cost which can range between £1000 and £3000 dependant on the vehicle. To specify a new vehicle to not have tinted glass often comes with an additional cost above the standard fitted tinted windows.
- 3.3 The Department for Transport (DFT) between 28th March 2022 and 20 June 2022 consulted on the Taxi and private hire vehicle: best practice guidance to assist licensing authorities. Which is set to replace the current but outdated Taxi and Private Hire vehicle licensing best practice guidance. Which at paragraph 30 states:

The minimum light transmission for glass in front of, and to the side of, the driver is 70%. Vehicles may be manufactured with glass that is darker than this fitted to windows rearward of the driver, especially in estate and people carrier style vehicles. When licensing vehicles, authorities should be mindful of this as well as the large costs and inconvenience associated with changing glass that conforms to both Type Approval and Construction and Use Regulations.

3.4 In the DFT consultation at section 8- Vehicle Licensing – tinted windows stated:

As of 31 March 2021, 87 of 281 licensing authorities had a minimum light transmission policy for rear (those that are rear of the B pillar) windows in taxis and 86 for private hire vehicles.

A restriction on the level of window tinting (which reduces the transmission of light) is usually on the grounds that passengers should be able to see the vehicle is unoccupied before entering and that enforcement officers can see that vehicles are not carrying more passengers than for which the vehicle is licensed.

It is expected that the greatest concerns over visibility will be at night when ambient light levels are low.

Passengers are, however, able to request that the rear windows of a vehicle are opened before entering.

The need for compliance and enforcement officers to check whether a vehicle is overloaded is not disputed. Vehicles are licensed to carry a maximum number of passengers to ensure their safety. The extent to which window tinting makes a significant difference in ascertaining at night whether a moving vehicle is overloaded is not known.

To confirm whether a vehicle was overloaded would require a check when the vehicle is stationary. If a vehicle is stationary, the compliance and enforcement officer can ask that any windows are opened and so the benefit of prohibiting tinted rear windows is unclear.

Licensing authorities that require the removal of factory-fitted tinted windows sometimes allow exemptions from light-transmission requirements for executive hire services.

Most commonly, these vehicles are defined by the list price of the vehicle used. These are, though, licensed as PHVs and it is difficult to prevent them from being used for normal services, nor is it possible to establish a sub-category of drivers that are extra fit and proper.

Given that all PHV drivers are vetted to the same level, regardless of the nature of their work, there seems no rationale for one vehicle being permitted to have tinted windows and another not.

The replacement of rear windows can cost many hundreds if not thousands of pounds.

If licensing authorities are concerned about the safety of passengers, a better option could be for them to consider, after taking into account potential privacy issues, whether the installation of CCTV in vehicles would have either a

positive or an adverse net effect on the safety of taxi and PHV users as recommended in the statutory taxi and private hire vehicle standards.

- 3.5 The DFT Taxi and Private Hire Vehicle Licensing – Best practice Guidance for Licensing Authorities in England, 2022 – consultation version provides

Tinted Windows

8.14 The rules for tinted vehicle windows are available on gov.uk. For most cars on the road today, the minimum light transmission for windscreens is 75% and 70% for front side windows. Vehicles may be manufactured with glass that is darker than this fitted to windows rearward of the driver, especially in luxury, estate and people carrier style vehicles.

8.15 If the objective of the authority's prohibition of tinted windows is to address a concern that illegal activity is taking place in a vehicle, the evidence for this should be established and alternative options should be considered, for example, CCTV in vehicles. When licensing vehicles, authorities should be mindful of this as well as the significant costs and inconvenience associated with changing glass that conforms with the requirements of vehicle construction regulations.

8.16 In the absence of evidence to show that a requirement for the removal of factory fitted windows is necessary and proportionate, licensing authorities should not require their removal as part of vehicle specifications. However, authorities should carefully consider the views of the public and the trade when considering the acceptance of 'after-market' tinting.

- 3.6 It is proposed to reduce the significant cost and inconvenience associated with changing glass, and in anticipation of changes to national guidance/best practice that the pre licensing standards for vehicle licences are amended to read:

Tinted Windows

Factory fitted tinted windows are permitted providing that they are in accordance with vehicle construction regulations.

No 'after-market' window tinting is permitted. The only exceptions that are likely to be considered, are for speciality vehicles, classic vehicles and limousines, or vehicles with a plate exemption, and only on application, which will be considered by the Licensing Manager.

4. Reasons for Recommendation

- 4.1 The delegated authority to make the policy changes to the Hackney Carriage and Private Hire Licensing Policy is with this Committee.

5. Consultation (including Overview and Scrutiny, if applicable)

5.1 There is no requirement for consultation. The idea of relaxing the restrictions around tinted windows was raised at a recent local operator meeting, where the proposal was fully supported by those in attendance.

6. Impact on corporate policies, priorities, performance and community impact

6.1 None.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Management Accountant

There are no direct implications of this report.

7.2 Legal

Implications verified by: **Simon Scrowther**
Principal Lawyer

The delegated authority to amend the policy is with this Committee, this change is in line with the anticipated change to national guidance/best practice.

7.3 Diversity and Equality

Implications verified by: **Roxanne Scanlon**
Community Engagement and Project Monitoring Officer

There are no diversity or equality implications within this report. Changes to policy consider the councils equality duty, these proposed changes would not negatively impact any groups with protected characteristics as defined by the Equalities Act 2010.

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder, or Impact on Looked After Children)

- None

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- N/A

9. Appendices to the report

- None

Report Author:

Paul Adams

Licensing Manager

27 July 2023	ITEM: 6
Licensing Committee	
Restricted Private Hire Drivers Licences	
Wards and communities affected: All	Key Decision: Key
Report of: Paul Adams, Licensing Manager	
Accountable Assistant Director: Leigh Nicholson, Assistant Director Planning, Transport and Public Protection	
Accountable Director: Mark Bradbury, Interim Director of Place	
This report is: Public	

Executive Summary

Currently Private Hire Drivers Licences in Thurrock are issued with no restrictions on how they can be used other than as prescribed in legislation. This report seeks to introduce a restricted Private Hire Drivers Licence for use for school transport work only.

1. Recommendation(s)

- 1.1. That the Committee approves for the introduction of a Restricted Private Hire Drivers Licence as set out in this report, amending Thurrock Council’s Hackney Carriage and Private Hire Licensing Policy.**

2. Introduction and Background

- 2.1 A Private Hire Driver is a driver of a Private Hire vehicle that can only undertake prebooked journeys booked through a Private hire Operator.
- 2.2 This would include journeys undertaken as part of a school transport contract between a Local Authority and an Operator.
- 2.3 A Private Hire Driver cannot be granted a licence unless the authority is satisfied that they are a "fit and proper person" to hold that licence. Local Government (Miscellaneous Provisions) Act 1976 ss 51.
- 2.4 The Council's Hackney Carriage and Private Hire Licensing Policy which came into effect on the 1 October 2022, sets out what the Council considers to be a "fit and proper person" to hold a Private Hire Drivers Licence.

2.5 The current pre-licensing requirements are:

- be aged 21 or over
- hold a full DVLA or equivalent driver's licence for at least 3 years
- have the right to work in the UK
- complete the tax check requirements for taxi and private hire drivers
- submit a fully completed application form
- be subject to an Enhanced DBS check
- sign up to the DBS update service (after the initial DBS check has been completed)
- if any applicant has, from the age of 10 years, spent six continuous months or more living outside the United Kingdom then criminal records information or a 'Certificate of Good Character' from overseas must also be provided
- have been checked against the National Anti-Fraud Network (NAFN) database on refusals and revocations of Hackney Carriage and Private Hire licence
- have met the Council's Medical Fitness Criteria which is in line with the DVLA Group 2 standard
- have met the Council's Safeguarding and Child Sexual Exploitation Awareness Training criteria
- have passed the Council's Knowledge Test
- have met the Council's approved disability awareness training requirements
- have met the Council's Language proficiency requirements.
- have paid the licence fee (currently £130 for a new applicant)

2.6 A Private Hire Drivers Licence can be restricted in its use by way of a licence condition.

3. Issues, Options and Analysis of Options

3.1 It is widely reported across the Private Hire Industry that the recruitment of drivers is becoming increasingly difficult. This is also the picture echoed by the local trade. With lots of competing job opportunities driver numbers are falling year on year.

Below are the numbers of new and renewal applications over the last 6 years.

Year	New	Renewal
2016	56	297
2017	46	216
2018	57	204
2019	51	182
2020	42	190
2021	66	174
2022	58	150

- 3.2 The length of time it takes for an applicant to obtain a Private Hire Drivers Licence is often another bar to driver recruitment, with particular regards to the work required to study and pass the knowledge test element of the pre-licensing requirements.
- 3.3 This is impacting on the ability of Private Hire Operators to fulfil school transport contracts, particularly by local operators, with operators from other areas of the country that are licensed by authorities with restricted licence schemes. This in turn is contributing to the growing cost of the provision of school transport.
- 3.4 Local Authorities that are offering this restricted type of licence are seeing an increase in the number of applications, with operators moving to areas where licences for school transport work is quicker and easier to obtain. Not offering a similar scheme may see operators move out of the local area, allowing for less local regulation and an impact on the income to the council that balances the cost of the service provision.
- 3.5 It is not uncommon for Operators to just employ drivers to only fulfil school transport contracts, these drivers do not undertake any other Private Hire work.
- 3.6 It is proposed to offer a “Restricted” Private Hire Drivers Licence, which by condition, can only be used on journeys under a school transport contract.
- 3.7 The condition that would be attached to the licence would read:
- “This licence is restricted for use on school transport contracts only. No other private hire journeys are permitted at any time”.
- This condition will be added to the main body of the paper licence, the conditions section of the paper licence.
- The licence badge that is worn by the driver will be marked as “Restricted to School Transport Only”. The colour of the badge will also be red, as opposed to green for regular private hire drivers.
- 3.8 In addition to the condition that would be placed on the licence, it is proposed that a “Restricted” licence would have a lighter touch with regards to the pre-licensing requirements. These would only focus on those aspects of the “fit and proper test” that are relevant for a person that is only undertaking school transport journeys.
- 3.9 The pre-licensing requirements for a “restricted” licence would be as follows:
- be aged 21 or over

- hold a full DVLA or equivalent driver's licence for at least 3 years
- have the right to work in the UK
- complete the tax check requirements for taxi and private hire drivers
- submit a fully completed application form
- be subject to an Enhanced DBS check
- sign up to the DBS update service (after the initial DBS check has been completed)
- if any applicant has, from the age of 10 years, spent six continuous months or more living outside the United Kingdom then criminal records information or a 'Certificate of Good Character' from overseas must also be provided
- have been checked against the National Anti-Fraud Network (NAFN) database on refusals and revocations of Hackney Carriage and Private Hire licence
- have met the Council's Medical Fitness Criteria which is in line with the DVLA Group 2 standard
- have met the Council's Safeguarding and Child Sexual Exploitation Awareness Training criteria
- have passed the Council's Knowledge Test
- have met the Council's approved disability awareness training requirements
- have met the Council's Language proficiency requirements.
- have paid the licence fee (will still be £130 for a new applicant)

3.10 The Council's Safeguarding and Child Sexual Exploitation Awareness Training criteria, would be amended to include the ability for “restricted” applicants to sit an online virtual classroom course, provided by Blue Lamp Trust. See **Appendix 1** for further details. This course covers the areas of safeguarding training that is covered under the PATS training, which would not be required for “restricted” applicants, (see 3.9 for further detail). Applicants would also be required to still attend the Thurrock Council course at the earliest opportunity after becoming licensed.

3.11 The Council's approved disability awareness training requirements would be amended to allow “restricted” applicants to sit the Blue Lamp Trust Disability Awareness Virtual Classroom Course. See **Appendix 2** for further details. This course more easily accessible being delivered online is a shorter duration than the current requirement which is the Passenger Assistant Training Scheme (PATS) – provided by the Community Transport Association (CTA). The PATS training also covers safeguarding, but that element would be covered in the separate safeguarding training (see 3.8 for further detail).

3.12 The Council's Knowledge test would be amended to remove the following sections:

- Numeracy – As the journeys are all by way of contract, no payment will be required to be made direct to the driver, so no numeracy skills are required.

- Places of Interest – The only journey that will be undertaken will be a predefined school transport route, so no local knowledge is required. Satnav type devices can be used should there be any traffic or other diversionary issues.

3.13 The Council's Knowledge test would also be amended to ensure that the Conditions and Law questions are only relevant to holding a licence for school transport journeys and the restrictions on their licence.

3.14 To remove the restriction, from a licence the driver would need to complete the additional elements of the pre-licensing requirements, which would allow progression into a full licence.

3.15 The licence fee would remain the same as for the unrestricted licence as the costs and time associated with the application processing would not be of any significant difference.

4. Reasons for Recommendation

4.1 The delegated authority to make the policy changes to the Hackney Carriage and Private Hire Licensing Policy is with this committee.

5. Consultation (including Overview and Scrutiny, if applicable)

5.1 There is no requirement for consultation. The idea of the introduction of a "restricted" licence was raised at a recent local operator meeting, where the proposal was fully supported by those in attendance.

6. Impact on corporate policies, priorities, performance and community impact

6.1 None.

7. Implications

7.1 Financial

Implications verified by: **Laura Last**
Senior Management Accountant

Taxi licensing is provided on self-funding basis, should the introduction of this scheme see an unlikely significant uptake in applications, requiring additional resources then this can be address in the setting of fees and charges for the service. If this scheme is not introduced and driver numbers continue to fall then any deficit in income against the service cost will need to be considered in the fee setting process.

7.2 Legal

Implications verified by: **Deirdre Collins, Principal Barrister**

Simon Scrowther, Litigation and Licencing Lawyer.

There is the ability to attach a condition to a Private Hire Drivers Licence that will restrict the use for School Contract Work only under the Local Government (Miscellaneous Provisions) Act 1976.

The proposed amendments to the Council Policy does not undermine the suitability of applicants test to hold a licence, which would therefore still be “fit and proper” person to be granted this restricted licence.

Under the provisions of the Childrens Act 1989 and 2004 “Every local authority should take reasonable steps, through the provision of services, to prevent children within their area suffering ill-treatment or neglect.

7.3 Diversity and Equality

Implications verified by: **Becky Lee,**
Team Manager Community Development and Equalities

There are no Diversity or Equality implications in this report.

7.4 Other implications where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder, or Impact on Looked After Children)

- None

8. Background papers used in preparing the report (including their location on the Council’s website or identification whether any are exempt or protected by copyright):

- Travel to school for children of compulsory school age – Statutory guidance for local authorities, June 2023.

9. Appendices to the report

- **Appendix 1** – Detail of the Blue Lamp Safeguarding Course
- **Appendix 2** – Details of the Blue Lamp Disability Awareness Course.


Report Author:

Paul Adams, Licensing Manager

Appendix 1

← ↻ 🏠 🔍 https://www.bluelamptrust.org.uk/safeguarding-classroom/ 🔊 ☆ 📌 🗄️ 🌐 👤 ⋮

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In line with government recommendations in relation to compulsory safeguarding training for Hackney Carriage and Private Hire drivers the Blue Lamp Trust has developed a Taxi Safeguarding virtual classroom course in conjunction with Hampshire Constabulary.

Overview

This highly interactive virtual classroom Taxi Safeguarding course is available to Hackney Carriage and Private Hire drivers.

Course Content

The course aims to provide Hackney Carriage and Private Hire drivers with a knowledge and understanding of Safeguarding, their responsibilities and best practice protocols. The candidate will be able to:

- Understand what is meant by the term 'safeguarding'
- Identify adults at risk and other vulnerable people
- Understand what is meant by Child Sexual and Criminal Exploitation, Human Trafficking, Modern Slavery and Domestic Abuse.
- Recognise types of abuse, associated signs and indicators.
- Identify suspicious activities.
- Know how, and the whom, they can report concerns.
- Understand their safeguarding responsibilities and best practice protocols.

Locations

We deliver this course in a virtual classroom format using Zoom

Media Coverage

Check out what other people are saying about our safeguarding course [here](#).

Book Taxi Safeguarding Virtual Classroom Course

You will be redirected to the Eventbrite website

We regularly release new dates – if you cannot see a suitable date please return to the booking page in a couple of days

Click to book here ➤

- **£25 (inclusive of VAT)**
- **Police Approved Course**
- **2 hour 45 classroom session**
- **Certificate on successful completion**
- **Simple online booking**
- [FAQ guide](#)




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Appendix 2

← ↻ 🏠 🔒 https://www.bluelamptrust.org.uk/disability-classroom-course/ 🔍 ☆ 📌 🗨️ 👤 ⋮

📞 0300 777 0157 ✉ info@bluelamptrust.org.uk 📱 🐦

 **Call** 0300 777 0157

HOME ABOUT US ▾ BOBBY SCHEME ▾ DRIVER ASSESSMENTS & TRAINING ▾ NEWS & EVENTS CONTACT US

The course aims to provide Taxi and Private Hire drivers with a knowledge and understanding of disabilities, their responsibilities and best practice protocols to provide safe and secure transport to all passengers.

Overview

This highly interactive virtual classroom Disability Awareness course is available to Taxi and Private Hire drivers.

Course Content


The course aims to provide Hackney Carriage and Private Hire drivers with a knowledge and understanding of disabilities, their responsibilities and best practice protocols to provide safe and secure transport to all passengers. The candidate will be able to:

- Understand what is meant by the term disability
- Understand the law and legal requirements around disability
- Understand different types of disability
- Understand how to load and secure passengers and wheelchairs
- Understand best practice when interacting with a disabled passenger
- Understand the regulations about assistance dogs
- Understand their duty of care responsibilities and best practice protocols

Learning will be consolidated via Knowledge Check Questions throughout the course.

Locations

We deliver this course in a virtual classroom format using Zoom



Book Disability Awareness Virtual Classroom Course

You will be redirected to the EventBright website

We regularly release new dates - If you cannot see a suitable date please return to the booking page in a couple of days.

[Click to book here](#) ➔

- **£40 (inclusive of VAT)**
- **3 hour classroom session**
- **Certificate on successful completion**
- **Simple online booking**
- [FAQ guide](#)

Local Authority?

Call us on **0300 777 0157** to discuss your licensing needs and to find out

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