

TO: LICENSING AND SAFETY COMMITTEE
6 OCTOBER 2016

CHILD SEXUAL EXPLOITATION TRAINING FOR TAXI DRIVERS
(Chief Officer: Environment and Public Protection)

1 PURPOSE OF REPORT

- 1.1 To update members of the Committee on enquiries into running a Child Sexual Exploitation (CSE) training programme for licensed drivers and operators.
- 1.2 To seek approval from members to progress discussion with a single provider and reach an agreement upon delivery of the course for a period of 3 years from 1 April 2017.

2 RECOMMENDATION

2.1 That the Committee agrees that:

- (i) Officers continue discussions with Training Provider C to finalise course content, costs and implementation,**
- (ii) Officers consult with members of the taxi trade upon the introduction of the training and how it can best be delivered,**
- (iii) The Chair of Licensing and Safety Committee be delegated authority to authorise the agreement following an update by officers.**

3 REASONS FOR RECOMMENDATIONS

- 3.1 Three outline proposals were sought for CSE training to be provided over a 3 year period.

- 3.2 The proposal had to provide the service within the following constraints:

- training to be provided between 10.30 and 14.00 to match the quieter period for taxi drivers,
- maximum of 30 people per session,
- test to demonstrate competence that the training has been understood,
- to include a smaller element relating to assisting vulnerable adults and those with disabilities.

All three proposals meet these basic requirements.

- 3.3 Provision was not made for the training provider to build into their proposal venues as these were intended to be provided through participating local authorities.

- 3.4 It is essential that the cost of the training should not be burdensome upon the trade and therefore cost is an important factor when making a decision on the preferred provider. Training Provider C is the cheapest price by a significant margin and priority should be given to exploring this option.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The Committee could require another Training Provider be considered.

5 SUPPORTING INFORMATION

- 5.1 The Committee agreed to introduce a licence condition requiring the attendance at CSE training at its meeting on 7 January 2016. Officers were asked to come forward with a proposal for the Committee to consider prior to consultation with the taxi trade.
- 5.2 It was clear early on that running a course aimed solely at those licensed within Bracknell Forest would be expensive and could cause delays in the licensing of new Training Providers due to a limited number of courses being made available. Discussions then took place with other local authorities across Berkshires who were also in the process of introducing a similar licence condition to ourselves. There is agreement between Bracknell Forest, West Berkshire, Wokingham and Reading to pursue a single training provision. The size of the pool of people requiring training means that we can benefit from economies of scale and deliver more frequent courses which will assist with the processing of new driver applications.
- 5.3 Three Training Providers of CSE training courses were contacted with a view to supplying up to 150 courses over a period of three years. This included a group of local authorities based in Berkshire, a college based in Berkshire and a college based in Oxfordshire. All presently deliver CSE training to staff and students. The Training Providers were asked to provide an estimate of the total cost for the training as set out in para 3.2. The estimated costs for provision of 150 courses are as follows:
- Training Provider A - £250 per course = total cost £37,500.
 - Training Provider B - £240 per course, set up costs of £4,065 + £1,000 travel costs = total £41,065.
 - Training Provider C - £180 per course = total cost £27,500.
- 5.4 Subsequent to the request for outline cost proposals, it has come to light that Slough has initiated its own provision and that Windsor and Maidenhead have not confirmed their willingness to progress with the remaining four authorities. In view of this the number of people requiring training is likely to be around 2,500 which will reduce the need for as many courses. It has been confirmed with Training Provider C that their cost of £180 per course remains the same regardless of the number commissioned.
- 5.5 The recommendation in this report requires that officers should enter into further negotiations with Training Provider C to finalise the course content, cost and implementation process. At the same time officers will consult with the taxi trade on the proposed course and seek their views which will be fed in to the process. Should time allow a report will be brought back to this Committee on 6 January 2017 detailing the results of the discussions and consultation. Should that not be possible and to permit an implementation date of 1 April 2017, the Committee is asked to delegate authority to the Chair of the Committee, after an update from officers, to authorise the implementation of a condition requiring the training from 1 April 2017 and the entering into an agreement with a training provider.
- 5.6 Mention has been made to keeping the cost to those subjected to the training as low as possible. The discussion with the training provider will concentrate on this together with the provision of suitable and reasonably priced venues. Any provision for training must be priced at a level which ensures cost recovery for the Council and officers are confident that by using training provider C and recovering our own

administrative costs, we can deliver this training for less than £20 per head which is significantly less than a comparable course delivered solely by a private business.

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

- 6.1 The legal provisions are identified within this report.

Borough Treasurer

- 6.2 The intention is that all additional costs will be recoverable by the Council and recharged to those undertaking the training.

Equalities Impact Assessment

- 6.3 The training provided will help to understand potential issues with vulnerable groups including children and adults.

Strategic Risk Management Issues

- 6.4 A failure to take action to protect children and enable the Taxi trade to identify and report issues such as CSE would leave children and the Council at risk.

7 CONSULTATION

Principal Groups Consulted

- 7.1 All licence holders and groups working within the CSE field.

Method of Consultation

- 7.2 The consultation will take place by contact with members of the trade and groups.

Representations Received

- 7.3 Not applicable at this stage.

Background Papers

Independent Inquiry into Child Sexual Exploitation in Rotherham.
Child Sexual Exploitation – Making a Difference – Oxfordshire.

Contact for further information

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