

**TONBRIDGE & MALLING BOROUGH COUNCIL**

**LICENSING & APPEALS COMMITTEE**

**22 September 2015**

**Report of the Director of Central Services and Monitoring Officer**

**Part 1- Public**

**Matters for Information**

**1 TAXI SAFEGUARDING TRAINING**

**1.1 Executive overview**

- 1.1.1 Child sexual exploitation is not new – it has been around for years. What is new is the fact that professionals are now recognising the signs and responding to safeguard the victims.
- 1.1.2 There have been a number of high profile cases in the news recently, Rotherham, Rochdale, Oxford, but we have also had cases in Kent. This is still a hidden problem, and we do not know the full extent. Part of the issue is that in the beginning at least, the victims do not see themselves as victims.
- 1.1.3 It starts with the grooming process, then the isolation, then the control and abuse.
- 1.1.4 Kent is known as a high risk corridor authority. If we consider children and young people being trafficked from overseas, we know YP arrive, Dover, Ebbsfleet, Ashford Int'l, etc, but many pass through Kent to other destinations. However a number do stay in Kent and we need to be aware of the risks that they YP are in, and if we know something we have a duty to report.
- 1.1.5 In Tonbridge & Malling Borough Council we have worked with Kent Police and Kent Safeguarding Children Board to develop a training package for Taxi Drivers which has resulted in running two pilot training courses which have attracted heavy media interest.

## 1.2 Background

1.2.1 As of the 27 August 2015 the Borough Council had 617 taxi & private hire drivers made up as follows:

Type of licence	27.08.2015	01.02.2012	%
Hackney Carriage Drivers	165	151	9.27%
Hackney Carriage Probationary Drivers	2	0	
Dual Driver badges	117	51	129.41%
Private Hire Drivers	251	216	16.20%
Private Hire Probationary Drivers	82	0	
<b>Total number of drivers</b>	<b>617</b>	<b>418</b>	<b>47.61%</b>

1.2.2 The Borough Council ran two pilot training sessions on "Safeguarding Children Abused through Sexual Exploitation". The first pilot training was aimed at Operators, Managers and Supervisors, whilst the second pilot was for drivers.

1.2.3 The learning outcomes for the two training sessions covered:

- What is meant by Sexual Exploitation and Trafficking
- Some key indicators
- Why some young people get trapped into sexual exploitation
- What to do when you have concerns that a child or young person may be at risk
- Understanding the role of taxi companies
- How to support reporting drivers and victims of CSE and Trafficking

1.2.4 As a result of the Borough Council issuing a press release there was very extensive coverage from different media outlets, including BBC, local radio, social media and local press. A summary of the press coverage is show at **Annex 1**.

1.2.5 I have also sent the training material to different Licensing Authorities around the Country, including Hull City Council, Oxfordshire County Council and Hertsmere Borough Council.

## 1.3 Legal Implications

1.3.1 None arising from this report

**1.4 Financial and Value for Money Considerations**

1.4.1 None arising from this report

**1.5 Policy Considerations**

1.5.1 Safeguarding Children Framework

Background papers:

Nil

Contact:

Anthony Garnett 6151

Adrian Stanfield

Director of Central Services and Monitoring Officer