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Why do we need the Statutory Standards?

A direct response to the Jay and Casey Reports to prevent similar incidents happening.

Aim to safeguard children and vulnerable adults but would benefit everyone.

Assist licensing authorities in making full use of their extensive existing powers to safeguard passengers.

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What are the Statutory Standards?

There are a range of safeguarding measures included in the Statutory Standards, inspired by other work conducted in the sector.

- Disclosure and Barring Service Checks
- Consideration of Information on Criminality
- Safeguarding Training
- Decision-Maker Training
- English Language Skills
- National Register for Refusals and Revocations (NR3)
- CCTV in Vehicles

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Implementing the Statutory Standards

Duties, progress and expectations

- Legal duty to have regard to the Statutory Standards
- Ministers have written to every licensing authority to encourage swift implementation
- Future monitoring through the annual taxi and PHV survey
- Reviews of existing policies against the Statutory Standards to be completed during 2021 and any necessary changes implemented in early 2022

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Safety of Women and Girls

Cross-Government work to improve safety of women and girls.

- Home Office – Tackling Violence Against Women and Girls (VAWG) strategy
- Cross-modal work underway at the Department for Transport
- VAWG Transport Champions' roundtables with stakeholders

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Taxis and PHVs (Safeguarding and Road Safety) Bill

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Overview of the Bill

Peter Gibson MP has brought forward a bill to improve information-sharing between licensing authorities.

The Bill aims to do two things:

1. Mandate the use of a database to record suspensions, refusals and revocations.
2. Introduce duties on licensing authorities to report safeguarding and road safety concerns about drivers licensed in other areas to the authority that issued the licence and for 'home' licensing authority to consider whether to suspend/revoke that driver's licence.

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The Bill's Progress

We are confident that the Bill will pass next year.

- Passed Commons Committee Stage on 3 November 2021.
- Next stage is the Report Stage in the House of Commons in January 2022.
- Several stages to go but the Bill has cross-party support.
- Once the Bill has passed, DfT will issue guidance to support licensing authorities in complying with the new legislation.

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Best Practice Guidance

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Overview of the Best Practice Guidance

The Department will issue new Best Practice Guidance to support licensing authorities and bring greater consistency.

- Seeks to cover licensing issues not covered by the Statutory Standards.
- Sector has changed significantly since the last Best Practice Guidance was issued in 2010 – the Guidance will change significantly too.
- Consultation on a draft of the Guidance will be published shortly.
- We encourage licensing authorities to contribute to the consultation.

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Looking ahead...

- Taxis and Private Hire Vehicles (Disabled Persons) Bill
- Best Practice Guidance Consultation
- Report Stage of Safeguarding and Road Safety Private Members' Bill
- Commitment to introduce National Minimum Standards, National Enforcement Powers and National Licensing Database

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Questions

We are unable to give detailed legal answers to any questions. Licensing authorities should seek their own legal advice.

Further questions may be sent to Taxis@DfT.gov.uk

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