

LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)

Agenda Item 19

Brighton & Hove City Council

Subject:	CCTV monitoring in Licensed Hackney Carriage and Private Hire Vehicles - Update		
Date of Meeting:	22 November 2012		
Report of:	<i>Head of Planning and Public Protection</i>		
Contact Officer:	Name:	<i>Martin Seymour</i>	Tel: 29-6659
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Wards Affected:	All		

1. SUMMARY AND POLICY CONTEXT:

To update members on the implementation of CCTV monitoring in licensed Hackney Carriage and Private Hire Vehicles. A petition was received and noted by Licensing Committee on 8th March 2012. Members called for a further report to be brought to Committee in 6 months (2 cycles) time setting out the position in the light of operating experience in relation to the installation of CCTV in Hackney Carriages and private hire vehicles.

2. RECOMMENDATIONS:

2.1 That Committee notes the report

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 On the 10 September 2010 committee agreed that CCTV should become compulsory in all hackney carriage and private hire vehicles licensed by Brighton & Hove City Council from April 2012.

3.2 It has now been over six months since the implementation of the policy with approximately half the fleet now having CCTV installed without any major problems. Some vehicles were given two week delayed suspension notices in liaison with suppliers and operators due to supply issues and it is expected that all vehicles will have CCTV fitted by April 2013.

3.3 The Brighton & Hove Hackney Carriage Unmet demand Survey (Halcrow report) asked drivers whether they agreed with the current policy of all

vehicles having CCTV. 71.9% of hackney carriage and 54.1% of private hire respondents agreed with the policy.

- 3.4 The public attitude survey carried out by Halcrow shows that 88.4% of respondents agreed with the Council's policy of having CCTV fitted in taxis.
- 3.5 Appendix A shows some incidents of when & why CCTV recordings were downloaded by some of the main installers.

4. CONSULTATION

- 4.1 The subject of CCTV in licensed vehicles has been discussed at the council's hackney carriage and private hire consultation forum where all members of that forum are free to express their opinions. Anxieties continue to be expressed within the trade around the principal of installing CCTV and some of the detail.

5. FINANCIAL & OTHER IMPLICATIONS:

- 5.1 The cost of preparing the guidance for the installation of CCTV in hackney carriage and private hire vehicles and of providing this report have been met from the existing taxi licensing revenue budget.

Finance Officer Consulted: Karen Brookshaw Date: 12/10/12

5.2 LEGAL

The Data Protection Act 1998 sets rules which CCTV operators must follow when they gather, store and release CCTV images of individuals. The Information Commissioner can enforce these rules. He has issued a Code of Practice setting out recommendations on how the legal requirements of the Act can be met. The draft guidance draws heavily on that Code. In advising that in-vehicle CCTV systems must not be used to record conversations between members of the public except in exceptional circumstances, the guidance seeks to protect the right to respect for private and family life. (Article 8 of the European Convention on Human Rights)

Lawyer Rebecca Sidell Date: 19/10/12

5.3 Equalities Implications:

CCTV provision protects the safety of drivers and passengers.

5.4 Sustainability Implications:

The role of the taxi trade is included in the Local Transport Plan, which identifies it as a key element in providing sustainable transport choices. It creates important links in the transport network to other forms of sustainable transport providing a seamless connection. It will contribute to three of the government's four shared transport priorities – reducing congestion, improving air quality and accessibility. Use of taxis for school transport, licensed vehicles using bus lanes, locating ranks at railway stations and the city coach station and approved use of liquid petroleum gas all contribute to reducing congestion and moving passengers quickly.

5.5 Crime & Disorder Implications:

Sufficient late night transport to reduce public place violent crime is recognised in the community safety, crime reduction and drugs strategy. The presence of CCTV can be an important means of deterring and detecting crime.

5.6 Risk and Opportunity Management Implications:

The transport industry should be safe, profitable and be a positive experience for residents and visitors.

5.7 Corporate / Citywide Implications:

Tourism needs to provide a warm welcome to visitors and the tourism strategy depends upon effective partnership with transport operators particularly to achieve safe late night dispersal for the night time economy.

Appendix A

- 20th Mar 2012 – Physical abuse on driver involving a hammer
- 29th Mar 2012 – Non-payment of fare
- 5th Apr 2012 – Non-payment of fare
- 1st May 2012 – Non-payment of fare
- 24 May 2012 – Non-payment of fare
- 28th May 2012 - Passenger went into property to get money and didn't return
- 9th June 2012 - Didn't Pay (no crime number)
- 17th June 2012 - Group of men refused to pay, threatening behaviour returned with knife and shot at the car with air rifle police involved
- 21st July 2012 - requested image retrieval wasn't carried through
- 23rd July 2012 – Non-payment of fare
- 20th July 2012 - 5 young people ran without paying, he held 1, another came back and hit him and stones were thrown which broke a window - footage collected by police officer
- 1st Aug 2012 – Passenger/Driver dispute – complaint to council
- 5th Aug 2012 – Motor accident
- 15th Aug 2012 – Motor accident
- 18th Aug 2012 - Motor accident
- 19th Aug 2012 – Non-payment of fare

2012 - Hit and run. CCTV footage taken as evidence against 3rd party
10th Sept 2012 – Non-payment of fare