

## Nottinghamshire Police and Crime Commissioner

### Notice of Decision



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<b>Date Received*:</b>	8 <sup>th</sup> November 2013
<b>Ref*:</b>	2013.028

\*to be inserted by Office of PCC

**TITLE: CitySafe CCTV Taxi Scheme**

#### **EXECUTIVE SUMMARY:**

This scheme was listed as a priority action in the Commissioner's Police and Crime Plan 2013-18 under Priority Theme 3:

**To focus on those local areas that are most affected by crime and anti-social behaviour.**

***C3.4: Improve public transport safety and introduce with partners a safer Cab Scheme.***

Since February 2013 the use and benefits of CCTV in Taxis has been extensively reviewed by a Working Group led by the Nottingham City Crime and Drugs Partnership. A number of options have been considered and other national schemes reviewed.

Based on the reviews, the Commissioner has decided to provide £95k to fund a Nottingham City Hackney Carriage CCTV Safer Cab Voluntary scheme initially as a pilot (year 1) with a view to running for three years with estimated costs of (Year 2 £31k, and Year 3 £57.3k).

#### **INFORMATION IN SUPPORT OF DECISION: (e.g. report or business case)**

The scheme will be limited to 100 Hackney Carriages. Nottingham CDP will evaluate the scheme to assess the extent to which the scheme has contributed to detection and reduction in crime, hate crime other incidents and feelings of safer travel. The evaluation of the scheme may help the City Council determine whether CCTV should be a condition of license in future years.



100 Hackney Taxis  
CCTV Vol Scheme Cos



CitySafe Taxi  
Scheme - notes of mæ

<b>Is any of the supporting information classified as non public or confidential information**?</b>	No	✓	Yes	
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#### **DECISION:**

To agree to fund and evaluate a Nottingham City Hackney Carriage CCTV Safer Cab Voluntary scheme initially as a pilot (year 1) with a view to running for three years with estimated costs of Year 1 (£95,070), Year 2 (£31,270), and Year 3 (£52,270). Hackney licensee will be invited to join the scheme on a first come first served basis and contribute £100 in year 1 and £50 in year. The City Council has agreed to establish and implement the scheme.

**Nottinghamshire Police and Crime Commissioner**  
**Notice of Decision**

**OFFICER APPROVAL**

I have been consulted about the proposal and confirm that the appropriate advice has been taken into account in the preparation of this report. I am satisfied that this is an appropriate request to be submitted to the Police and Crime Commissioner.

Signature:  
**Chief Executive**



Date:



**DECLARATION:**

I confirm that I do not have any disclosable pecuniary interests in this decision and I take the decision in compliance with the Code of Conduct for the Nottinghamshire Office of the Police and Crime Commissioner. Any interests are indicated below:

The above request has my approval.

Signature:



Date:



**Nottinghamshire Police and Crime Commissioner**

\*\* See guidance on non public information and confidential information.

**A. Fully Funded by PCC**

	<b>100 Taxis</b>
Voluntary Scheme - But Managed	
CCTV Cameras ex VAT £528 each	£42,240.00
Installation £110 each	£8,800.00
Scheme Administration	£28,770.00
Annual Inspection Costs £25 each	£2,000.00
<b>Total</b>	<b>£81,810.00</b>
Cost per Taxi	£818.10

**Funded by PCC with Taxi Driver £100 Contribution**

Voluntary Scheme - But Managed	<b>100 Taxis</b>
CCTV Cameras ex VAT £528 each	£52,800.00
Installation £110 each	£11,000.00
Scheme Administration 1 FTE (estimated)	£28,770.00
Annual Inspection Costs £25 each	£2,500.00

<b>Year 1 - Total Cost of Scheme</b>	<b>£105,070.00</b>
Contribution of each Taxi Driver £100	£10,000.00
<b>Cost to the PCC</b>	<b>£95,070.00</b>
<b>PCC Cost per Taxi</b>	<b>£950.70</b>

<b>Year 2 - Total Cost</b>	<b>£31,270.00</b>
Scheme Administration	£28,770.00
Annual Inspection Costs £25 each	£2,500.00
<b>Cost to the PCC</b>	<b>£31,270.00</b>
<b>PCC Cost per Taxi</b>	<b>£312.70</b>

<b>Year 3 - with Taxi Driver Contribution</b>	<b>£57,270.00</b>
Scheme Administration	£28,770.00
Annual Inspection Costs £25 each	£2,500.00
Camera heads need replacing £210 each	£21,000.00
Taxi Driver contribution to replace CCTV Camera Head £50	£5,000.00
<b>Cost to the PCC</b>	<b>£52,270.00</b>
<b>PCC Cost per Taxi</b>	<b>£522.70</b>

## CitySafe CCTV Taxi Scheme

7<sup>th</sup> November 2013

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### **Summary:**

At a meeting on the 7<sup>th</sup> November 2013 at the Nottingham CDP the Commissioner having considered a range of evidence (culminating over several months) concerning the above scheme made a decision to fund 100 Hackney Taxis to be fitted with digital CCTV in Nottingham City. It was decided that a managed voluntary scheme was the preferred model for the installation and operation.

### **Background:**

This piece of work was commissioned by a working group made up of the Office of the Police and Crime Commissioner, Nottingham City Council Licensing section, Nottingham Citizens, the City Council Portfolio Holder for Area Working, Cleansing and Community Safety.

The Crime and Drugs Partnership undertook this piece of work and examined the different options available in terms of mandatory and voluntary schemes for CCTV and the experiences of other local authorities who have installed CCTV in taxis and private hire vehicles.

The managed voluntary scheme was agreed as the preferred model for the installation, and at the above meeting the following was agreed:

### **Decisions:**

- Funding will be made available from the PCC to support the set-up of a managed voluntary scheme.
- The funding can contribute towards a part time post to set up and administer the scheme
- The pilot scheme will be limited to 100 hackney licensees (on a first come first served basis) who will contribute £100 towards the cost of the cameras
- There will also be a contribution of £50 in three years time towards a replacement camera head if needed.
- The total funding available is £95k, with £10k to be provided by Hackney licensee contribution (£100 each).
- The scheme was envisaged initially as a one year pilot however there could be some flexibility with this – a three year scheme would be more attractive to potential providers and would allow more time for the scheme to become embedded.
- The City Council's licensing section will administer and manage the scheme and act as the Data Controller.
- As the City Council will be the scheme administrator this means that the set up of the scheme will be bound by the Procurement processes and financial regulations which the Council is governed by. This will

guarantee quality and value for money but could be quite a lengthy process.

- Publicity around the launch is key to its success – there was some debate about when would be the best time to launch the scheme given the time required to procure and set up the system.
- It was agreed that student involvement in the launch would be key as they were very involved in the initial research for the project and are one of biggest user groups for taxi services.
- It was agreed to aim for a launch at the beginning of June so that the students could be involved.
- There could be a further wave of publicity in September 2014, depending upon the success of the scheme over the summer months.
- Drivers need to see clear benefits to the scheme in order to maximise take up. This will mean customers opting to travel in CitySafe cabs over other vehicles.
- There is a strong brand already in existence, CitySafe, which could be used to promote the scheme.
- The CDP will provide an evaluation of the scheme.

#### **Agreed Actions and Timescales**

- Nottingham City Council will administer a managed voluntary scheme and this includes acting as the Data Controller.
- The Police and Crime Commissioner will provide a total of £95k to set up the scheme.
- Although budget estimates for a full time post of £28,770 had been used, it was agreed that part of this funding could be used to either pay for a full time post (on a temporary basis at a higher scale to reflect skills and expertise needed) to ensure effective implementation or part used for procurement, and that once the scheme was established into mainstream activity of licensing that revised costs be produced to more accurately reflect the workload relating to the administration of the voluntary scheme and revised for future years.
- The office of the Police Crime Commissioner to provide the specification for the scheme to Community Protection in writing.
- It was agreed that Community Protection will aim to start the procurement process on the 1<sup>st</sup> December, with awards of contracts received by the 1<sup>st</sup> March.
- The aim for a full launch of the scheme by the 1<sup>st</sup> June 2014. Both Students' Unions need to be involved.
- The CDP will provide an evaluation of the scheme.

#### **Options Considered:**

1. Introduce a limited voluntary scheme which a certain number of owners can 'opt-in' to. This option would limit the number of drivers with CCTV cameras but would be centrally managed by the City Council, and those participating would have to agree to install CCTV to a set specification, and ensure that the equipment is maintained and checked regularly.



This option ensures consistent management of the data and that the equipment is of the required standard but without necessitating any rise in the licence fees.

**What needs to be done to implement this option?**

- Police and Crime Commissioner to release funding to the amount of £28, 770 (CitySafe Scheme Co-ordinator Post, Grade F with full on-costs)
- Community Protection to recruit to the post.
- Post holder to specify process, procure equipment and roll out scheme which they will then manage as a 12 month pilot in advance of a decision around the future of the scheme.

2. Introduce a voluntary scheme whereby a set contribution is made to the installation cost of the cameras, but the owners are free to choose the equipment themselves. This option could mean less outlay for the owners but could also mean that a variety of different CCTV systems would be installed in the vehicles. A variation could be that one standard system is procured and a voucher for that product is issued to the taxi owner.

This scheme also makes the individual drivers the Data Controllers which means that the Data Protection risk would be borne by the individual driver.

This option would not be subject to consultation and could therefore be implemented quite quickly, however once the CCTV is installed there would be no single consistent management of the system, and no ongoing requirement for the equipment to be checked.

**What needs to be done to implement this option?**

- Police and Crime Commissioner to identify budget available for the CCTV products.
- It is understood that Community Protection have indicated that they will procure the equipment – this needs to be confirmed and progressed if agreed.
- Once procured the financial risk belongs to the City Council. Consideration needs to be made about who will give out the monies or equivalent voucher to the owners, audit the exchange of monies or vouchers for the equipment and ensure that the equipment is installed into the taxi for which the funds were allocated.

**Research**

The Crime and Drugs Partnership undertook this piece of work and examined the different options available in terms of mandatory and voluntary schemes for CCTV and the experiences of other local authorities who have installed CCTV in taxis and private hire vehicles.

The research evidence identified that perceptions and feelings of safety for both driver and passenger were key benefits and clearly support the Commissioner's priority for safer travel. If the pilot scheme goes ahead local research will help evaluate these key benefits.

### **Conclusion**

This report recommends a managed voluntary scheme, with a dedicated post to co-ordinate the scheme, as the preferred model for implementing CCTV into taxis in Nottingham.

The managed voluntary scheme was agreed as the preferred model for the installation.