

# Report of Strategic Director, Department of Place to the meeting of the Regulatory and Appeals Committee to be held on Thursday 27 April 2017

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## Subject:

**Private Hire and Hackney Carriage Policy and Conditions Changes 2017**

## Summary statement:

This report seeks the approval of the Regulatory and Appeals Committee to implement new conditions for private hire driver/operator/proprietor licences and hackney carriage drivers and vehicle licences.

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**Portfolio:**

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**Overview & Scrutiny Area:**

**Regulatory & Appeals**



## 1. SUMMARY

This report seeks the approval of the Regulatory and Appeals Committee to implement new conditions for private hire drivers/operator/proprietor licences and hackney carriage drivers and vehicle licences.

The conditions will assist operators, proprietors and drivers to deliver an effective, safe service, improved vehicle maintenance and better business protocols. Use of good practice will increase the safety of the travelling public.

## 2. BACKGROUND

The Licensing Service is working towards developing policies and procedures with colleagues of the Combined West Yorkshire Authorities. The primary goal is the protection of the travelling public and the delivering of a consistent level of compliance/enforcement across the districts. The proposals in this report are aimed at minimising concerns around safeguarding, improving vehicle maintenance and information security whilst working towards the Combined Authority.

## 3. PROPOSED CONDITIONS

### 3.1 Displaying CSE/Safeguarding Information to Customers in Licensed Vehicles

The Licensing Service introduced information pertaining to the reporting of Child Sexual Exploitation (CSE) issues in the form of a safeguarding car window sticker on 21st March 2016. The adoption of the window sticker was left to the discretion of the trade and whilst a number of operators supported the initiative, take up was very low. (See appendix C)

**Proposal** – that a condition be introduced requiring proprietors of licensed vehicles to display approved safeguarding information in the form of a window sticker placed on the inside of a vehicles rear passenger window (nearside). The condition shall also require operators and drivers to ensure the sticker remains in place.

### 3.2 Suitability of Employees of Private Hire Operators

The Licensing Service does not have regulatory powers to ascertain whether an employee of an operator is of good character and suitable for the position held in their business. An employee is person employed by a licensed operator and is working within the office / despatch environment and who has access to customer information. Customers who use hackney carriage/private hire vehicles do so with the clear expectation that any personal information gathered as a result of this interaction is protected. If information, such as home addresses, whereabouts of a customer, daily routines, holiday timetables were to fall into the wrong hands this would pose a potential risk.

It is a reasonable expectation that an operator conducts appropriate checks on employees. This should include the legal right to work check, a minimum of two references, the length of previous employments, a home address check. Operators

would also be required to provide reasonable training for their employees, of which data protection, customer service, complaint handling and equality would be mandatory. Promotion of such measures would give operators and the public at large the reassurance that operator base employees have undergone an appropriate recruitment process.

**Proposal** - a Condition be introduced requiring operators to conduct adequate background checks and to provide training for employees who work within their business. The condition shall also require a work activity record to be maintained showing the hours/shifts such employees work. Appropriate information shall be made available to the Licensing Service on request.

### 3.3 **Employee Code of Conduct**

The purpose of a code of conduct is to develop and maintain a standard of conduct that is acceptable to the Council, the operator, its customers and other employees. It also serves to remind the employee of what is expected of them, and that their actions, appearance and conduct may affect the company and their reputation.

The code of conduct should be as clear as possible and list the standards required. As a minimum it should include prohibitions of illegal activities, smoking, drinking, foul language, discrimination and harassment. It should also include confidentiality expectations, procedures for calling in sick, expected dress and appearance and reporting procedures for emergency situations.

Operator should strive to maintain a work environment for their staff which promotes honesty, integrity and respect not only for fellow employees but for the public at large.

**Proposal** - a condition be introduced which requires operators to produce an employee charter/code of conduct which should be signed by the employee, at which point it becomes a legal agreement between the employer and employee. A copy should be kept in the employee's record. Appropriate information shall be made available to the Licensing Service on request.

### 3.4 **Fitment of In-Car Closed Circuit TV Systems (CCTV)**

Consultation has been carried out on a policy that would make it a mandatory condition of license that hackney carriage and private hire vehicles are fitted with In-Car Closed Circuit TV Systems (CCTV). The primary aim of the proposed condition is to provide protection, confidence and reassurance to the public when they are travelling in a hackney carriage or private hire vehicle. This policy will support hackney carriage or private hire drivers by providing a safer environment, enabling the trade to build up trust and confidence in the industry.

Identified key benefits of installation of in-car CCTV systems are;

1. An aide to the safe guarding of vulnerable persons and the deterrence of trafficking
2. Deterring and preventing the occurrence of crime

3. Assisting the enforcement agencies in the investigation of incidents NB where outward facing cameras are fitted this may contribute the reductions in motor vehicle insurance premiums.

The benefits of CCTV do not come solely from safeguarding and protection of the public but also for the trade. During consultations at trade meetings concerns have been voiced regarding both threats of, and acts of violence towards drivers from passengers. CCTV will provide vital evidence for Police/ Investigating Officers to inform outcomes which either prove or disprove allegations made against drivers or passengers. The Service also seeks to ensure that the installation and operation of CCTV within licensed vehicles does not interfere with the privacy of members of the public.

The specification for in-car CCTV system apparatus has been considered. The Licensing Service recommends adoption of a specification used by Rotherham Council who adopted a policy of mandatory installation for their HCPH trade in July 2016. The Licensing Service will provide a list of approved suppliers.

**Proposal 1** - a mandatory condition be introduced requiring all hackney carriage and private hire vehicles be fitted with In-Car Closed Circuit TV Systems in accordance with ICO (Information Commissioner) requirements and BMDC policy (See appendix A) . All vehicles to be fitted with approved CCTV by 31<sup>st</sup> July 2019

**Proposal 2** – a one off £50 reduction on an annual vehicle licence subject to the production of a certified installation certificate from a Council Approved Supplier.

### 3.5 **Amendment to Hackney Carriage and Private Hire Licensing Policy Following Deregulation Act 2015**

The Deregulation Act 2015 commenced on October 1st 2015 implements two pieces of legislation.

#### Section 10 Driver and Operator Licence Duration

To set a standard duration of three years for a HCPH driver's licence. A lesser period may be specified only if appropriate in a particular case.

Bradford Council introduced the option of a 1 or 3 year licence in June 2012 and has been taken up by many of the full time established drivers.

The new legislation requires that a 3 year licence is offered to a driver in the first instance; however the 3 year licence is not wanted by some drivers for various reasons. As such a 1 year licence should be available on request. Some applicants are offered a 1 year licence only as appropriate due to individual circumstances.

The same stipulation has been made for Operators Licences which are currently for 1 year. The standard duration of five years for a PHV operator's licence should be offered in the first instance.

This option will be offered from 1 July 2017 with only a small reduction in fee as almost all of the background work is still required.

## Section 11 Cross Border Hiring

The Act allows a private hire vehicle operator to sub-contract a private hire vehicle booking to another operator who is licensed in a different licensing district, for example Leeds or Manchester. The onus is on the original operator, who accepts the booking and subsequently passes it on, to retain liability for the satisfactory completion of that journey. There is a duty on the operator who takes the booking to keep a full record and to report the full record of that journey.

There are no conditional changes proposed for this change in legislation as the existing legislation at S56 (2) of the Local Government ( Miscellaneous Provisions) Act 1976 explains that records are required to be kept by the operator even when a 'hire' is subcontracted to them from another operator

**Proposal 1** – Drivers licences are issued for one or three years.

**Proposal 2** – Operator's licences are issued for one or five years.

### 3.6 Vehicle Safety and Maintenance

For several years the Licencing Service has worked with the trades through education and support to improve vehicle safety inspection results. This has not worked and circa 40% of licensed vehicles are still failing vehicle safety inspections, of which circa 20% are for serious or multiple point failures. Operator/proprietors have expressed their frustration at this situation and are reporting that if they endeavour to enforce the required standards then those drivers who do not wish to comply simply move to operators who do not require appropriate safety standards.

The Licensing Service proposes two new conditions set out below and accompanied with a revised fee structure:

**Proposal 1** – a Condition be introduced requiring the proprietor of a licensed vehicle to provide a certificate of mechanical safety and vehicle maintenance in accordance with the vehicle's user handbook at the scheduled intervals. Also, that the certificates are retained to provide a history of the vehicles safety record.

**Proposal 2** – that the proposed fees as below be introduced.

Current Fees		Proposed Fees	
Fail (1 to 4 minor faults)	Free	Fail (Max 2 minor faults)	Free
Fail Multiple (5+ minor faults)	£20	Fail Multiple (Max 4 minor faults)	£50
		Fail Multiple (5 minor faults)	£75
Fail Safety Critical (1 x defect)	£20	Fail Safety Critical (1 x defect)	£100
Fail Dangerous (2 x defects)	£100	Fail Dangerous (2 x defects)	£100 + suspension

## 4. CONSULTATION

Consultation was carried out initially at Trade Meetings. Additionally the trade were

notified of consultation through email correspondence, newsletters and regular updates on the Licensing Service website. The consultation was carried out online using 'SNAP SURVEY' programme where the proposed conditions were outlined via a link to an explanatory document and the consultation itself.

The consultation began on the 19<sup>th</sup> November closing on the 16<sup>th</sup> of December 2016. The Licensing Service extended the consultation period from the 19<sup>th</sup> December until January 13<sup>th</sup> 2017. At the end of the consultation period a total of 126 responses were received from drivers/operators and proprietors. Broken down in percentage terms, this represents 1.68% of the licensed trade who responded to the consultation. (See Appendix B)

## **5. FINANCIAL & RESOURCE APPRAISAL**

The Licensing Service estimates the cost per in-car CCTV system installation to be in the region of £400. Some suppliers are able to offer discounts if systems are bought in bulk, many suppliers offering monthly payment options for HCPH licence holders who may find it difficult to purchase a system outright.

In-car CCTV systems may attract motor insurance premium discounts. The cost of an in-car CCTV system is also tax deductible, meaning that a driver may reduce the amount of tax he or she pays by offsetting the cost of the system against their earnings.

The Licensing Service proposes to assist the HC&PH trade by offering a reduction of the annual vehicle renewal fee in the sum of £ 50.00 per in-car CCTV installation subject to production of an original authenticated certificate of compliance. It is proposed this reduction will be available to the HCPH trade from April 2017 to September 2020 for existing licensed vehicles or those licensed before 1<sup>st</sup> August 2017. The revenue reduction cost to BMDC of the proposed reduction in licensing fees is circa £160,000.

## **6. RISK MANAGEMENT AND GOVERNANCE ISSUES**

All CCTV installations in licensed vehicles must meet the requirements of:

- BMDC specification – Appendix A
- ICO, CCTV code of practice
- ICO

## **7. LEGAL APPRAISAL**

A Privacy Impact Assessment (PIA) into the use of CCTV within licensed vehicles has been conducted to mitigate any identifiable privacy risk and lay down clear guidelines to how personal information will be collected, used, accessed, shared, safeguarded and stored. (See Appendix A)

## **8. OTHER IMPLICATIONS**

None

## 8.1 **EQUALITY & DIVERSITY**

Section 149 of the Equality Act 2010 states that the Council must, in the exercise of its functions “have due regard to the need to eliminate conduct that is prohibited by the Act, advancing equality of opportunity between people who share a protected characteristic and people who do not share it, and fostering good relations between people who share a protected characteristic and people who do not share it. Bradford Council is committed to promoting equal treatment for all and promotes all legislation that governs discrimination for race, age, sex, disability, religious beliefs and sexual orientation.

## 8.2 **SUSTAINABILITY IMPLICATIONS**

None

## 8.3 **GREENHOUSE GAS EMISSIONS IMPACTS**

None

## 8.4 **COMMUNITY SAFETY IMPLICATIONS**

Surveillance camera systems are deployed extensively within England and Wales, and these systems form part of a complex landscape of ownership and operation. Where used appropriately, these systems are valuable tools which contribute to public safety and security and in protecting both people and property. (Home Office Surveillance Camera Code of Practice)

## 8.5 **HUMAN RIGHTS ACT**

The Licensing Service acknowledges that CCTV systems can give reassurance to drivers and passengers in a hackney carriage/ private hire vehicle that incidents can be viewed, the evidence gathered and appropriate action taken. We must also take into account the travelling public’s right to privacy is observed. CCTV systems pose a potential conflict of those rights; therefore it is necessary that all steps are taken to secure information, i.e. the limiting of who has access to stored images to authorised personnel, industry standard encryption of images, voice functionality disabled (unless in a panic situation) and clear and prominent signage displayed informing the customer that the vehicle they have entered has CCTV in use. (See appendix A)

## 8.6 **TRADE UNION**

None

## 8.7 **WARD IMPLICATIONS**

None

**9. NOT FOR PUBLICATION DOCUMENTS**

None

**10. OPTIONS**

1. The Committee approves the proposals outlined in paragraph 3 of this report
2. Alternatively the Committee decides not to approve the proposals outlined in Paragraph 3 of this report

**11. RECOMMENDATIONS**

The Licensing Service recommends that the Committee approves the proposals outlined in Paragraph 3 of this report.

Paragraph 3.1  
Paragraph 3.2  
Paragraph 3.3  
Paragraph 3.4  
Paragraph 3.5  
Paragraph 3.6

**12. APPENDICES**

**Appendix A**

BMDC Requirements for the Installation of CCTV in Hackney Carriage and Private Hire Vehicles Document

**Appendix B**

Snap Online Survey Consultation

**Appendix C**

CSE Safeguarding Sticker

**13. BACKGROUND DOCUMENTS**

Home Office Surveillance Camera Code of Practice  
ICO Guide to data protection  
Rotherham MBC Taxi Camera Requirements Document  
Deregulation Act 2015 Document



## **APPENDIX A**

### **BMDC REQUIREMENTS FOR THE USE AND INSTALLATION OF CCTV IN HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES**

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#### **1. PURPOSE**

1.1 This document sets out the requirements of Bradford Council to operators and drivers licensed by Bradford Council who intend to install and use in car CCTV systems within their vehicles. The document will set out the minimum criteria that the Licensing Authority considers to be acceptable for the trade when installing and using CCTV in vehicles.

1.2 In doing so the Licensing Authority recognises that such systems can be helpful in the prevention and detection of crime, reduce the fear of crime and enhance the safety of hackney carriage and private hire vehicle drivers, as well as improving public safety. However, this document also seeks to ensure that the installation and operation of CCTV systems does not compromise the safety of drivers or passengers or unreasonably interfere with the privacy of members of the public.

#### **2. INFORMATION COMMISSIONER (ICO)**

The ICO is the regulatory body responsible for enforcing compliance with privacy and data protection legislation i.e. the Data Protection Act 1998 (DPA). The DPA requires every data controller who is processing personal information to register and register what they are processing with the ICO. Users of CCTV Systems in vehicles are data controllers and **MUST** therefore register their use of in car CCTV with the ICO and pay £35. Failure to register will result in a fine. They must also comply with the attached Information Commissioner's CCTV Code of Practice. Registration can be done by visiting the Information Commissioner's website [www.ico.org.uk](http://www.ico.org.uk) or alternatively calling them on 03031231113 for further information.

#### **3. DATA CONTROLLER**

3.1 The Data Protection Act 1998 defines a "data controller". It is a data controller's responsibility for how personal information is collected and processed. It is the data controller who is responsible for how images from the CCTV are stored within the device and in what circumstances the information should and should not be disclosed.

3.2 For the purpose of the installation and operation of a CCTV system in hackney carriages and private hire vehicles, the "data controller" may be the holder of the hackney carriage or private hire vehicle licence, an operator who is responsible for the vehicle or the driver.

3.3 The data controller will therefore be responsible for ensuring compliance with the requirements of all relevant data protection legislation in operating the CCTV in the vehicles. The data controller is also responsible for any data breaches.

## **4. THIRD PARTY DATA PROCESSING**

4.1 Where a service provider is used for the remote storage of CCTV data other than the data controller they will act as a 'data processor'. If there is no storage facility on the device this is not applicable.

4.2 A data processor, in relation to personal data, means any third party person or organisation (other than an employee of the data controller) that processes data on behalf of the data controller, in response to specific instructions. The data controller retains full responsibility for the actions of the data processor.

There must be a formal written agreement or contract between the data controller and the data processor. The data processing agreement/contract should include security arrangements, retention/deletion criteria, who has access to the information and termination arrangements.

## **5. INSTALLATION AND OPERATION CCTV (Recording of sound)**

Operators should not use CCTV systems to record conversations between members of the public and or drivers. CCTV systems should not have any sound recording facility. If at the time of purchasing a system it comes equipped with a sound recording function then this functionality must be disabled. In exceptional circumstances the use of audio recording may be justified in circumstances where there is a threat or potential threat to a person's safety for example a panic button if a driver or one of his passengers feels threatened or vulnerable and activates the sound function in order to record evidence.

## **6. MANUFACTURING SPECIFICATIONS**

6.1 All equipment must comply with any legislative requirements in respect of Motor Vehicle Construction and Use Regulations. All equipment must meet any and all requirements with regards to safety, technical acceptability and operational and data integrity.

6.2 Equipment should always be designed, constructed and installed in such a way and in such materials as to present no danger to passengers or to the driver, in the event of a motor vehicle collision/ wear and tear or misuse through vandalism.

## **7. INSTALLATION OF CAMERA**

The camera(s) must be fitted safely and securely in such a way that it does not adversely encroach into the passenger area and must not impact on the safety of the driver, passenger or other road users.

The camera(s) must be fitted safely and securely in such a way that it does not adversely encroach into the passenger area and must not impact on the safety of the driver, passenger or other road users.

## **8. INSTALLATION SPECIFICATIONS**

8.1 All equipment must be installed as per manufacturer installation instructions. The CCTV system installed must not weaken the vehicle structure or interfere with the integrity of the vehicle manufacturer's original equipment.

8.2 All equipment must be protected from weather conditions; secure from tampering and positioned in such a manner has to not impact on passenger comfort.

8.3 The Construction and Use Motor Regulations 1986 states that equipment should not obscure the view of the road through the windscreen. Equipment must not obscure or interfere with the operation of any of the vehicle's standard or mandatory equipment, i.e. not mounted on or adjacent to air bags/air curtains or within proximity of other supplementary safety systems which may cause degradation in performance or functionality of such safety systems.

## **9. IMAGE SECURITY**

All Images captured by the CCTV system must remain secure at all times. The captured images must be protected using encryption software which is designed to guard against the compromise of the stored data, for example, in the event of the vehicle or equipment being stolen.

## **10. CCTV IMAGE RETENTION**

The CCTV equipment selected for installation must have the capability of retaining images either within its own hard drive which should be secured and encrypted appropriately. A detachable mass storage device such as a compact flash/ solid state card. For the purposes of storage, users should not download images onto portable media devices such as CDs or memory sticks.

CCTV images must not be kept longer than necessary. Therefore the CCTV footage must include an automatic overwriting function so that images are only retained within the storage system for a fixed amount of time. There is not a defined standard period for the retention of captured images. A recommended maximum period of 31 days from the date of capture would be appropriate.

## **11. ACCESS AND USE OF INFORMATION RECORDED**

11.1 Any captured CCTV images and any audio recording should only be used for the purposes described in this document. Under limited circumstances requests can be made by certain individuals and bodies for access to footage e.g. The Police. The person (s) making the request will need to give full reasons for the request, what legal basis they have for making the request and explain why disclosure is necessary. Furthermore, the Data controller must still comply with the DPA.

11.2 Individuals themselves may request CCTV footage of themselves subject to certain exceptions. They can only see images of themselves and not images of other people. This is known as a Subject Access Request (See Data Protection Act 1998)

## 12. CLEAR AND PROMINENT SIGNAGE

12.1 Hackney carriages and private hire vehicles with CCTV installed should display clear signage in a prominent position to indicate that CCTV is in operation and this must be visible to passengers both before and when they get in the vehicle. The driver should also verbally bring this to the attention of the passenger(s) that CCTV is in operation when passengers enter the vehicle. If there is an audio capability this should also be clearly displayed and verbally related to the passengers. The signage must also include details of who the CCTC system is owned and operated by.

### **CONCLUSION**

This document does not seek to endorse or recommend any particular CCTV system. The aim is to lay out the minimum criteria that would have to be adhered to for the installation of in car CCTV Systems within licensed hackney carriage and private hire vehicles.

Any decision made to install In-Car CCTV systems **must** satisfy the requirements outlined in this document and the Data Protection Act 1998. The Data Controller i.e., the holder of the hackney carriage or private hire vehicle licence, an operator who is responsible for the vehicle or the driver is the person (s) ultimately responsible if there any breaches of the DPA. (See attached ICO CCTV Code of Practice)

### **To comply with the requirements of Bradford Council for CCTV- In-Car Installations please state that you have complied with the following requirements?** (Please ~~delete~~ Yes/No where applicable)

1. Have you submitted the appropriate notification to the Information Commissioner's Office (ICO)? You **must** register your use of in car CCTV with the ICO and pay £35. **Please note failure to register will result in a fine**

Yes/ No

2. Has the ICO provided you with documentation to evidence your notification as the "data controller" and you are registered to use in car CCTV system?

Yes/ No

3. Do you have documentary evidence regarding contractual arrangements with any data processor or service provider associated with the operation or management of the CCTV system? (Where applicable)

Yes/ No

4. Have you displayed the required signage in a prominent position including with details of who the system is owned and operated by?

Yes/ No

5. Does the CCTV system meet the requirements and installation standards as set out in this document

Yes/ No

*If you have answered no to any of the above, you will most likely not be compliant with the requirements of BMDC. Please see a list of key points set out below.*

## **LIST OF KEY POINTS**

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1. **THE REQUIREMENT TO REGISTER WITH THE INFORMATION COMMISSIONER** (see paragraph 2)
2. **THE DATA CONTROLLER** (see paragraph 3)
3. **THIRD PARTY DATA PROCESSING** (see paragraph 4)
4. **RECORDING OF SOUND** (see paragraph 5)
5. **MANUFACTURING SPECIFICATIONS** (see paragraph 6)
6. **CAMERA INSTALLATIONS** (see paragraph 7)

## APPENDIX B

### **Snap Online Survey/ Consultation - Licensing Conditions**

#### **1. Displaying Safeguarding Information to Customers in Licensed Vehicles**

**Proposal** - that a condition be introduced requiring proprietors of licensed vehicles to display approved safeguarding material on the inside of a vehicles rear passenger window (nearside). The condition shall also require operators and drivers to ensure the sticker remains in place.

<b>Question 1</b>	<b>Driver</b>	<b>Operator</b>	<b>Proprietor</b>	<b>Grand Total</b>
<b>I agree with the proposal</b>	<b>25</b>	<b>4</b>	<b>17</b>	<b>46</b>
<b>I disagree with the proposal</b>	<b>26</b>	<b>4</b>	<b>35</b>	<b>65</b>
<b>Undecided</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>14</b>
<b>Grand Total</b>	<b>56</b>	<b>9</b>	<b>60</b>	<b>125</b>

**Overall: 46 Agreed, 65 Disagreed, 14 Undecided**

#### **2. Suitability of Employees**

**Proposal** – a condition be introduced requiring operators/proprietors to conduct adequate background checks on non BMDC licensed employees and to also provide training for employees who work within their business. The condition shall also require a work activity record to be maintained showing the hours/shifts such employees work. All such information shall be made available to the Licensing Service on request.

<b>Question 2</b>	<b>Driver</b>	<b>Operator</b>	<b>Proprietor</b>	<b>Grand Total</b>
<b>I agree with the proposal</b>	<b>21</b>	<b>5</b>	<b>21</b>	<b>47</b>
<b>I disagree with the proposal</b>	<b>29</b>	<b>3</b>	<b>36</b>	<b>68</b>
<b>Undecided</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>11</b>
<b>Grand Total</b>	<b>57</b>	<b>9</b>	<b>60</b>	<b>126</b>

**Overall: 47 Agreed, 68 Disagreed, 11 Undecided**

#### **3. Employee Charter / Code of Conduct**

**Proposal** - a condition be introduced which requires operators/proprietors to produce an employee charter/code of conduct and to enforce same.

<b>Question 3</b>	<b>Driver</b>	<b>Operator</b>	<b>Proprietor</b>	<b>Grand Total</b>
<b>I agree with the proposal</b>	<b>17</b>	<b>5</b>	<b>12</b>	<b>34</b>
<b>I disagree with the proposal</b>	<b>30</b>	<b>1</b>	<b>39</b>	<b>70</b>
<b>Undecided</b>	<b>10</b>	<b>3</b>	<b>9</b>	<b>22</b>
<b>Grand Total</b>	<b>57</b>	<b>9</b>	<b>60</b>	<b>126</b>

**Overall: 34 Agreed, 70 Disagreed, 22 Undecided**

#### 4. Fitment of In-Car Closed Circuit TV Systems (CCTV)

**Proposal** - a Condition be introduced requiring all licensed vehicles be fitted with in-car CCTV in accordance with ICO requirements and BMDC policy.

Question 4	Driver	Operator	Proprietor	Grand Total
I agree with the proposal	28	4	14	46
I disagree with the proposal	26	5	44	75
Undecided	3	0	2	5
Grand Total	57	9	60	126

Overall: 46 Agreed, 75 Disagreed, 5 Undecided

#### 5. Amendment to hackney carriage and private hire licensing policy following Deregulation Act 2015 ( 2 Proposals )

**Proposal 1** – Issue Drivers licences for a one year or three year period

Question 5 (Proposal 1)	Driver	Operator	Proprietor	Grand Total
I agree with the proposal	45	8	48	101
I disagree with the proposal	7	0	9	16
Undecided	5	1	3	9
Grand Total	57	9	60	126

**Proposal 2** – Issue Operator’s licences for a one year or five year period

Question 5 (Proposal 2)	Driver	Operator	Proprietor	Grand Total
I agree with the proposal	40	8	36	84
I disagree with the proposal	8	0	10	18
Undecided	9	1	14	24
Grand Total	57	9	60	126

Overall: Proposal 1 = 101 Agreed, 16 Disagreed, 9 Undecided

Overall: Proposal 2 = 84 Agreed, 18 Disagreed, 24 Undecided

#### 6. Vehicle Safety and Maintenance

Proposal 1 – a Condition be introduced requiring the proprietor of a licensed vehicle to provide a certificate of mechanical safety and vehicle maintenance (in accordance with the vehicle’s user handbook) at the scheduled intervals. Also, that the certificates are retained to provide a history of the vehicles safety record.

Question 6 (Proposal 1)	Driver	Operator	Proprietor	Grand Total
I agree with the proposal	15	5	5	25
I disagree with the proposal	37	4	51	92
Undecided	5	0	4	9
<b>Grand Total</b>	<b>57</b>	<b>9</b>	<b>60</b>	<b>126</b>

**Proposal 2** – that the proposed fees below be introduced.

Current Fees		Proposed Fees	
Fail (1 to 4 minor faults)	Free	Fail (Max 2 minor faults)	Free
Fail Multiple (5+ minor faults)	£20	Fail Multiple (Max 4 minor faults)	£50
		Fail Multiple (5 minor faults)	£75
Fail Safety Critical (1 x defect)	£20	Fail Safety Critical (1 x defect)	£100
Fail Dangerous (2 x defects)	£100	Fail Dangerous (2 x defects)	£100 + suspension

Question 6 (Proposal 2)	Driver	Operator	Proprietor	Grand Total
I agree with the proposal	9	4	4	17
I disagree with the proposal	41	3	53	97
Undecided	7	2	3	12
<b>Grand Total</b>	<b>57</b>	<b>9</b>	<b>60</b>	<b>126</b>

**Overall: Proposal (1) 25 Agreed, 92 Disagreed, 9 Undecided**

**Overall: Proposal (2) 17 Agreed, 97 Disagreed, 12 Undecided**



# **SAY** something if you **SEE** something



Join the fight against child sexual exploitation.  
Child sexual exploitation is abuse and a crime

If you see something suspicious, report it to  
the Police: **RING 101 or 999 in an emergency**

**Let's stop child sexual exploitation now!**

