

Scrutiny Review of Taxi Safety

Feb 2008

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1 Executive Summary

1.1 The Overview Scrutiny Committee agreed to undertake a review of Taxi Safety. A task group of 5 members of the Scrutiny committee chaired by Councillor Dyke carried out the review

1.2 The terms of reference for the review were:

To review the effectiveness of the Cabwatch scheme

To assess what mechanisms are in place for the exchange of information between the council, the police and taxi drivers.

To examine what options are available and any best practice or solutions that other authorities have successfully implemented to address the issue of taxi safety

To make recommendations to cabinet based on the outcome of the review.

1.3 Recommendations

1.3.1 **To maintain the excellent partnership working between the council, the police and taxi drivers**

1.3.2 **To ensure that all incidents reported by drivers are logged and acted upon, where appropriate and the authority and driver concerned be kept informed of progress**

1.3.3 **The council to actively pursue advertising on cabs as a means to offset some of the costs of the installation of in-cab CCTV for new drivers and for possible future system upgrades.**

1.3.4 **To complete a review of the council's 'conditions of fitness'. This review to include consideration of whether to make in-cab CCTV mandatory for the granting of a license as well as the**

introduction of other conditions to raise the quality of taxis services in the borough.

1.3.5 **To develop the ongoing training programme to meet the needs of taxi drivers, the authority and the police.**

1.4 The context in which the review was carried out was the murder of Mr Gian Chand Bajr a Gravesham taxi driver.

1.5 Evidence gathering

Three evidence gathering sessions were held with the police, a representative of the taxi drivers and Gravesham Borough Council's Senior Licensing Officer as the project progressed.

2 Background

2.1 Taxis in Gravesham.

Taxis can be hired on the spot, in the street or at a rank, by the customer dealing directly with the driver. Fares are set by the council. Taxis can charge less but not more.

Private hire vehicles (PHV) have to be booked through an operator. The council has no power to set PHV fares.

Gravesham's taxi drivers are represented by the United Taxi Group (UTG)

Gravesham Borough Council has the following numbers of licensed vehicles and drivers:

175 - Hackney Carriages
39 - Private Hire Vehicles (PHV)
195 - Hackney Carriage Drivers
29 - Private Hire drivers
22 - Restricted private hire drivers
(typically airports and schools)

The responsibility for taxi licensing came under Regulatory Services in January 2007. Previously it had been part of Legal Services.

Chris Hills, Senior Licensing Officer, has fortnightly meetings with UTG.

A sub group of the Kent Licensing Officers Group had been formed to look at taxi safety and security issues.

2.2 Cabwatch

Cabwatch was formed in 2003 following concerns by cab drivers regarding their safety during the course of carrying out their business. This forum was made up of Hackney Carriage Inspectors from the Dartford and Gravesham areas, representatives from Kent police and the cab drivers. The official launch was at Bluewater Retail Shopping Centre on 5 September 2003.

Regular meetings of this forum are held and a newsletter published

The group's role was to formulate measures to assist cab driver safety and to establish and maintain a good working relationship between drivers, the police and the two local authorities.

In-cab CCTV was one of a number of solutions put forward to address driver safety and was regularly discussed at Cabwatch meetings in the subsequent years. A summary of the Cabwatch meeting held on 18 October 2006 refers to the demonstration of an in-cab CCTV system. However, it would appear that no further progress was made with this system as no mention of it appears in the summary of the next meeting which was held on 17 January 2007.

At a meeting held on 6 June 2007 a Technical sub group was set up to identify technical solutions to address safety and security issues that had been raised both by Cabwatch and through other meetings with local taxi drivers.

The remit of this group was to provide drivers with a series of options which they could consider and state their preferences. Once the preferred options had been identified and costed applications could be made to a variety of funding sources such as the European Urban Fund.

3 Outcome of review

3.1 General

Much work had already been done in researching taxi driver safety schemes currently being deployed across the country when this review started. The conclusion from this initial research was that in general schemes of this sort were few and far between with lack of funding being a major factor in their implementation. Where local authorities had tried to introduce some form of in-cab safety scheme their proposals had

been met with little enthusiasm from the drivers for a variety of reasons one of which was the cost implication for drivers and another was the view that "it'll never happen to me".

In Gravesham it was generally accepted that taxi drivers had lost confidence in the police. Since the death of Mr Gian Chand Bajr there had been a concerted effort by the police, the council and the taxi drivers to rebuild confidence and address the issues surrounding taxi driver safety. A way forward had been agreed between the partners.

Some concerns had been expressed by the taxi drivers that any reported attacks on them were not being followed up. Incident reports of some 20 robberies had been completed but it appeared that these forms had subsequently been lost resulting in no further action being taken and no arrests.

A copy of any incident report form was now sent to Chris Hills.

The Council's 'conditions of fitness' which defines the conditions under which a license will be granted have not been reviewed for a number of years. The council is considering making the fitting of in-cab CCTV mandatory for the granting of a license. The voluntary route for improving taxi safety had been tried with a very poor response and there had been a fundamental change in the mindset of the drivers towards compulsion and the benefits that this would bring to them and their passengers.

If in-cab CCTV was to become mandatory for a license to be issued the task group was interested to know how many new licenses were issued each year and how CCTV for these new cabs was to be funded.

There were on average 12 new cab licenses issued each year. As for funding it was hoped that there would be some money left over from the initial project to subsidise new drivers. In-cab advertising was being considered as an additional source of funding to support the installation of in-cab

CCTV. Several local businesses had expressed an interest in this proposal.

Information from Manitoba in Canada suggests that the installation of in-cab CCTV can bring about a dramatic reduction in taxi crime. Their figures show taxi crime down from 38% to 8% in 3 months! In the light of this Manitoba had made in-cab CCTV compulsory.

There was a general desire by the council to raise the standard of the taxi service in the borough. This would range from cleaner cabs to a higher standard of driver knowledge tests which would include questions on the Highway Code and a basic knowledge of the licensing laws.

Since the responsibility for vehicle licensing has been transferred from Legal Services to Regulatory Services a new publication "Hackney Carriage and Private Hire News" is being circulated on a quarterly basis to all taxi drivers in the borough.

UTG and Chris Hills, Senior Licensing Officer, attend the fortnightly meetings of the Public Safety Unit to exchange information and share intelligence.

Recommendation

To maintain the excellent partnership working between the council, the police and taxi drivers

Recommendation

To ensure that all incidents reported by drivers are logged and acted upon, where appropriate, and the authority and the driver concerned are kept fully informed of progress.

Recommendation

The council to actively pursue advertising on cabs as a means to offset some of the costs of the installation of in-cab CCTV

for new drivers and for possible future system upgrades.

Recommendation

To complete a review of the council's 'conditions of fitness'. This review to include consideration of whether to make in-cab CCTV mandatory for the granting of a license as well as the introduction of other conditions to raise the quality of taxis services in the borough.

3.2 Driver Protection Options

The technical sub group, after visiting a number of taxi shows with a representative from the UTG at which discussions with several different manufacturers were held, had identified 3 different items for the protection of drivers:

3.2.1 Panic alarms

A plexiglass barrier that could be configured to fit between the front and back seats or between the driver and front seat passengers
Simple dash mounted panic alarms were to be issued free of charge to all taxis in the Gravesham and Dartford areas.

3.2.2 In-cab CCTV

The preferred option was for in-cab CCTV.
Inevitably these systems are expensive and would require a contribution from the drivers themselves. However, economies of scale can significantly reduce costs and make it a viable option if sufficient drivers were signed up. Cost for a system would be in the order of £460

3.2.3 Plexiglass screens

The screens would have to be made to measure in order to fit the variety

of makes and models of vehicles used as taxis in the borough. This would limit the amount of savings to be made by bulk buying. Cost would be around £185

3.3 In-cab CCTV

Some other local authorities across the country had tried in-cab CCTV with limited success mainly due to the cost of systems and reluctance on the part of drivers to buy into the proposed schemes.

Funding had been secured from the Urban Fund which, with matched funding from the council and the police, totalled £118,000 to implement the in-cab CCTV project.

In-cab CCTV systems from 4 companies were chosen to be field tested in 12 Gravesham cabs.

The companies were:-

Xtron UK
Video Vest Ltd
Sure 24
Cygnus

The 12 cabs represented a cross section of those deployed in the borough. The companies ranged from specialists in the field to those with a wider range of electronic surveillance products.

The trials were due to be completed by the end of January at which time the final specification would be drawn up based on the feedback from the drivers.

Protocols about who was able to download and view the information stored by the systems have already been written and approved by Legal Services. Consideration also had to be given as to who owned the system, long term warranties for the equipment and servicing. Some of these issues would be addressed through the specification and tendering processes.

3.4 System evaluation.

The evaluation sheet asked 6 questions, each question could score 1 to 5 points (1 poor, 5 good) which meant that the maximum score for any system was 30 pts.

3.5 Evaluation Report

3.5.1 Xtron UK

This is an established company with a history of supplying and delivering this product. They have supplied a number of other Local Authorities with systems and feedback from them is good.

All scores from the feedback survey were in the twenties, two of which were high twenties. There was no adverse feedback from the drivers apart from a slight delay when footage was required for an RTC. This was not the fault of the company and swift service was received once they were alerted.

Communication with the company has been regular and supportive. This system is a high quality product that was well received by drivers. No screen fitted to this system (although not part of initial spec) and drivers requested that this would be a good addition.

3.5.2 Video Vest Ltd

A relatively young company that has a history in police head cam technology and this is the first taxi scheme they have become involved in.

The company has suggested a number of really good innovations such as screens and secure storage all of which they provided for the evaluation stage. All scores were in

the high twenties (and one maximum score of 30).

Communication with the company has been regular and supportive.

The screen and secure storage were well received by drivers.

3.5.3 Sure 24

An established company with a history of supplying surveillance equipment to the police and local authorities although not taxi CCTV, which is a market they are trying to break into.

Initially seen at the taxi show, the product included a screen and had scores in the mid twenties and late teens. The recording unit was a bit flimsy but other elements of the product were satisfactory.

Communication with the company was difficult at times and they needed to be chased on occasions.

3.5.4 Cygnus

An established company within the taxi industry supplying taximeters, again they are trying to break into the taxi CCTV market.

The system had scores in the mid teens (or lower) with poor comments from the drivers about its adequacy. The product did not meet the required specification around data storage.

Communication with the company has been poor.

3.6 Training

An ongoing training programme covering such issues as other aspects of personal safety, additional health and safety issues, conflict resolution etc was planned.

Recommendation

To develop the ongoing training programme to meet the needs of taxi drivers, the authority and the police.

3.7 Tender

Following on from a successful monitoring meeting with Urban - 3 firms were selected to be invited to tender for the contract.

The specification had to be ammended slightly to address some concerns on the issue of privacy.

Those invited to tender were Video Vest Ltd, Xtron UK and Sure24.

All tenders to be returned by Wednesday 4 June 2008.

Appendix 1

Gravesend Taxi Driver Safety Scheme

Specification for the supply and fit of CCTV units to Taxis in the Gravesend Area.

Introduction

This specification should be read in conjunction with the attached Gravesham Borough Council CCTV protocol document, which provides useful information for the Council working practices in relation to the Taxi trade.

1 Budget

1.1 The proposal involves the supply and fitting of at least 150 internal CCTV systems to Taxi Cabs in the Gravesend area. The scheme has a finite budget of £108,000. The successful supplier will be chosen on the basis of best value against the specification and not necessarily lowest tender.

2 Multi Fixing flexibility

2.1 Taxicabs in Gravesend cover a wide range of vehicle types and the systems supplied should be capable of being fitted to any vehicle. The product should therefore have a multi fixing capacity.

3 Tariffs for Churn and Maintenance

3.1 The Successful Contractor will provide a set tariff for the transfer of systems from one vehicle to another vehicle, given the frequency with which taxi drivers change their vehicles. This tariff should include maintenance work such as annual servicing and consumables.

4 Discounted Rates for further and future orders

4.1 The Successful Contractor will offer the agreed contract unit rate to any future orders during the initial scheme and, following the conclusion of this initial scheme, for a period of one year. This is in line with Gravesham Borough Council future changes to Taxi conditions of fitness.

4.2 The Successful Contractor will offer this same contract rate to other Taxi drivers within the North Kent Crime and Disorder Partnership boundary to include those drivers in the surrounding area to benefit from economies of scale.

5 Compliance with Codes of Practice and Legislation

5.1 Suppliers should acquaint themselves with all current legislation and guidance relating to CCTV systems and indicate how their systems satisfy these requirements and the relevant BSI standards that apply.

6 Signage and promotion

6.1 The Supplier will provide signage in line with current Data Protection Act principles and legislation in regard to CCTV systems. Proofs of this signage will be supplied to the Council Licensing department and CDRP for approval prior to fitting and this will include logos of the various partner agencies that have contributed to the project including the Urban European Development Fund.

6.2 Advertising and promotion will not be undertaken without permission from the Dartford and Gravesham Crime and Disorder Partnership.

7 Warranty and Product support

7.1 Successful Contractors will offer a three-year warranty included within the contract price to each fitted unit and provide ongoing product support during this period.

8 Timetable of fitting and Communication

8.1 It is envisaged that all systems will be fitted and fully operational within eight weeks of the contract commencement date. Successful Contractors will supply a timetable of fitting prior to this eight-week period and communicate this to the project team, all participating drivers and the project manager appointed to co-ordinate the fitting of the units.

9 Training

9.1 The Successful Contractor will provide training to all drivers in the use of the systems as part of the contract and in addition provide training to authorised users in downloading images from the systems.

10 Financial and Economic Standards

10.1 The Successful Contractors will be expected to provide evidence of their technical capacity to support the terms of the specification and responses for assistance. They should be able to demonstrate their financial stability to supply the numbers required and throughout the contract period.

11 Technical Detail

11.1 General Description

11.2 This will be a single camera system, rearward facing, capable of giving a clear and unobstructed view of the occupants of the vehicle giving clear evidential standard images during both day and night (essentially low light conditions). Images should be in colour during daylight hours, black and white images will be acceptable during hours of darkness or low light conditions. The requirement is that the camera will operate independently of any other light source and should record at a frame rate that enables clear identification of the occupants to an evidential standard. Samples of this should be provided

12 Camera

12.1 The camera should be securely fitted, robust and be of sufficient quality to withstand daily use in a commercial vehicle. It should also be of sufficient quality to remain operable and in place

during any sustained attack by occupants of the vehicle. Wiring to the recording unit should be securely fastened and out of sight. Suppliers are asked to note this in their design and provide samples for approval prior to final fitting.

12.2 Remote TV Screen

12.3 A Remote TV screen should be supplied that is securely fitted, robust and of sufficient quality to withstand daily use in a commercial vehicle. It should also be of sufficient quality to remain in place during any attack by passengers. Wiring to the recording unit/camera should be securely fastened and out of sight. Suppliers are asked to note this in their screen design and provide samples for approval prior to final fitting. It should be positioned within the vehicle showing the live images from the camera and visible to those occupants sitting in the rear of the vehicle. It should comply with current Road Traffic legislation as to the citing of Television monitors in vehicles.

13 Data Storage Unit and capacity

13.1 A Video and Audio digital recording unit capable of recording and storing at least 30 days of video/audio data in normal use which is encrypted/date stamped to current Home Office specifications. Suppliers are advised to note current changes around audio recording and other legislation relevant to the application. Advice will be provided by the Council licensing department in this regard and Suppliers will be asked to evidence how their product complies. It should be noted that Taxi drivers often work **extended hours or share vehicles** and Suppliers should allow for this in their data storage capacity

13.2 The unit should use a storage medium that is only downloadable by an authorised user and may be either Solid state or Hard drive. This should be password or user code protected. Suppliers should give an indication of how their product will be durable.

13.3 Suppliers should provide software systems to download images for investigations that are compatible with Police and/or Council computer systems. Training should be provided in the use of that software to authorised users.

13.4 The recording unit should be housed such that it is robust, resistant to attack or unauthorised access from drivers and passengers or housed in a secure metal box with restricted entry either by key or code. The housing should not interfere in the normal day to day use of the vehicle and suppliers may consider remote citing of the unit to avoid electrical interference.

13.5 The unit should be wired into the vehicle ignition system to current EU standards around circuit protection, accessories and interference suppression. A facility that allows the unit to continue recording for different lengths of time after the ignition is turned off should be allowed for. Suppliers will be asked to evidence how their product complies.

14 Override/Panic switch and visible indicators

14.1 The Unit will have a visible indicator showing that the unit is on and operational. There will be an override switch that will allow the unit to be turned off by the driver, which will also be visible and apparent to the driver.

14.3 The Supplier show allow for a panic switch that activates the unit immediately and records instantaneously from that point or before. This should be sited so that it will not be inadvertently turned on during normal use.

Author: Paul Anderson for the Dartford and Gravesham Crime and Disorder Partnership

Appendix 2

Evidence gathering session
11 September 2007

Present

Councillor Dyke
Councillor Craske
Councillor McGarrity.

Interviewees

Inspector Paul Anderson – Public Safety Unit
Mr Ian Armitage – United Taxi Group

Inspector Anderson accepted that taxi drivers had lost confidence in the police and since the death of Mr Gian Chand Bajr there had been a concerted effort by the police the council and the taxi drivers to rebuild confidence and address the issues surrounding taxi driver safety. Recent meetings between the police, the council and drivers representatives had agreed a way forward. It was also agreed that the general stopping of drivers for checks by the police was not as frequent or rigorous as it should be.

Mr Armitage said that all attacks on taxi drivers were reported to the police on the appropriate forms but due to changes in personnel these forms had been lost. There had not been any follow up to the 20 robberies that had been reported and no arrests. He went on to say that he and his colleagues were determined not to let relations between the taxi drivers and the police get as bad again.

Inspector Anderson went on to say that a Technical Subgroup had been set up to look at what products were available for the protection of drivers.

He and Mr Armitage had visited a number of taxi shows where these items were being demonstrated and they had had discussions with manufacturers on specifications and costs.

As a result of these investigations 3 items had been identified:

Panic alarms

A plexiglass barrier that could be configured to be fitted between the front and back seats or between the driver and front seat passengers.

In-cab CCTV

The preferred option was for in-cab CCTV. The system chosen was not necessarily the cheapest but was compliant with the protocols concerning the use of images as evidence and easy to use.

Inevitably these systems are expensive and would require a contribution by the drivers themselves. However, economies of scale can significantly reduce the cost and make it a viable option. The cost for a CCTV unit would be £462 per cab.

A typical plexiglass screen would be £185. Due to the variety of makes and models of vehicles used as taxis meant that screens would have to be made to measure which would limit the amount of savings to be had by bulk buying.

A simple dashboard mounted panic alarm would be issued free of charge to all cabs in Gravesham and Dartford.

Information from Manitoba in Canada suggests that the installation of in cab CCTV can bring about a dramatic reduction in taxi crime. Their figures show taxi crime down from 38% to 8% in 3 months! In the light of this Manitoba had made in-cab CCTV compulsory.

Inspector Anderson had been preparing a bid, with the support of the council, for match funding from the Urban fund. He had secured £15k from the Crime and Disorder Reduction Partnership (CDRP) and £25k from the police and the bid for Urban funding was for £40k and he had a presentation to the Urban fund board on Thursday 13 September and he was very optimistic that the bid would be successful.

Mr Armitage said that some of the drivers were complacent with an "it can't happen to me" attitude. However they were in favour of in-cab CCTV.

Inspector Anderson said that the police also intended to run driver safety days which would include training on conflict resolution.

The meeting then discussed other issues such as the introduction of London type black cabs, adopting a pool car system or all taxis being the same make of car.

The economy of the town meant that drivers, whilst liking the idea of black cabs and all the built in safety features that came with them, could not afford to run them. Some drivers were already working 24/7 in order to make a decent wage.

The pool car idea would not work based around an 8hr 3 shift system.

All taxis being the same make of car offered the benefit of it being much easier and cheaper to instal safety screens but it would take many years for such a system to be introduced. A taxi is licensed for 10 years so assuming the vehicle survives it could be that long before the vehicle could be changed for the preferred make.

There was additional legislation in the pipeline including the Disability Discrimination Act, which had to be implemented by 2012, that could dramatically change the face of the deployment and culture of taxis in the borough.

In addition to the meeting to consider the Urban bid on Thursday 13 September a meeting of the Technical subgroup to discuss the costed options has been arranged for Friday 14 September.

Following on from these meetings the taxi drivers will be holding a general meeting to discuss the proposals on October 9 the task group decided to have another evidence gathering session to consider the outcomes of these discussions sometime in early November.

Evidence gathering session
7 January 2008

Present

Cllrs Craske, McGarrity and Croxton

Interviewees

Chris Hills - Senior Licensing Officer
Inspector Paul Anderson

Rick Davis – United Taxi Group (Mr Davis was replacing Mr Armitage as the representative of UTG)

Apologies were received from Cllr Dyke.

The bid for Urban funding had been agreed which matched funding from the police and GBC giving a total of £118,000.

An open day at Brands Hatch on 6 November at which several in-cab CCTV systems and other safety equipment were demonstrated was well attended by drivers and had a positive response from the media.

In-cab CCTV systems from 4 companies were chosen to be field tested in 12 Gravesham cabs. The cabs chosen represented a cross section of those deployed in the borough. The companies ranged from specialists in the field to those with a wider range of electronic surveillance products.

The systems were installed by the end of January at a cost of 7% of the total budget though this money would be recovered at the end of the trial.

The trials were due to be completed by the end of January at which time the final specification would be drawn up based on the feedback from the drivers.

Early feedback from the drivers who were testing systems that included screens revealed that they thought the screens were too large and could be distracting. Other concerns were around the length of time that the systems were recording. The preferred system would start recording as soon as the key was in the ignition and stop the moment it was removed. The maximum time for recording would be 31 days which was the same as the other CCTV systems used by the council throughout the borough. It appeared that one system was head and shoulders above the rest. However, nothing would be decided until all the information from the trials had been considered.

As soon as the system specification had been decided the tendering process would begin.

Members of the task group asked about the robustness of the installation of the camera and screen and whether they could be easily damaged by passengers.

Not all systems had screens and the installation of the cameras in the headlining of the cab was pretty secure so this was perceived as not posing too much of a problem. Some systems deployed two cameras so they would be even more secure.

On deploying in-cab CCTV the law requires there to be two signs on the outside of the cab and two on the inside advertising that CCTV is operating in the vehicle.

Protocols about who was able to download and view the information stored by the systems have already been written and approved by Legal Services. Consideration also had to be given as to who owned the system, long term warranties for the equipment and servicing. Some of these issues would be addressed through the specification and tendering processes.

At the time of the meeting 146 drivers had signed up to having CCTV installed in their cab. The driver's contribution was expected to be around £95.

It was intended that all cabs be fitted with CCTV by the end of March 2008

The Council's 'conditions of fitness' which defines the conditions under which a license will be granted have not been reviewed for a number of years. The council is considering making the fitting of incab CCTV mandatory for the granting of a license. The voluntary route for improving taxi safety had been tried with a very poor response and as there had been a fundamental change in the mindset of the drivers towards compulsion and the benefits that this would bring to them and their passengers.

The task group were interested to know how many new drivers were licensed each year and whether there was a limit on the total number.

There were on average 12 new licenses issued each year and there was no limit on numbers.

If CCTV was to become mandatory how would it be funded?

It was hoped that there would be some money left over from the current funding which could be put aside to subsidise new drivers. There was also the possibility of introducing advertising in cabs and many local businesses had expressed an interest.

There was a general desire to raise the standard of the taxi service in the borough. This would range from cleaner cabs to a higher standard of driver knowledge tests which would include questions on the highway code and a basic knowledge of the licensing laws.

All in all the proposed introduction of incab CCTV had been positively welcomed by both the drivers and their passengers. On completion of the project Gravesham would be a leader in in-cab CCTV and other authorities in Kent were watching progress with great interest.

It was proposed to hold a further evidence session on Monday 25 February 2008 when the field trials had been completed, the final specification drawn up and the tendering process completed.

Evidence gathering session
25 February 2008

Present

Cllr Harold Craske
Cllr Bronwen McGaritty
Cllr Lee Croxton

Interviewees

Inspector Paul Anderson
Chris Hills
Rick Davis

Apologies from Cllr Dyke.

Inspector Anderson gave an update on the in-cab CCTV project:-

The drivers who were trialling CCTV systems in their cabs had completed their evaluation sheets. The evaluation sheet asked 6 questions, each question could score 1 to 5 points (1 poor, 5 good). So each system could get a maximum of 30 pts.

The general feedback was good both from drivers and passengers.

The drivers favoured systems that had screens that not only showed them what was going on but had the added benefit of reminded them that the system was working and they could easily see whether the camera had been moved. They also like the systems where the storage device was safely out of sight in the boot.

It was obvious from the evaluation that some of the systems were not up to scratch and of the four tested two were head and shoulders above the rest.

It was intended to include the provision of a screen in the final specification.

Inspector Anderson had a meeting with the project board on Monday 3 March at which he would identify the two preferred suppliers and get the go ahead to get these two suppliers to tender for the contract provided this was acceptable under the conditions of the granting of the Urban funding. It was essential that the tendering process was transparent and open to scrutiny.

The contract would be for 3 years.

The task group were concerned that with this sort of technology rapidly advancing the installed equipment would soon be out of date.

The contract would be for a 3 year programme which would include ongoing support. The images coming from these systems were well up to evidential standards and the view was that the

cameras and storage were unlikely to change much but could get significantly cheaper in the future.

The drivers were excited by the prospect of being able to carry advertising on their cabs.