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## AGENDA

**Pwyllgor** PWYLLGOR DIOGELU'R CYHOEDD

**Dyddiad ac amser y cyfarfod** DYDD MAWRTH, 6 CHWEFROR 2018, 10.30 AM

**Lleoliad** YSTAFELL BWYLLGORA 1 - NEUADD Y SIR

**Aelodaeth** Cynghorydd Jackie Parry (Cadeirydd)  
Cynghorwyr Murphy, Goddard, Hudson, Jacobsen, Caerhirfryn, Mackie, Robson, Taylor, Wood a/ac Williams

### 1 Ymddiheuriadau am Absenoldeb

Derbyn ymddiheuriadau am absenoldeb.

### 2 Datgan Buddiannau

Dylid gwneud hyn ar ddechrau'r eitem agenda dan sylw, yn unol â'r Cod Ymddygiad Aelodau.

### 3 Cofnodion (*Tudalennau 1 - 10*)

Cymeradwyo cofnodion y cyfarfodydd a gynhaliwyd ar 7 Tachwedd a 5 Rhagfyr 2017 a 9 Ionawr 2018 fel gwir gofnod.

### 4 Caniatáu cais am osod system camerâu teledu cylch cyfyng deuil MTC 33 mewn Cerbydau Hacni a Cherbydau Llogi Preifat a Drwyddedir gan Gyngor Caerdydd (*Tudalennau 11 - 18*)

**Davina Fiore**

**Cyfarwyddwr Llywodraethu a Gwasanaethau Cyfreithiol**

Dyddiad: Dydd Mercher, 31 Ionawr 2018

Cyswllt: Graham Porter, 029 2087 3401, [g.porter@cardiff.gov.uk](mailto:g.porter@cardiff.gov.uk)

Mae'r dudalen hon yn wag yn fwriadol

## PUBLIC PROTECTION COMMITTEE

7 NOVEMBER 2017

Present: County Councillor Jackie Parry(Chairperson)  
County Councillors Goddard, Hudson, Jacobsen, Mackie,  
Taylor, Wood and Williams

## 13 Apologies for Absence

Apologies for absence were received from Councillors Lancaster and Murphy.

## 14 Declarations of Interest

A declaration of interest was received from Councillor Rhys Taylor who declared a Personal interest in Item 4 as he works for an organisation that campaigns on Air Quality.

## 15 Minutes

The minutes of the Public Protection Committee held on 5 September 2017 were agreed as a correct record and signed by the Chairperson.

The minutes of the Public Protection Sub Committee held on 5 September 2017 and 3 October 2017 were agreed as a correct record and signed by the Chairperson.

## 16 Air Quality in Cardiff - Progress Report

The Chairperson welcomed Jason Bale Team Manager – Environment and Dave Holland Head of Shared Regulatory Services to the meeting.

Members were provided with a presentation on Air Quality in Cardiff after which the Chairperson invited comments and questions from Members:

- Members found the presentation very informative, noting the 4 Air Quality Monitoring areas in the City. Members asked whether the Council had any liability towards any health related illnesses given that the quality of the City's air had been monitored for a while. Officers explained that there was a duty placed on the Council to monitor and report; Cardiff's Clean Air Strategy brings together a number of policies to deal with this duty. It was noted however that the economy had taken priority up until now.
- Members noted the reference to Electric cars and considered that more of the Council's fleet vehicles should be electric and there should be more charging points around the City. Officers explained that the Clean Air Strategy was picking up on these points and there were discussions with the Welsh Government ongoing with regards to the infrastructure needed to support these. It was added that the Government also have duties, to work with Cardiff to achieve compliance. Officers explained that there was reference to Charging/Clean Air Zones in the Action Plan; Defra had undertaken compliances and indicated that Cardiff would not be compliant beyond 2020 and it was clearly stated that the only way to improve would be the implementation of a Clean Air Zone; discussions were

underway with the Welsh Government on how this could be implemented.

- Members made reference to Westgate Street and asked if there had been an increase in emissions since the closure of the Bus Station; it was added that residents had seen visible differences. Officers noted the effect on Westgate Street and explained that Transport Colleagues were looking at different options for Westgate Street prior to the new Bus Station opening.
- Members noted that other cities had received grants for companies to update their fleet vehicles; officers stated that most of the grants were awarded in England. Cardiff officers have a meeting planned with Defra with the aim of applying for Welsh Government funding for this.
- Members noted that the use of Westgate Street, with its tall buildings was not ideal and asked if levels were likely to fall back to previous levels when the new bus station opens; asking further if the failure to have an operating bus station was putting people's health at risk. Officers explained that National Express and Mega Bus were not using Westgate Street and it was difficult to prove that the closure of the bus station was solely to blame for the rise in levels.
- Members noted the current funding bid to retrofit 96 buses in the Cardiff Bus fleet in order to make them euro 6 compliant and asked if there were any plans for electric or hybrid buses. Officers explained that was a decision for Cardiff Bus, however there was currently a lack of infrastructure to support this and discussions were starting around this.
- Members discussed the monitoring sites around schools; officers stated that Client Earth noted that some of the schools quoted in the study were actually placed further away and closer to roads. More work was being done with schools to do their own monitoring and to have Walk to School Campaigns. It was noted that the new policy guidance from Welsh Government placed a clear responsibility on the Council to engage with communities more actively on Air Quality, this work had now started.
- Members asked if the development around the new bus station could be making emissions levels worse, with the increase in heavy plant vehicles. Officers stated that there were separate assessments undertaken on the construction element of the traffic. The BBC building would have very limited parking, as would the Tax Office and it was anticipated that most people would use public transport. The development of Windsor House and Knox Road Student accommodation would have no dedicated parking.

Officers further added that the impact on emissions levels is from existing traffic.

- Members asked if there were any comparator figures for England with regards to deaths. Officers explained that the Death figures were UK wide and that the figures were attributable deaths, the emissions levels were not solely responsible. The figures were 50,000 per annum UK wide. There were no comparator figures but officers noted that there were 27 other local authorities identified in the UK Action Plan apart from Cardiff.
- Members asked if the Canton train depot site was monitored and were advised that it was not; the Council do not monitor work places.
- Members asked if the AQM tubes were visible and were advised that they were, they are generally placed on drain pipes, lampposts or the sides of houses.
- Members asked if there could be Public Health Monitoring alerts around the City. Officers explained that there would be warnings if air quality was poor, variable signs to say for example, do you need to drive today?
- Members asked if traffic calming in the City was contributing to increased emission levels as vehicles need to slow down and speed up again. Officers accepted this point and stated that the new 20 mph zones would not have speed bumps for this reason.

A proposal was made and seconded to include a note in the minutes to state that ‘the council must do more to improve Air Quality Management in the City as the Council has failed in some areas to date.’

A vote was taken on this and unanimously supported (*Councillor Rhys Taylor excluded himself from the vote as he had declared a personal interest in this item*)

Members were advised that the responsibility for consideration the discharge of any function relating to the management of Air Quality is a ‘local choice’ function, which means that the Council can choose whether it is undertaken by a Committee or the Cabinet. To date the choice has been to allocate the responsibility to the Public Protection Committee.

In June 2017 the Welsh Government issued new policy guidance to local authorities in Wales in relation to local air quality management. At the heart of the new guidance is a requirement for local authorities to follow the five ways of working, set out in the Well-being of Future Generations (Wales) Act, when carrying out local air quality management. This means planning for the long term, integrating policies which can impact on air quality, involving people, collaborating with others and preventing problems from getting worse or from arising in the first place. This means that local air quality management (LAQM) must encompass more than just the Local Authorities’ statutory functions under

Part IV of the 1995 Act. The exercise of those functions must be properly joined up with the management of land use and transport planning, as well as with the carrying out of any other activities which have a bearing on local air quality.

Members were advised that Councillors Elsmore, Wild and Michael meet regularly to understand the impact across portfolios and how the Council deals with it.

It was proposed to transfer the responsibility for the Air Quality function to the Cabinet so it is fully integrated with the LDP and Planning Development issues. Public Protection Committee would then be a consultee. Constitution Committee would consider the report and a decision made by Full Council as to whether the responsibility stays with Public protection or goes to Cabinet.

Members discussed this proposal at length.

**RESOLVED:** Members were concerned that the transfer of the Monitoring function from the Public Protection Committee to Cabinet could be a conflict of interest and considered that it should remain an independent function. Members considered that the Public Protection Committee should receive the progress reports initially before it goes to Cabinet and that it should also receive feedback after Cabinet.

PUBLIC PROTECTION SUB COMMITTEE

7 NOVEMBER 2017

Present: County Councillor Jackie Parry(Chairperson)  
County Councillors Goddard and Wood

4 : HACKNEY CARRIAGE/PRIVATE HIRE MATTERS

RESOLVED – That the following matters be dealt with as indicated:

- (1) Disciplinary 1  
Suspension for 10 days for refusal of fare and inappropriate behaviour & take the BTech course as soon as possible within 6 months.
- (2) Disciplinary 2  
7 days suspension for refusal of fare & take the BTech course within 6 months.
- (3) Disciplinary 3  
Case dismissed due to lack of evidence.
- (4) Disciplinary 4  
17 days suspension; 10 for refusal of fare and & for dishonesty.
- (5) Application 1  
Application refused.
- (6) Application 2  
Application refused.
- (7) Application 3  
Application refused.
- (8) Application 4  
Application granted.
- (9) Application 5  
Application granted.
- (10) Application 6  
Application refused.

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PUBLIC PROTECTION SUB COMMITTEE

5 DECEMBER 2017

Present: County Councillor (Chairperson)

County Councillors Jackie Parry, Taylor and Williams

1 : HACKNEY CARRIAGE/PRIVATE HIRE MATTERS

RESOLVED – That the following matters be dealt with as indicated:

- (1) Disciplinary  
Written warning for refusal of fare.
- (2) Disciplinary  
Licence suspended for 7 days for abusive behaviour and driving in an unsafe matter.
- (3) Disciplinary  
No further action.
- (4) Application for renewal  
Application deferred for a period of 3 months pending the result of an outstanding appeal.
- (5) Application for the grant of a Hackney Carriage/Private Hire Drivers Licence  
Application approved
- (6) Application for the grant of a Hackney Carriage/Private Hire Drivers Licence  
Application deferred pending the provision of further information by the applicant.

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PUBLIC PROTECTION SUB COMMITTEE

9 JANUARY 2018

Present: County Councillor Jackie Parry(Chairperson)  
County Councillors Goddard and Williams

1 : HACKNEY CARRIAGE/PRIVATE HIRE MATTERS

RESOLVED – That the following matters be dealt with as indicated:

(1) Application 1

Application for the grant of a Hackney Carriage/Private Hire Drivers licence approved.

(2) Application 2

Application for the grant of a Hackney Carriage/Private Hire Drivers licence refused.

The meeting terminated at 11.30 am

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**PUBLIC PROTECTION COMMITTEE: 6 February 2018****Report of the Head of Regulatory Services****APPROVAL OF MTC 33 DUAL CAMERA CCTV SYSTEM IN HACKNEY  
CARRIAGE AND PRIVATE HIRE VEHICLES LICENSED BY CARDIFF  
COUNCIL****1. Background**

- 1.1 An application has been received from Mr Alan Jones of Matrix Telematics, Matrix House, Merlin Court, Atlantic St, Altrincham WA14 5NL for approval to install the MTC 33 Dual Camera CCTV System in hackney carriage and private hire vehicles licensed by the authority.
- 1.2 There are already a number of CCTV systems approved for use in vehicles licensed by the authority, including the AutoCam CCTV system that was approved on 9 October 2007, the Visual Integrated Systems CCTV system that was approved on 7 July 2009, and the IKAB XTON CCTV system that was approved on 8 December 2009.
- 1.3 At the meeting of 7 July 2009 Members also resolved that authority be delegated to the Chief Strategic Planning and Environment Officer and the Operational Manager (Licensing and Public Protection) to approve CCTV systems for use in hackney carriage and private hire vehicles licensed by the authority. However, these positions no longer exist within the authority.
- 1.4 Hackney Carriage vehicle licence condition number 4 and private hire vehicle licence condition number 5 require that no fittings, except those approved by the Council shall be attached to the inside or outside of the vehicle.
- 1.5 The applicant has been requested to provide a vehicle fitted with the equipment for inspection at the meeting.
- 1.6 Further details of the system are attached at Appendix A and B.

**2. Considerations.**

- 2.1 Hackney Carriage Vehicle Licence Condition 5.5 and Private Hire Vehicle Licence Condition 5a require that:

Interior CCTV equipment of a type previously approved by the Authority may be fitted in accordance with the manufacturer's instructions, subject to:

- a) a sign indicated that recording equipment is in use being clearly displayed within the vehicle, and;
- b) all images downloaded from the camera being made available to the Police, upon request, for up to 28 days following download of the images.

2.2 As the principle of permitting such equipment in licensed vehicles is already established, it is also recommended that the approval of such equipment should be delegated to officers in future.

### **3. Achievability**

3.1 This report contains no equality personnel or property implications.

### **4. Legal Implications**

4.1 The Committee may attach such conditions to a hackney carriage and private hire vehicle licence as it considers reasonably necessary. If the Committee were minded to approve the application then the appropriate condition would need to be established to permit the installation of the equipment.

4.2 All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council eg. standing orders and financial regulations; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **5. Financial Implications.**

5.1 The licensing service is required to be self-financing with all expenditure being met from fees and charges which are reviewed annually. There are no financial implications arising directly from this report. Should the Committee approve the device it will be a matter for the discretion of individual vehicle owners to fit it to their vehicle at their expense.

### **6. Recommendation**

6.1 That the application for approval of the use of MTC 33 Dual Camera CCTV System equipment in hackney carriage and private hire vehicles licensed by the authority be determined on its merits.

6.2 That authority be delegated to the Head of the Shared Regulatory Services and the Operational Manager of Neighbourhood Services to approve future CCTV

systems for use in hackney carriage and private hire vehicles licensed by the authority.

**Dave Holland**

**HEAD OF SHARED REGULATORY SERVICES**

This report has been prepared in accordance with procedures approved by Corporate Managers.

Background Papers: None

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No longer do you have to rely on simple packets of data to view crash incidents and dangerous driving antics.

Matrix have brought to life the next generation of telematics, meaning that you can actually watch an incident unfold in front of your eyes, minutes after it happened.

## INSTANT ALERTS

Receive automated video footage and a detailed FNOL report by email upon event trigger. Avoid timely and often impractical SD card retrieval from other camera systems, instead giving you incident evidence as it happens.

## INSURANCE REDUCTION

Video evidence supports non-fault road traffic incidents and expedites claim settlements, leading to future savings on premiums that can run into hundreds of pounds per vehicle.

## DRIVER TRAINING

Receive automated video footage and a detailed FNOL report by email upon event trigger. Avoid timely and often impractical SD card retrieval from other camera systems, instead giving you incident evidence as it happens.

## ON DEMAND

Download driving footage remotely from your desktop and analyse more of your fleet activity, following up on recent non-incident related events.

## TECHNICAL SPECIFICATION

- High Definition quality video at 720p and up to 30fps
- Wide angle 120° field of view
- H.264 format
- Camera on/off controlled by ignition state or program
- Telematics camera devices in constant communication via Serial interface
- Supports MT2630
- Camera weight 50g (excluding mount)
- Camera dimensions 60 x 40 x 30mm (excluding mount)
- Cable harness needs to be wired to vehicle power, ignition and ground
- Camera tested to work up to 70°C















# MTC33 Dual

## Front and Rear Facing Camera

**Add HD Video Evidence to crash/incident reports**

**Enhance driver behaviour reports with in-car real-time video analysis**

### KEY FEATURES:

-  Incident video configuration
-  20 second video file for each incident
-  Video uploaded to secure, encrypted server
-  Videos retained in local storage – no SD required
-  Incident data information timestamped at source
-  Doesn't require any user interaction
-  Over-the-air application updates
-  Remote diagnostics and continuous monitoring
-  Link to the video will be included
-  On-demand video downloads from up to 40 hours driving memory
-  Discreet Hardware Installation
-  Tamper alerts when running
-  Infrared camera option to record car interiors at night
-  Preapproved by many UK councils and authorities

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# Appendix B

## MTC 33 Dual Camera

### Specifications – 2017

#### 1. Included in the box:

- HD33 IncidentCam Camera control unit and cables
- Calamp LMU 2630
- Windscreen suction mount and/or Stick-on mount
- 3G USB WiFi modem with pre-commissioned SIM card (Dedicated for video upload)
- Camera module with extension lead
- Installation instructions
- Optional Button for triggering “Panic” video capture

#### 2. Camera Spec:

- High Definition quality video at up to 1080P resolution and up to 30fps
- ARM Cortex-A7, Allwinner Quad core H3, 1.6GHZ
- 1GB RAM 32GB or 64Gb EMMC Flash
- Camera tested to work up to -10 to 60°C
- DSP advanced audio enhancement
- Wide angle 120° field of view
- H.264 format
- Size: 60\*40\*30mm Weight: 50g
- CE and RoHS compliant
- Second camera module option for passenger/driver recording

#### 3. IncidentCam functionality:

- Incident videos can be configured in the following cases:
  - When the telematics device detects a collision
  - On demand by user pressing a button
  - When the telematics device detects a harsh braking or Cornering
  - Historic videos can be requested via the portal
- 20 seconds video file for each incident (15 seconds before and 5 seconds after)
- Video upload to Secure server when sufficient network coverage available
- Videos retained in Secure local storage until safely delivered to the server
- Video and incident data information timestamped at source
- All server communication is encrypted
- The application doesn't require any user interaction once the camera is installed
- Over-the-air application updates
- Remote diagnostics and continuous monitoring of camera status
- A link to the video will be included in the email notification of the collision and also on the Alert History Report together with the optional FNOL report
- Event files stored on internal memory (not accessible by user or driver for security)
- Video playback with Location (Long/Lat) / Speed and unit serial number

**4. Hardwired integration between camera and Calamp LMU 2630 via Serial port:**

- Camera on/off controlled by ignition state
- Telematics camera devices in constant communication via Serial interface
- Telematics devices supported: Calamp LMU 2630 via Serial port

**5. Environmental features:**

- Cable harness to be wired to vehicle power, ignition and ground
- Camera tested to work up to 70 C
- CE Approved, E-mark & RoSH Compliant
- UK Standard 12 Month Warranty

**6. Audio Feature**

- Camera system has the capability of recording audio
- Cameras can be specified with and without audio, this is a remotely configurable option that can be changed to suit application

**7. Camera Functionality**

- Remote retrieval of camera footage secure storage of data and access to data, driver activated Panic Button