

7 December 2017**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR-PLACE****CCTV VEHICLE-UPDATE REPORT****Purpose of the Report**

1. To provide an update to Members on the use of the CCTV enforcement vehicle ('camera car') in Nottinghamshire and to seek approval for the purchase and deployment of a second vehicle.

Information and Advice

2. Members approved the purchase of a camera car at the Transport and Highways committee on 16th July 2015. This followed the conversion of the School Keep Clear markings in the county into enforceable restrictions and the recognition that a camera car could more effectively undertake enforcement in suburban and rural areas than Civil Enforcement Officers can do on foot.
3. The vehicle became fully operational in March 2016 following a series of well-received publicity events designed to increase the awareness of the car and the importance of respecting school and bus stop restrictions. An electronic form was added to NCC's website inviting the public to request the car attend their local school and this was also sent to all schools with a promotional leaflet.
4. In January 2017, a report was presented to the Transport and Highways Committee detailing the initial outcomes of operating the vehicle. Beats had been designed to ensure that the car visited as many schools as possible during the morning and evening peak times. Between these periods it concentrated on enforcing bus stop clearways. These are the only two parking restrictions that can legally be enforced using a camera in the county following the publication of the Deregulation Act 2015.
5. The update report indicated that for the first 9 months of operation between March 2016 and November 2017, the car had collected evidence leading to the issuing of 542 Penalty Charge Notices, of which 348 (64%) had been issued to vehicles parked on School Keep Clear restrictions. The figures from December 2016 until September 2017 are shown below.

6.

Month	School markings	Bus stops	Total
December 2016	21	30	51
Jan 2017	36	22	58
Feb 2017	46	23	69
Mar 2017	62	24	86
Apr 2017	22	18	40
May 2017	73	24	97
June 2017	40	25	65
July 2017	47	28	75
Aug 2017	3	21	24
Sept 2017	71	18	89
Total	718	233	951

7. The January report noted that the camera car had been operating at a slight financial deficit; costs to date had been £16,200 and income from the Penalty Charge Notices had been £14,500. This trend has continued in 2017 with a combined operational cost from inception of £47,700 with income of £35,700.
8. The vehicle is often deployed to more remote rural and suburban areas where it has proved difficult and inefficient to send Civil Enforcement Officers. A side benefit of utilising the vehicle to visit these areas equitably is that the CEOs are able to remain efficiently deployed in and around the town and district centres. This contributes towards the ongoing surplus from on-street enforcement that has been in evidence in recent years. This annual surplus from more traditional enforcement can be justifiably utilised to subsidise the deployment of the camera car to the more rural areas. The annual operating deficit from the car of approximately £8,000 is easily covered by the general on-street surplus.
9. The camera car must be kept within a secure base overnight and it is typically allocated to one district each week. The county has approximately 330 schools over a large geographical area and consequently covering all areas frequently enough to significantly improve compliant parking is a challenge. A second vehicle would considerably enhance our ability to meet the demand from the schools and public transport operators for more frequent enforcement.
10. A second vehicle would cost approximately £45,000 for a vehicle (£8,500), the camera and associated software (£33,000) and the first year of software maintenance costs (£3,500). The revenue costs of the driver plus vehicle running and maintenance expenditure would be met largely by the Penalty Charge Notice income. It can be expected though that a second vehicle would also run at an operational deficit but this will be subsidised by general parking enforcement.
11. Any deficits would be minimal and it must be emphasised that the true value of the vehicle is from the very visible awareness it brings that the County Council is actively addressing

school safety and public transport accessibility. Headteachers have provided excellent feedback on the car and on the ability they have to request it attends their school. Schools, like the Council, have always received significant numbers of complaints from responsible parents and residents about vehicle owners that ignore the parking restrictions outside of schools causing congestion and jeopardising safety. With the introduction of enforceable restrictions supported by the car they can now refer those complaints to the enforcement team with an expectation that positive action will be taken. The number of PCNs issued outside of schools to date is over 1000 which indicates that the problem is genuine and a commitment to a second vehicle will assist further with this.

12. It is further recommended that to coincide with the new school years, the initial press release and accompanying promotional leaflets are sent to the schools annually to assist headteachers in passing on information to parents.

Other Options Considered

13. The existing single vehicle could be retained for use across the county. This would keep operational costs low but it would reduce the number of enforcement visits each school receives annually.

Reason/s for Recommendation/s

14. The camera car has proved to be a successful enforcement project that has brought efficient enforcement to the majority of schools in the county. In a large geographical area it is difficult for the Civil Enforcement Officers to access remote areas regularly but the camera car has enabled that. It has proved very popular with schools who can now directly request enforcement action whenever they have concerns over parent parking. A second vehicle would significantly increase NCC's ability to react to these requests quickly thus ensuring that the importance of respecting school restrictions is reinforced. Annual publicity of the car would also ensure that new parents at a school are quickly made aware of the restricted areas and the likelihood of enforcement action.

Statutory and Policy Implications

15. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

16. The deployment of a liveried camera car across the county will enhance the visibility of the enforcement officers and assist with community protection.

Data Protection and Information Governance

17. A Privacy Impact Assessment will be completed to appraise the potential impact of the images collated by the vehicle.

Human Resources Implications

18. Additional drivers will be sourced via the Council's contract with NSL Services who supply Civil Enforcement Officers to the County Council and District/Borough Council's who form the Notts Parking Partnership.

Implications for Service Users

19. Service users will benefit from an increased enforcement presence on school and bus stop restrictions. Parking in these locations can jeopardise road safety, seriously inconvenience public transport operations and create local congestion.

RECOMMENDATION/S

- 1) The approval of the purchase and deployment of a second camera car
- 2) The approval of an annual awareness programme sent to schools and the press highlighting the importance of school restrictions and the use of the camera car.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Gareth Johnson

Constitutional Comments (EP 24/09/17)

20. The recommendations fall within the remit of the Committee by virtue of its terms of reference.

Financial Comments (SES 01/11/17)

21. The financial implications are set out in the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Transport and Highways Committee July 2015
- Transport and Highways Committee January 2016

Electoral Division(s) and Member(s) Affected

- 'All'