



**19 January 2017**

**Agenda Item: 8**

## **REPORT OF CORPORATE DIRECTOR-PLACE**

### **CCTV ENFORCEMENT CAR UPDATE REPORT (MARCH-NOVEMBER 2016)**

#### **Purpose of the Report**

1. To update Members on the use of the CCTV enforcement car ('camera car') in Nottinghamshire.

#### **Information and Advice**

2. Members approved the purchase of a camera car at the Transport and Highways Committee on 16<sup>th</sup> July 2015. This was in recognition that mobile enforcement of school markings and bus stops is more effectively delivered using a vehicle in a predominantly rural County.
3. The vehicle was delivered to the Council early in 2016 fully equipped with an Automatic Number Plate Recognition (ANPR) roof mounted camera and supporting software. The camera works by recognising pre-programmed restrictions thus allowing a driver to simply follow an agreed enforcement beat. This required some significant amount of data population and testing prior to the press release and the attendance of the vehicle in various town centres during the February half-term period.
4. The vehicle became fully operational in March 2016 after a week of publicity. The initial press coverage was generally positive with a Facebook film posted by Radio Nottingham receiving 36,000 views with 192 comments mainly suggesting schools for the car to visit. To coincide with the launch of the vehicle, a web page was added to the Nottinghamshire County Council site providing information on the car and a form to complete to request a visit. This was then sent to all schools in the county with widespread support and many have subsequently used it to request a visit by the car.
5. Following the introduction of the Deregulation Bill in 2015, local Authorities can only use remote camera enforcement for a small number of specific restrictions; bus lanes, bus stops (if marked with the appropriate markings and signs), school keep clear markings accompanied with signs and red routes. By exempting these, the Deregulation Act did recognise that these restrictions are best enforced with a mobile or remote camera. With regard to the school markings and bus stops, this is particularly pertinent in Nottinghamshire where Enforcement Officers have previously attempted to enforce restrictions at over 300 schools often in rural areas.

6. Following a commitment to further improve road safety adjacent to schools and assist with traffic management, almost all school keep clear markings in the county are now enforceable. These markings are provided to create a clear area of the carriageway directly outside of the school entrance where children will gather. Parked vehicles in this area will obstruct the visibility for approaching drivers and create congestion and consequently the keep clear markings have an important role to play in supporting road safety around schools. In addition, parking on the keep clear markings is a consistent source of complaints from parents and teachers to the County Council.
7. The majority of the bus stops in the county are not restricted with bus stop clearways although work is progressing to address known problem sites and high-use routes. A vehicle stopped at a bus stop preventing access by the bus can cause significant difficulties for passengers, and particularly those with disabilities, as well as potentially causing local congestion if vehicles are unable to pass the bus.
8. Operationally, the car follows beats designed to attend as many schools as possible during the school and nurseries start and finish times. Between these periods it attends bus stops covered by bus stop clearways. Generally, it has been visiting one District per week and the routes are being refined as evidence emerges of the most problematic sites.
9. From March 2016, the number of Penalty Charge Notices issued by month by the camera car are as follows;

Month	School markings	Bus stops	Total
March	17	11	28
April	38	13	51
May	45	39	84
June	52	46	98
July	49	26	75
Aug	0	20	20
Sept	45	28	73
Oct	45	4	49
Nov	57	7	64
Total	348	194	542

10. The Transport and Highways Committee report from July 2015 anticipated that once the beats had been established and refined, the car would generate sufficient income from Penalty Charge Notices to meet its running costs and pay towards the initial capital outlay. In this initial period, the car has operated with a small financial deficit with income of £14,500 and operational costs of £16,200. Much of the operational time to date has though been spent developing efficient routes and training staff and it is expected that with improved beats and the more efficient deployment that comes from experience, the car will ultimately return a small operational surplus.
11. It must be emphasised though that the true value of the vehicle is from the increased public perception of enforcement and with it a heightened awareness of school restrictions it brings. It is proposed to expand this further with visits to schools and public events where appropriate

in 2017. In addition, the schools will be further encouraged to assist with publicising the vehicle in their communications with parents.

12. Parking enforcement within Nottinghamshire is managed by the County Council in partnership with the Districts and Borough Councils. On-street enforcement is the responsibility of the County Council and with increased efficiencies, this now produces a small annual financial surplus after all enforcement and administrative costs have been met. This surplus can be utilised to meet any potential deficit arising from the operation of the car.

### **Other Options Considered**

13. Enforcement by Civil Enforcement Officers on foot has previously been attempted but due to the distances involved and the temporal nature of school parking this is inefficient. Other options would include not enforcing the school markings. This would potentially jeopardise the safety of school children across the county.

### **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, 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, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

### **Financial Implications**

15. The vehicle was purchased from a revenue contribution to capital from the 2015/16 budget and is financed from income generated from Penalty Charge Notices. It is expected that given time the vehicle will generate a small surplus that would be allocated in accordance with legislation.

### **Implications for Service Users**

16. Schoolchildren and users of public transport will benefit from the positive impact that enforcement of the restrictions brings.

## **RECOMMENDATION/S**

1) That Members note the content of the Report.

**Adrian Smith**  
**Corporate Director-Place**

**For any enquiries about this report please contact: Gareth Johnson**

**Constitutional Comments (SG 03.01.17)**

17. Because the contents of the report are for noting only, Constitutional Comments are not required.

**Financial Comments (SES 13.12.16)**

18. The contents of this report are duly noted; the financial implications are funded through the departmental revenue budget.

**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.

- None

**Electoral Division(s) and Member(s) Affected**

- All