

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisers for Regeneration and Development
2.	Date:	Monday 1st July 2013
3.	Title:	Proposed deployment of CCTV parking enforcement vehicle
4.	Programme Area:	Environment and Development Services

5. Summary

This report gives details of the proposal to deploy a CCTV parking enforcement vehicle in identified areas which are known to be subject to unsafe parking activities.

6. Recommendations

It is recommended that:

- a) **Cabinet Member approves the priorities for deployment of the mobile CCTV enforcement vehicle;**
 - b) **Cabinet Member approves the recommended methods of communication of the proposals;**
 - c) **A report on the operational impact of the vehicle is brought back after 6 months.**
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7. Details

Funding has been obtained from the South Yorkshire Safer Roads Partnership for the purchase of mobile CCTV vehicle which will enable the Council improve enforcement against illegal parking activities.

The CCTV equipment and software automatically recognises locations which are the subject of Traffic Regulation Orders (TRO) through a GPS signal and collects evidence of parking offences; it does not require manual operation. The evidence is downloaded onto the Parking Services notice processing software and a process of evidence review will then be undertaken by a qualified officer. Vehicles which are deemed to be parked in contravention of the regulations will then be the subject of a DVLA enquiry and Penalty Charge Notices (PCN) will then be sent by post to the registered keeper.

It is anticipated that the vehicle will be operational by the end of July 2013, subject to the testing of the system being successfully completed.

Training for staff is scheduled to start during the week of 12th June 2013.

The vehicle will be deployed across the borough, with priority being given to the following locations:

- Outside schools during term time at school “drop off” and “pick up” times;
- On urban clearways;
- In areas where “loading bans” are in operation;
- Restricted bus stops;
- Pedestrian Crossing points;
- In pre-identified “hot spot” areas where waiting restrictions prevail but the restrictions are very often flouted;
- Hackney Carriage Ranks, including outside of ‘normal’ office hours.

Advice has been received from the Department for Transport regarding signage requirements for the project (see Appendix A). In summary, there is no (on-street) requirement for signage to be installed regarding this type of parking enforcement, standard highway signs and markings that inform drivers of the restrictions in place are sufficient. Consideration has been given to methods of informing drivers that this type of parking enforcement may be undertaken; it is recommended that the following communication methods are undertaken:

- The vehicle to be marked with the standard CCTV sign
- An appropriate press release

8. Finance

The initial cost to implement the initiative has been met by funds provided by the SY Safer Roads Partnership, and the ongoing operational costs will be met from within the approved revenue budget.

9. Risks and Uncertainties

All parking enforcement can be contentious, and there may be a certain amount of adverse publicity regarding this proposal.

10. Policy and Performance Agenda Implications

The proposals would support the *Corporate Plan* as follows:

Helping to create safe and healthy communities

- Reducing the numbers of children injured or killed in road traffic accidents.
- Improve road safety and deal with concerns in the community, particularly outside schools.
- We will ensure minimal people are killed and injured on our roads through the delivery of road safety interventions to encourage safer road use.
- We will ensure all schools have clearway restrictions and undertake enforcement to prevent parking by March 2013

The proposals would support *The Sheffield City Region Transport Strategy 2011 – 2026* as follows:

To maximise safety

- W. To encourage safer road use and reduce casualties on our roads.
- X. To work with police to enforce traffic laws.
- Y. To focus safety efforts on vulnerable groups.

To support economic growth

- L. To reduce the amount of productive time lost on the strategic road network and improve its resilience and reliability.

11. Background Papers and Consultation

The Sheffield City Region Transport Strategy 2011 – 2026
The Traffic Signs Regulations and General Directions 2002

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Appendix A

The Traffic Signs Regulations and General Directions 2002 prescribe the sign to diagrams 878 and 879 for the following camera enforcement situations –

- Traffic Signals
- Speed
- Traffic signals and speed
- Traffic enforcement
- Police
- Police enforcement
- Bus lane
- Average speed check

However, these do not include any legend to inform road users of enforcement by CCTV.

The Department does not have any particular advice on this matter as this is a decision for each highway authority. There is no requirement to place signs to diagram 878 or 879. It is for a highway authority to determine how it enforces its traffic orders and there is no legislative requirement to indicate this to road users. What matters is that the individual restrictions and prohibitions are correctly signed.