

June 2014		ITEM:
Delegated Decision Report		
UPDATE ON CCTV ENFORCEMENT VEHICLE TRIAL		
Report of: Jeremy Clark, Implementation and Parking Manager		
Wards and communities affected: All	Key Decision: Key	
Accountable Head of Service: Ann Osola, Head of Transportation and Highways		
Accountable Director: David Bull, Director of Planning and Transportation		
This report is Public		
Purpose of Report: To provide an update on the CCTV enforcement vehicle trial and to recommend a way forward.		

EXECUTIVE SUMMARY

Thurrock Council has been trialling a CCTV enforcement vehicle since June 2013, the main purpose of which was to gauge the effectiveness of mobile enforcement in Thurrock.

The purpose of this report is to provide an update on the trial, and to recommend a way forward.

1. RECOMMENDATIONS:

- 1.1 It is recommended that mobile CCTV enforcement in Thurrock is discontinued in late July 2014 to coincide with the end of the 2013/14 school year.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 On 17th October 2012, Cabinet approved a 6-month trial of a CCTV enforcement vehicle in Thurrock. The trial, which commenced in June 2013, was procured through the Council's Strategic Services Partner.
- 2.2 Because of uncertainties about the robustness of the penalty charge notice (PCN) figures from the initial period of operation, Cabinet subsequently decided on 11th December 2013 to extend the trial by a further 6 months.
- 2.3 This extension has enabled the outcome of the Government consultation on the reform of the rules relating to CCTV enforcement of parking contraventions to be taken into account in the decision-making process.
- 2.4 The extended (12-month) trial was due to finish at end of May 2014, which was close to the local election held on 22nd May 2014, so a delegated decision was made to continue the trial for a period of up to 2 months, so that a delegated decision could be made on the future of mobile enforcement in Thurrock once Cabinet had been reformed after the election.
- 2.5 This extension has enabled the cost-effectiveness of the trial to be gauged for a full 12 months of operation, by comparing the operational costs given in Appendix 1 with the revenue generated from PCNs issued given in Appendix 2.
- 2.6 Appendix 1 also provides details of the initial set up costs for the trial, which were in the region of £83,970 and were met from the Planning and Transportation overall budget.
- 2.7 These figures indicate that the operational cost of the 12-month trial was £112,660 and at the time this report was produced, the revenue generated from PCNs during the same period was £68,117, leaving a shortfall of £44,543 in the first 12-months.
- 2.8 The PCN revenue figures in Appendix 2 were correct at the time of production of this report on 20th June 2014. However, a number of the PCN cases remained open (i.e. the charges have not been paid), and hence these PCN revenue figures may increase with time as the various stages of the penalty charge/debt recovery and appeals processes progress.
- 2.9 Nevertheless, there was a drop in the number of PCNs issued during the latter part of the trial, so even if the outstanding charges were to be paid, there would still be a significant shortfall.
- 2.10 The estimated cost of the 2 month extension is £23,000. It is anticipated that this will be offset in part by revenue from PCNs issued during that period.
- 2.11 No specific budget was made available for the trial and extension, so any shortfall will have to be met from within the Planning and Transportation overall budget.

3. ISSUES, OPTIONS AND ANALYSIS OF OPTIONS:

Issues

- 3.1 The main issue identified during the trial was that the CCTV enforcement vehicle can only be used where enforcement is difficult, sensitive or impractical to enforce certain types of parking restrictions. Thurrock does not have many of the requisite parking restrictions to enforce compared to some other authorities operating mobile CCTV enforcement, which has limited the usage of the vehicle and the amount of revenue it has generated.
- 3.2 There was also significant drop in the number of PCNs issued during the latter part of the trial, which has reduced the amount revenue that will be achieved, and has meant that the trial has not been cost neutral, leaving a financial shortfall.
- 3.3 One of the key outcomes of the recent Government consultation on parking reforms was the confirmation of its plans to limit the use of CCTV enforcement vehicles by councils to enforcing on-street parking on “critical routes”, including around schools, on bus lanes bus stops and on red routes.
- 3.4 If implemented, the Government’s plans are likely to further reduce the number of PCNs issued by a CCTV enforcement vehicle in Thurrock.

Options

- 3.3 The main options are:
 - Cease mobile CCTV enforcement after the trial
 - Extend the CCTV enforcement vehicle trial
 - Share a vehicle with another authority
 - Purchase or lease of a CCTV enforcement vehicle
- 3.4 The data obtained from the 12-month trial has indicated that mobile CCTV enforcement may not be a cost-effective enforcement solution for Thurrock, and has left a financial shortfall. The further reduction in PCNs issued by a CCTV enforcement vehicle that is likely to arise if the Government’s plans are implemented would make mobile CCTV enforcement even less financially viable in Thurrock. Hence, ceasing mobile CCTV enforcement in late July 2014 to coincide with the end of the 2013/14 school year is the recommended option.
- 3.5 Extending the trial would simply give rise to unnecessary additional costs, for which there is currently no specific budget.
- 3.6 Sharing a vehicle with another authority would give rise to inefficiencies, due to the logistical difficulties and lost operational time associated with transferring the vehicle and staff between operating centres and conflicting demands to use of the vehicle for the same purposes, such as for enforcement during the school runs.

- 3.7 Purchasing or leasing a CCTV enforcement vehicle would also give rise to unnecessary additional costs, for which there is currently no specific budget.

4. CONCLUSIONS

- 4.1 The 12-month trial has indicated that mobile CCTV enforcement is not currently a cost-effective enforcement solution for Thurrock, and its continuation would therefore simply give rise to unnecessary additional costs, for which there is currently no specific budget, and which are unlikely to be recouped from PCN revenue.

5 REASONS FOR RECOMMENDATION:

- 5.1 The recommendation to discontinue mobile CCTV enforcement in Thurrock has been made because the 12-month trial has indicated that mobile CCTV enforcement cannot be operated cost-effectively, primarily because Thurrock does not currently have many of the parking restrictions that can be enforced by CCTV.
- 5.2 This has limited the usage of the vehicle and the amount of revenue it has generated from PCNs, which in turn has meant that the expenditure on the trial was greater than the revenue, leaving a financial shortfall.
- 5.3 This situation has been exacerbated by a drop in the number of PCNs issued during the latter part of the trial, thereby reducing the overall amount of revenue that will be achieved.
- 5.4 A further reduction in PCNs issued is likely to arise if the Government's plans are implemented, which would make mobile CCTV enforcement even less financially viable in Thurrock.
- 5.5 The shortfall from the trial and extension can be met from within the Planning and Transportation overall budget, but moving forward, this position is not sustainable.

6. CONSULTATION (including Overview and Scrutiny, if applicable)

- 6.1 No further consultation will be undertaken in respect of the decision to discontinue the trial.

7. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT

- 7.1 There would be no negative impact on corporate policies, priorities, performance and communities by discontinuing mobile CCTV enforcement in Thurrock.

8. IMPLICATIONS

8.1 Financial

Implications verified by: **Mike Jones**
Telephone and email: **01375 652772**
mxjones@thurrock.gov.uk

The financial shortfall from the CCTV enforcement vehicle trial and extension can be met from within the Planning and Transportation overall budget. However, moving forward, this position is not sustainable.

8.2 Legal

Implications verified by: **Alison Stuart**
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alison.stuart@bdtlegal.org.uk

There are no legal implications to this report.

8.3 Diversity and Equality

Implications verified by: **Samson DeAlyn**
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There are no direct diversity and equality implications to this report.

8.4 Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

There are no other implications of significance.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Estimate from the Strategic Services Partner
- Penalty charge notice data from parking enforcement database

APPENDICES TO THIS REPORT:

- Appendix 1 – Breakdown of initial set up and operational costs for 12-month CCTV enforcement vehicle trial
- Appendix 2 – Breakdown of 12 Month CCTV penalty charge notice numbers and revenue summary by month/CCTV contravention code

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APPENDIX 1

Breakdown of Initial Set Up and Operational Costs for 12-month CCTV Enforcement Vehicle Trial

Initial Set Up Costs for 12-Month Trial

Item/Activity	Cost
Enforcement zone configuration	5,625
VCA certification	375
Enforcement vehicle training	2,020
Information technology	37,620
Implementation and testing resource	16,280
SSP overhead and margin	12,850
Traffic and vehicle signs	9,200
TOTAL INITIAL SET UP COST	£83,970

Operational Costs for 12-Month Trial

Item/Activity	Cost
Vehicle rental and software	23,100
CCTV penalty charge notice administration	3,960
Operational support	14,690
SSP overhead and margin	8,670
CCTV vehicle operation and processing staff	60,000
Fuel	2,240
TOTAL OPERATIONAL COST FOR 12-MONTH TRIAL	£112,660

APPENDIX 2

Breakdown of 12 Month CCTV Penalty Charge Notice Numbers and Revenue Summary by Month/CCTV Contravention Code

CCTV CC Month	02j	26j	27j	45j	46j	47j	48j	56j	61j	99j	PCN Totals	PCN Cases Open	PCN Revenue*
June 2013	8	0	3	0	84	9	20	26	19	0	169	21 (23%)	4,046
July 2013	57	11	15	10	73	12	62	56	57	3	356	41 (11%)	9,373
August 2013	153	7	6	6	63	14	0	96	84	2	431	46 (11%)	12,950
September 2013	132	15	22	16	59	15	47	54	53	3	416	63 (15%)	12,656
October 2013	129	9	27	22	79	22	44	31	48	15	426	70 (16%)	12,054
November 2013	100	30	19	13	35	16	46	27	30	12	328	57 (17%)	8,722
December 2013	80	2	12	11	31	15	21	18	28	24	242	32 (13%)	7,160
January 2014	28	2	9	6	15	6	12	7	8	11	104	11 (11%)	1,792
February 2014	32	0	1	1	12	4	10	6	8	3	77	23 (30%)	1,820
March 2014	62	8	5	0	26	23	41	4	19	3	191	40 (21%)	5,810
April 2014	26	0	4	0	19	1	8	0	23	3	84	23 (27%)	1,855
May 2014	19	8	2	0	26	5	11	0	19	13	103	33 (83%)	2,345
TOTALS	826	92	125	85	522	142	322	325	396	92	2,927	460 (16%)	80,583

*Note: The PCN revenue figures in Appendix 2 were correct at the time of production of this report on 20th June 2014. However, a number of the PCN cases remained open (i.e. the charges have not been paid) at the time, and hence these PCN revenue figures may increase with time as the various stages of the penalty charge/debt recovery and appeals processes progress.

CCTV Contravention Code Key

Code	Contravention
2j	Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force
26j	Vehicle parked more than 50cm from the edge of the carriageway and not within a designated parking space
27j	Parking adjacent to a dropped footway
45j	Parked on a taxi rank
46j	Stopped where prohibited (on a red route or clearway)
47j	Stopped on a restricted bus stop or stand

- 48j Stopped in a restricted area outside a school
- 56j Parked in contravention of a commercial vehicle waiting restriction
- 61j A heavy commercial vehicle wholly or partly parked on a footway, verge or land between two carriageways
- 99j Stopped at a pedestrian crossing and/or crossing area