

ENFORCEMENT OF MOVING TRAFFIC CONTRAVENTIONS FOR COMMERCIAL HEAVY GOODS VEHICLES IN SIDMOUTH DRIVE, SOUTH RUISLIP AND WATERLOO ROAD, UXBRIDGE

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Planning, Transportation and Recycling
Officer Contact	Roy Clark, Residents Services
Papers with report	Appendix A - Plan of Sidmouth Drive Appendix B - Plan of Waterloo Road Appendix C - List of locations with weight restrictions

1.0 HEADLINE INFORMATION

Summary	<p>Following residents' concerns and monitoring of commercial heavy goods vehicle movements it is apparent that there may be a need for enforcement to tackle abuse of 7.5t Maximum Gross Weight (MGW) weight limit restrictions in Sidmouth Drive, South Ruislip. It is likely that enforcement will also be required in Waterloo Road, Uxbridge, following implementation of traffic control measures in Cowley Mill Road, Uxbridge.</p> <p>Following discussions with the Cabinet Member, it is recommended that the Closed Circuit Television (CCTV) enforcement of moving traffic contraventions against commercial heavy goods vehicles that ignore 7.5t MGW weight limits should start in Sidmouth Drive, Ruislip Manor, from 1st May 2015, and in Waterloo Road, Uxbridge, when new weight restrictions are introduced later in 2015.</p>
Contribution to our plans and strategies	<p>Putting our Residents First: <i>Our People</i></p> <p>This proposal assists with the Council's road safety and traffic congestion mitigation programmes.</p>
Financial Cost	The recommendation is expected to be cost neutral.
Relevant Policy Overview Committee	Residents' and Environmental Services
Ward(s) affected	Ruislip Manor / Uxbridge South

2.0 RECOMMENDATIONS

That Cabinet:

- 1. Approves enforcement activity for moving traffic contraventions as from 1st May 2015, using CCTV, but only for commercial heavy goods vehicles (HGVs) that ignore weight limit restrictions in Sidmouth Drive, South Ruislip, and in Waterloo Road, Uxbridge, when new HGV weight limit restrictions are introduced later in 2015.**
- 2. Approves the installation of a mobile CCTV camera at appropriate locations in Sidmouth Drive and Waterloo Road to allow the observation of offending commercial HGVs and to gather suitable evidence to allow valid PCNs (penalty charge notices) to be issued to the registered keepers of the vehicles.**
- 3. Delegates decisions on any additional areas where an enforcement need is identified (Appendix C - other existing HGV weight restrictions) to the Deputy Chief Executive & Corporate Director of Residents Services, in consultation with the Leader of the Council and Cabinet Member for Planning, Transportation and Recycling.**

2.1 Reasons for recommendations

- 2.2 Recommendation 1: To help control unwanted movement of commercial HGVs through areas where weight restrictions have been introduced in order to protect residents.
- 2.3 Recommendation 2: To provide a means for capturing the required information in a reliable, compliant and cost effective way.
- 2.4 Recommendation 3: To permit the Cabinet Member to allow enforcement in other areas if similar problems arise.

2.5 Alternative options considered / risk management

- 2.6 Cabinet could decide not to permit enforcement of this type of moving traffic contravention using CCTV. This is not recommended, as attempts to enforce on an informal basis in Sidmouth Drive have been exhausted and have not been successful.

2.7 Policy Overview Committee comments

- 2.8 None at this stage.

3.0 INFORMATION

- 3.1 Complaints have been received in respect of commercial HGVs using Sidmouth Drive, South Ruislip. Sidmouth Drive has a 7.5t MGW (Maximum Gross Weight) restriction between West End Road and Victoria Road. Notably, the restriction covers the area in which Ruislip High School is situated. Commercial HGVs have been ignoring this weight restriction on a routine basis for some time. A location plan showing the extent of the weight limit restriction in Sidmouth Drive is attached at Appendix A.

- 3.2 Observations show that at least five commercial Heavy Goods Vehicles (HGVs) contravene the 7.5t MGW restriction in Sidmouth Drive each weekday. Attempts to identify operators and warn them informally have not brought significant reductions in vehicles passing through the Sidmouth Drive 7.5t MGW weight restriction.
- 3.3 Following concerns raised by residents about traffic and HGV in the Cowley Mill Road area, which culminated in a well attended public meeting, the Council undertook an area wide transport study, to resolve the residents' concerns. The results of the transport study are currently being implemented and this will result in large numbers of commercial HGVs being displaced which may attempt to use Waterloo Road, as a proposed width restriction will limit the use of the bridge on Cowley Mill Road. A location plan showing the extent of the 7.5t MGW weight limit restriction in Waterloo Road is at Appendix B.
- 3.4 As a response to the above concerns, it is suggested that weight limit enforcement be carried out using a CCTV system in order to protect residents in these areas.

3.5 Enforcement of 7.5t MGW weight limits

- 3.6 For evidential purposes, type approved 'unattended' mobile CCTV camera systems are permitted in law. Such systems consist of a camera assembly that can be mounted on a lamppost or pole, and a separate control system. The control system operates remotely and wirelessly and may be located to suit, for example in the Civic Centre or at the Council's parking contractor's offices in Uxbridge. It does not need to make use of existing CCTV infrastructure.
- 3.7 Using Automatic Number Plate Recognition (ANPR) technology and high definition video, the camera and the remotely located control system records any contraventions automatically at the time they are committed. Thus the camera system does not need to be permanently manned, whilst in use. The contraventions can be reviewed later by trained staff for the issue of a PCN to the registered keeper of an offending vehicle. The camera installation is small and light and can be easily moved if required. Table 1 shows the purchase, installation and running costs of a suitable CCTV system:

Table 1

	Year 1	Year 2 onwards
Camera: Purchase & install	£18,750	£0
Camera: Running costs	£5,800	£7,050
Control system: Purchase & install	£15,625	£0
Control system: Running costs	£5,625	£5,625
Total	£45,800	£12,675

- 3.8 Once the number plate of any vehicle entering the restricted area has been obtained by the ANPR camera, a computer in the control system can be configured to check the vehicle's weight from information provided by the Driver and Vehicle Licensing Agency (DVLA). This enables the system to automatically ignore vehicles below 7.5t MGW and so save on staff time and data storage, as only vehicles of concern would be recorded as contraventions in the restricted area. The system can also be configured to ignore other individual vehicles (a 'white list') that have a legitimate need for access - e.g. Refuse collection vehicles or school coaches. Vehicles above 7.5t MGW requiring access to premises either side of a weight restricted area would be expected to gain access using other routes.

3.9 The system is capable of capturing a high proportion of contraventions. If a PCN is issued which is appealed due to claimed mitigating circumstances, the informal and formal appeals processes may be invoked by the recipient. The high definition video camera captures the context of each contravention to aid in any appeals processes.

4.0 Financial Implications

4.1 System installation and running costs would be funded from the Parking Revenue Account (PRA). The recommendations are expected to be cost neutral. Any deficit will be funded or retained as appropriate by the PRA. There are no additional charges from the contractor resulting from this proposal.

5.0 EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

5.1 The proposal supports the Council's road safety and traffic congestion mitigation programmes by controlling noise and congestion and improving safety.

5.2 Consultation Carried Out or Required

5.3 The Council has listened to the views of residents in making these recommendations.

5.4 CORPORATE IMPLICATIONS

5.5 Corporate Finance

5.6 Corporate Finance has reviewed this report and notes that the proposal is intended to improve noise, safety and congestion on a residential route within the Borough. There are no on-going incremental costs to enforcing moving traffic contraventions as enforcement will be undertaken by the existing parking enforcement contractor at no additional charge. Initial costs will be managed within the Council's PRA, although the scheme is expected to be broadly cost neutral.

6.0 Legal

6.1 The Borough Solicitor advises that the power of the Council to undertake CCTV enforcement of moving traffic contraventions arises under Section 4 of The London Local Authorities & Transport for London Act 2003. The Borough Solicitor confirms that there are no legal impediments to Cabinet authorising the use of the CCTV cameras for this purpose.

7.0 BACKGROUND PAPERS

7.1 NIL