

	Cabinet 20 June 2022
	Report from the Strategic Director of Regeneration and Environment
CCTV Cameras for Brent Active Travel Programme: School Streets	

Wards Affected:	All Wards
Key or Non-Key Decision:	Key
Open or Part/Fully Exempt: (If exempt, please highlight relevant paragraph of Part 1, Schedule 12A of 1972 Local Government Act)	Open
No. of Appendices:	Two Appendix A Exemptions Review Appendix B Evaluation and Prioritisation
Background Papers:	Cabinet Report 17 January 2022
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1.0 PURPOSE OF THE REPORT

- 1.1 This report sets out a proposal for a CCTV camera enforcement protocol for the Brent Active Travel programme and associated exemptions. It details how locations for CCTV cameras for Brent school streets, current and future schemes will be prioritised.

2.0 RECOMMENDATION(S)

- 2.1 That Cabinet;

- (i) Notes the outcome of the exemptions review and agrees the officer recommendations in respect of exemptions for school streets enforcement contained within Appendix A of this report.
- (ii) Notes and approves the suggested approach to identify priority CCTV locations for school street schemes and CCTV camera enforcement protocol for implementation.

3.0 BACKGROUND

- 3.1 While the current council parking policy (2020) makes reference to the use of CCTV enforcement for school keep clear markings (fixed and mobile), moving traffic contraventions and ULEZ, there is limited information about the camera operations and no reference to exemptions.
- 3.2 Due to the speed of the implementation of school street schemes across London there is no consistent approach to the use of CCTV cameras and associated exemptions, therefore a Brent specific policy is required.
- 3.3 A school street (pedestrian and cycle zone) is a timed road closure that prevents parents from driving in the zone during school drop off and pick up times. Barriers and/or cones are placed across the road and signs displaying the times of operation are installed. Some exemptions currently apply which include residents living within the zone, blue badge holders, emergency services and deliveries.
- 3.4 School streets are key in helping Brent plan for a more sustainable and healthy future by encouraging people to walk and cycle, reducing air pollution and improving road safety and congestion. These schemes additionally support the longer-term climate and health objectives of the borough.
- 3.5 There are many benefits of using CCTV cameras to enforce our active travel programme and this report highlights these together with details of priority locations.

4.0 CCTV Cameras for School Streets Programme

- 4.1 CCTV cameras are currently in use for the two permanent school street schemes at Harlesden Primary and Wykeham Primary schools. Due to the locations of both of these schemes, one being in a cul-de-sac and one with an emergency access gate, they required only one camera per location.
- 4.2 Installing CCTV cameras at our priority school streets will be greatly appreciated by the schools as staff are currently managing these closure points at the start and end of the school day, which detracts from other school duties. In addition, some staff have been subject to verbal abuse from drivers who do not support these schemes.
- 4.3 To maximise the benefit of the CCTV cameras, it is proposed to use one camera for each of the priority schemes initially and to monitor the situation, installing additional cameras at those school streets where it would prove beneficial when

more funding becomes available. The priority locations identified will be subject to an assessment to ensure they are suitable for ANPR camera use.

4.4 Taking into account information gathered from officer visits, complaints and feedback from schools and residents, air quality and road safety data, all the schemes have been evaluated against the following criteria to establish their priority status:

- Air quality - NO₂, PM₁₀ and PM_{2.5} concentrations
- Road safety - casualty data
- School commitment – Travel Plan STARS accreditation
- Non-compliance issues - unauthorised vehicles driving through and aggressive driver behaviour, police assistance required

4.5 Appendix B of this report provides details of the evaluation and lists the schools in order of priority.

4.6 It should be noted that the ANPR CCTV Cameras are re-deployable and can therefore be moved to different locations, if required.

4.7 Further discussions were held with the police to help identify any risks and they advised that all staff involved in the school streets operation should undertake the Action Counter Terrorism (ACT) ELearning workshop and all schools should develop a response plan for dealing with vehicle as weapon (VAW) style attack and put this into practice.

4.8 Officers will work with schools to promote sustainable travel and considerate driving and parking behaviour by parents and carers.

5.0 Exemptions for School Street CCTV Enforcement Schemes

5.1 A benchmarking exercise was undertaken with other London Boroughs to establish which ones currently enforce their school streets using CCTV, the process they use and details of exemptions they provide. This varies considerably amongst boroughs and can be controversial as these restrictions cover a length of road for specific periods and can restrict access for those with legitimate reasons to access the areas concerned.

5.2 Appendix A details the advantages and disadvantages of providing exemptions to the various categories for school streets. The table also includes officer recommendations based on this information together with discussions involving Cabinet Members.

5.3 The results of the Equalities Impact Assessment have also be taken into account when agreeing the exemption recommendations as detailed above.

6.0 CCTV Camera Enforcement Protocol

6.1 Once agreed, the locations for all CCTV cameras will published on the council's website together with details of the enforcement process that will be used.

- 6.2 As recommended by the council's consultants, the Project Centre, a dedicated officer will be employed to oversee the back office functions and deal with all correspondence relating to the active travel programme. They will be responsible for making sure it is fit for purpose, fair and transparent.
- 6.3 Details of the individual schemes will be sent to local residents to inform them of the hours of operation, roads affected and method for obtaining a permit if they are eligible.
- 6.4 All vehicles will be recorded as they enter the restricted zone during the prescribed times and the video footage will be reviewed by the dedicated officer and referenced against the record of permits allocated (white list) to see if the vehicle is registered for an exemption. Any vehicles that are not on the list will be issued with a Penalty Charge Notice (PCN).
- 6.5 The first batch of cameras will be installed in September 2022 when the schools return after the summer holidays and the first month will be used as a transition period to notify drivers that the barriers/cones are being removed and cameras have been installed. This will be supported by a communications plan which will contain key messages for schools, parents/carers and drivers. Information will also be placed on our website.

7.0 FINANCIAL IMPLICATIONS

- 7.1 The Twenty six cameras that have recently been purchased were funded from the TfL London Streetspace budget (Tranche 2) and DfT London Active Travel Emergency fund and cost £459,356.80 (£17,668 per camera) which includes the supply and set up.
- 7.2 A budget of £25k per camera is required to cover all the associated costs including back office systems, electrical supply, connections and street furniture (if required).
- 7.3 It is anticipated that the income generated will cover the initial cost of the camera within eighteen months. The typical yield of a PCN is £55 and this is recorded in the council's parking account which is currently used to meet the cost of concessionary fares, which allow older and eligible disabled Londoners to travel around the capital's transport network for free.
- 7.4 The cost of providing 43 ANPR cameras at all of our school streets is estimated at £1,075,000. Further CCTV cameras will be provided in future years as funding becomes available from Transport for London to deliver the Local Implementation Plan.
- 7.5 An additional staffing resource would be required to assist with the management of the CCTV cameras and to deal with enquiries and appeals, this is estimated to cost £30,000 per annum. From the two trial school streets, income is estimated at £16,500 per annum, for each site, with operating costs including maintenance and staffing costs estimated at £5,000 per annum.

7.6 Officers therefore predict that the costs for the additional resource and operation will be covered by the income generated taking into account the £16,500 per annum received from the two trial school streets. The number of PCN's issued will be monitored on a regular basis. Cameras can be relocated to another location if the compliance levels improve and the income does not cover the operational costs. While not anticipated, any financial shortfall will be met from existing R&E budget provision.

8.0 LEGAL IMPLICATIONS

8.1 The London Local Authorities and Transport for London Act 2003 (LLA&TfL) provides the legal framework for the enforcement of moving traffic contraventions by CCTV which includes the prohibition of 'no motorised vehicles' (indicated in the Traffic Signs Regulations and General Directions 2016 - TSRGD by sign ref 619), and 'Pedestrian and Cycle Zones' (indicated by sign ref 618.3C). These signs are located at the entry points for all BHNs and school streets and detail the times of operation and exemptions.

8.2 The Road Traffic Regulation Act 1984 provide a local authority the powers to make permanent Traffic Management Orders (TMOs) in order to manage their road network. There are specific purposes that TMOs can be used for, which includes among other preventing the use of the road by vehicular traffic of any kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.

8.3 Permanent TMOs are currently in place to reinforce the restrictions for the operational school streets and the regulations governing the process of making TMOs are set out within the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

8.4 Officers have taken legal advice at various stages as to the requirements in relation to the promotion and making permanent of the operational school streets schemes and enforcing these through CCTV.

9.0 DIVERSITY AND EQUALITY IMPLICATIONS

9.1 The public sector duty set out at Section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the Act, and to advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not share that protected characteristic.

9.2 An Equalities Impact Assessment for CCTV cameras for school streets schemes has been undertaken and the results of this have been taken into consideration as part of the exemption review process.

9.3 Officers are satisfied that there are no diversity or equality implications arising from this report and its recommendations.

10.0 CONSULTATION WITH WARD MEMBERS AND STAKEHOLDERS

- 10.1 The Cabinet Report on 17 January 2022 provides information on the consultation with ward members and stakeholders.
- 10.2 There will be further consultation / engagement for the installation of CCTV cameras at priority school streets.

11.0 STAFFING / ACCOMMODATION IMPLICATIONS (IF APPROPRIATE)

- 11.1 The report recommends a dedicated officer is employed to manage the back office functions associated with introducing CCTV cameras to the Active Travel programme.

Report sign off:

Alan Lunt

Strategic Director of Regeneration &
Environment.