

OVERVIEW & SCRUTINY COMMITTEE

8 September 2020

Subject Heading:	Enforcement of weight limit zone – Rainham Village
SLT Lead:	Barry Francis Director of Neighbourhoods
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Policy context:	Havering Local Development Framework (2008)
Financial summary:	The estimated cost of this scheme is £41,250 (if cameras are purchased separately). Funding source yet to be confirmed.

The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

SUMMARY

This proposal has been considered following a request from Ward Councillors to consider an appropriate solution to the high volume of complaints being received regarding the speed and frequency of Heavy Goods Vehicles (HGV's) travelling through Rainham Village (Upminster Road South and Wennington Road.) It is understood the majority of these nuisance vehicles are traveling to and from the industrial estates on Ferry Lane and Lamson Road.

There is already a maximum weight limit of 7.5t zone currently present on these problem roads (and almost all roads in Rainham to the south west of New Road/A1306) but this zone does not extend to Lamson Road and Ferry Lane (plan showing this zone is attached as **Appendix A**)

This existing weight limit zone restricts HGV's from using these roads and due to alternative routes to Ferry Lane and Lamson Road being available (A13 and New Road) there is no 'access exemption' to vehicles travelling to these industrial estates.

However with no enforcement of the restrictions currently taking place, this has not deterred all HGV drivers from using these routes when travelling to or from the industrial estates on Ferry Lane and Lamson Road.

RECOMMENDATIONS

To resolve the issues and achieve an acceptable level of compliance of the existing restrictions, a high level of enforcement will be required. For this reason it is recommended that the use of static CCTV cameras to enforce the existing weight limit restrictions in Rainham and Wennington is progressed and funding sought.

Enforcement via camera would see CCTV cameras installed on existing lamp columns (subject to structural testing) at a particular location/s which would capture the vehicle registrations of each vehicle entering or exiting the restricted zone. This data would be processed and confirmation of the weight of each vehicle would be requested from the DVLA. If a vehicle is found to exceed the weight limit, a Penalty Charge Notice (PCN) would be issued.

Should high levels of compliance be achieved, these cameras could be moved to a different location to enforce an alternative existing or newly implemented restriction. The cameras would effectively be added to our pool of cameras for the enforcement of moving traffic contraventions (if acquired separately).

An ideal location for the camera/s to be located has previously been identified as Bridge Road near to the junction with Viking Way and Lamson Road. Cameras at this location would be best placed to capture details of vehicles entering/exiting the zone which have travelled to or from the industrial estates on Ferry Lane and Lamson Road

*A Visual aid to how enforcement by camera would work is attached as Appendix B

REPORT DETAIL

Exemptions

The existing weight restriction permits 'access' meaning that any vehicle entering the zone to access a property within the zone is able to do so. Other exemptions may apply to vehicles working on or near the roads in question, emergency service and military vehicles, buses, coaches and other public service vehicles such as refuse vehicles.

Should enforcement of the restriction take place, a 'white list' would be created containing the vehicle registrations of known exempt vehicles which would prevent them being issued a PCN. Any vehicle unknown to be exempt would receive a PCN but this would be cancelled upon appeal subject to the relevant proof of exemption provided such as a delivery note.

Signage

With the scheme and traffic order already in place, the weight restriction should already be signed accordingly. However a review of the signage would take place should this scheme be pursued which is likely to result in some additional signs being installed to give prior notice and advise of the alternative routes to the industrial sites on Ferry Lane and Lamson Road.

Camera & Software

3 different providers have been contacted regarding the solutions they can provide for camera enforcement for weight restrictions (Vidalert, TES and Siemens). Static cameras will use Automated Number Plate Recognition (ANPR) to capture the vehicle registrations of vehicles entering/exiting the restricted area. These number plates are then cross referenced against DVLA data to determine if they exceed the weight limit permitted. If they do, this data will be sent to Chipside (our existing PCN processors) to be reviewed and if necessary a PCN issued.

A service comparison chart will need to be created to consider both the short and long term benefits and costs of each service. For this to happen, site meetings will be required with all 3 service providers to ascertain accurate requirements and costings.

A summary of the key differences between the potential service providers known at this stage is as follows:

Vidalert

Vidalert cameras will capture the VRM for every vehicle and a real-time DVLA look up is performed to determine classification and gross weight of the vehicle. This means that DVLA look ups will be performed on every vehicle entering or exiting the zone. DVLA look ups can be charged for individually or an annual fee can be paid to Vidalert which would provide us with up to 25k looks up per month. The estimated cost for x1 Vidalert camera, accompanying hardware and the necessary software (excluding DVLA lookups) is 19k.

TES

TES can provide cameras with technology that can measure the width, height and length of every vehicle in real time. Any vehicle that the camera "thinks" is oversize will have a DVLA lookup performed. By only looking up those it thinks is oversize it reduces overhead data and DVLA lookup charges. The estimated cost for x1 TES camera, accompanying hardware and necessary software (excluding DVLA lookups) is 24.5k. Whilst as mentioned above, site meetings will be required with service providers to ascertain accurate requirements and costings. However it is worth noting that the reduced amount of DVLA lookups required using this technology could result in significant and ongoing savings when compared to either paying an annual flat rate or 0.5p for every individual vehicle lookup.

Siemens

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Siemens cameras would operate in a similar way to Vidalert. The estimated initial cost for 1 Siemens camera, accompanying hardware and necessary software is 26.5k (excluding DVLA lookups). The DVLA look ups are charged on a tier basis dependant on the amount of lookups completed. This price ranges from 4p a vehicle to 29p a vehicle.

Risks/Concerns

Unenforced parts of the zone:

Given the large size of the existing weight limit zone it would not be possible to enforce it all without an expensive and sophisticated network of cameras. The proposal to only enforce a particular exit/entrance to the zone targeting what is believed to be the most frequent offenders (HGV's travelling to the industrial estates) means it is likely that other parts of the zone will still be liable to potential unenforced breaches of the restriction.

However, with the option to redeploy CCTV cameras and the likelihood that the Council will obtain a pool of CCTV cameras for moving traffic contraventions, any locations found to have a low level of compliance with existing restrictions can be considered for camera enforcement until high compliance levels are achieved.

Exempt Vehicles:

Some HGV's entering the zone will be doing so compliantly. As mentioned in the exemptions part of this paper, a 'white list' would be created containing the vehicle registrations of known exempt vehicles which would prevent them being issued a PCN.

However, vehicles over 7.5t that have not been added to a white list would receive a PCN. This would be cancelled subject to the relevant proof of exemption provided such as a delivery note but would require the recipient of the PCN to formally appeal against it. This inconvenience to drivers may result in complaints being received.

Please note that deliveries to the large supermarket (Tesco) do not need to travel through the zone to make deliveries and therefore should be unaffected by the enforcement of the restriction. It is currently unclear how many businesses within the zone are likely to require deliveries from vehicles over 7.5t. Should it be decided to progress with the enforcement of this restriction via CCTV cameras, further investigation will be required to ensure a white list is as comprehensive as possible before the enforcement went live to mitigate the risk of exempt vehicles receiving PCN's and in turn having to appeal them.

Time frame

As the weight limit scheme is already present, this saves considerable time as a major design will not be required with only a review of the existing scheme necessary. From when formal agreement and commitment to spend is agreed, we can then start the review of the existing scheme and arrange site meetings with camera providers to ascertain exactly what would be required (how many cameras, software etc.)

Any amendment to the existing scheme will require formal advertisement and consultation. This is a possibility due to another issue with HGV's which has been highlighted in another area within the existing zone (East Hall Lane). This could result in a proposal which removes East Hall Lane from this weight limit zone and it would need to be decided if this was incorporated in to this scheme. Further details on this potential amendment to the zone are given later in this document under the title 'possible amendment to existing zone'.

As previously mentioned, the Council are in the process of considering obtaining a 'pool of CCTV cameras' which would be re-deployable and therefore used at multiple locations where compliance with moving traffic contraventions is low. Depending on finances, a decision will need to be made as to whether the cameras used for this proposal are from the 'pool' or if cameras are purchased

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specifically for this scheme which could later be added to the pool when acceptable levels of compliance are achieved at this location.

Should it be decided to use cameras from the Councils pool, the timeframe of when enforcement at this location could start would be dependent on when these cameras are obtained and are deployable.

An estimated timeframe from when formal agreement is received on the basis that new cameras are obtained (not part of the pool) and East Hall Lane is addressed separately is as follows:

within 30 days	<ul style="list-style-type: none">• Site visits with camera suppliers undertaken• Review of existing scheme complete with any additional signage or amendments identified
Within 60 days	<ul style="list-style-type: none">• Signs ordered and received• Camera supplier comparison list complete with preferred supplier identified
90-120 days	<ul style="list-style-type: none">• Additional signage erected and any amendments complete• Cameras received and erected• Public notification of new enforcement process• Enforcement goes live (1 week warning notices)

To meet the timeframes of the above table, initial works of site meetings, signing orders and quotations can take place without significant financial cost (only staff resourcing). However towards the end of the first 30 days, materials will need to be ordered meaning a commitment to a financial spend.

Guidance will be required to determine if committed financial spend is made before formal agreement for the proposal to be implemented.

Possible amendment to existing zone (East Hall Lane)

A further issue within the existing 7.5t weight restriction zone in Rainham has previously been raised regarding HGV's delivering to a business or businesses on East Hall Lane.

East Hall Lane is within the weight restriction zone and therefore any vehicles travelling to or from premises in this road are exempt from the restriction. It has been brought to our attention that an unacceptable amount of HGV's have been using Wennington Road to access East Hall Lane, however this is a permitted and compliant route.

A preferred route for these vehicles to use to access East Hall Lane would be via the more appropriate A1306 (New Road). A solution to this has previously been suggested by removing East Hall Lane from the weight restriction zone. This would mean that as there is an alternative route to East Hall Lane (via A1306), vehicles would no longer be exempt if they continued to use Wennington Road and would be liable for a Penalty Charge Notice. This location would then be added to the list of roads for enforcement by the pool of CCTV cameras.

However, it has come to light that in recent weeks there has been some concerns regarding the safety of the road surface near to its junction with the A1306. This has resulted in a temporary closure of this junction why remedial works are identified and undertaken. This will then be monitored accordingly.

In the circumstances it is recommended that any changes to traffic orders that result in further traffic on East Hall Lane are postponed until the Council is satisfied with the condition of the

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carriageway and this proposal to enforce the existing scheme (as it is) is progressed as a separate scheme should it be decided to progress at all.

IMPLICATIONS AND RISKS

Financial implications and risks:

At this stage the expected costs are very much estimates, upon completion of site visits with camera providers and a review of existing signing has been completed, a more accurate estimate can be made. However, an early estimate on the basis that cameras are acquired for this scheme rather than using cameras from the 'pool' is for the installation/year 1 cost of this scheme to be approximately £41,250, this estimate has considered the following expected costs:

- Cameras (including equipment, software, hosting and Installation)
- DVLA data look up (flat rate option)
- Signage (including posts, installation and illumination)
- Consultation (leaflet drop)
- Safety Audit should any amendments to existing scheme be required

A breakdown of how this estimated cost has been determined is attached to this report as Appendix C.

Legal implications and risks:

LB Havering have had the powers to enforce moving traffic contraventions since 13 November 2014 following TEC approval and currently enforce restrictions such as 'one way streets' and 'no right turns' via static CCTV cameras.

This TEC approval also enables us to enforce 'weight limits' (sign 622.1A) under contravention code 52(g)

Human Resources implications and risks:

The proposal can be delivered within the standard resourcing within Street Management, and has no specific impact on staffing/HR issues.

Equalities implications and risks:

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

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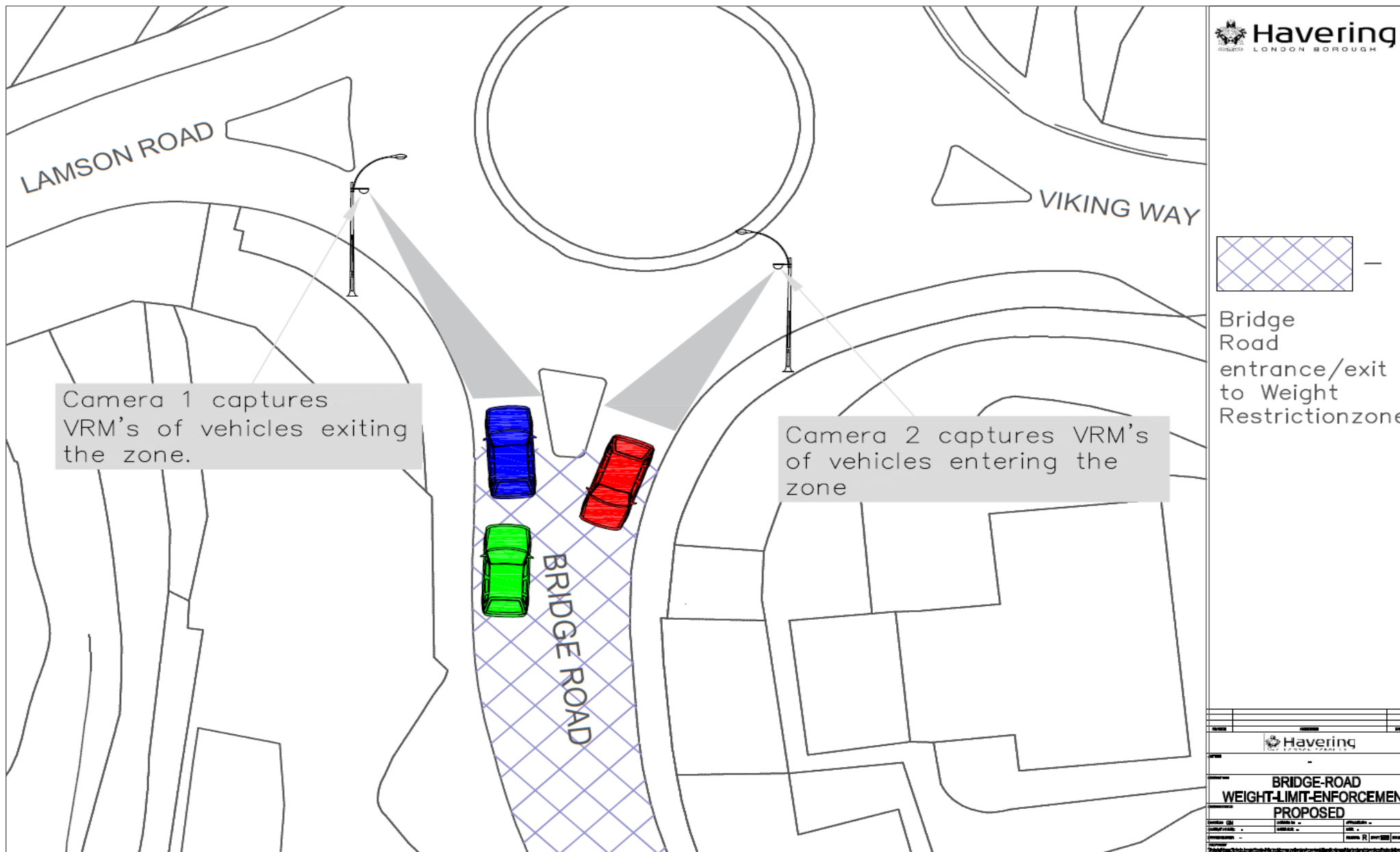
The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

Appendices

Appendix A – Plan showing existing weight restriction and compliant routes to industrial estates.



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Appendix B – Visual guide to enforcement



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Appendix C – Breakdown of estimated cost

purchase/rent and installation of cameras and software	Recent discussions with camera providers regarding weight limit schemes have been used to determine an estimated cost for this scheme. However site visits and further discussions with software providers will be required to determine the exact requirements including how many cameras are required. For the purpose of an estimated cost, we are assuming 2 cameras will be needed.	Cost to deploy a single camera to enforce the Weight Limit Restriction would be approx. £19,000, comprising: <ul style="list-style-type: none"> • equipment, • software • hosting • Installation Additional camera (close by) estimated at approximately an additional £5000	£24,000
DVLA data look up	Annual cost of 'flat rate' data look up costs from Vidalert used for purpose of estimated cost.	£7200 per annum (up to 25k look ups per month)	£7,200
Chipside costs	Still awaiting comments from Chipside. However it is expected that they can receive data packs from camera supplier and review and issue PCN's in the same way they currently do other MTC's. Chipside are currently paid a fee per PCN.	No initial fees to be paid to Chipside have been identified at this stage.	no cost determined or expected at this stage
Challenges/appeals and other tasks required in the PCN process by Council Officers	It is believed the challenge team would be able to incorporate additional PCN's in to existing workloads without the need for further resources.	n/a	no cost determined or expected at this stage
Signage and installation	Various different signage will be required and a full survey will be needed to determine the extent of the area giving prior warning of the restriction. Depending on the sign required the cost will vary from £60 - £160 per sign. A standard post and its installation would cost £140. However a number of these signs will require illumination, the cost of purchase and installation of an illuminated post is approximately £950. For the purpose of an estimated cost I have anticipated that 50 signs and posts will be required at an average cost of £110 per sign, 10 of which illuminated. Please note that it is likely the full signing survey will highlight existing street furniture that can be used to mount signs meaning less posts are required.	10 signs at £110 = £1,100 10 standard posts and installation at £140 = £1,400 5 illuminated posts and installation at £950 = £4,750	£7,250

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Consultation and resident engagement	Should no changes be made to the traffic order, formal consultation will not be required. However some level of residential engagement via leafleting will be necessary	Informal leaflet drop and online comms.	£1,000
Safety audits	Recent discussions with safety audit providers have been used for the purpose of this estimated cost (only required if changes to TRO are made)	A competitive quote received is £1800	£1,800
TOTAL			£41,250