



Notice of Non-key Executive Decision

Subject Heading:	Enforcement of 'weight limit zone' entrance on Bridge Road, Rainham by way of static CCTV camera
Cabinet Member:	Cllr Osman Dervish
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Gareth Nunn Engineering Technician Gareth.Nunn@havering.gov.uk 01708 433139
Policy context:	Havering Local Development Framework (2008)
Financial summary:	There are 3 potential options to obtain CCTV cameras for this proposal. Depending on what option we progress with, the estimated cost of this scheme is between £0.020m and £0.041m
Relevant OSC:	Environment
Is this decision exempt from being called-in?	No

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

Communities making Havering
Places making Havering
Opportunities making Havering
Connections making Havering

[X]
[X]
[X]
[X]

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Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

1. This Executive Decision approves the enforcement of the existing Rainham 7.5t weight through installation of CCTV cameras at Bridge Close mini roundabout / junction with Viking Way and Lamson Road shown on the plan in Appendix A.
2. It is noted that:
 - (b) prior to installation of CCTV cameras advance warning signs will be placed in the vicinity of the cameras location with prior notification given to local residents and businesses.

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution

Part 3 3.8.3 ASSISTANT DIRECTOR OF ENVIRONMENT

(a) To exercise the Council's powers and duties arising under the New Roads and Street works Act 1991 and Traffic Management Act 2004

STATEMENT OF THE REASONS FOR THE DECISION

The introduction of a static camera(s) (detailed further in the following parts to this report) to enforce the existing 7.5t weight restriction in Rainham is being proposed to improve compliance with the restriction.

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 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 roads within the zone and due to alternative routes to Ferry Lane and Lamson Road being available (A13 and New Road), there is no 'access exemption' for vehicles using roads within the restricted zone to access the industrial estates on Ferry Lane and Lamson Road. However, with no enforcement of the restrictions currently taking place, this has not deterred all HGV drivers from using these non-compliant routes when travelling to or from these industrial estates on Ferry Lane and Lamson Road.

Based on the fact that the restriction is already in place, it is proposed that no consultation will be carried out, but advanced warning signs will be put in place and residents and businesses will be notified by letter.

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OTHER OPTIONS CONSIDERED AND REJECTED

The option to not progress the scheme was considered but rejected. The primary purpose of this proposal is to improve compliance with the existing 7.5t weight restriction zone in Rainham and prevent the issues residents are having from this non-compliance.

PRE-DECISION CONSULTATION

No consultation or residential engagement has yet taken place. Councillor Tucker of Rainham ward has been liaised with regarding this proposal.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Garth Nunn

Designation: Engineering Technician

Signature:



Date: 15/10/20

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

Here Officers seek approval to enforce an existing weight restriction scheme by way of static CCTV camera. Havering adopted powers to enforce moving traffic conventions in 2015.

Although there is currently no specific legislation governing CCTV equipment used for the enforcement of moving traffic contraventions Officers should be mindful of the requirements of CCTV systems used for parking enforcement and should consider their features as an indication of the requirements of systems that would be considered fit for purpose.

CCTV can be used for parking enforcement provided that the device used are approved by the Secretary of State (Statutory guidance under section 87 of the Traffic Management Act 2004 and the Civil Enforcement of Parking Contraventions (Approved Devices) (England) Order 2007 (as amended). Public space CCTV systems must be operated in accordance with the Data Protection Act 2018 and the principles as set out in the Human Rights Act 1998.

The primary objective of any camera enforcement system is to ensure the safe and efficient operation of the road network by deterring motorists from breaking road traffic restrictions and detecting those that do. To do this, the system needs to be well publicised and indicated with lawful traffic signs. The report indicates that this will be done.

The procurement of CCTV equipment or the appointment of a contractor to install or operate the CCTV equipment will form the basis of a separate decision.

FINANCIAL IMPLICATIONS AND RISKS

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There are 3 potential ways that CCTV cameras may be obtained for this proposal, dependant on how the CCTV cameras are obtained the estimated costs are between £0.020 and £0.041m which would be met from the C30010 budget which at the time of this report has sufficient available budget.

The 3 options for obtaining CCTV cameras are as followed:

- Use of existing cameras that would require reconfiguration, re-programming and relocating. The feasibility of this requires further investigation but should it be feasible the estimated cost is £0.002m
- Should the above not be feasible, the option to purchase new cameras from our existing approved supplier (P Ducker Systems) can be investigated. The estimated cost of this is £0.024m
- If our existing approved supplier is unable to provide the CCTV cameras and technology required for this scheme, alternative camera providers will be sought using a 3 quote process. The estimated cost of this would again be in the region of £0.024m. This would also require a further decision paper to award a contract.

At this stage the expected costs are very much estimates, upon further investigation in CCTV camera options and a review of existing signing has been completed, a more accurate estimate can be made. The estimated cost for the installation and year 1 cost of this scheme has considered the following expected costs:

- DVLA data look up (flat rate option) (£0.007m)
- Signage (including posts, installation and illumination) (£0.007m)
- Consultation (leaflet drop) (£0.001m)
- Safety Audit should any amendments to existing scheme be required (£0.002m)

The use of CCTV cameras does incur year 2 and ongoing annual costs which previous camera quotations have estimated at £0.007m (year 2) and £0.003m (ongoing annual).

Ongoing maintenance costs of the cameras will be met via any income generated from penalty charge notices issued from this scheme.

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

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

EQUALITIES AND SOCIAL INCLUSION 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:

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- (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.

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.

Part C - Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

The authorisation to appoint a camera provider and subsequent installation of CCTV cameras to enforce the existing Rainham 7.5t weight restriction at the following junction:

- (a) Bridge Road – at the mini roundabout/junction with Viking Way and Lamson Road.

To authorise to move to installation with advanced warning signage and notification to residents and businesses.

Details of decision maker

Signed 

Name: Sue Harper (Interim Assistant Director of Environment)

Date: 22/10/2020

Lodging this notice

The signed decision notice must be delivered to the proper officer, Debra Marlow, Principal Democratic Services Officer in Democratic Services, in the Town Hall.

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For use by Committee Administration

This notice was lodged with me on _____

Signed _____

Appendix A – Existing 7.5t weight restriction zone and location of proposed enforcement



