

Agenda item:

Title of meeting:	Traffic & Transportation
Date of meeting:	12 th March 2014
Subject:	Enforcement of Bus Lanes & Bus Gates (Stage 2)
Report by:	Head of Transport & Environment
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

To seek member authority to implement further enforcement cameras at bus lanes and bus gates.

2. Recommendations

That Members approve the purchase and use of a semi-static camera enforcement system for all appropriate bus lanes and bus gates.

That this be funded from the On Street revenue budget.

3. Background

Maintaining a quick and consistent journey time is essential to the success of bus services in Portsmouth. Faster journeys will encourage a mode shift from private vehicles to the more sustainable alternative.

The measures required to ensure that the bus lanes are kept free includes installing cameras on bus lanes where it is perceived that high non-compliance occurs. These are semi-static and therefore moveable.

In addition the council's bus gates need extensive maintenance and due to high numbers of breakdowns are proving ineffective. Enforcement cameras are a more cost effective way to ensure higher compliance of the bus gate restrictions.

These additional 4 cameras will be funded from the On Street revenue budget. It is anticipated that the capital costs will be offset by revenue generated within a 12 month period. Each additional camera will cost approximately £25,000 including installation costs.

Buses using the bus gates are sometimes delayed due to the bollards being broken, with camera enforcement this issue will not arise.

Any surplus from Penalty Charge Notices (PCNs) above operating costs would accrue to the Off Street parking reserve.

A PCN for a bus lane/bus gate contravention is currently £60 reduced to £30 if paid within 14 days.

A PCN for a bus lane/bus gate contravention is dealt with in the same manner as a parking PCN. The appellant has the right to make representation and appeal to the local authority followed by an appeal to the independent adjudicator. The decision of the adjudicator is binding on both parties.

4. Reasons for recommendations

Enforced bus lanes will considerably reduce the risk of delays to buses due to traffic congestion on Portsmouth's bus network.

Cameras on the bus gates will ensure the restrictions are adhered to and will be more effective than the current rising bollards.

Hampshire Constabulary does not have the resources to effectively enforce bus lanes or bus gates in Portsmouth. The Local Authority has the ability to undertake powers to penalise those who utilise bus lanes/bus gates unlawfully, in order to maintain the integrity of bus lanes/bus gates for those utilising public transport.

The local authority, unlike the Police does not have the powers to stop vehicles. The only effective way for the council to enforce the bus lane/bus gate restrictions is by way of a camera system that enables the production of a Penalty Charge Notice.

5. Equality impact assessment (EIA)

An equality impact assessment is not required as the recommendation does not have a negative impact on any of the protected characteristics as described in the Equality Act 2010.

6. Head of legal, licensing & registrars' comments

The enforcement of bus lanes within Portsmouth are within the powers (Bus Lane Contravention (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005) of the council and we express no concerns.

7. Head of finance's comments

The initial capital cost associated with the four enforcement cameras is estimated to be £107,000. This is the total cost and includes the on street

equipment and all back office systems and hardware. This will be funded from the On Street revenue budget.

The running costs of the proposal are estimated to be £21,000 per year. This estimate includes additional staff required to process the PCN's as well as software licences and maintenance costs. This annual cost will be met from the on-street revenue budget.

The amount of income generated is dependent on the number of PCNs issued for contraventions. Experience from other authorities is that the number of contraventions is likely to be high in year one. It has been estimated that in the first year there will be 10 contraventions per day. Typically this falls by 30% in year two and falls a further 30% in subsequent years.

Table 1 below shows the forecast of income and expenditure as a result of the installation of the four enforcement cameras.

	Year						Total £
	0 £	1 £	2 £	3 £	4 £	5 £	
Ongoing Set up Cost	107,000						107,000
Revenue Cost		19,000	21,000	21,000	21,000	21,000	103,000
Income		(110,000)	(77,000)	(54,000)	(38,000)	(26,000)	(305,000)
Net Deficit (Surplus)	107,000	(91,000)	(56,000)	(33,000)	(17,000)	(5,000)	(95,000)

Income from PCNs are anticipated to exceed costs early in year 2, any residual income will be transferred to the Off Street parking reserve.

An annual saving will be made on the payments currently being made to COLAS in respect of maintenance costs for the existing bollards. This has yet to be fully calculated and will accrue to the PFI contract.

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 Signed by:

- No Background documents have been relied upon by the author of this report
- There are no appendices to this report

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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 Signed by: