

Bath & North East Somerset Council

MEETING/ DECISION MAKER:	Cllr Clarke, Cabinet Member for Transport	
MEETING/ DECISION DATE:	On or after 14 Jan 2017	EXECUTIVE FORWARD PLAN REFERENCE:
		E 2933
TITLE:	ANPR Camera replacement programme	
WARD:	All	
AN OPEN PUBLIC ITEM		
List of attachments to this report: None		

1 THE ISSUE

- 1.1 This report outlines the strategic requirement to replace the existing and aging ANPR camera network with modern and up to date technology to maintain the high quality enforcement within the core historic centre of Bath and outside on the priority arterial routes.

2 RECOMMENDATION

The Cabinet Member is asked to;

- 2.1 Approve the commencement of the procurement of replacement cameras by granting full approval of the £300k capital budget.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 3.1 The project will be funded from service supported borrowing and required provision for this has been included within the budget for future years.
- 3.2 The capital budget required has been based on indicative pricing following discussions with suppliers and is based on our existing solution. This is considered to be sufficient for this project.
- 3.3 Maintenance costs for the ANPR systems are incorporated within existing revenue budgets in line with the requirements to maintain and certificate all ANPR systems used for enforcement. The proposed upgrade of the ANPR cameras is not anticipated to increase maintenance budgets significantly and any increase will be funded out of existing service budgets.

- 3.4 The tender process and project management of the implementation will be undertaken by the Parking Services team with specialist input from services as required.

4 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 4.1 An Equalities Impact Assessment has been undertaken for enforcement of the bus gates and no specific adverse impacts have been identified.

5 THE REPORT

- 5.1 Bath currently uses 8 ANPR cameras to monitor and enforce bus lanes and gates, resulting in approximately 30k Penalty Charge Notices (PCNs) being issued per annum. Bath was one of the early adopters of the technology in 2009 and overall the installation has been relatively successful in reducing the amount of vehicles travelling in contravention of the restrictions.
- 5.2 The restrictions are a vital part of the overall “Getting around Bath” transport strategy and help to reduce the impact of cross city traffic on the historic core of the city whilst increasing the reliability and speed of the public transport network.
- 5.3 The project will replace all of the existing cameras and relocate them, where necessary and road layout changes permit, to locations in accordance with best practice guidelines issued by the Traffic Penalty Tribunal.
- 5.4 Replacement of the cameras will improve the enforcement of the restrictions by upgrading the technology to higher definition footage with improved infra-red vehicle number plate registration capture and recording. The coverage of the capture areas on the highway of the new cameras is significantly improved compared to our existing equipment, increasing reliability and the ability to confirm and evidence the circumstances of the contravention if raised as part of the statutory appeals processes laid out in legislation.
- 5.5 This project is in line with the Council priority to provide an efficient business to residents by providing state of the art enforcement systems.
- 5.6 The successful bidder will be required to supply additional cameras during the life of the contract for any additional bus lanes and the enforcement of moving traffic offences if the powers are granted to Authorities outside of London and Wales.
- 5.7 The current systems in place run on Windows XP, and obsolete operating system that is no longer supported. The corporate IT strategy requires all systems to be secure and the continued use of an obsolete and unsupported operating system requires the security risks to be documented and monitored. Removal of this risk will reduce the overall risk to the Authority.
- 5.8 Soft market testing was undertaken in November to assess the state of the market and help develop the tender specification. All relevant internal stakeholders were invited to participate in the process.

6 RATIONALE

- 6.1 The benefits of the bus gates within the city centre have been proven in reducing traffic impact on the historic core of the city by reducing traffic flows and associated congestion within the centre.

- 6.2 The enforcement of the bus lanes and gates is strongly supported by all public transport operators as they provide punctuality benefits on the network.
- 6.3 The project is supported by IT due to the removal of the risk of continuing to maintain an obsolete and unsupported operating system.

7 OTHER OPTIONS CONSIDERED

- 7.1 Continue with current systems and don't upgrade – This option has been rejected for the following reasons –
- (1) The current system runs on Windows XP, an obsolete and unsupported operating system. This causes security issues for the Councils network.
 - (2) The reliability of the system is reducing over time due to the age of the technology resulting in reduced capture rates. The maintenance of equipment no longer manufactured will lead to increases in maintenance costs and increased downtime.
 - (3) Enforcement will cease to function in due course reducing income to nil resulting in a budget deficit based on forecast income.
- 7.2 Postpone the upgrade for a defined period of time –
- (1) This option has been rejected for the reasons set out above.
- 7.3 Remove the bus gates in total and all associated enforcement –
- (1) This option has been rejected as the bus gates are an important part of the overall traffic management plan for the city, reducing cross city journeys and improving congestion.
- 7.4 Discontinue the enforcement of the bus gates –
- (1) This option has been rejected as the bus gates will become inefficient over time if there is no enforcement as the deterrent for complying with the restriction will have been removed.

8 CONSULTATION

- 8.1 The business case and provisional approval for the replacement of the ANPR cameras was agreed by the Divisional Directors Group on the 13th December 2016.
- 8.2 The Council's Strategic Director of Place and Section 151 Officer have had the opportunity to input to this report.

9 RISK MANAGEMENT

- 9.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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Background papers	<i>None</i>

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