

**GUILDFORD BOROUGH COUNCIL AND
SURREY COUNTY COUNCIL**

GUILDFORD JOINT COMMITTEE



**GUILDFORD
BOROUGH**

DATE: 11 DECEMBER 2019

LEAD OFFICER: ANDY HARKIN, PARKING MANAGER, GUILDFORD BOROUGH COUNCIL

SUBJECT: BUS LANE CAMERA ENFORCEMENT SURVEY

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

This report presents recommendations to the Guildford Joint Committee to introduce bus lane camera enforcement in two areas within Guildford where issues of non-compliance have been identified.

RECOMMENDATIONS:

The Guildford Joint Committee is asked to agree that:

- (i) bus lane camera enforcement is introduced in the bus lanes noted in Section 2 (Onslow Street and Woking Road),
- (ii) any surplus from the service is spent on traffic related initiatives in the Guildford area subject to agreement with Head of Highways & Transport and Cabinet Lead Member.

REASONS FOR RECOMMENDATIONS:

- (i) to assist with safety, access, traffic movement, and the management of congestion, for the benefit of residents, businesses, and the local transport network, its operators and users.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council (SCC) has conducted a successful pilot scheme for bus lane camera enforcement in Woking. SCC are keen to explore opportunities for camera enforcement to resolve similar issues in other problematic bus lanes within the County.

Officers from SCC, in discussion with the Chair of the Guildford Joint Committee (GJC) and Parking Services, wanted to explore the potential for bus lane enforcement within the Borough of Guildford.

A bus lane traffic survey was conducted at two key bus lanes locations within Guildford, to establish if implementing bus lane enforcement at these locations was feasible and would have any impact to the local network.

2. ANALYSIS:

2.1 Congestion on our road network remains a problem and affects our local transport partners and visitors to the town. Working with our County Council partners, we aim to keep traffic flowing and make travel in Guildford and across the borough as easy as it can be. An area where we can add value is with bus lane enforcement at key points. This assists our partners in local transport to keep traffic flowing, improve journey times and passenger experience.

2.2 We conducted a traffic survey in September at two locations in Guildford using cameras to record non-authorized traffic using the bus lanes. This coincided with the bus lane operation hours, which are:

- Onslow Street - 7am – 7pm (Monday to Saturday)
- Woking Road –7am – 10am & 4pm – 7pm (Monday to Saturday)

The camera survey was conducted on a weekday and on a Saturday at both locations to ensure we captured a full picture of activity. (see picture of locations at the end of this report).

2.3 The findings for the non-authorized vehicles using the Bus lanes are shown in the table below

| Bus Lane Contraventions | Thursday 12/9 | Saturday 14/9 | Maximum potential Contraventions (100%) | Min potential Contraventions (5%) |
|-------------------------|---------------|---------------|---|-----------------------------------|
| Onslow Street | 280 | 302 | 88,784 | 4,439 |
| Woking Road | 320 | 97 | 88,564 | 4,428 |
| Totals | 600 | 399 | 177,348 | 8,867 |

2.4 The potential improvements to assist our partners in local transport aside, bus lane enforcement also provide an opportunity to generate funding to support our existing business and Council policies.

The table below demonstrates the potential revenue from each location. Assuming the lower number of potential contraventions (5%) and that all of these are at discounted rate (£35.00) it is expected to be self-funding which could be spent on traffic related initiatives in the Guildford area as determined by the joint committee.

| Bus Lane Contraventions | Thursday 12/9 | Saturday 14/9 | Maximum potential Contraventions (100%) | Min potential Contraventions (5%) | Potential Revenue (5%) @ £35.00 | Potential Revenue (5%) @ £70.00 |
|-------------------------|---------------|---------------|---|-----------------------------------|---------------------------------|---------------------------------|
| Onslow Street | 280 | 302 | 88,784 | 4,439 | £155,365 | £310,730 |
| Woking Road | 320 | 97 | 88,564 | 4,428 | £154,980 | £309,960 |
| Totals | 600 | 399 | 177,348 | 8,867 | £310,345 | £620,690 |

Penalty Charge notice fines range from £50-£100 depending on what part of the Country. We have based ours on a typical rate of £70 with a discounted rate of 50% if paid within an agreed period.

- 2.5 We estimate that the actual break-even point would still be achieved if non-compliance with the bus lane restrictions were 2%. This would mean that 98% of those that currently contravene the bus lane would modify their behaviour, leading to improvements in traffic flowing, journey times and passenger experience.

3. OPTIONS:

- 3.1 If bus lane enforcement was implemented, typically a high proportion of contraventions stop. This would remove up to 95% of non-authorized vehicles from the named bus lanes, providing the opportunity to support the town's network, by keeping traffic flowing, improving journey times and passenger experience.
- 3.2 If implemented, and successful, there may be opportunities to look at other problematic locations.
- 3.3 If bus lane enforcement was not introduced then congestion would remain in these two bus lanes with high contraventions.

4. CONSULTATIONS:

- 4.1 If proposed changes are approved, we will place appropriate notices advising motorists that a camera will be introduced to enforce and when it will start. There are TROs already in place at both locations with appropriate signage noting times of enforcement but as this has not been enforced we will provide the motorist with notice of new actions to give them time to amend behaviours.

5. FINANCIAL IMPLICATIONS:

- 5.1 The expected running costs can be seen in the table below. We have based the costs on one camera at each location, installation, maintenance and running software. Even using the lower number of potential contraventions and assuming all of these are paid at discounted rate (£35.00) it is expected to be self-funding and provide a surplus, which could be spent on traffic related initiatives in the Guildford area as determined by the Head of Highways & Transport and Cabinet Lead Member in agreement with the GJC.

| Bus Lane Camera Implementation | CEO x 2 | Hardware | Admin Res | Software | Set up & Maint | Estimated Costs | Min Potential Revenue (5%) @ £35.00 | GJC Funding | Difference |
|--------------------------------|---------|----------|-----------|----------|----------------|-----------------|-------------------------------------|-------------|------------|
| Year 1 | £70,000 | £25,000 | £20,000 | £5,000 | £20,000 | £140,000 | £310,345 | £30,000 | £200,345 |
| Year 2 | £71,400 | 0 | £20,400 | £5,100 | £6,500 | £103,400 | £310,345 | | £206,945 |
| Year 3 | £72,828 | 0 | £20,800 | £5,200 | £6,500 | £105,328 | £310,345 | | £205,017 |

If all (5%) contraventions paid the higher rate (£70.00), the difference vs running costs could be around £480,000.

- 5.2 The GJC have provided funding of £35,000, which would pay for the camera equipment and installation required. So far we have used £1,434 on the camera survey, which leaves £33,566. This funding needs to be used within this financial year.

6. WIDER IMPLICATIONS:

| 6.1 Area assessed: | Direct Implications: |
|--|-----------------------------|
| Crime and Disorder | No significant implications |
| Equality and Diversity | No significant implications |
| Localism (including community involvement and impact) | No significant implications |
| Sustainability (including Climate Change and Carbon Emissions) | No significant implications |
| Corporate Parenting/Looked After Children | No significant implications |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications |
| Public Health | No significant implications |
| Human Resource/Training and Development | See below |

6.2 Resource Implications

We anticipate the need for two additional CEOs to ensure the correct level of cover to carry out the functions required 6 days a week. However, this is expected to be self-funding. The additional CEOs recruited for this purpose will be trained in all CEO responsibilities, as will the existing CEOs, to ensure shared knowledge, suitable cover at all times, and greater flexibility across the entire Parking enforcement operation.

7. CONCLUSION AND RECOMMENDATIONS:

7.1 The Guildford Joint Committee is asked to agree:

- (i) bus lane camera enforcement should be introduced for the proposed bus lanes noted in section 2,
- (ii) any surplus from the service is spent on traffic related initiatives in the Guildford area subject to agreement with Head of Highways & Transport and Cabinet Lead Member

8. WHAT HAPPENS NEXT:

8.1 Next Steps

- Seek agreement from the Guildford Joint Committee to proceed with an implementation programme for the 2 named locations, which includes
- Seek amendment or new Agency agreement for bus lane camera enforcement with Surrey County Council, in conjunction with Head of Highways & Transport and Cabinet Lead members
- Liase with the Passenger Transport Team in Surrey County Council to ensure meet Surrey's Bus Lane Enforcement policy/framework,
- Procure equipment and maintenance schedule,
- agree implementation timetable to include installation, communications plan, appropriate signage, recruitment, training and roll out programme
- there is already TROs in place for hours of operation so no change will be required

If this is agreed by Guildford Joint Committee, we could start progression in early January 2020. Given the likely cost of the equipment, and its installation, it should be possible to award and procure the equipment, utilising the £35,000 that the joint committee has made available, by April 2020 and then continue a rollout and installation programme.

Contact Officer:

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Consulted:

SCC Member for Shere.

Background papers:

None

Onslow Street Location



Woking Road Location



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