
**Executive Decision:
Introduction of ANPR enforcement
cameras to support the School
Streets scheme at Overdale Infant
and Junior Schools**

Decision to be taken by: Cllr Geoff Whittle, Assistant City
Mayor, Environment and Transport

Decision to be taken on: 21 October 2024

Lead Director: Daniel Pearman, City Transport Director

Useful information

- Ward(s) affected: Knighton
- Report author: Sally Slade
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- Report version number: 2

1. Summary

This paper sets out the proposal to add ANPR (automatic number plate recognition) enforcement cameras to Northfold Road and Eastcourt Road which form the school street scheme for Overdale Infant and Junior Schools.

2. Recommended actions/decision

It is recommended that:

- the addition of an ANPR camera trial to the school street supporting for Overdale Infant and Junior Schools is approved,
- an amendment to the school street policy is made to allow Royal Mail vans exemption from the restriction.
- residents are informed that the camera will be installed to operate under the existing school street timings and a separate consultation is undertaken on whether to change the timings in the future.

3. Scrutiny / stakeholder engagement

The Head Teachers from Overdale Infant and Junior Schools, the Police, and the Knighton Ward Councillors have been consulted and were in favour of the proposal, subject to public engagement.

Residents and parents at the school were subsequently invited to complete a public opinion survey on the proposal to install a camera. The survey was open from 5 June to 15 September 2024 and was also published in a press release.

The results are as follows:

No of total responses	217	
No. of resident responses	63	29%
No. of parent responses	112	52%
No. of regular users of Northfold and Eastcourt Road	24	11%
As a business on Northfold and Eastcourt Road	7	3%
None of the above	30	14%

The overall response to '*do you support the council's intention to install a camera to enforce the School Street on Northfold Road and Eastcourt Road?:*'

Total No. that said yes	119	55%
Total No. that said yes with concerns	47	22%
Total No. that said no	50	23%

The residents' response to '*do you support the council's intention to install a camera to enforce the School Street on Northfold Road and Eastcourt Road?:*'

Northfold and Eastcourt residents that said yes	10	23%
Northfold and Eastcourt residents that said yes with concerns	23	52%
Northfold and Eastcourt residents that said no	11	25%
Overdale and Kingsmead residents that said yes	7	39%
Overdale and Kingsmead residents that said yes with concerns	7	39%
Overdale and Kingsmead residents that said no	4	22%

The parents' response to '*do you support the council's intention to install a camera to enforce the School Street on Northfold Road and Eastcourt Road?:*'

Parents that said yes	77	69%
Parents that said yes with concerns	10	9%
Parents. that said no	25	22%

Of the overall responses that said yes with concerns to the question '*do you support the council's intention to install a camera to enforce the School Street on Northfold Road and Eastcourt Road?*'

Types of concerns	
How will visitors be accommodated	11
How will deliveries be accommodated	10
Concern about displacement	9
Change times*	8
Family Carers	4
Trades people	4
Taxis	2
Difficulty in registering car	2
Child care	1
Taxi to take to hospital	1

Of the 8 people who suggested changes to the timings, 5 suggested that they should extend to 09:15am (or later) and 3 suggested that the afternoon restriction should be made shorter.

In addition to the survey, 3 emails were received; one to ask us to ignore any negative comments; one to say the school street has made the congestion on the street worse and with major concerns on the ability of residents to receive visitors and deliveries; the third email was from a resident who operates a business from their property which is reliant on Royal Mail deliveries. They are concerned that Royal Mail are not flexible enough to deliver later in the day and that this could have a serious impact on their business.

One resident, via email, also raised concerns over the installation of the cameras ahead of the consultation. Due to an internal miscommunication the necessary camera housings were installed ahead of the conclusion of the consultation. They are not operational, and we have put measures in place to ensure this doesn't happen in future.

4. Report

School streets restrict access for certain motor vehicles outside the school gates during pick-up and drop-off periods, helping children to access the school safely, promote active travel and reduce air pollution. They require a traffic regulation order to allow the street to be closed. They can be operated by signage alone, with comparatively little compliance; by the deployment of physical barriers by staff; or by camera enforcement.

Camera enforcement has become a common method for authorities with increasing numbers of school streets, as it reduces management costs whilst still maintaining compliance and efficacy.

The attached School Street Policy Document at Appendix 1 outlines the Council's approach to school streets.

Leicester currently operates 5 school streets, most of which are operated and marshalled by school staff. This is resource intensive, cannot be enforced continuously, and has hampered the rollout of the measure to other areas of the city.

Other Local Authorities in London, Cardiff, Birmingham and Derby for example, have installed ANPR cameras to manage their school streets. Leicester would like to trial the use of cameras for school street enforcement and officers have identified the Overdale school street as an appropriate test site.

The school street on Northfold Road and Eastcourt Road has been in force since February 2022, initially under a temporary traffic regulation order and on the 28th August 2023, the order was made permanent under the Road Traffic Regulation Act 1984. This school street is identified with 'prohibition of driving except for permit holder' signs and planters with a school street sign affixed to them, as seen in Figure 1. Unauthorised vehicles could be issued a fixed penalty notice by the Police if found driving past these signs, however this required a physical presence and the Police have difficulty in finding a resource to issue these tickets.



Figure 1 Current layout

The school street therefore currently without strong enforcement or deterrence, and in the two years since the introduction of the school street, despite intermittent closures of the street by the Active Travel Team, there has been an increasing number of parents driving into the zone. The Head Teachers of the schools, a number of residents, and parents have asked for the school street to be enforced or otherwise be more actively managed.

The city council lack the resources to provide daily management of the school street, and it is clear that compliance levels are inadequate and preventing the desired outcomes. Continuing to operate in the current fashion would therefore risk a continued increase in drivers flaunting the prohibition of driving order as there is no continuous deterrent. Since securing the necessary powers related to Moving Traffic Offences via Part 6 of the Traffic Management Act 2004, Leicester City Council is able to use ANPR cameras to enforce school streets and various other contraventions.

Parents were surveyed in June 2022 and 85% said they strongly supported the reduction of traffic outside school, 15% said that they partially supported it. The consultation outlined

in Section 3, a requirement before beginning camera enforcement, resulted in 77% of responses being in favour of the enforcement – though 22% did express concerns.

The concerns expressed were largely around how residents would receive visitors or deliveries during the school street closure times. Other camera-operated school streets around the country do not accommodate for ad-hoc visitors and unliviered deliveries due to the impracticalities of identifying these in advance and that the purpose of a school street is to keep the street free from as many moving vehicles as possible. Visitors arriving by car and delivery drivers have the option of arriving at a time outside of the restriction or parking on an adjacent street and walking to the property. The current levels of parent parking already make it difficult for visitors or delivery drivers to find a place to park on the street at school run times.

Engagement with other authorities that have operated school streets has found that, other times, people adapt to the closures via changed habits. Some London authorities have reported that delivery drivers do ignore the restriction, and see it as an operational cost. The policy document, intended to manage this and all future school streets, provides a series of exemptions for medical or care purposes that is similar to others in operation nationally.

The necessary prohibition of driving order is in operation, and it should be recognised that anyone passing these signs currently is committing an offence.

Based on the strong positive response to this consultation exercise, the continued support for further enforcement, the lack of resource to manage daily physical measures, and the levels of contravention of the existing arrangement it is recommended that the authority proceed with undertaken ANPR camera enforcement.

As the first site in the city of this nature, the school street will be monitored for 12 months from the data of camera activation, so as to understand and review the effectiveness of the installation and any issues that may arise from use. As part of monitoring, we will consider alterations that may be necessary – this may include, as was suggested in a number of responses, an alteration to operational times. This would require a variation of the traffic order, and further consultation.

To accommodate the business concerns, we propose that the school street policy be amended to allow liveried Royal Mail vehicles exemption from the enforcement.

5. Financial, legal, equalities, climate emergency and other implications

5.1 Financial implications

5.1.1 The cost of the cameras, the installation and the software support for one year will cost approximately £45k and will be funded from the Transport Improvement Works budget.

Kelly Jones
Capital Accountant

5.2 Legal implications

5.2.1. The Council can introduce traffic regulation orders under the Road Traffic Regulations Act 1984. In introducing these, the Council should comply with the provisions of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996. Officers should have taken due regard to the requirements under Section 122 of the 1984 Act to ensure the safe and expeditious movement of traffic, whilst considering the requirements for parking facilities on and off the highway.

Officers should also have regard to the requirements of Section 16 of the Traffic Management Act 2004 to ensure the safe and expeditious movement of traffic.

In 2022 new regulations under the 2004 Act were introduced to permit camera enforcement by local authorities. Leicester City was awarded the power to enforce by way of camera enforcement following appropriate consultation procedures.

It is noted that further public consideration on the scheme is to be undertaken, and the Council should consider results of this consultation prior to implementing the scheme on a permanent basis.

Zoe Iliffe FCILEx
Principal Lawyer (Property, Highways & Planning Team)

5.3 Equalities implications

5.3.1 Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

5.3.2 Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.3.3 An Equalities Impact Assessment for the School Street Strategy is attached as Appendix 2.

5.3.4 Summary: The reduction of cars around the school gate and encouragement of active travel is likely to have a positive impact on people of all ages, abilities and background. There are several articles from health organisations that state the benefits of walking and cycling has on people generally from across all protected characteristics.

5.3.5 Information will be provided in accessible formats where required as a reasonable adjustment, information or surveys online will also meet the relevant accessibility standards. In the event that a person, with a protected characteristic, is unable to walk from where they need to park outside of the school street, they will be considered for an exemption.

Kalvaran Sandhu (He/Him)
Governance Services Manager and Interim Equalities Manager

5.4 Climate Emergency implications

5.4.1 One of the objectives of Leicester's Climate Emergency Strategy is to increase the percentage of journeys made by walking and cycling through improvements to infrastructure and services, and through promotion.

5.4.2 The draft Walking Action Plan has a target to increase Walking to School to 75%.

5.4.3 In the 2020 and 2022 parent survey carried out at the Overdale School's one of the main barriers to walking or cycling more to school, was the level of traffic around the school gate.

Aiden Davis

5.5 Other implications

5.5.1 The use of traffic enforcement cameras is subject to strict governance and the Council commit to completing a Data Privacy Impact Assessment for using cameras for traffic enforcement.

6. Background information and other papers:

6.1 Appendix 1: Leicester School Street Policy, June 2024

6.2 Appendix 2: School Street Equality Impact Assessment, June 2024

7. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No.

8. Is this a "key decision"? If so, why?

No.