

Summary

Traffic Enforcement Impact Analysis Second Annual Report – 2007



Overview

This is the second annual report describing the impact of enforcing traffic regulations on the Transport for London Road Network (TLRN). The first report "*Traffic Enforcement: Impact Analysis and Future Strategies*" described the impact of enforcement from 1997 to March 2006. This report builds on the findings of the last report using data from April 2006 to March 2007.

Traffic Enforcement

Traffic Enforcement is part of the Transport Policing and Enforcement Directorate of Transport for London (TfL). It is responsible for traffic enforcement on the Transport for London Road Network (TLRN), often referred to as the red route, which comprises 580km of London's roads and carries some 35% of its traffic. It ensures compliance with bus lanes, parking and other traffic regulations.

Enforcement operations have traditionally concentrated on bus lanes, which are enforced with bus-mounted cameras, static roadside cameras and CCTV cameras. This enforcement activity started in 1997 and continues today.

The camera enforcement of moving-vehicle offences such as banned turns, driving the wrong way on a one-way street and yellow box contraventions started in June 2004, under powers in the London Local Authorities and TfL Act 2003.

In November 2004, TfL decriminalised parking enforcement on the TLRN and

entered a Special Services Agreement with the Metropolitan Police Service to provide Traffic Wardens (TW) and Transport Police Community Support Officers (TPCSO) to enforce it. This was followed by camera (CCTV) enforcement of TLRN parking and stopping regulations in February 2005.

In July 2006, the Portable Enforcement Cameras (PEC) was introduced to complement the existing network of fixed CCTV cameras. This was subsequently followed by the introduction of the Vehicle Mounted Camera (Smart Car) in August 2006.

The rich history of monitoring and analysis of enforcement, consolidated by TfL as new enforcement responsibilities were added, is drawn upon heavily to assess the impact of past enforcement, and to inform expectations of the impact of new enforcement activities.

This report extends the assessment of the impact based on monitoring and enforcement data up to March 2007.

Parking enforcement on the TLRN

~Improving traffic flows and reducing congestion on the red route~

Parking enforcement has contributed to an improved traffic flow and reduced congestion. The number of illegally parked cars was down **35%** from 2638

in February 2006 to 1708 in February 2007.

Red route enforceability was up from **85%** in March 2006 to **96%** in March 2007

The data from the three camera enforcement modes and on-street enforcement show an overall improvement in compliance.

Compliance on red route in residential area increased from **97%** to **98.5%**.

- **Portable Enforcement cameras**
Portable Enforcement cameras (PECs) are cameras which can be fixed to a site such as lamppost in a matter of minutes. They have a wireless link to a control vehicle from which 2 staff monitors the camera. They record the incidents on to video tape, which is passed to Traffic Enforcement officers for review.

PEC has been in operations since July 2006. Since then, it has recorded a total of 11,102 contraventions with 93% leading to the issue of a Penalty Charge notice for the period to March 2007.

By Analysis 56% of this incidents resulted from Red Route Contraventions. PEC is ideal for targeting localised traffic problems and can provide rapid response to incidents

- **Vehicle mounted cameras**
Vehicle mounted camera (Smart Car) is a Digital Traffic Enforcement System (DTES) that has been developed by Traffic Enforcement. The car is equipped with automatic number plate recognition cameras, global positioning and DVD recording. The car is then programmed with enforcement details of specific routes and when a contravention is detected, it automatically captures the vehicle's details and images as evidence.

The Smart Car was deployed in August 2006 and as at March 2007; it has recorded a total of 4,144 incidents with 91% leading to the issue of a PCN.

62% of the incidents identified were related to Red Route offences.

- **CCTV cameras**

Closed circuit television (CCTV) cameras are situated at fixed locations, but can be moved around to view the area surrounding the camera. They are operated 'live' (in real time) by an enforcement officer, though the images are recorded simultaneously on to video tape in order to provide supporting evidence. CCTV cameras are used primarily for TLRN offences, as well as yellow box junctions and bus lanes.

Across the TLRN as a whole, 301,774 PCNs were issued as a result of camera enforcement of parking regulations, from December 2005 to March 2007 inclusive.

CCTV enforcement of traffic regulations reduces the level of contraventions and reinforces measures to improve the reliability and punctuality of public transport, to discourage congestion and limit pollution

On-Street Enforcement

The Metropolitan Police Service (MPS) under a special service agreement with TfL uses Traffic Wardens (TW) and Transport Police Community Support officers (TPCSOs) to enforce traffic regulations on the TLRN. Each TW or TPCSO is issued with a personal digital assistant (PDA) and a portable printer. As they patrol the streets, they store details of the contravention on their PDA and the PCN is printed and placed on the windscreen of the contravening vehicle.

Offences observed per mile of Red Route have reduced from 0.74 to 0.54 year on year.

The presence of a uniformed foot patrol on-street enforcement officer serves as a deterrent to drivers who might otherwise choose to park illegally.

Parking Compliance

The Red route has shown consistent growth in compliance reaching 99% in 2006/7 Q4.

Moving-vehicle offences

~Encouraging the free flow of traffic on the network~

In June 2004, TfL and six London Boroughs assumed powers under the London Local Authorities and TfL Act 2003 (LLATA), and piloted the decriminalised enforcement of certain moving-vehicle contraventions. These include stopping in a yellow box, banned turns and driving the wrong way down a one-way street. Most contraventions enforced by TfL have been yellow box contraventions.

Yellow Box Junctions (YBJs)

Three specific studies into moving vehicle contraventions were carried out to assess the impact of ongoing enforcement. The studies were split into pre-pilot, pilot and post-pilot.

During the course of the pilot there was an overall reduction of 23% in the incident rate (number of observed incidents) Post pilot had a drop of 51% in the rate of offences relative to traffic flow.

A comparison at the end of the studies showed a drop in the average observed incidents per hour from 12.8 through 9.8 to 6.3

The level of contraventions at these junctions has been reduced to the level

where it would significantly impede traffic flow.

Banned Turns (BT)

Wide scale enforcement of banned turns began in September 2006 at a rate of 2.7 PCNs per hour. By March 2007, a total of 33,948 contraventions were recorded at a rate of 2.1 PCNs per hour having an improvement in compliance of some 32% over the 7 month period.

In March 2007, a total of 29 sites recorded on 29 days produced 7777 observed incidents with 91% of them issued with PCNs.

As the enforcement of Banned Turns did not start till September 2006, it will be premature to a make year on year comparison.

Weight Limit Controls(TW)

There is a vehicle weight restriction on Tower Bridge that is intended to prevent the use of the bridge by vehicles weighing over 18 tons.

CCTV enforcement started in July 2005 and as at March 2007, a total number of 1570 incidents have been observed with 1441 PCNs initiated.

Bus lane enforcement

~Ensuring bus lanes are kept free from obstruction~

MAYOR OF LONDON

Effective bus lane enforcement has contributed to an improved bus service by maintaining clear bus lanes.

Enforcement data show an overall improvement in compliance with bus lane regulations. Generally, compliance improves by over 50% during the first year of enforcing a new site.

In the first two years of operation of a bus lane CCTV camera, compliance improves by 60%.

In general, compliance is only sustained through continual enforcement.

The number of contraventions on bus lanes remained unchanged at 30% year on year but is less 70% less than the amount in 2003.

Quantifying the compliance benefit

Compliance with regulations has economic benefits including reduced journey times for bus passengers and reduced accidents at yellow box junctions.

The benefits of faster journeys are assessed using cost-benefit analysis tools developed by the Department for

Transport. These are widely used in providing the economic justification for transportation infrastructure expenditure.

Average actual passenger waiting time is down from 5.8 minutes to 5.5 minutes.

This passenger time savings resulting from faster buses in bus lanes are worth £25 million per annum.

- **Issues Going Forward**

Enforcement using PCNs depends upon being able to identify the vehicle keeper's name and address. For vehicles registered outside the UK, this information may not be available. Consequently, enforcement action cannot be taken against foreign registered vehicles unless the vehicle is clamped and removed.

There were 4028 contraventions by foreign vehicles from November 2006 to March 2007

Traffic Enforcement is working in partnership with SPARKS to identify legal solutions to enable traffic authorities pursue payment of penalty charges across EU borders.

This is a summary of the full report, which reviews the impact of the enforcement of bus lanes and moving contraventions, identifies the issues to be tackled in decriminalised parking enforcement, and outlines future strategies for Traffic Enforcement.

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