

**Report to** Norwich highways agency committee

12 June 2014

**Item**

**9**

**Report of** Head of city development services

**Subject** Camera Enforcement of Bus Lanes – Chapel Field and St Stephens Street Scheme

### **Purpose**

To note that work on the implementation of camera enforcement of bus lanes and bus priority measures is ongoing, and to agree their use in the forthcoming scheme to implement bus priority measures as part of the St Stephens/Chapel Field scheme.

### **Recommendations**

That the committee:

- (1) Agrees to progress use of camera enforcement for the bus priority measures associated with the forthcoming St Stephens Street/ Chapel Field scheme for the bus gates at Rampant Horse Street and the 'bus only' measures in St Stephen's Street
- (2) Asks the head of city development services to undertake consultation and publicity the introduction of camera enforcement in the City, and St Stephens Street and Rampant Horse Street in particular
- (3) Delegates the implementation of a camera enforcement scheme for these sites to the head of city development services in consultation with the chair and vice-chair of the committee.

### **Financial consequences**

The costs associated with the setting up of camera enforcement will be funded by the St Stephens Chapel Field Scheme. On-going revenue costs would be offset against penalty charge notice income.

### **Corporate objective / Service plan priority**

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

**Wards:** Mancroft,

**Cabinet member:** Cllr Stonard – Environment, development and transport

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## **Background**

1. Following the approval by Norwich Highways Agency Committee (NHAC) of the St Stephens Street and Chapel Field North scheme in March 2013, and the consequent, and unsuccessful application for Judicial Review, work is due to start on the scheme in July 2013, with the aim that it will be complete by the end of the calendar year
2. The St Stephens/ Chapelfield North scheme comprises the following
  - the removal of through traffic from St Stephens Street, Rampant Horse Street and Chapel Field North
  - Making Chapel field North two-way, maintaining routes for buses, taxis and cycles
  - Reducing traffic levels in Westlegate, by requiring any traffic (except cycles) using it to turn right, effectively reducing its use to just those accessing the Castle Mall Car parks.
  - Making Cleveland Road and Bethel Street two-way, The closure of Little Bethel Street, providing a new cycle route that links to the work that has already been done in Chapelfield Gardens.
3. The scheme will result in significantly enhance bus access to the City Centre, reducing journey times and improving reliability, whilst improving the pedestrian and cycling environment.
4. In order to achieve the required benefits of the scheme, it is essential that general traffic from St Stephen's Street and through traffic from Chapel Field North and Rampant Horse Street is removed. Enforcement of the new restrictions will be necessary, as it is not possible to install physical measures to prevent access without significantly affecting bus services. Camera enforcement has always been considered to be an option, and would be the most effective way of ensuring the new arrangements operate successfully, as otherwise enforcement would be reliant on limited Police resources

### **The use of Camera enforcement**

5. Norfolk County Council is an approved Local Authority for the purposes of Section 144 of the Transport Act 2000, and has the power to enforce contraventions in bus lanes. Under the Highway Agency Agreement, this power has been delegated to the city council through NHAC
6. The implementation of civil camera enforcement is primarily a procedural process, involving the checking of traffic regulation orders, the approval of penalty procedures and appeals and camera equipment, and a procurement process as well as ensuring that the restrictions are clearly and legally signed.

## **Consultation**

7. The Department for Transport (DfT) recommend that before introducing civil enforcement of bus lanes, local authorities carry out consultation with the public and with stakeholder groups about their proposals, to ensure that they are well thought through and in line with the requirements of the population that the authority serves. As the council already carry out decriminalised parking enforcement, this will not need to be as detailed as in an area where the population is not familiar with civil enforcement. The police will retain the power to carry out bus lane enforcement and so consultation with the police is particularly important. The DfT also recommend that the local authority undertake a publicity campaign to inform the public of the start date for civil enforcement of bus lanes and to explain the objectives underlying the scheme.
8. It is therefore proposed to consult local stakeholders, and involve the police in implementing camera enforcement with a web based survey to establish the principle of camera enforcement of bus priority measures in the City.
9. In the autumn, there will be an article in Citizen magazine about the St Stephens/Chapel Field scheme, advising the public of the use of camera enforcement within it.