Report to	Norwich Highways Agency committee 22 March 2018	**Item** 7
Report of	Head of city development services	
Subject	Review of Bus Lane Traffic Regulation Orders	

Purpose

To note the progress on bus lane enforcement by camera in the city and agree to delegate to the head of city development services the review and finalisation of any revised orders relating to bus lanes and bus gates.

Recommendation

To:

(1) note the position of the current and proposed enforcement cameras

(2) delegate to the head of city development services the review and commencement of the statutory process of making any necessary changes to existing Traffic Regulation Orders (TROs) to enable all bus lanes to be enforced by camera.

(3) delegate to the head of development services the consideration of any representations received prior to finalising the revised TROs

(4) delegate to the head of development services in discussion with the chair and vice chair the authority to decide when and where the camera enforcement should be deployed in the future

(5) agree to the deployment of camera enforcement at the Earlham Green Lane Bus lane at Bowthorpe

Corporate and service priorities

The report helps to meet the corporate priority to provide a safe, clean and low carbon city and the service plan priority of implementation of the Transport for Norwich strategy.

Financial implications

Updating the traffic regulation orders to make them compatible with camera enforcement w will cost approx. £1k. Once all cameras current cameras are in place it will cost approx. £2k per time to move them between locations as and when necessary. These costs would be funded through the income generated by the enforcement of the bus lanes by camera

Wards: Multiple Wards

Cabinet member: Councillor Stonard - Sustainable and inclusive growth

Contact officers

Bruce Bentley, Principal transportation planner 01603 212445

Background documents

None

Background

1. Currently, the city council, on behalf of the county council, is operating four bus lane enforcement cameras in the city centre. One monitors St Stephens Street, and there are two monitoring the bus lane between Debenhams and Marks and Spencer on Rampant Horse Street. A further camera operates on Albion Way to ensure the efficient operation of the bus gate at Koblenz Avenue, and eliminate any potential delay to traffic on the Ring Road.

2. The camera system is operated on our behalf by Imperial Civil Enforcement Solutions Limited (ICES). All back office administration is undertaken by ICES, with City Council staff reviewing all appeal responses, and handling any appeals to the Traffic Penalty Tribunal (TPT).

3. Unauthorised use of the monitored bus lanes has fallen very significantly since the introduction of camera enforcement. There has been more than a 90% reduction in unauthorised traffic on St Stephens Street and almost 80% on Rampant Horse Street since the cameras became operational in November 2015. These cameras have had a positive impact on bus reliability and improving the overall environment in the city centre. Queuing times at the exit of Chapel Field North onto the Grapes Hill roundabout have been significantly reduced, and air quality on St Stephens Street has improved.

4. The most recent camera at Albion Way, installed in November 2016, has seen a reduction in unauthorised use since its installation of 70%. This means that much less traffic uses the lights on Wherry Road to access the ring road, minimising the green time needed for the exit from Wherry Road to ensure optimum capacity for the ring road. The bus gate has provided for the extension of bus services into east Norwich around the football ground where significant new development is taking place

5. The offence that is enforced against is that of being in a bus lane, making it not technically a moving traffic offence and therefore it is enforceable under the Traffic Management Act 2004. In Norwich the most of the bus priority measures were implemented before enforcement by camera was permissible and they are described in the TRO's as either bus lanes or bus gates. To enable them to be camera enforced the bus gates need to be amended to say bus lane.

The need for enforcement

6. Enforcement is critical to ensuring that the bus lanes do actually achieve the aims of ensuring that bus journey times are reduced and made more reliable. The main bus operators in the city have confirmed that misuse of the bus lanes does delay services and has confirmed that there are a number of locations where there are significant issues with abuse of these facilities by general traffic. This reduces the value of the significant investment that has been made in providing priority for public transport in the city.

7. Some bus lanes, as well as providing priority for bus services, also protect local residential amenity by restricting through traffic. Members will recall that in the past, local residents have raised concerns at this committee about the impact of abuse of the Brazen Gate bus lane.

8. There are potential safety issues with drivers abusing bus lanes. A recent safety audit of the new bus priority measures in Three Score, Bowthorpe, highlighted the need for proper enforcement to minimise the potential for head on collisions (this is a single width carriageway operating in two directions). These concerns could equally apply on other single carriageway links across the City.

9. A local safety scheme for Earlham Green Lane, which includes engineering measures to reduce vehicle speeds, has been recently installed. The original investigation report into the accident rate for the street recommended more rigorous enforcement of the Earlham Green Lane bus lane to deter rat running traffic from using the area to maximise the benefits of the improvements made.

The way forward

10. Bus priority measures are currently in place on Dereham Road (several locations), Castle Meadow, Earlham Green Lane (two locations), Earlham Road Grapes Hill, Grove Road/ Brazen Gate, Humbleyard, Newmarket Road (several locations), Rampant Horse Street, Rose Lane, St Stephens Street, Upper King Street / Agricultural Hall Plain and Catton Grove Road/ Angel Road.

11. Site surveys have been undertaken at locations identified either by the local bus companies, as a result of safety and bus performance concerns or by being the subject of complaint by the public about levels of abuse. Now that there a 6 camera's available to use it is proposed that housings are provided at all suitable locations for camera enforcement and that the cameras themselves are rotated between sites as and when required. This will maximise the benefit of the cameras without incurring the substantial expense of leasing and maintaining additional equipment.

12. Enabling deployment of cameras on all bus lanes and bus gates would only be possible if all TROs are updated to ensure that they are compatible with bus lane camera enforcement, and this would ensure the maximum benefit is achieved for public transport reliability across Norwich. The head of city development services will ensure that all locations are properly registered with the Traffic Penalty Tribunal to enable swift deployment or redeployment of cameras should the need arise.

13. Camera enforcement is already planned for the bus gate at Brazen Gate, and is likely to become operational shortly. There is also the potential to install a further camera which has already been acquired at the same time which will reduce implementation costs.

14. The bus lane between Earlham Green lane and Bowthorpe would benefit from camera enforcement now in view of the safety concerns that have been raised, and as the new link road in Bowthorpe is now open to allow residents of Clover Hill direct access to the B1108, the desire to abuse it should be diminished. This would be the ideal location to install an additional camera at the start of the next financial year.

Conclusion and Recommendation

15. The bus lane cameras have proven to be an effective means of ensuring compliance with the bus lane priority measures that have been put in place to ensure the smooth running of public transport services in the City. They also ensure that the strategic road network is not subject to additional delay caused by unauthorised traffic exiting minor side roads to the detriment of general traffic on the major routes, and helps to improve the quality of the City Centre environment.

16. Extending the use of enforcement cameras would bring these benefits to other parts of the City, but this is currently not possible in all locations as the legal orders that support these measures, whilst fully enforceable by the police, are not necessarily enforceable by camera. There is, therefore, a need to update many of the City bus lane TROs to enable camera enforcement across the City.

17. Any changes will have no material effect on the legality of driving in a bus lane, and consequently it is recommended that the consideration of any representations received is delegated to the Head of city development services.

18. The next bus lane to benefit from camera enforcement is proposed to be the Bowthorpe/ Earlham Green Lane link. Additional sites can be added as part of future capital projects, to make more flexible use of the cameras that we have, and to respond quickly to demands as they arise.

Integrated impact assessment

NORWICH City Council

Report author to complete	
Committee:	Norwich Highways Agency Committee
Committee date:	22 March 2018
Director / Head of service	Head of city development services
Report subject:	Bus lane Enforcement
Date assessed:	2018

	Impact			
Economic (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Finance (value for money)	☐	☒	☐	Camera enforcement covers its operational costs and makes a small surplus, which is used to support delivery of transport within the city.
Other departments and services e.g. office facilities, customer contact	☒	☐	☐	
ICT services	☒	☐	☐	The service is hosted externally.
Economic development	☐	☒	☐	Effective public transport and maximising the efficiency of the transport network is important for the economic wellbeing of the City.
Financial inclusion	☐	☒	☐	Public transport is accessible to almost everyone.
Social (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Safeguarding children and adults	☒	☐	☐	
S17 crime and disorder act 1998	☒	☐	☐	
Human Rights Act 1998	☒	☐	☐	
Health and well being	☐	☒	☐	Proper enforcement of bus lanes has benefits for highway safety.

	Impact			
Equality and diversity (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Relations between groups (cohesion)	☒	☐	☐	
Eliminating discrimination & harassment	☒	☐	☐	
Advancing equality of opportunity	☒	☐	☐	
Environmental (please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Transportation	☐	☒	☐	Ensuring efficient use of bus lanes support transport policy and NATS objectives.
Natural and built environment	☐	☒	☐	Bus priority measures can protect sensitive environments from extraneous traffic.
Waste minimisation & resource use	☒	☐	☐	
Pollution	☐	☒	☐	Bus priority measure exclude extraneous traffic from sensitive locations and enable more free-flowing movement of buses.
Sustainable procurement	☒	☐	☐	
Energy and climate change	☐	☒	☐	Camera enforcement supports the effective operation of public transport which helps to achieve modal shift and is more energy efficient per passenger mile.

	Impact			
(Please add an 'x' as appropriate)	**Neutral**	**Positive**	**Negative**	**Comments**
Risk management	☒	☐	☐	Whilst individual customers may resent receiving penalty charge notices, overall, experience has shown that the public support effective enforcement.

Recommendations from impact assessment
Positive
Negative
No negative impacts identified
Neutral
Issues