

**5 March 2020****Agenda Item:11**

## **REPORT OF THE CORPORATE DIRECTOR, PLACE**

### **CAMERA ENFORCEMENT – STOKE LANE BUS PLUG**

#### **Purpose of the Report**

1. To seek approval to introduce camera enforcement of the Stoke Lane Bus Plug.

#### **Information**

2. Construction of the Gedling Access Road commenced on the 6th January 2020. As previously reported to the Communities and Place Committee on 5<sup>th</sup> December 2019 there are a number of road closures on the existing highway network that will be required to enable safe and efficient delivery of the scheme. One of the road closures required is on Burton Road at its junction with the A612 and the diversion route is shown on the attached drawing HW00590/100/31, a distance of 1.8miles.
3. The road closure for Burton Road is currently planned to commence on the 23rd March 2020 for 8 months, this maximises the school holiday period and is required to carry out significant diversions to statutory undertakers' apparatus at this location and construct the new traffic signal junction arrangement linking the Gedling Access Road with the A612. If construction work is completed in a shorter period, then the new junction will be opened up to traffic earlier.
4. The Annual Average Daily Traffic (AADT) figure for Burton Road is 7,300 and traffic uses this section travelling from Burton Joyce towards Gedling village and surrounding residential areas. It is intended that all traffic, except for buses will be diverted around the A612 and then the Colwick Loop Road back to Shearing Hill. It is proposed that buses will divert along Stoke Lane through the existing bus plug, this will minimise the impact on journey times and enable a bus service to be maintained along Burton Road.

#### **Stoke Lane**

5. Like Burton Road, Stoke Lane is an unclassified road. However, free flow traffic is restricted at a number of locations including:
  - There is a bus plug located on Stoke Lane approximately 75 metres northwest of the Stoke Lane junction with the A612. The only access on the section of road between the bus plug and the A612 is to Carlton Town Football Club and there is no legal through route for motorised vehicles between the A612 and Burton Road;
  - Traffic lights that control legitimate vehicular movements through the bus plug;

- Stoke Lane level crossing – this has a line speed of 60mph and 70 trains per day. It is controlled by automatic half barriers and Network Rail has the collective risk rating as very high and individual risk rating is high; and
  - On-street parking on the section of Stoke Lane near to Burton Road restricts traffic flow and vehicles have to give and take to pass.
6. It is therefore considered that Stoke Lane is not a suitable alternative diversion route for the numbers of vehicles that currently use Burton Road and that using the A612 and back along the A6211 to Shearing Hill is more appropriate.
  7. Currently, the only bus service that uses Stoke Lane is the CT4N L75 and it operates through the bus plug 4 times a day in each direction Monday to Friday. The Order for the bus plug on Stoke Lane came into force in May 2007.
  8. As part of the temporary closure of Burton Road, it is proposed that current scheduled services that use Burton Road including the Nottingham City Transport Pathfinder Services 26 and 26A and the school buses divert along the A612 and onto Stoke Lane. The scheduled services operate throughout the day at a half-hourly frequency. The Pathfinder 26 Service is a key route between Southwell to Nottingham via the Nottingham Trent University Brackenhurst campus and Lowdham.
  9. A risk exists that significant levels of motorists may elect to not follow the signed diversion route but instead use Stoke Lane to access the Burton Road / Shearing Hill area. Although there is a legal traffic order in place that prevents Stoke Lane being used as a through route between the A612 and Burton Road for all motorised vehicles except for buses, there is currently no camera enforcement.
  10. There is no data on the current level of contraventions of the bus plug, but anecdotal evidence suggests it is significant due to the lack of enforcement. The average monthly two-way flow at the Stoke Lane Bus Plug for the first 6 months of 2019 is 466, this is fairly consistent in showing that there are localised contraventions of the bus plug. The bus plug is controlled by traffic lights that are linked to loops that are designed to detect buses, so contraventions are also likely to include driving through red lights.
  11. Should even moderate numbers of vehicles use Stoke Lane it will have a significant detrimental impact on the Pathfinder 26 service. As referenced in paragraph 8 this is a key route and to preserve its integrity and to maintain journey reliability times for the service it is proposed to introduce camera enforcement at the bus plug to deter use of it as an alternative diversion. This suggestion has been discussed with representatives of Nottingham City Transport and is supported accordingly.
  12. In a report to Transport and Highways Committee (THC) of 21st March 2013, approval was granted to commence bus lane enforcement within Nottinghamshire subject to site specific approvals. Camera enforcement is in operation at a number of sites across Nottinghamshire including on Nottingham Road in Nuthall, bus link in Hucknall and on Leeming Street in Mansfield.
  13. The County Council will review whether camera enforcement continues at this location once the Burton Road closure has been removed and the Gedling Access Road is open for public use.

## **Other Options Considered**

14. Previous reports have considered the requirement and length of times roads on the existing highway network need to be closed to facilitate the safe and efficient construction of the Gedling Access Road. The proposed diversions routes proposed during the closure of Burton Road were included in the Statement of Reasons when the Compulsory Purchase Order for the Gedling Access Road was made and detailed in a planning condition submitted and discharged by Gedling Borough Council.
15. In direct response to concerns raised by the bus operator, consideration has been given to using Stoke Lane as a diversion route for all traffic and to introduce enforcement to ensure the effective operation of the existing bus plug restriction. It is considered that the proposals within this report and introducing enforcement of the existing bus plug restrictions will help to maintain bus journey times for scheduled services using it as a diversion and ensure that contraventions are minimised and that traffic use the signed diversion route which is considered appropriate for the number of vehicles that currently use Burton Road.

## **Comments from Local Members**

16. A Traffic Regulation Order for the bus plug is already in place and no formal consultation is required for camera enforcement. Informal views have been received through the public consultation events. County Councillor Nicki Brooks fully supports of camera enforcement at this location.

## **Reasons for Recommendations**

17. Effective implementation of bus priority measures is integral to and supports the Council's transport and highways objectives. Any vehicle irrespective of its origin can cause delay to buses causing bus services to be cancelled / diverted away from areas where they are needed due to congestion.
18. It is imperative that arrangements are highly robust and that enforcement is done successfully, in order to ensure that the bus gate is able to fulfil its objectives.
19. It is considered that the diversion route as proposed is the most suitable as it provides a safe alternative route for the number of diverted vehicles on the existing 'A' class network that has sufficient capacity and implementing temporary measures to enforce the bus plug ensures this is used by all other vehicles except buses.

## **Statutory and Policy Implications**

20. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Crime and Disorder Implications**

21. Nottinghamshire Police have not been consulted on the recommendation for the introduction of camera enforcement as there is an existing traffic order at this location and the County Council has the powers to enforce through civil procedure.

## **Financial Implications**

22. The costs for implementing camera enforcement is estimated to be £5,000 and consist of additional signing and the installation of an existing camera, this will be funded from the overall Gedling Access Road budget of £40.899m. At the Communities & Place committee of 5<sup>th</sup> December 2019, approval was granted to enter into the main construction phase of the Contract to deliver the Gedling Access Road and detailed all the funding streams.

## **Human Rights Implications**

23. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

## **Public Sector Equality Duty implications**

24. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
  - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
  - Foster good relations between people who share protected characteristics and those who don't.
25. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

## **Implications for Sustainability and the Environment**

26. The proposed changes are considered to have a positive benefit for bus services using this route as a diversion that will help maintain the bus route as a sustainable mode of transport.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) Approval be given to introduce camera enforcement of the Stoke Lane bus plug.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Mike Barnett, Team Manager – Major Projects and Improvements, Via East Midlands Ltd - Tel: 0115 9773118 / Gary Wood – Group Manager (Highways and Transport) 0115 9774270

### **Constitutional Comments (SJE 23/01/2020)**

27. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the management of highways (including traffic management) has been delegated.

### **Financial Comments (GB 26/02/2020)**

28. The Gedling Access Road budget is approved in the Communities and Place capital programme with an overall value of £40.899m. Previous reports set out the funding streams that make up the total budget and the costs for the implementation of the bus lane enforcement come within the approved funding envelope that is available.

### **Background Papers**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Specific reports include:

- Communities and Place Committee Report dated 5<sup>th</sup> September 2019  
Gedling Access Road – Progress Report
- The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018 and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 – Available at:  
[www.nottinghamshire.gov.uk/GAR](http://www.nottinghamshire.gov.uk/GAR)

### **Electoral Division(s) and Member(s) Affected**

Carlton East

Councillors Nicki Brooks