



8 January 2015

Agenda Item: 7

REPORT OF SERVICE DIRECTOR, HIGHWAYS

TRAFFIC ENFORCEMENT ON BEESTON TRAM LINE

Purpose of the Report

To approve the camera enforcement of the tram only restriction between Lower Road and Fletcher Road, Beeston,

Information and Advice

1. The report to Transport and Highways Committee on 21 March 2013 approved the commencement of bus lane enforcement within Nottinghamshire subject to site specific approvals.

Lower Road / Fletcher Road, Beeston

2. The NET Beeston Line passes along Lower Road and Fletcher Road. Prior to construction these two roads were only connected by a cycle track and footway, with the buildings of Neville Sadler Court located between the ends of the roads. These flats were demolished to open a route for the tram and during the construction period road traffic has used these roads as a continuous route in order to gain local access.
3. The tram design incorporates a short section for trams and cycles only (together with operational vehicles), otherwise retaining the pre-existing traffic arrangements. No other vehicles will be permitted to use this section and the restriction will apply at all times and days. The design assumes that there will be enforcement of the restriction in order to prevent through traffic making use of this route.
4. It is intended that the connecting route between Lower Road and Fletcher Road will become highway and the County Council will therefore be responsible for enforcement. Site specific approval is therefore required.

Consultation

5. Concerns have been raised by residents that this section of the tram line could be used by road vehicles and they have asked for reassurance that enforcement will be in place when the route opens.

6. In a letter of 14 November 2014 (attached), residents were formally advised of the intention to introduce camera enforcement at this location, from which one telephone clarification of the proposal was required.

General

7. The penalty for contravention of bus and tram lanes is £60 with a 50% discount for payment within 14 days, thereby making the effective charge £30.
8. As identified in the report of 21 March 2013, warning letters will be issued to owners of contravening vehicles during the first month of operation.

Other Options Considered

9. Due to the need to have an unobstructed route for trams it is not possible to have physical measures to prevent through traffic.

Reason/s for Recommendation/s

10. Enforcement will help to protect the residential area from intrusive use by other traffic and retain the road layout that existed prior to the demolition of the properties and creation of the cut-through for the tram line.
11. Enforcement will also help to ensure the effective operation of tram services by keeping routes unobstructed.

Statutory and Policy Implications

12. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

13. The implementation of enforcement will retain traffic movements to those of the pre-construction arrangement.

Financial Implications

14. The infrastructure required for the NET route will be provided as part of the scheme. The business cases for camera enforcement indicate that enforcement will be self-financing within the first year and ongoing costs of bus lane enforcement are planned to be met from the income from charges.

RECOMMENDATION/S

That camera enforcement of the tram only restriction between Lower Road and Fletcher Road, Beeston be approved.

Andrew Warrington, Service Director (Highways)

**For any enquiries about this report please contact:
Peter Goode – Traffic Manager Tel: 0115 9774269**

Constitutional Comments (LMc 17.12.14)

15. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (TMR 17.12.14)

16. The financial implications are set out in paragraph 14 of the report.

Background Papers and Published Documents

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.

Electoral Division(s) and Member(s) Affected

All Beeston members