

WEST NORTHAMPTONSHIRE COUNCIL CABINET

7TH DECEMBER 2021

**CABINET MEMBER WITH RESPONSIBILITY FOR ENVIRONMENT, HIGHWAYS
TRANSPORT & WASTE SERVICES: COUNCILLOR PHIL LARRATT**

Report Title **Bus Lane Enforcement Update**

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1. Purpose of Report

- 1.1. To renew delegations previously bestowed in Northamptonshire County Council Cabinet papers
- 1.2. To update on the Bus Lane Enforcement Project progress
- 1.3. To present options to amend St James' Road Bus Lane Arrangements

2. Executive Summary

- 2.1 Northamptonshire County Council implemented Bus Lane Enforcement on 2 streets in West Northamptonshire early in 2021. The enforcement is proving to be effective in reducing infringements at both locations. By reducing infringements, the bus lanes are fully available for the traffic permitted to use them e.g. buses, motorcycles, hackney carriages, taxis and bicycles which in turn increases usage because of increased certainty of journey time and an increased feeling of safety.
- 2.2 However, some concern has been raised by residents and councillors with regards to the implementation on St James' Road Northampton, mainly due to its proximity to a turning into a filling station. As a result, a study has been undertaken of the usage of the Bus Lane and adjacent general traffic lane to inform the recommendations in this report.
- 2.3 A public consultation has also been undertaken to gauge the view of residents, businesses and interested organisations, this has also been used to inform the recommendations in this report.

3. Recommendations

- 3.1 It is recommended that the Cabinet:
 - a) Note progress regarding the Bus Lane Enforcement Project, the results of the review of the usage of the St James' Road bus lane and the outcome of the public consultation regarding the bus lane at St James' Road.
 - b) Agree that the recommendations in paragraph 6.3 should be implemented as soon as possible to include:
 - i. that the necessary steps are followed to amend the Traffic Regulation Order (TRO) governing the bus lane in St James' Road so that it is operational during the morning peak only (07.30am – 09.30am) and that at the same time as changing the order, the revision also permits private hire taxis and scooters to use the bus lane. In order to amend the TRO, it is necessary to follow a statutory process which involves publishing a proposed revised order and consulting on the contents, however given the responses to the consultation recently undertaken it is not expected that this will prevent the TRO from being amended.
 - ii. the camera on St James' Road is removed from its current location, to be re-sited either at an alternative position on the Weedon Road / St James Road bus lane or at an alternative suitable location within the West Northamptonshire area.
 - iii. enforcement utilising the camera in its current location will cease following the expiration of the call-in period relating to this report.

- c) Support the continued use of Bus Lane Enforcement in West Northamptonshire at suitable sites.
- d) Agree that delegated authority be given to the Executive Director for Place Economy and Environment, in consultation with the Cabinet Member for Environment, Highways, Transport and Waste, to consider and take all (legal and operational) steps necessary to install bus lane civil enforcement equipment at suitable sites identified in the future across West Northamptonshire.
- e) Agree that delegated authority be given to the Executive Director for Place Economy and Environment, in consultation with the Cabinet Member for Environment, Highways, Transport and Waste, to take all steps necessary to amend enforcement or remove bus lane civil enforcement equipment at those sites as deemed necessary.

4. Reason for Recommendations

- For the council to have listened to and have responded appropriately to concerns raised by residents, taking into account the results of a technical review;
- For the Council to promote bus lane priority in order to enable efficient public transport and sustainable, low carbon travel options;
- For the Council to act in accordance with legislation and manage its resources.

5. Report Background

5.1 Legal Position

- 5.1.1 Regulations made under Section 144 of Transport Act 2000, which came into force on 1st November 2005, make it possible for approved Local Authorities to set up and operate civil enforcement of bus lane contraventions using approved capture devices.
- 5.1.2 Prior to the establishment of the Bus Lane Enforcement Project, any bus lane contraventions in West Northamptonshire were dealt with by the Police as they still retained the ability to take criminal proceedings against certain offences in areas of civil enforcement.
- 5.1.3 Northamptonshire County Council was originally cited in The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 as authorised to undertake bus lane contravention enforcement as a result of it being authorised to carry out civil parking enforcement. As a result of the Structural Change Order West Northamptonshire Council is now cited in the Order.
- 5.1.4 These powers are commonly used to enable sustainable and safe travel for low carbon transport with 5 of West Northamptonshire's neighbouring authorities enforcing contravention of bus lanes.
- 5.1.5 For the purposes of this report a bus lane is any section of the highway which has traffic orders to restrict all or part of the general use of a road in favour of buses.
- 5.1.6 The enforcement of bus lane contraventions enables bus priority which increases journey time reliability and encourages modal shift, and it encourages more sustainable forms of transport such as cycling, motorcycling and electric scooters. This positively supports the Council's Climate Change Strategy.

5.2 Bus Lane Enforcement Project

- 5.2.1 A project was initiated by Northamptonshire County Council with a view to taking enforcement action when vehicles used existing bus lanes. The aims of the project were to reduce the current level of moving traffic contraventions in bus lanes, resulting in improved journey times and journey time reliability for bus passengers therefore enhancing the attractiveness of public transport to potential users. It also benefits cyclists and motorcyclists by reducing the number of vehicles in bus lanes and contributes towards an uptake in the use of these more sustainable modes of transport.
- 5.2.2 The project resulted in the installation of Closed-Circuit Television (CCTV) cameras that utilise Automatic Number Plate Recognition (ANPR) technology on the Drapery and St James' Road in Northampton. The sites were chosen to be in the initial phase of installation as they had been part of a study conducted in 2017.
- 5.2.3 Bus Lane Enforcement commenced on February 1st 2021 with a period of a week during which motorists who contravened the Bus Lane Orders were sent warning letters rather than receiving Penalty Charge Notices (PCNs). On February 15th 2021 PCNs began to be issued.

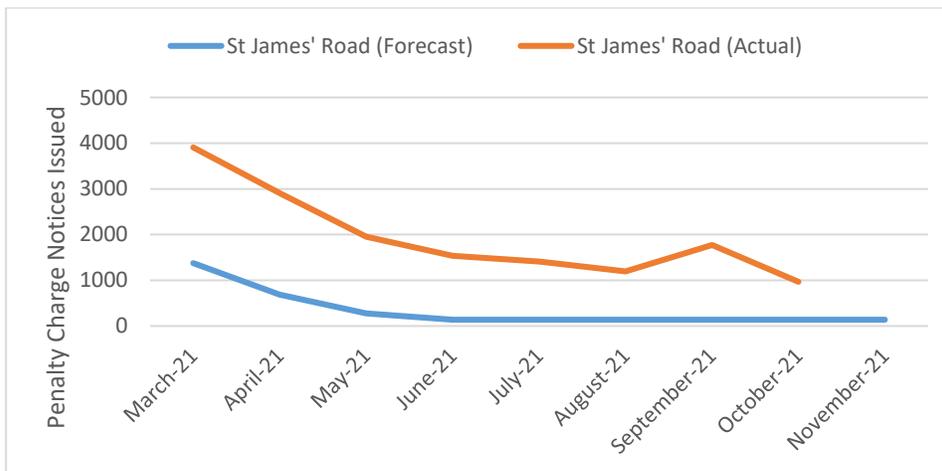
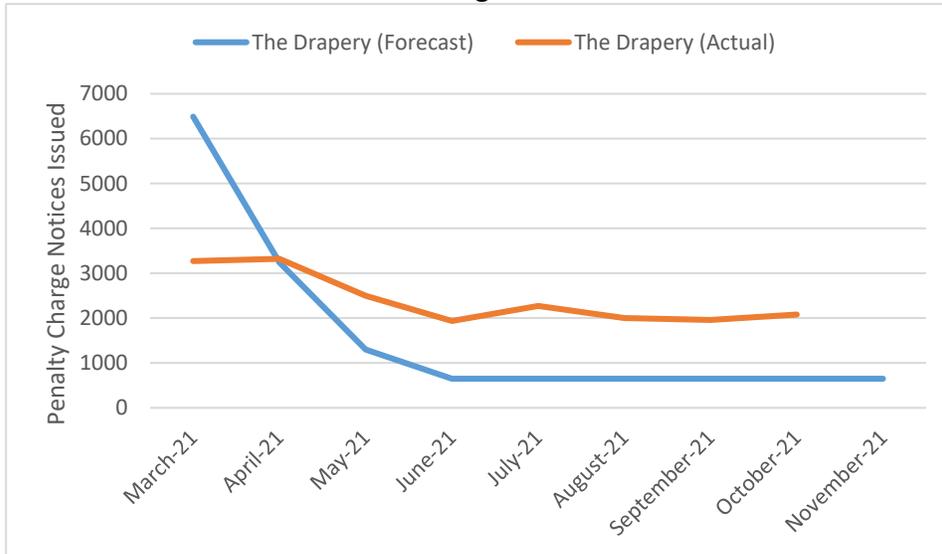
5.3 Weedon Road / St James' Road Bus Lane

- 5.3.1 Prior to the implementation of the Bus Lane Enforcement the traffic order relating to the bus lane on Weedon Road / St James' Road had been extended from its original morning peak hours to be a 24-hour restriction – this was not related to the Bus Lane Enforcement project but was part of a number of measures introduced to encourage Active Travel as part of the response to the COVID Pandemic. Initially this was implemented using a Temporary Traffic Order in October 2020, but this was later advertised and made a permanent Order in March 2021.

5.4 Enforcement Notice Data

- 5.4.1 The business case suggested that there would be an income in 2021/22 from West Northamptonshire Sites of approximately £370,000. Any annual surplus revenue should be spent in accordance with The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005 by:
- a) returning to the general fund any money provided to cover a deficit in the bus lane enforcement account in the four years immediately before the financial year in question;
 - b) meeting costs incurred, by the authority or some other person, to provide or operate public transport services or facilities; and
 - c) highway improvements in the authority's area
- i.e. any income must be directly invested in highways and transport services.
- 5.4.2 The original business case for the project predicted the number of PCNs that were expected to be issued and how this would decrease over time as residents became more aware of the enforcement and stopped driving in the bus lane.

5.4.3 The business case predicted that over the first 3 months of operation the number of PCNs would decrease to 10% of the original number, however, the drop off has not been as steep as predicted. By the end of month 8 of operation in the Drapery the figure is 63.5% of the original value whilst at St James' it is 25%, this may be due to the timing of the implementation in relation to COVID lockdowns and subsequent opening up. Graphs of the actual Penalty Charge Notices Issued versus the Forecast figures for each site are show below.



5.4.4 Appendix D contains a table of data relating to the 2 sites in West Northamptonshire where enforcement is currently taking place, it shows that in total 34985 PCNs have been issued up until the end of October 2021, of these by the end of October 2021:

23992 had been paid,

5692 (16%) have been appealed of which 1311 have been accepted, 3702 have been rejected and 679 are yet to be considered,

109 second stage appeals have been made to the Independent Adjudication Service of which 52 have been successful, 16 have been unsuccessful and 31 were not contested by WNC



As these figures demonstrate, of just under 35,000 PCNs issued to date, less than 0.25% have been cancelled following a stage 2 appeal to the Independent Adjudication Service. These figures are likely to increase as a Stage 2 appeal cannot be made until after a Stage 1 has been rejected but as a percentage of the rejected Stage 1 appeals this figure would still be under 2.5%.

- 5.4.5 Infringements are generally low between 10:30pm and 6:30am (totalling less than 10 recorded each hour over the month of July) – reflecting the volume of traffic on the road, they increase steadily from 7am through rush hour until around mid-day when they appear to peak (75-80), they decrease slowly through the afternoon until 6pm (58) when they begin to decrease more rapidly until 8:30pm (17).
- 5.4.6 Buses utilise the Bus Lane on St James' Road from 5.30am until 11.09pm with up to 18 buses an hour running throughout the day. There is also a single bus service that operates at 2.55am.
- 5.4.7 Buses utilise the Drapery on an almost 24-hour basis – the only period of greater than one hour when there is no activity is between 0.46am and 1.55am.

5.5 **Public Consultation**

- 5.5.1 A public consultation was carried out between 6 October 2021 and 2 November 2021 in order to gauge the views of residents, businesses and interested organisations. The consultation asked for respondents' opinions regarding the enforcement of bus lanes in general and specifically concerning the enforcement activity at St James' Road. 2725 responses were received. A copy of the consultation questions and a summary of the responses is included at Appendix E.
- 5.5.2 The responses from the consultation show that 50% of respondent believe that the bus lane on St James' Road should continue to be enforced to some degree. However, of those that responded in favour of enforcement continuing 62% said that this should be limited 7.30-9.30am only.
- 5.5.3 It should be noted that a public consultation is not a referendum on the subject matter but a means to hear stakeholders views so that the decisions the Council makes are informed by stakeholder feedback, and this feedback is then taken into consideration alongside several other factors.

6. **Issues and Options**

6.1 **St James' Road Enforcement Camera Location**

- 6.1.1 Since the beginning of enforcement at St James' Road there has been a considerable number of press articles and complaints resulting from the location of the camera. The most frequent point raised relates to vehicles waiting in the town-bound traffic lane to turn right into the petrol filling station and drivers then taking the decision to undertake the stationary vehicle using the bus lane.
- 6.1.2 This undertaking contravenes the Traffic Regulation Order and so has led to these drivers receiving a PCN. A number of these drivers have appealed the PCN claiming that they felt it would



be unsafe to remain in the lane behind the stationary car and that doing so would lead to a tailback of traffic that would impact the junction of St James' Road with Byfield Road and St James' Mill Road.

- 6.1.3 In order to investigate this claim and to inform this report, a traffic survey was undertaken during early July collecting 7 days' worth of data, the traffic survey demonstrated that during this period at no point did cars queuing (as a result of vehicles waiting to carry out this turning movement) cause a queue reaching back to the junction with St James' Mill and Byfield Road.
- 6.1.4 On average, 582 vehicles turned right into the filling station, causing 121 queues with an average waiting time of a little under 13 seconds. The longest recorded waiting time on any one day was 114 seconds but this was an outlier with the next longest recorded waiting time being 44 seconds.
- 6.1.5 A review has also been undertaken of the siting of the CCTV camera to consider whether or not it could be sited away from the point in the road where traffic is attempting to turn into the filling station and remain effective in reducing the likelihood of legitimate users of the bus lane being disadvantaged by illegitimate users of the bus lane.
- 6.1.6 The location of the camera was originally chosen for a number of reasons:
- a) In order to carry out enforcement of the bus lane it is necessary to be able to view a sufficient length of the bus lane
 - b) Initial empirical evidence suggested that the main cause of illegitimate use of the bus lane was due to traffic being reluctant to queue at the Black Lion Hill traffic lights and believing that by undertaking the queue in the bus lane they would gain an advantage on the approach to these traffic signals; therefore, to be most effective the camera needs to capture drivers using the bus lane on the approach to this junction rather than near to the St James' Mill / Byfield Road junction.
 - c) There were significant challenges with mounting the camera in the optimum location due to the bridge structure carrying the road over the River Nene and railway.
- 6.1.7 Options considered as part of this review were:
- Re-siting the camera close to the junction with St James' Mill Road and Byfield Road facing inbound – however this does not tackle issue b above.
 - Re-siting the camera closer to the Railway Station facing outbound – this is the original preferred location however may need Network Rail agreement to site the camera on their bridge.
 - Turning the camera in its current location to face inbound – however this is not an optimal view as it is impacted by a nearby tree and would include the pedestrian crossing in the evidence and so is likely to lead to more appeals.
 - Retaining the camera in its current location.
 - Removing the camera to be re-sited either on the Weedon Road / St James' Road bus lane at an alternative position or at an alternative suitable location.

6.2 **Weedon Road / St James Road Bus Lane Operation Times**

- 6.2.1 Consideration has also been given to amending the timings of the bus lane along Weedon Road/ St James' Road, as described above the bus lane is utilised by buses between 5.30am and 11.09pm.

- 6.2.2 The traffic survey reviewed the type of vehicles using the bus lane during the period of the survey including buses, Hackney Carriages, bicycles and motorbikes that are lawfully allowed to use the bus lane as well as cars, vans and lorries that are not. This showed that on average each weekday 275 buses, 96 cyclists and 53 Hackney Carriages use the bus lane, motorcycle usage is low and many motorcyclists seem to be continuing to use the main traffic lane perhaps as they are not aware that they are allowed to use the bus lane.
- 6.2.3 The survey shows that there is a steady legitimate usage of the bus lane between the hours of 7am and 7pm and little usage between 11pm and 5am.
- 6.2.4 The survey also captured usage data from the general traffic lane and this shows a similar pattern.
- 6.2.5 A table of the options considered with benefits and disbenefits for each option is included in Appendix F.

6.3 **Recommended Options**

- 6.3.1 It is recommended that the necessary steps are followed to amend the Traffic Regulation Order (TRO) governing the bus lane in St James' Road so that it is operational during the morning peak only (07.30am – 09.30am) and that at the same time as changing the order, the revision also permits private hire taxis and scooters to use the bus lane. In order to amend the TRO, it is necessary to follow a statutory process which involves publishing a proposed revised order and consulting on the contents, however given the responses to the consultation recently undertaken it is not expected that this will prevent the TRO from being amended.
- 6.3.2 It is recommended to remove the camera from its current location, to be re-sited either at an alternative position on the Weedon Road / St James Road bus lane or at an alternative suitable location within the West Northamptonshire area. Enforcement utilising the camera in its current location will cease following the expiration of the call-in period relating to this report.

7. **Implications (including financial implications)**

7.1 **Resources and Financial**

- 7.1.1 As a result of making the proposed changes to the operation of the bus lane on St James' Road it is expected that in the remainder of 2021/22 approximately £117k income will be lost and in following years the income from the enforcement cameras will be reduced by approximately £467k per annum. A proposed £250k pressure has been added to the draft budget and Medium Term Financial Plan for 2022/23, which is anticipated to be the net pressure on this service taking into account all of the bus lane enforcement including the potential re-siting of the camera once a new site is identified and agreed.

7.2 **Legal**

7.2.1 There are no legal implications arising from this report other than those discussed elsewhere in the report and in particular in sections 5 and 7.3. The implementation and enforcement of the bus lanes has been carried out in accordance with the relevant legal requirements.

7.3 **Risk**

7.3.1 The key risk associated with this report is one of the Council's public reputation; as previously discussed, there has been significant interest relating to the Bus Lane Enforcement site on St James' Road. If no changes are made, then complaints by residents and subsequent media interest may continue. However, often when this issue is covered by the press and highlighted on social media the negative aspects are balanced by many supportive comments from residents about the council taking supportive action.

7.3.2 There is also a risk that in making changes to either the installation or the timing of the order that the Council comes under pressure to refund PCN payments that have already been made. It is clear that the purpose of the camera and enforcement were reasonable and that the scale of infringement required action. It is important to recognise that the rationale for the change is partly due to the reduction seen over time but also the new political priorities as set by the new authority established to oversee traffic enforcement and not due to any error. The legal position on this is clear, the PCNs were validly issued in line with the TRO in place at the time. When a recipient receives a PCN and pays it they have accepted liability for the offence as described and the matter is closed. There is no option to reopen this matter and a refund obtained. Any PCNs that have been issued prior to the ceasing of enforcement at this particular location on St James' Road will be processed and the normal procedures will be followed.

7.4 **Consultation**

7.4.1 Northamptonshire County Council undertook all necessary consultation prior to implementing the Bus Lane Enforcement.

7.4.2 A public consultation was carried out between 6 October 2021 and 2 November 2021 in order to gauge the views of residents, businesses and interested organisations. The consultation asked for respondents' opinions regarding the enforcement of bus lanes in general and specifically concerning the enforcement activity at St James' Road. 2725 responses were received. A copy of the consultation questions and a summary of the responses is included at Appendix E. The results of the consultation are discussed above (5.5).

7.4.3 If the operating times of the bus lane in St James' Road are to be altered this will require an amendment to the Traffic Regulation Order and the formal consultation process will need to be followed; this process is likely to take approximately 8 weeks to complete.

7.5 **Consideration by Overview and Scrutiny**

7.5.1 Overview and Scrutiny have not considered this issue.

7.6 **Climate Impact**



- 7.6.1 Bus Lane Enforcement should result in a more reliable bus service and so attract bus patronage, reducing car usage. The existence of the bus lanes and their enforcement also encourages cyclists and motorcyclist as they can ride in the bus lanes (where allowed) unhindered by other traffic which also reduces car usage.
- 7.6.2 It is possible that as there are less lanes available for general traffic queues at junctions will increase and cause additional pollution, however at this stage due to the changes in traffic patterns caused by the COVID pandemic it is not yet possible to know if this will occur and this was not demonstrated in the traffic survey which was completed.
- 7.6.3 Data from the survey carried out shows that each weekday on average 275 buses, 96 cyclists and 53 taxis use the bus lane thereby providing alternative more sustainable modes of travel into the centre of Northampton.
- 7.6.4 There is also a negative impact due to part of the carriage way capacity being reserved for buses etc in that this will lead to longer queuing times at junctions for general traffic resulting in the potential for increase pollution. However, the queues and the availability of good reliable alternatives are the stimuli to create modal shift away from the car to more sustainable forms of transport.

7.7 **Community Impact**

- 7.7.1 There are no further community impacts other than those discussed elsewhere in this report.

7.8 **Communications**

- 7.8.1 Residents, businesses and other stakeholders are being kept regularly informed and updated on the actions being taken by the council to review and address the bus lane issues, including extensive promotion of the recent consultation. Failure to address and resolve the ongoing issues for residents around the St James bus lane will result in negative publicity and a detrimental impact on the council's public reputation.

8. **Background Papers**

- 8.1 None



**West
Northamptonshire
Council**

Appendix A – NCC Cabinet report dated 13th August 2019



CABINET

13 AUGUST 2019

EXECUTIVE DIRECTOR FOR PLACE & COMMERCIAL: DOMINIC DONNINI

**CABINET MEMBER WITH RESPONSIBILITY FOR HIGHWAYS AND PLACE:
COUNCILLOR JASON SMITHERS**

Subject:	Approval for the introduction of civil enforcement of bus lane contraventions
Recommendations:	That Cabinet: <ol style="list-style-type: none"> 1. Approve the introduction of civil enforcement of bus lanes contraventions in the areas identified within the report; and 2. To note the steps required to implement civil enforcement; and 3. Agree that delegated authority be given to the Executive Director for Place & Commercial, in consultation with the Cabinet Member for Highways and Place, to take all steps necessary to commence bus lane civil enforcement.

1. Purpose of report

1.1 The purpose of the report is to seek Cabinet approval to introduce civil enforcement of vehicle contraventions pertaining to sections of the highway used as bus lanes, this will be by means of CCTV cameras using ANPR technology. This will be implemented at:

- The Drapery in Northampton Town Centre
- The Bus Gate linking Church Street to Cambridge Street in Wellingborough Town Centre

2. How this decision contributes to the Council plan

The Council's vision is to make Northamptonshire a great place to live and work. This is achieved through increasing the wellbeing of your county's communities and/or safeguarding the county's communities.

<p>This initiative specifically delivers increased wellbeing and/or safeguarding by ensuring that:</p> <ul style="list-style-type: none"> • Working in partnership with other public sector organisations (such as the seven district and borough councils, the local NHS bodies, and Northamptonshire Police). • Using innovation to find better and more sustainable ways of delivering services ensuring they are efficient and affordable in the long term. • Using technology and digital solutions to meet the needs of residents. • Commissioning and procuring services and goods with partners. • Utilising the Council's assets effectively.



3. Background

- 3.1 Regulations made under Section 144 of Transport Act 2000, which came into force on 1st November 2005, make it possible for approved Local Authorities to set up and operate civil enforcement of bus lane contraventions using approved capture devices. At present, in Northamptonshire, any bus lane contraventions are dealt with by the Police as they still retain the ability to take criminal proceedings against certain offences in areas of civil enforcement.
- 3.2 Northamptonshire County Council is cited in The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 as authorised to undertake bus lane contravention enforcement as a result of it being authorised to carry out civil parking enforcement.
- 3.3 For the purposes of this report a bus lane is any section of the highway which has traffic orders to prevent the general use of the road in favour of buses.
- 3.4 Civil enforcement of bus lane contraventions is proven to reduce the current level of moving traffic contraventions in bus lanes, resulting in improved journey times and journey time reliability for bus passengers therefore enhancing the attractiveness of public transport to potential users. It will also benefit cyclists by reducing the number of vehicles in bus lanes and contribute towards an uptake in the use of more sustainable modes of transport.
- 3.5 A Transport for London study identified that routine enforcement of bus lanes can result in a 15% reduction in delays to buses and an 85% improvement in compliance with the TROs.
- 3.6 Three trial sites had cameras installed in 2017 to check the level of contraventions to the existing traffic regulation orders. The results were:-
- | | |
|--|--|
| Site 1 Bus gate Wellingborough Town Centre | 793 vehicles per day
(over 14 days) |
| Site 2 Weedon Road (junction with Duston Rd) | 52 vehicles per day
(over 14 days) |
| Site 3 The Drapery | 427 vehicles per day
(over 7 days) |
- 3.7 Before enforcement can commence it will be necessary for the Council to:-
- a) Review the Traffic Regulation Orders covering the relevant areas to ensure that they are compliant with the law, current, reflect the road layout and that nothing has invalidated them and to ensure the wording of the Traffic Regulation Order reflects the offence which is to be enforced;
 - b) Install appropriate equipment (approved devices in accordance with The Bus Lanes (Approved Devices) (England) Order 2006);
 - c) Ensure that procedures are in place to ensure that all approved devices installed are operated correctly and able to produce evidence to be used in enforcement action.



- d) Check signage in the enforcement areas is up to date, visible and properly mounted. This may also require additional or amended signage to be installed.
- e) Set out processes and procedure for the issuing of penalty charge notices including training for the Parking Services Team.

3.8 Penalty Charges will be levied on the basis of £60 (reduced to £30 if paid within 14 days). There will be a short period of two weeks once the equipment is installed during which warning PCNs will be issued without charges being levied.

4. Consultation and Scrutiny

- 4.1 As the Bus Lane Enforcement proposal is an extension of the existing parking enforcement controls, external consultation has not been required.
- 4.2 Communication will be important in ensuring the successful introduction of Bus Lane Enforcement in the County. A communications plan will be developed to inform Members, the general public, businesses and key stakeholders and the wider public. This communication plan will include details of what publicity will take place to inform the public of the civil enforcement scheme and the start date for such enforcement.

5. Equality Screening

- 5.1 The impacts of the proposal have been assessed under an Equality Impact Assessment which can be found at the link shown below.
- 5.2 In summary the proposal is assessed as having generally neutral impacts.
- 5.3 The Assessment for Environment, Place & Transport can be found at:

[http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-eqias/Pages/environment,-planning-and-transport-equality-impact-assessments-\(eqias\).aspx](http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-eqias/Pages/environment,-planning-and-transport-equality-impact-assessments-(eqias).aspx)

6. Alternative Options Considered

- 6.1 **Do nothing.** There is no statutory requirement to undertake the civil enforcement of bus lanes. The responsibility for undertaking criminal proceedings could remain with the Police.
- 6.2 However this option is unlikely to reduce the current level of contraventions due to the sporadic nature of enforcement, and it would fail to deliver any improvements in services to bus passengers and cyclists.

7. Financial Implications

- 7.1 The trial data suggests that the cost of implementing a comprehensive enforcement system and the ongoing annual costs would be offset by the income from enforcement activity.



7.2 Using the data generated from these trials the number of contraventions and subsequent income has been projected and is detailed below. This projection assumes that 5% of the contraventions seen in the trials are consistent, month by month and that there is an initial drop from the levels seen in the trial down to this level with 4 months.

NB: The data shown below assumes that the proposal can be implemented by January 2020, leaving 2 full months of financial year 2019/ 2020 remaining for forecasting.

	Current Year	Forecast	
	2019/20	2020/21	2021/22
	£000	£000	£000
Capital Investment			
Costs	148		
Funded By	There is a requirement for capital investment from the Parking Enforcement Service revenue surplus.		
Ongoing Costs (Revenue)			
Total Ongoing Costs	28	192	192
Funding By	Operational surplus generated by the Parking Enforcement Service revenue income		
Income Projections			
The Drapery, Northampton	269	215	215
Wellingborough Bus Gate	389	310	310
Total	658	525	525
Surplus Generated			
Surplus Allocation	482	333	333
	Any surplus generated from this proposal will be reinvested back into the Highways Budget.		

7.3 Government guidance states that revenue raised from bus lane enforcement penalty charge notices should initially be used to recover the costs of setting up, operating and maintaining the bus lane enforcement scheme. Therefore it is hoped that any costs incurred in setting up this process will be recovered in the first year of operation.

7.4 Any surplus revenue should then be spent in accordance with The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005. The purposes set out are:

- a) returning to the general fund any money provided to cover a deficit in the bus lane enforcement account in the four years immediately before the financial year in question;
- b) meeting costs incurred, by the authority or some other person, to provide or operate public transport services or facilities; and
- c) highway improvements in the authority's area.



<p>What benefits will the proposal deliver?</p>	<ul style="list-style-type: none"> • Value for money • Cost effectiveness • Efficiency savings (cashable and non-cashable) • Return on investment • Payback period of investment • Impact on service risk register • Other benefits realised <p>Other factors are considered below:</p> <ul style="list-style-type: none"> • Impact on performance indicators <p>By implementing the proposal there is no adverse impact on performance indicators</p>
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8. Risk and Business Continuity Management

8.1 Significantly increased compliance could result in a decline in the projected income from paid penalty charge notices. Evidence from Transport for London has shown an improvement in compliance, but not at levels that would significantly affect budget projections. In Northamptonshire it is proposed that spending is restricted to the income levels projected over the first three years of undertaking this operation. Monthly monitoring of income and expenditure will be used to manage this risk.

1. Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Impact on Customers	None	Green
Financial impacts	None	Green
Service operational impacts	None	Green
Data Protection	None	Green
Regulatory	None	Green

2. Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Customer Impacts – failure to respond to customer needs for reliable transport times and reduce the potential for traffic / pedestrian conflicts	Red
Public transport, taxi and private hire operators – failure to manage and enforce traffic restrictions and mitigate travel time delays	Red
Not supporting bus priority measures may adversely affect the viability of commercial bus services.	Red



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Background Papers:	<ul style="list-style-type: none"> Provisional guidance on bus lane (including tramway) enforcement in England outside London - Department for Transport, November 2005 (Revised 2008);
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so please outline the timetable here	NO
Does the report include delegated decisions? If so, please outline the timetable here	YES Implementation of proposal - decision date planned to follow Cabinet approval of this report.
Is this report proposing an amendment to the budget and/or policy framework?	NO
Have the financial implications been cleared by the Strategic Finance Manager (SFM)? Have any capital spend implications been cleared by the Capital Investment Board (CIB)?	YES Name of SFM: Rosemary Pallot YES
Has the report been cleared by the relevant Director?	YES Commercial Director: Dominic Donnini
Has the relevant Cabinet Member been consulted?	YES Cabinet Member: Jason Smithers
Has the relevant scrutiny committee been consulted?	NO
Has the report been cleared by Legal Services?	YES Name of solicitor: Debbie Carter-Hughes
Have any communications issues been cleared by Communications and Marketing?	YES Name of officer: Liz Fitzgerald
Have any property Issues been cleared by Property and Asset Management?	Not applicable
Procurement/ Contractual Implications: <ul style="list-style-type: none"> Have you evidenced compliance with the Council's Contract Procedures Rules? 	Yes



<ul style="list-style-type: none"> • Have you identified where you are seeking Cabinet to approve an exemption from the Contract Procedure Rules and detailed the risks and mitigations? • Have you identified any EU or UK legislative risks associated with the exemption process such as non-compliance with the Public Contract Regulations Act 2015, transparency and open competition? • Have you identified the procurement or contractual risks associated with a contract? • Has the contract/procurement been subjected to the Council's Commercial Board? 	<p>Exemption n/a</p> <p>There are no identified risks</p> <p>Yes</p> <p>No</p>
<p>Are there any community safety implications?</p>	<p>The delivery of an effective bus lane enforcement service will have a positive impact on highways safety for local communities.</p>
<p>Are there any environmental implications:</p>	<p>Yes – positive. The scheme aims to improve the reliability of bus services and deter unauthorised vehicles, the scheme aims to improve air quality, encourage the use of more sustainable transport modes, particularly bus patronage and cycling.</p>
<p>Are there any Health and Safety Implications:</p>	<p>NO</p>
<p>Are there any Human Resources Implications:</p>	<p>NO</p>
<p>Are there any human rights implications:</p>	<p>NO The Parking Service serves all the community.</p>
<p>Constituency Interest:</p>	<p>Countywide</p>



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Appendix B – NCC cabinet report dated 17th December 2019



**CABINET
17 DECEMBER 2019
EXECUTIVE DIRECTOR FOR PLACE & COMMERCIAL: NEIL TAYLOR
CABINET MEMBER WITH RESPONSIBILITY FOR HIGHWAYS AND PLACE:
COUNCILLOR JASON SMITHERS**

Subject:	Approval for the further introduction of civil enforcement of bus lane contraventions
Recommendations:	That Cabinet: <ol style="list-style-type: none"> 1. Approve the further introduction of civil enforcement of bus lanes contraventions in the County 2. To note the steps required to implement civil enforcement; and 3. Agree that delegated authority be given to the Executive Director for Place & Commercial, in consultation with the Cabinet Member for Highways and Place, to take all steps necessary to commence bus lane civil enforcement at suitable sites across the County.

1. Purpose of report

The purpose of the report is to seek Cabinet approval to introduce further civil enforcement of vehicle contraventions pertaining to sections of the highway used as bus lanes. This will be by means of CCTV cameras using ANPR technology and will be implemented at suitable sites identified across the County.

Civil enforcement of bus lane contraventions is proven to reduce the current level of moving traffic contraventions in bus lanes, resulting in improved journey times and journey time reliability for bus passengers therefore enhancing the attractiveness of public transport to potential users. It will also benefit cyclists by reducing the number of vehicles in bus lanes and contribute towards an uptake in the use of more sustainable modes of transport.

2. How this decision contributes to the Council plan

The Council's vision is to make Northamptonshire a great place to live and work. This is achieved through increasing the wellbeing of your county's communities and/or safeguarding the county's communities.

This initiative specifically delivers increased wellbeing and/or safeguarding by ensuring that:
<ul style="list-style-type: none"> • Working in partnership with other public sector organisations (such as the seven district and borough councils, the local NHS bodies, and Northamptonshire Police). • Using innovation to find better and more sustainable ways of delivering services ensuring they are efficient and affordable in the long term. • Using technology and digital solutions to meet the needs of residents. • Commissioning and procuring services and goods with partners. • Utilising the Council's assets effectively.



3. Background

Regulations made under Section 144 of Transport Act 2000, which came into force on 1st November 2005, make it possible for approved Local Authorities to set up and operate civil enforcement of bus lane contraventions using approved capture devices. At present, in Northamptonshire, any bus lane contraventions are dealt with by the Police as they still retain the ability to take criminal proceedings against certain offences in areas of civil enforcement.

Northamptonshire County Council is cited in The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 as authorised to undertake bus lane contravention enforcement as a result of it being authorised to carry out civil parking enforcement.

For the purposes of this report a bus lane is any section of the highway which has traffic orders to prevent the general use of the road in favour of buses.

The enforcement of bus lane contraventions is essential to reduce journey times and encourage modal shift.

A Transport for London study identified that routine enforcement of bus lanes can result in a 15% reduction in delays to buses and an 85% improvement in compliance with the Traffic Regulation Orders (TROs).

Three trial sites had cameras installed in 2017 to check the level of contraventions to the existing TROs. The results were:-

Site 1 Bus gate Wellingborough Town Centre	793 vehicles per day (over 14 days)
Site 2 Weedon Road (junction with Duston Rd)	52 vehicles per day (over 14 days)
Site 3 The Drapery, Northampton.	427 vehicles per day (over 7 days)

Before enforcement can commence at a particular site it will be necessary for the Council to:-

- a) Review the TROs covering the relevant areas to ensure that they are compliant with the law, current, reflect the road layout and that nothing has invalidated them and to ensure the wording of the TRO reflects the offence which is to be enforced;
- b) Install appropriate equipment (approved devices in accordance with The Bus Lanes (Approved Devices) (England) Order 2006);
- c) Ensure that procedures are in place to ensure that all approved devices installed are operated correctly and able to produce evidence to be used in enforcement action.
- d) Check signage in the enforcement areas is up to date, visible and properly mounted. This may also require additional or amended signage to be installed.



- e) Ensure that processes and procedures for the issuing of penalty charge notices (PCNs) including training for the Parking Services Team are in place.

Penalty Charges will be levied on the basis of £60 (reduced to £30 if paid within 14 days). There will be a short period of two weeks once the equipment is installed during which warning PCNs will be issued without charges being levied.

Cabinet agreed in August 2019 to introduce civil enforcement of vehicle contraventions pertaining to sections of the highway used as bus lanes in two locations – Bus gate, Wellingborough town centre and The Drapery, Northampton. Work is progressing in the introduction of these schemes. It is now proposed to delegate authority to the Executive Director for Place & Commercial, in consultation with the Cabinet Member for Highways and Place to introduce this type of enforcement at other suitable sites across the County.

4. Consultation and Scrutiny

As the Bus Lane Enforcement proposal is an extension of the existing parking enforcement controls, external consultation has not been required.

Communication will be important in ensuring the successful introduction of Bus Lane Enforcement in the County. A communications plan will be developed to inform Members, the general public, businesses and key stakeholders and the wider public. This communication plan will include details of what publicity will take place to inform the public of the civil enforcement scheme and the start date for such enforcement.

5. Equality Screening

The impacts of the proposal have been assessed under an Equality Impact Assessment which can be found at the link shown below.

In summary the proposal is assessed as having generally neutral impacts.

The Assessment for Environment, Place & Transport can be found at:

[http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-egias/Pages/environment,-planning-and-transport-equality-impact-assessments-\(egias\).aspx](http://www3.northamptonshire.gov.uk/councilservices/council-and-democracy/equalities/equality-impact-assessments-egias/Pages/environment,-planning-and-transport-equality-impact-assessments-(egias).aspx)

6. Alternative Options Considered

Do nothing. There is no statutory requirement to undertake the civil enforcement of bus lanes. The responsibility for undertaking criminal proceedings could remain with the Police.

However, this option is unlikely to reduce the current level of contraventions due to the sporadic nature of enforcement, and it would fail to deliver any improvements in services to bus passengers and cyclists.



7. Financial Implications

The trial data suggests that the cost of implementing a comprehensive enforcement system and the ongoing annual costs would be offset by the income from enforcement activity.

At this stage as the additional locations for enforcement are not yet known and no data exists to provide estimates of the number of contraventions that are likely to occur, it is not possible to forecast the level of income as a result of this proposal. It will be necessary to carry out a financial assessment of each site to ensure that it will be viable before the Executive Director agrees to the implementation at that new site.

Government guidance states that revenue raised from bus lane enforcement penalty charge notices should initially be used to recover the costs of setting up, operating and maintaining the bus lane enforcement scheme. Therefore it is hoped that any costs incurred in setting up this process will be recovered in the first year of operation.

Any surplus revenue should then be spent in accordance with The Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2005. The purposes set out are:

- a) returning to the general fund any money provided to cover a deficit in the bus;
Lane enforcement account in the four years immediately before the financial year in question;
- b) meeting costs incurred, by the authority or some other person, to provide or operate public transport services or facilities; and
- c) Highway improvements in the authority's area.

<p>What benefits will the proposal deliver?</p>	<ul style="list-style-type: none"> • Value for money • Cost effectiveness • Efficiency savings (cashable and non-cashable) • Return on investment • Payback period of investment • Impact on service risk register • Other benefits realised <p>Other factors are considered below:</p> <ul style="list-style-type: none"> • Impact on performance indicators <p>By implementing the proposal there is no adverse impact on performance indicators</p>
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8. Risk and Business Continuity Management

Significantly increased compliance could result in a decline in the projected income from paid penalty charge notices. Evidence from Transport for London has shown an improvement in compliance, but not at levels that would significantly affect budget



projections. In Northamptonshire it is proposed that spending is restricted to the income levels projected over the first three years of undertaking this operation. Monthly monitoring of income and expenditure will be used to manage this risk.

1. Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Impact on Customers	None	Green
Financial impacts	None	Green
Service operational impacts	None	Green
Data Protection	None	Green
Regulatory	None	Green

2. Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Customer Impacts – failure to respond to customer needs for reliable transport times and reduce the potential for traffic / pedestrian conflicts	Red
Public transport, taxi and private hire operators – failure to manage and enforce traffic restrictions and mitigate travel time delays	Red
Not supporting bus priority measures may adversely affect the viability of commercial bus services.	Red

Author:	Name: Nick Henstock Team: Highways and Transport
Contact details:	Email: nhenstock@northamptonshire.gov.uk
Background Papers:	<ul style="list-style-type: none"> Provisional guidance on bus lane (including tramway) enforcement in England outside London - Department for Transport, November 2005 (Revised 2008);
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so please outline the timetable here	NO
Does the report include delegated decisions? If so, please outline the timetable here	YES Implementation of proposal - decision date planned to follow Cabinet approval of this report.
Is this report proposing an amendment to the budget and/or policy framework?	NO



Have the financial implications been cleared by the Strategic Finance Manager (SFM)?	YES Name of SFM: Rosemary Pallot
Have any capital spend implications been cleared by the Capital Investment Board (CIB)?	YES
Has the report been cleared by the relevant Director?	YES Executive Director Place and Commercial: Neil Taylor
Has the relevant Cabinet Member been consulted?	YES Cabinet Member: Jason Smithers
Has the relevant scrutiny committee been consulted?	NO
Has the report been cleared by Legal Services?	YES Name of solicitor: Debbie Carter-Hughes
Have any communications issues been cleared by Communications and Marketing?	YES Name of officer: Liz Fitzgerald
Have any property Issues been cleared by Property and Asset Management?	Not applicable
Procurement/ Contractual Implications: <ul style="list-style-type: none"> • Have you evidenced compliance with the Council's Contract Procedures Rules? • Have you identified where you are seeking Cabinet to approve an exemption from the Contract Procedure Rules and detailed the risks and mitigations? • Have you identified any EU or UK legislative risks associated with the exemption process such as non-compliance with the Public Contract Regulations Act 2015, transparency and open competition? • Have you identified the procurement or contractual risks associated with a contract? • Has the contract/procurement been subjected to the Council's Commercial Board? 	Yes Exemption n/a There are no identified risks Yes No
Are there any community safety implications?	The delivery of an effective bus lane enforcement service will have a positive impact on highways safety for local communities.



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Are there any environmental implications:	Yes – positive. The scheme aims to improve the reliability of bus services and deter unauthorised vehicles, the scheme aims to improve air quality, encourage the use of more sustainable transport modes, particularly bus patronage and cycling.
Are there any Health and Safety Implications:	NO
Are there any Human Resources Implications:	NO
Are there any human rights implications:	NO The Parking Service serves all the community.
Constituency Interest:	Countywide



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Appendix C - St James Road, Northampton Bus Lane – Results of vehicle survey



St James Road, Northampton Bus Lane – Results of vehicle survey

Introduction

This report has been prepared following a request to carry out a survey of vehicles using St James Road in Northampton, in the vicinity of the bus lane enforcement camera positioned near to the entrance of the BP petrol Station.

The survey was carried out using cameras between Tuesday 7th July 2021 and Sunday 11th July. A further survey was carried out on Monday 19th July 2021 to obtain a full weeks data (a camera battery fault occurred on Monday 6th resulting in incomplete footage). A summary of the data using all 3 lanes in this location has been provided along with video footage.

Survey results – Weekdays

Figures 1 to 5 below shows the number of users legally using the bus lane starting to increase significantly from 6am and continue through until 9pm across all 5 days. During this same period, vehicle numbers in the adjacent running lane begin to increase at the same time but drop off earlier from 7pm onwards (shown in Figures 6 to 10).

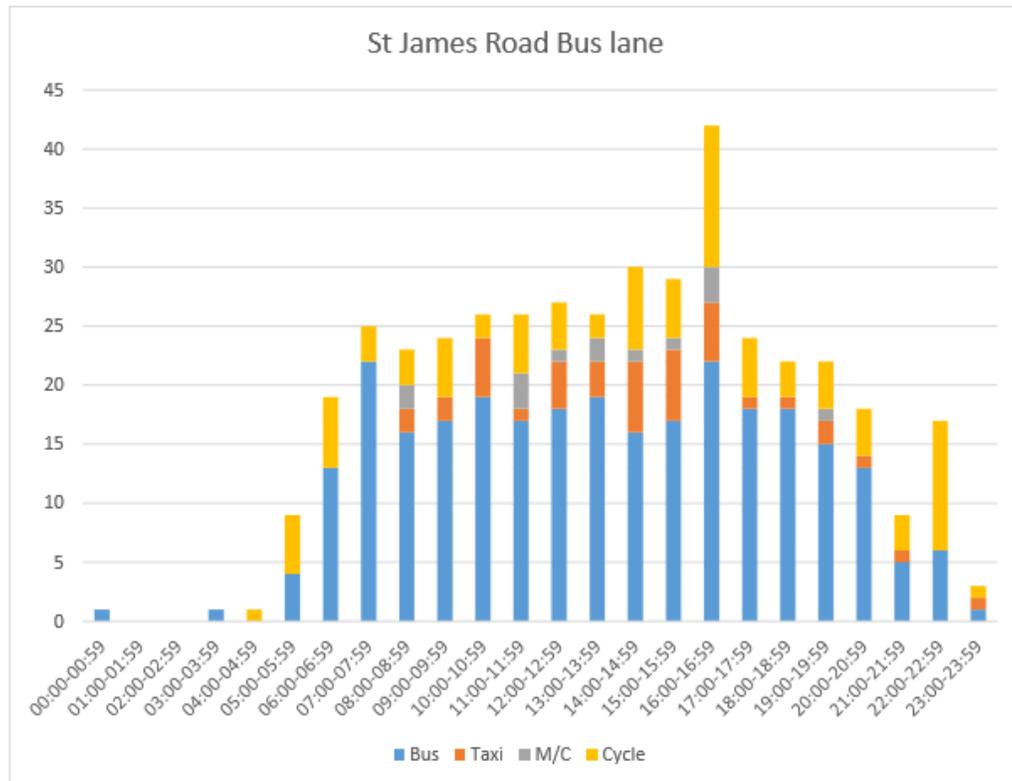


Figure 1 – Bus Lane usage – Tues 6th July



St James Road, Northampton Bus Lane – Results of vehicle survey

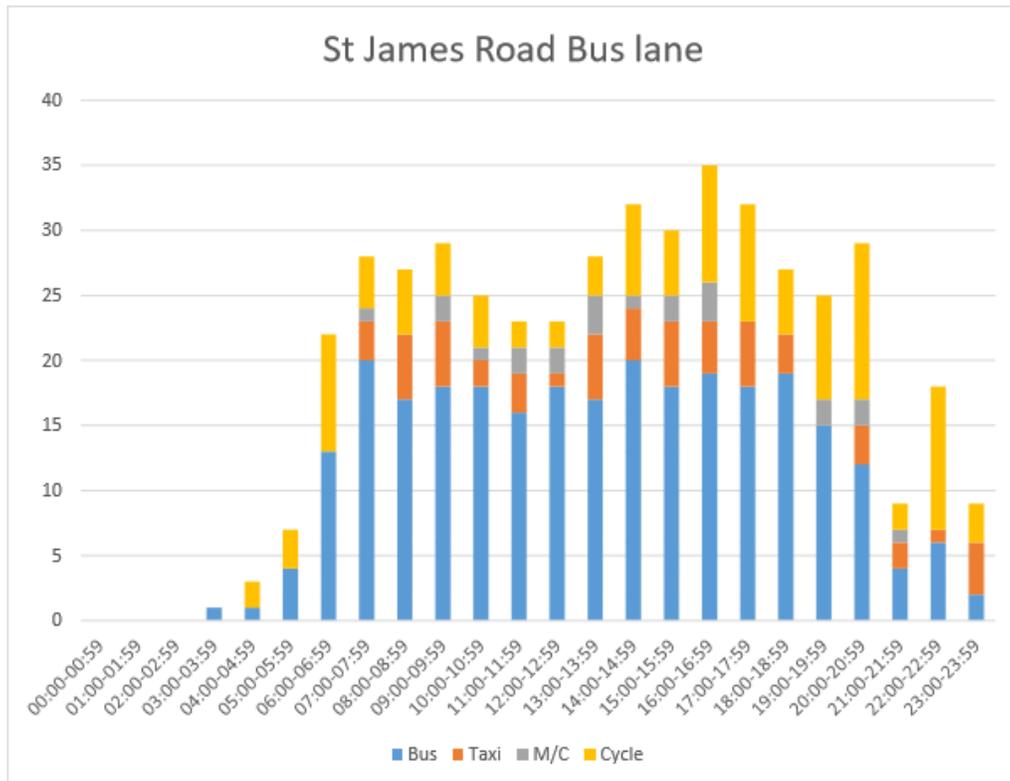


Figure 2 – Bus Lane usage – Wed 7th July



St James Road, Northampton Bus Lane – Results of vehicle survey

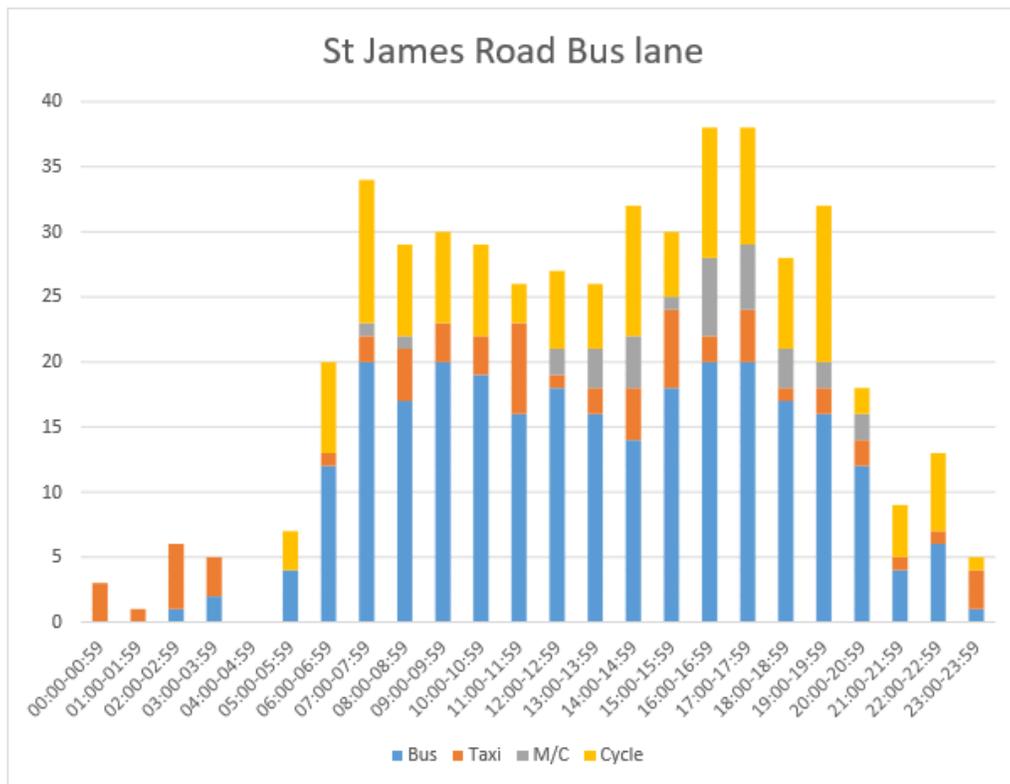


Figure 3 – Bus Lane usage – Thurs 8th July



St James Road, Northampton Bus Lane – Results of vehicle survey

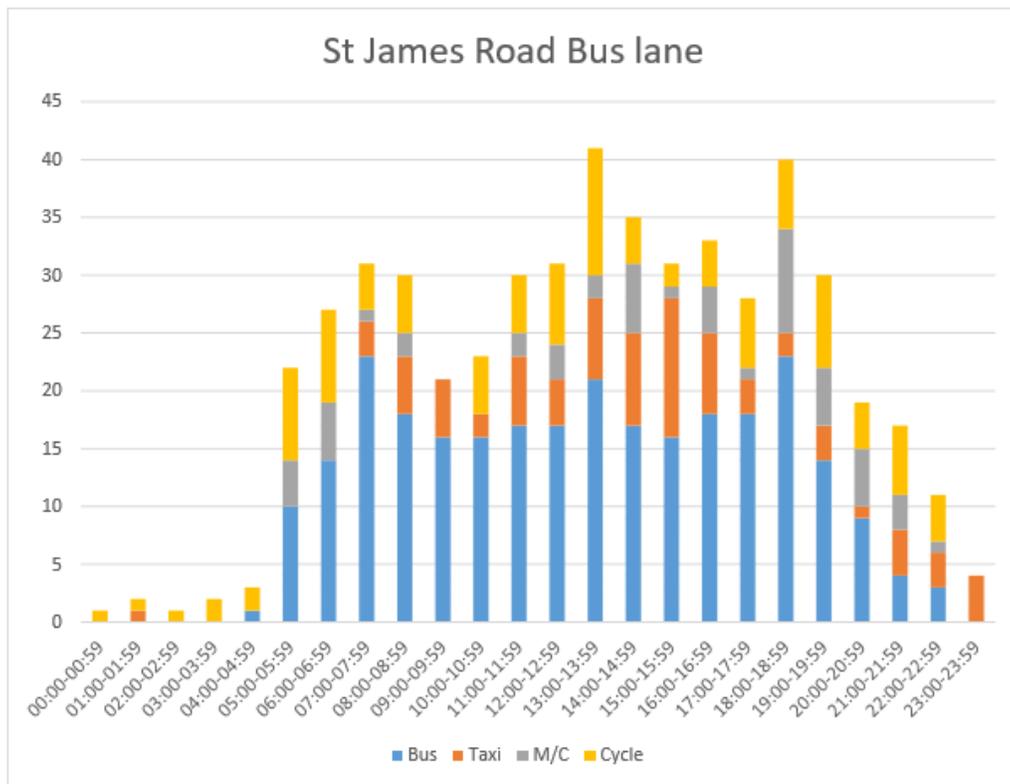


Figure 4 – Bus Lane usage – Friday 9th July



St James Road, Northampton Bus Lane – Results of vehicle survey

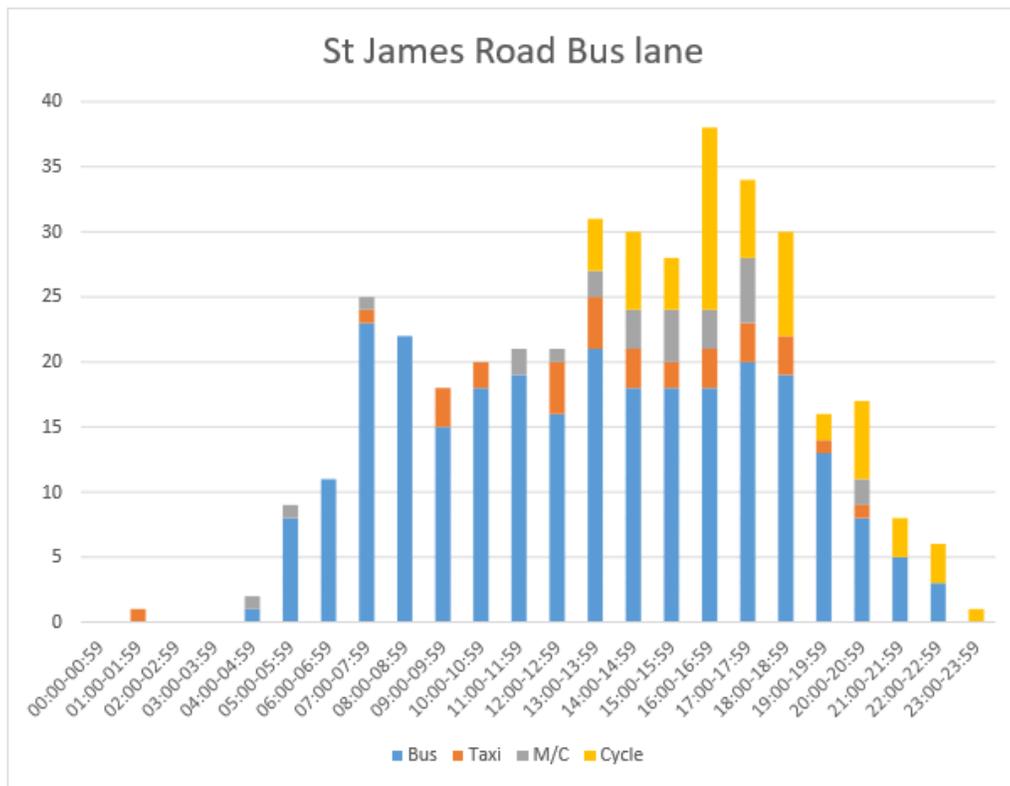


Figure 5 – Bus Lane usage – Monday 19th July

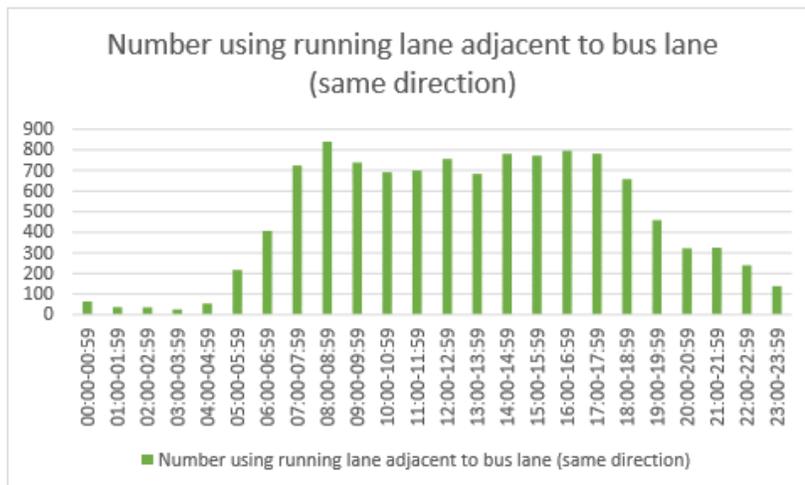


Figure 6 – Adjacent running lane usage (all vehicles) – Tues 6th July



St James Road, Northampton Bus Lane – Results of vehicle survey

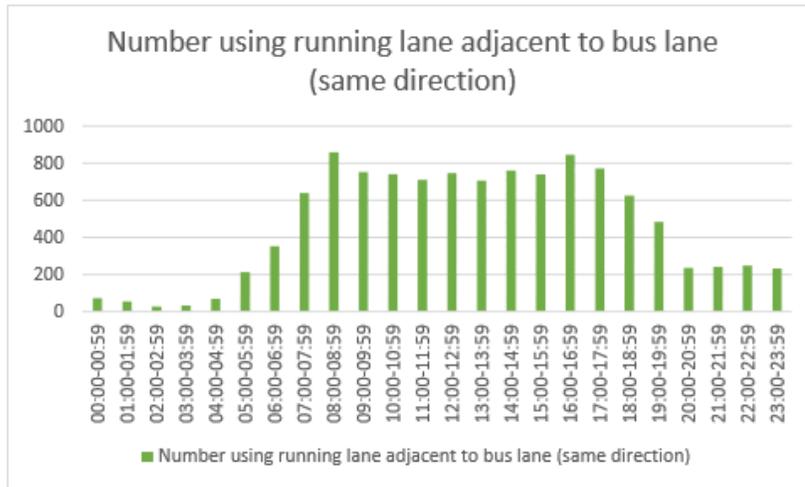


Figure 7 – Adjacent running lane usage (all vehicles) –Wed 7th July

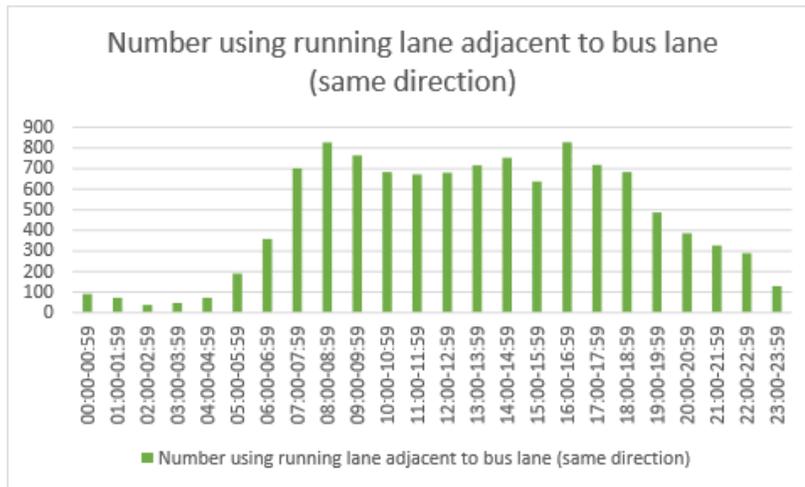


Figure 8 – Adjacent running lane usage (all vehicles) –Thursday 8th July

St James Road, Northampton Bus Lane – Results of vehicle survey

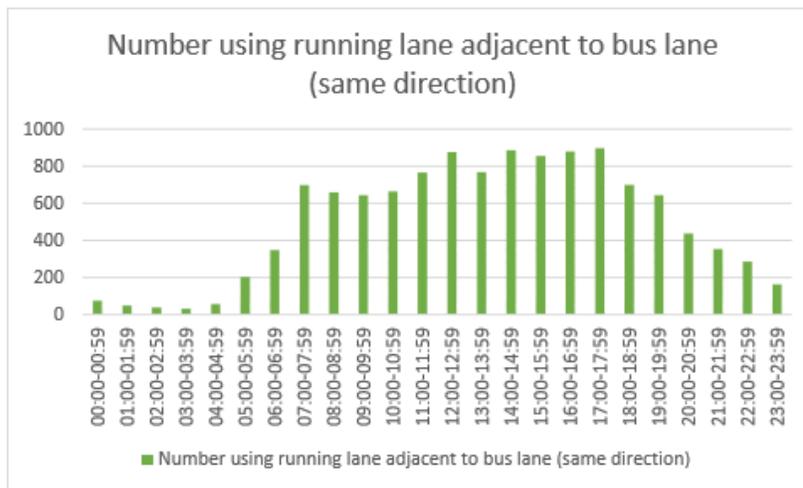


Figure 9 – Adjacent running lane usage (all vehicles) –Friday 9th July

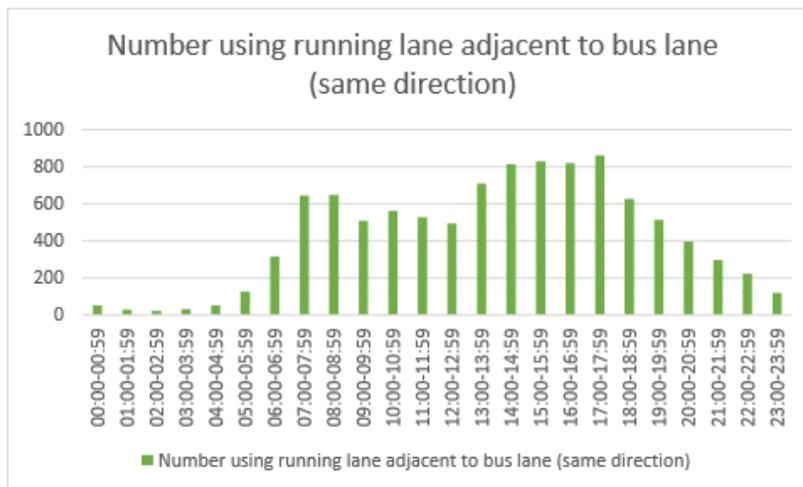


Figure 10 – Adjacent running lane usage (all vehicles) –Monday 19th July

Survey results – Weekends

Figures 11 and 12 below shows the number of users legally using the bus lane and Figures 13 and 14 show the numbers of vehicles using the running lane adjacent to the bus lane. Although there is a slight reduction to both sets of numbers on the Saturday, Sunday see a reduction of approx. 50% on the weekday figures for the bus lane and approx. 30% reduction on the adjacent running lane.



St James Road, Northampton Bus Lane – Results of vehicle survey

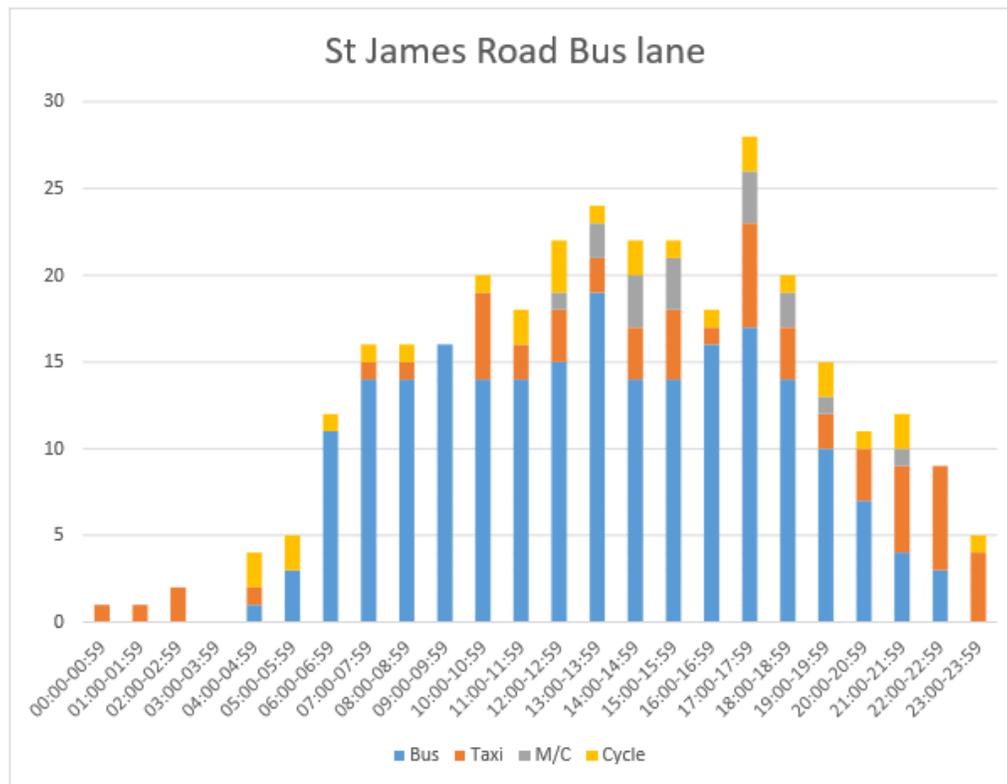


Figure 11 – Bus Lane usage – Saturday 10th July



St James Road, Northampton Bus Lane – Results of vehicle survey

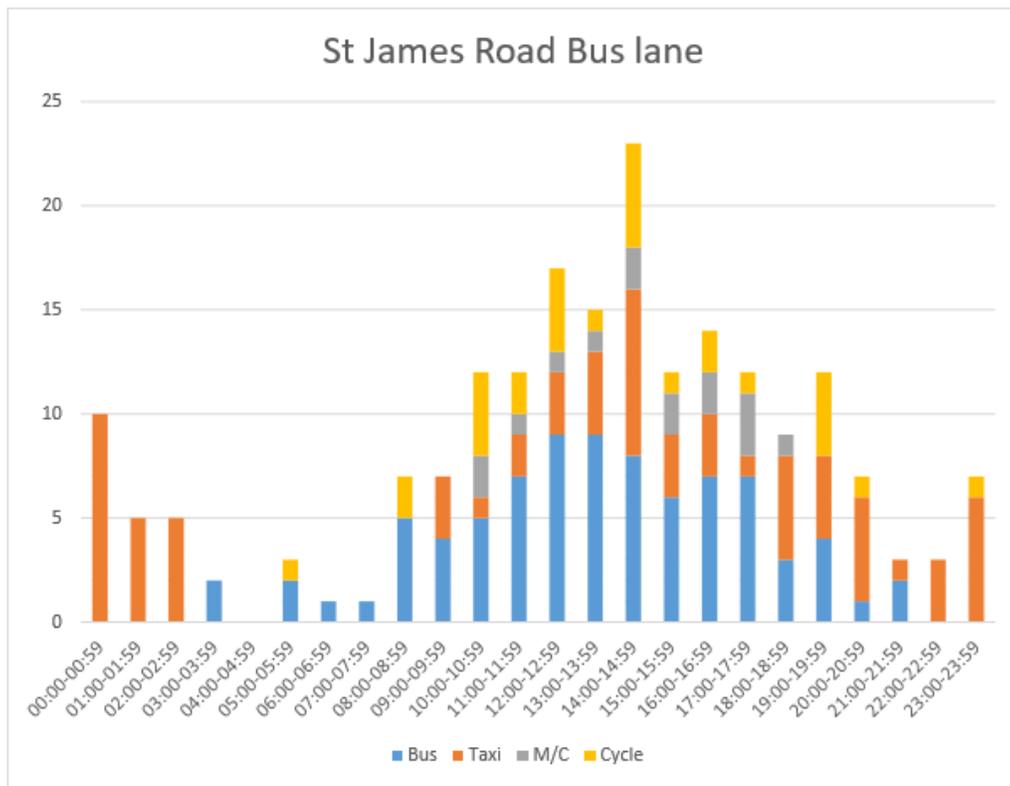


Figure 12 – Bus Lane usage – Sunday 11th July

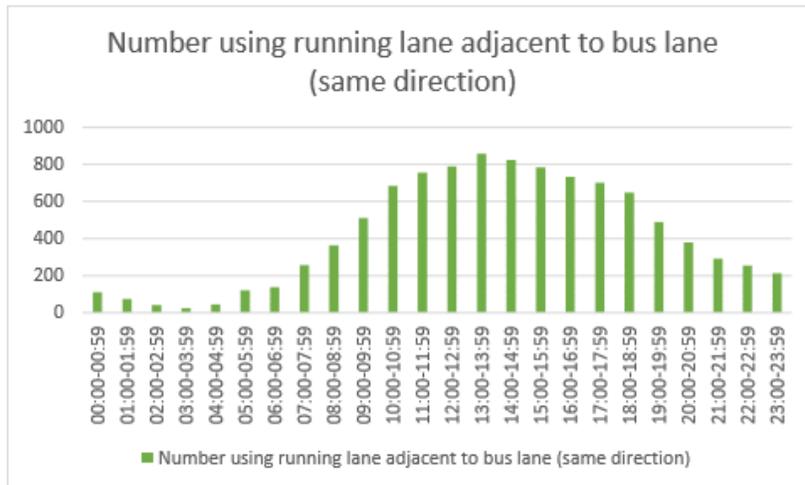


Figure 13 – Adjacent running lane usage (all vehicles) –Saturday 10th July

St James Road, Northampton Bus Lane – Results of vehicle survey

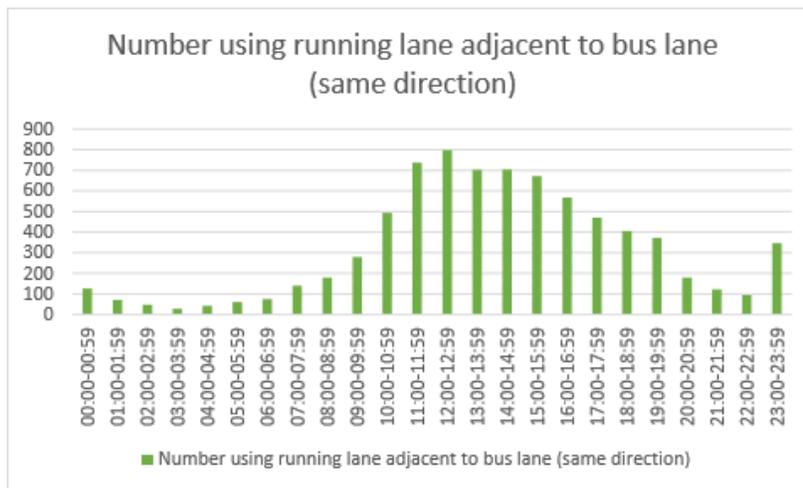


Figure 14 – Adjacent running lane usage (all vehicles) –Sunday 11th July

During the survey a number of vehicles were recorded using the lane illegally as detailed in Table 1 below:

Date	Number
Tuesday 6 th July	39
Wednesday 7 th July	29
Thursday 8 th July	66
Friday 9 th July	75
Saturday 10 th July	105
Sunday 11 th July	46
Monday 19 th July	68

Table 1

Table 2 show the number of vehicles that have illegally used the bus lane when queues formed by vehicles turning right into the petrol station were present.

Date	Number
Tuesday 6 th July	21
Wednesday 7 th July	13
Thursday 8 th July	13
Friday 9 th July	22
Saturday 10 th July	61
Sunday 11 th July	21
Monday 19 th July	27

Table 2

St James Road, Northampton Bus Lane – Results of vehicle survey

Table 3 below shows the earliest and latest times of the above infringements. There are no recorded instances outside of these times. Although there are a couple of spikes across data available, these are generally formed as a result of multiple vehicles undertaking the same queue of traffic but are not consistent with each other to form any significant pattern.

Date	Earliest	Latest
Tuesday 6 th July	08:07	20:42
Wednesday 7 th July	06:36	21:29
Thursday 8 th July	05:27	22:39
Friday 9 th July	05:42	22:34
Saturday 10 th July	00:45	22:14
Sunday 11 th July	01:28	23:16
Monday 19 th July	07:56	21:52

Table 3

Bus services

Table 3 below provides details of the bus services using the bus lane. The majority of these services are running between 6am and 9pm. There are generally 18 services running per hour throughout the day and in consistent with the survey data.

During the COVID pandemic, the number of services has been slightly reduced and is expected to increase in the future.

Provider	Service	First Bus	Last Bus	Buses Per hour during the day	NOTES
Stagecoach	96	06:58	18:41	1	
Stagecoach	9/9A/9B/9C	05:38	23:09	4	usually 6 buses per hour, but reduced during COVID
Stagecoach	5	05:31	20:17	2	
Stagecoach	7	02:55	20:55	0	workers bus only, doesn't run during the day
Stagecoach	8	06:13	20:53	3	usually 4 buses per hour, but reduced during COVID
Stagecoach	15	06:35	20:08	2	usually 3 buses per hour, but reduced during COVID
Uno	18	07:10	20:24	2	
Stagecoach	55	05:30	22:37	1	At certain times of day, multiple buses run the same journey to give extra capacity
Stagecoach	87	07:45	13:28	0	Runs infrequently



St James Road, Northampton Bus Lane – Results of vehicle survey

Stagecoach	D1/D2	07:05	08:28	2	
Stagecoach	D3	06:45	22:30	1	
OVERALL		02:55	23:09	18	

Table 3 – Bus services

Queues

Table 4 shows details regarding queues generated by vehicles turning right into the BP petrol station

Date	No of vehicles that turned right	No of queues generated	Longest waiting time in seconds	Average waiting time in seconds
Tue 6 th	545	134	30	12
Wed 7 th	531	86	114 (2 nd is 31)	16 (15 when longest is removed)
Thu 8 th	624	87	26	15
Fri 9 th	669	114	32	14
Sat 10 th	614	191	43	9
Sun 11 th	491	114	29	9
Mon 19 th	598	122	44	14

Table 4

The above numbers occur at all hours but with the majority generated during the daytime as expected. However, there are no significant peaks within the daytime hours.

Other

Although 176 motorcycles were recorded using the bus lanes across the 7 days, a further 430 were recorded traveling in the adjacent running lane suggesting that there is uncertainty from motorcyclists about permitted usage.

In addition to the numbers given above, 226 scooters were observed using the bus lane in the 7 day period. There were none observed in the adjacent running lane.



St James Road, Northampton Bus Lane – Results of vehicle survey

APPENDIX 1-Traffic Numbers

Tuesday 6th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	1	0	0	0	1	64
01:00-01:59	0	0	0	0	0	37
02:00-02:59	0	0	0	0	0	36
03:00-03:59	1	0	0	0	1	25
04:00-04:59	0	0	0	1	1	54
05:00-05:59	4	0	0	5	9	217
06:00-06:59	13	0	0	6	19	406
07:00-07:59	22	0	0	3	25	724
08:00-08:59	16	2	2	3	23	839
09:00-09:59	17	2	0	5	24	738
10:00-10:59	19	5	0	2	26	691
11:00-11:59	17	1	3	5	26	699
12:00-12:59	18	4	1	4	27	755
13:00-13:59	19	3	2	2	26	683
14:00-14:59	16	6	1	7	30	780
15:00-15:59	17	6	1	5	29	772
16:00-16:59	22	5	3	12	42	796
17:00-17:59	18	1	0	5	24	781
18:00-18:59	18	1	0	3	22	658
19:00-19:59	15	2	1	4	22	459
20:00-20:59	13	1	0	4	18	322
21:00-21:59	5	1	0	3	9	326
22:00-22:59	6	0	0	11	17	239
23:00-23:59	1	1	0	1	3	139
Total	278	41	14	91	424	11240



St James Road, Northampton Bus Lane – Results of vehicle survey

Wednesday 7th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	0	0	0	0	72
01:00-01:59	0	0	0	0	0	54
02:00-02:59	0	0	0	0	0	27
03:00-03:59	1	0	0	0	1	33
04:00-04:59	1	0	0	2	3	69
05:00-05:59	4	0	0	3	7	212
06:00-06:59	13	0	0	9	22	352
07:00-07:59	20	3	1	4	28	639
08:00-08:59	17	5	0	5	27	859
09:00-09:59	18	5	2	4	29	752
10:00-10:59	18	2	1	4	25	741
11:00-11:59	16	3	2	2	23	710
12:00-12:59	18	1	2	2	23	746
13:00-13:59	17	5	3	3	28	706
14:00-14:59	20	4	1	7	32	760
15:00-15:59	18	5	2	5	30	739
16:00-16:59	19	4	3	9	35	846
17:00-17:59	18	5	0	9	32	772
18:00-18:59	19	3	0	5	27	625
19:00-19:59	15	0	2	8	25	484
20:00-20:59	12	3	2	12	29	236
21:00-21:59	4	2	1	2	9	241
22:00-22:59	6	1	0	11	18	248
23:00-23:59	2	4	0	3	9	232
Total	276	55	22	109	462	11155



St James Road, Northampton Bus Lane – Results of vehicle survey

Thursday 8th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	3	0	0	3	91
01:00-01:59	0	1	0	0	1	72
02:00-02:59	1	5	0	0	6	38
03:00-03:59	2	3	0	0	5	47
04:00-04:59	0	0	0	0	0	72
05:00-05:59	4	0	0	3	7	190
06:00-06:59	12	1	0	7	20	359
07:00-07:59	20	2	1	11	34	701
08:00-08:59	17	4	1	7	29	826
09:00-09:59	20	3	0	7	30	764
10:00-10:59	19	3	0	7	29	682
11:00-11:59	16	7	0	3	26	672
12:00-12:59	18	1	2	6	27	680
13:00-13:59	16	2	3	5	26	715
14:00-14:59	14	4	4	10	32	752
15:00-15:59	18	6	1	5	30	637
16:00-16:59	20	2	6	10	38	827
17:00-17:59	20	4	5	9	38	718
18:00-18:59	17	1	3	7	28	682
19:00-19:59	16	2	2	12	32	486
20:00-20:59	12	2	2	2	18	386
21:00-21:59	4	1	0	4	9	327
22:00-22:59	6	1	0	6	13	289
23:00-23:59	1	3	0	1	5	129
Total	273	61	30	122	486	11142



St James Road, Northampton Bus Lane – Results of vehicle survey

Friday 9th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	0	0	1	1	75
01:00-01:59	0	1	0	1	2	48
02:00-02:59	0	0	0	1	1	39
03:00-03:59	0	0	0	2	2	31
04:00-04:59	1	0	0	2	3	56
05:00-05:59	10	0	4	8	22	203
06:00-06:59	14	0	5	8	27	347
07:00-07:59	23	3	1	4	31	698
08:00-08:59	18	5	2	5	30	659
09:00-09:59	16	5	0	0	21	644
10:00-10:59	16	2	0	5	23	664
11:00-11:59	17	6	2	5	30	766
12:00-12:59	17	4	3	7	31	876
13:00-13:59	21	7	2	11	41	769
14:00-14:59	17	8	6	4	35	886
15:00-15:59	16	12	1	2	31	856
16:00-16:59	18	7	4	4	33	879
17:00-17:59	18	3	1	6	28	897
18:00-18:59	23	2	9	6	40	699
19:00-19:59	14	3	5	8	30	643
20:00-20:59	9	1	5	4	19	438
21:00-21:59	4	4	3	6	17	353
22:00-22:59	3	3	1	4	11	285
23:00-23:59	0	4	0	0	4	163
Total	275	80	54	104	513	11974



St James Road, Northampton Bus Lane – Results of vehicle survey

Saturday 10th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	1	0	0	1	111
01:00-01:59	0	1	0	0	1	75
02:00-02:59	0	2	0	0	2	41
03:00-03:59	0	0	0	0	0	25
04:00-04:59	1	1	0	2	4	46
05:00-05:59	3	0	0	2	5	121
06:00-06:59	11	0	0	1	12	139
07:00-07:59	14	1	0	1	16	258
08:00-08:59	14	1	0	1	16	363
09:00-09:59	16	0	0	0	16	511
10:00-10:59	14	5	0	1	20	684
11:00-11:59	14	2	0	2	18	756
12:00-12:59	15	3	1	3	22	790
13:00-13:59	19	2	2	1	24	859
14:00-14:59	14	3	3	2	22	824
15:00-15:59	14	4	3	1	22	784
16:00-16:59	16	1	0	1	18	733
17:00-17:59	17	6	3	2	28	701
18:00-18:59	14	3	2	1	20	648
19:00-19:59	10	2	1	2	15	490
20:00-20:59	7	3	0	1	11	380
21:00-21:59	4	5	1	2	12	293
22:00-22:59	3	6	0	0	9	255
23:00-23:59	0	4	0	1	5	212
Total	220	56	16	27	319	10099



St James Road, Northampton Bus Lane – Results of vehicle survey

Sunday 11th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	10	0	0	10	126
01:00-01:59	0	5	0	0	5	71
02:00-02:59	0	5	0	0	5	48
03:00-03:59	2	0	0	0	2	28
04:00-04:59	0	0	0	0	0	43
05:00-05:59	2	0	0	1	3	61
06:00-06:59	1	0	0	0	1	75
07:00-07:59	1	0	0	0	1	140
08:00-08:59	5	0	0	2	7	180
09:00-09:59	4	3	0	0	7	279
10:00-10:59	5	1	2	4	12	493
11:00-11:59	7	2	1	2	12	738
12:00-12:59	9	3	1	4	17	798
13:00-13:59	9	4	1	1	15	702
14:00-14:59	8	8	2	5	23	703
15:00-15:59	6	3	2	1	12	672
16:00-16:59	7	3	2	2	14	568
17:00-17:59	7	1	3	1	12	470
18:00-18:59	3	5	1	0	9	405
19:00-19:59	4	4	0	4	12	372
20:00-20:59	1	5	0	1	7	179
21:00-21:59	2	1	0	0	3	122
22:00-22:59	0	3	0	0	3	95
23:00-23:59	0	6	0	1	7	347
Total	83	72	15	29	199	7715



St James Road, Northampton Bus Lane – Results of vehicle survey

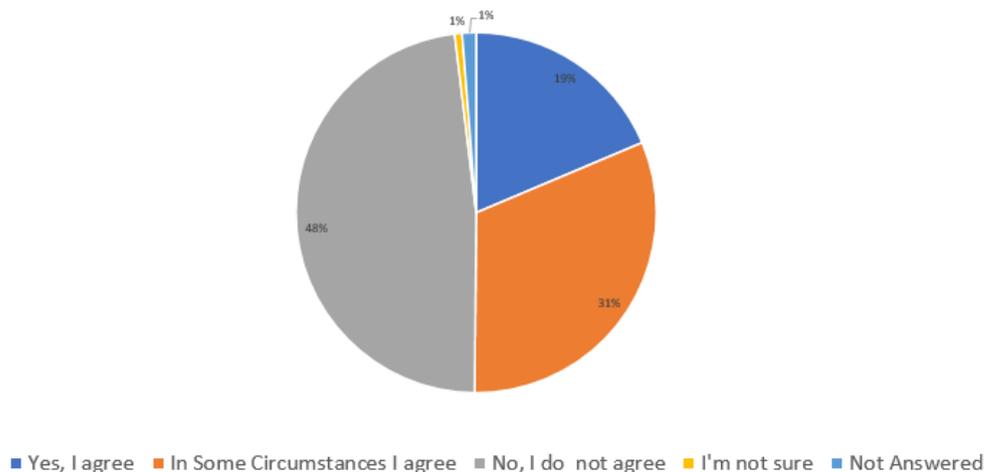
Monday 19th July 2021

Time	Bus	Taxi	M/C	Cycle	Total	Number using running lane adjacent to bus lane (same direction)
00:00-00:59	0	0	0	0	0	54
01:00-01:59	0	1	0	0	1	30
02:00-02:59	0	0	0	0	0	23
03:00-03:59	0	0	0	0	0	31
04:00-04:59	1	0	1	0	2	53
05:00-05:59	8	0	1	0	9	128
06:00-06:59	11	0	0	0	11	316
07:00-07:59	23	1	1	0	25	646
08:00-08:59	22	0	0	0	22	649
09:00-09:59	15	3	0	0	18	509
10:00-10:59	18	2	0	0	20	563
11:00-11:59	19	0	2	0	21	528
12:00-12:59	16	4	1	0	21	494
13:00-13:59	21	4	2	4	31	710
14:00-14:59	18	3	3	6	30	816
15:00-15:59	18	2	4	4	28	830
16:00-16:59	18	3	3	14	38	820
17:00-17:59	20	3	5	6	34	862
18:00-18:59	19	3	0	8	30	627
19:00-19:59	13	1	0	2	16	514
20:00-20:59	8	1	2	6	17	398
21:00-21:59	5	0	0	3	8	298
22:00-22:59	3	0	0	3	6	224
23:00-23:59	0	0	0	1	1	120
Total	276	31	25	57	389	10243

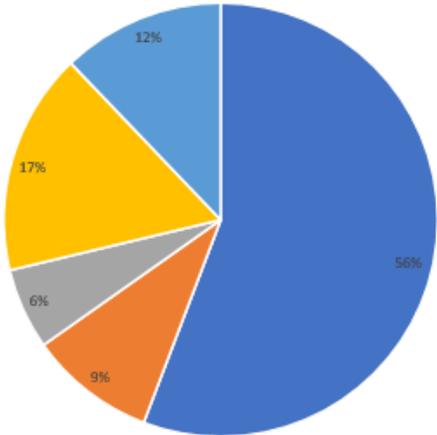
Appendix E – Bus Lane Enforcement Consultation

1. A public consultation was carried out between 6 October 2021 and 2 November 2021 in order to gauge the views of residents, businesses and interested organisations regarding the enforcement of the bus lane in St James.
2. A copy of the questionnaire is provided at the end of this Appendix.
3. The key headlines from the consultation are as follows:
 - 3.1. 2725 responses were received.
 - 3.2. 48% did not agree with enforcement.
 - 3.3. 50% said they either agreed with maintaining enforcement, or agreed in some circumstances.
 - 3.4. Of those that responded in favour of enforcement continuing 62% said that this should be limited 7.30-9.30am only.
 - 3.5. Many other suggestions for enforcement time were made (in a free text field) with a common theme being evening 'rush hour' enforcement in addition to mornings.
 - 3.6. The majority of respondents would not support enforcement if we used the income to support highways and transport services.
 - 3.7. Common suggestion was to allow private hire taxis to use the bus lane as well as hackney carriages.
4. It should be noted that a public consultation is not a referendum on the subject matter but a means to hear stakeholders views so that the decisions the Council makes are informed by stakeholder feedback, and this feedback is then taken into consideration alongside several other factors.

Do you think that the Council should maintain enforcing the bus lane in Weedon Road / St James' area in Northampton?

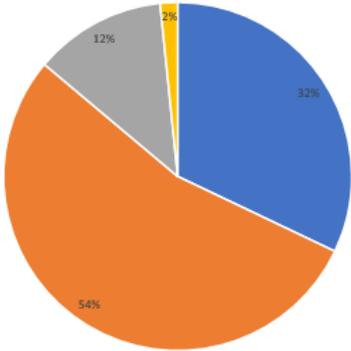


Which time do you think we should operate enforcement of bus lane?



■ From 07:30 - 09:30 ■ From 07:00 - 19:00 ■ 24 hour ■ Other (suggested time) ■ Blank

Would you support enforcement if we used the income generated to support highways and transport services?



■ Yes ■ No ■ Don't know ■ not answered

Have your say on bus lane enforcement at Weedon Road / St James' Road, Northampton

Overview

West Northamptonshire Council is seeking views on its Bus Lane Enforcement Scheme as part of a review of the arrangements for Northampton Town.

We would like to hear your views about current enforcement in the Weedon Road / St James' Road area of Northampton.

The purpose of the bus lane and enforcement is to ensure that bus services run to time and provide an alternative to car travel, thereby reducing congestion and improving choice. It also allows taxis, cyclists and scooters to access at all times. There are currently almost 10,000 incidents of drivers using the bus lane and have been subject to a fine.

As part of the review, the Council wants to ensure that it gets the balance right for everyone, whether they're a car driver, a bus passenger or a cyclist.

In particular, we want to hear views on whether we should:

- reduce the enforcement hours to a minimum period from 7:30am to 9:30am (the original hours which were in operation until February 2021)
- reduce the enforcement hours to 7am to 7pm (this is when we have the most bus services operating and could experience difficulties due to the volume of traffic)
- leave the enforcement hours as they currently operate, 24 hours and 7 days a week (which is the current operational hours)

The consultation is open to all residents, stakeholders and people representing organisations.

This consultation will run from Wednesday 6 October to midnight on Tuesday 2 November 2021.

Have your say

You can tell us your views on bus lane enforcement in Weedon Road / St James' Road area of Northampton by completing this survey – using the link below.

You do not have to answer all of the questions or give us your feedback on every section. If you do not wish to answer a question or give feedback on a specific section, then you can skip those questions and section.

You can email or send your comments in by post using the contact details below.

If you have any queries, comments or would like a copy of this survey in another format, you can contact us by email or post. Our contact details are as follows:

Email address: Parkingenquiries@kierwsp.co.uk

Postal address:

Northampton Bus Lane Enforcement Scheme Review 2021
West Northamptonshire Council
One Angel Square
Angel Street
Northampton
NN1 1ED

What happens next

Once the consultation closes, we will collate all the feedback received and present this information to the West Northamptonshire Council Cabinet, most likely in December 2021.

Your feedback will be part of a report with many other people's feedback, so you will not be personally identified.

Councillors will consider this information as part of their review and will subsequently make further decisions about bus lane / bus street enforcement in Northampton.

We will share the feedback received and how this has helped to shape our services in due course. Details of this will be published on our 'We asked, you said, we did' web page.

For information about how consultation and engagement responses are managed, please see the [consultation and engagement privacy notice](#).

Introductory text

We are interested to hear your views on the enforcement of Weedon Road / St James' Road bus lane, in Northampton.

Once you have responded to a section about the Weedon Road / St James' area, you will be returned to this page where you can either continue to respond to other sections of the questionnaire, or you can select "Finish" and submit your response.

Before selecting "Finish", we also ask you to complete other two sections called 'About you and how you travel' and 'More about you'.

These are questions about you, how you travel and other specific demographic information so that services and policies can be delivered to meet the needs of everybody. **Both of these two sections are optional.**

Weedon Road / St James' bus lane enforcement

This section is only about the bus lane that operates in Weedon Road/ St James' area in Northampton.

1 Do you think that the Council should maintain enforcing the bus lane in Weedon Road / St James' area in Northampton?

Please select only one item

- Yes, I agree
- In some circumstances I agree
- No, I do not agree
- I am not sure

Please tell us more about your views here:

2 If you agree that bus lane should be subject to enforcement then we are interested to hear your views about the time of day that the enforcement should be in operation for every day of the week. Which time do you think we should operate enforcement of the bus lane?

More information about each time enforcement option

Reduce the enforcement hours to a minimum period from 7:30am to 9:30am (the original hours which were in operation until February 2021).

Reduce the enforcement hours to 7am to 7pm (this is when we have the most bus services operating and could experience difficulties due to the volume of traffic).

Leave the enforcement hours as they currently operate, 24 hours and 7 days a week (which is the current operational hours).

	From 7.30am to 9.30am	From 7am to 7pm	Leave as it is now – 24 hour	Other (please give details below)
Weedon Road / St James (bus lane) <i>Please select only one item</i>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you said 'Other', please give details here:

3 Would you support enforcement if we used the income generated to support highways and transport services?

Please select only one item

- Yes
- No
- Don't know

The Questionnaire then asked the person completing the survey to answer questions about how they normally travel and some demographic questions. Both these sections were optional.

Appendix F – Table of St James Bus Lane timing options considered with benefits and disbenefits for each option

Scheme	Description	Benefits	Disbenefits
Do nothing	No change	<ul style="list-style-type: none"> • Retains maximum support for active travel users – buses, cyclists hackney carriages etc • Retains maximum support enabling travel into the town centre by sustainable transport including for use of the night-time economy • Retains Maximum support for commuters including shift workers to and from work • Clear communication for car drivers – you must not use the bus lane at any time. • Consultation indicates the least favoured option of respondents. • Retains current income to support highways maintenance and schemes (forecast using July 2021 data as £467k per annum) 	<ul style="list-style-type: none"> • Politically Unacceptable • Negative public opinion • Negative press coverage
Option 1	Reduce Bus Lane operation to 05:30-23:00	<ul style="list-style-type: none"> • Survey data shows that little activity takes place in the bus lane outside of these hours. • Retains majority of support for active travel users – buses, cyclists hackney carriages etc • Retains majority of support for town centre including night-time economy • Retains majority of support for commuters including shift workers to and from work • Retains majority of current income to support highways maintenance and schemes (£452k) 	<ul style="list-style-type: none"> • Politically Unacceptable? • Negative public opinion • Negative press coverage • Small Reduction in income (£15k)
Option 2	Reduce Bus Lane operation to 07:00-19:00	<ul style="list-style-type: none"> • Survey data supports that this is the period of time when infringements are most likely to impact legitimate users of the bus lane. • Retains significant support for active travel users – buses, cyclists hackney carriages etc • Retains significant support for town centre business 	<ul style="list-style-type: none"> • Does not support town centre night-time economy • Some negative impact on short workers who tend to travel outside of these hours. • Moderate reduction in income (£71k)

		<ul style="list-style-type: none"> • Retains majority of support for commuters using sustainable forms of transport. • Mirrors timings of town centre parking restrictions and traffic sensitivity times for roadworks etc • Retains majority of current income to support highways maintenance and schemes (£396k) 	
Option 3	Reduce Bus Lane operation to 07:00-10:00 and 16:00-1900	<ul style="list-style-type: none"> • Retains support for active travel users – buses, cyclists hackney carriages etc during rush hour • Retains majority of support for commuters • Retains some of current income to support highways maintenance and schemes (£144k) 	<ul style="list-style-type: none"> • Does not support town centre night-time economy • Does not support town centre business • Does not support active travel users outside of rush hour • Significant reduction in income (£323k) • Less easy for motorists to remember times that they can and can't drive in the bus lane.
Option 4	Return Bus Lane to previous times 07:30-09:30	<ul style="list-style-type: none"> • Retains support for active travel users – buses, cyclists hackney carriages etc during morning rush hour • Retains support for commuters during morning rush hour • Retains small amount of current income to support highways maintenance and schemes (£32k) • Politically most appealing • Consultation indicates the favoured option of respondents. 	<ul style="list-style-type: none"> • Does not support town centre night-time economy • Does not support town centre business • Does not support active travel users outside of morning rush hour • Significant reduction in income (£435k)