

EXECUTIVE

20th April 2023

Report Title	Traffic Enforcement, George Street, Corby
Report Author	George Candler, Executive Director of Place and Economy
Lead Member	Cllr Graham Lawman, Executive Member for Highways, Travel and Assets

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number/s for exemption from publication under Schedule 12A Local Government Act 1972	

List of Appendices

Appendix A – Camera location on George Street, Corby

1. Purpose of Report

- 1.1. To consider and approve the replacement of the existing Traffic Regulation Order (TRO) covering George Street, Corby to provide a means of enforcing existing vehicle access restrictions, whilst continuing to facilitate access to adjoining roads which are permitted under the TRO.
- 1.2. To approve the introduction of bus lane enforcement with the use of CCTV cameras using Automatic Number Plate Recognition (ANPR) technology on a section of George Street, Corby. This is expected to increase the safety for pedestrians crossing the road by allowing only taxis, buses, and cyclists to enter the crossing section between the hours of 8am to 6pm Monday to Saturday, (aerial photos of the proposed site are detailed in **Appendix A**).

2. Executive Summary

- 2.1. Corby Borough Council was awarded £750,000 under the Accelerated Fund, which was part of the Town Fund. This fund was for 6 projects, one of which

was Pedestrian Safety on George Street. This project was allocated £350,000, broken down into two phases.

- 2.2. Phase 1, accounting for £200,000, looked at the safety of pedestrians across a section of George Street through the upgrade of the existing zebra crossing and the introduction of a tiger crossing near the entrance of George Street, just off the roundabout on Westcott Way. Also included in these works were improvements to the cycle route in the immediate area. These works are complete.
- 2.3. Phase 2, utilising the remaining £150,000, is the introduction of enforcement cameras in a small section of George Street across the busy pedestrian crossing which links Corby town centre with the Parkland Gateway leisure quarter, an active multi-use area; which houses the Corby Cube, Corby East Midlands International Pool and cinema and restaurant complex. These works will significantly improve the accessibility, mobility and safety for pedestrians and cyclists moving between the town centre retail area and the leisure quarter, as well as improve the attractiveness of the public realm.
- 2.4. North Northamptonshire Council's (NNC) highways contractor, Kier, have undertaken a traffic survey, suggested an implementation plan and provided estimated costs for phase 2 of the project.

3. Recommendations

- 3.1. It is recommended that the Executive:
 - a) Approve the replacement of the existing TRO governing the main crossing in George Street to operate Monday to Saturday between 8am to 6pm restricting access to buses, taxis, and cyclists only and to commence the statutory and public consultation relating to the TRO accordingly.
 - b) Approve the introduction of enforcement with the use of Automatic Number Plate Recognition (ANPR) cameras on the small section of George Street to seek to improve the safety for pedestrians crossing this busy street.
 - c) Approve the allocation of a £25k invest to save revenue budget to be used to identify additional locations across North Northants that would benefit from greater levels of or the introduction of traffic enforcement.
- 3.2. Reasons for Recommendations:
 - The proposal reflects the concerns raised by residents and stakeholders to review the safety of this road;
 - Restriction on the access to this road will decrease the number of vehicles driving over this crossing, reducing the volume of vehicles entering the

crossing, improving road safety, the environment and air quality for pedestrians.

- 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.

3.3. Alternative Options Considered – The only other option is to do nothing which would not see any improvements to the safety of the pedestrians using this crossing during busy times. Due to the increase in population in Corby, the number of contraventions is likely to rise over time. This could increase safety concerns, increase car emissions and increase noise from vehicles in this area of the town centre. As this is a deliverable project with benefits to pedestrians using this route, this is not considered a viable option.

4. Report Background

- 4.1. On 1st July 2020, Corby Borough Council (CBC) was invited to bid for up to £750,000 to fund capital projects by the former Ministry of Housing, Communities and Local Government (MHCLG), now Department of Levelling Up, Housing and Communities (DLUHC).
- 4.2. On 11th August 2020, CBC approved the submission of a bid for six projects which totalled £750,000. The Accelerated Funding (part of the Town Fund) was to fund capital projects that were in line with the Towns Fund intervention framework (see section 8, background papers).
- 4.3. In August 2020, CBC was awarded the total amount for all the projects listed in this proposal. One of these projects was possible interventions which could increase the safety for pedestrians in George Street and was allocated £350,000 from this fund.
- 4.4. George Street was carried out in phases; the main aims of phase 1 were the improvement to the existing pedestrian crossing and the installation of a further crossing closer to the roundabout at Westcott Way. This phase of work is complete.
- 4.5. Works have been undertaken with Kier to investigate the possibility of further increasing the safety for pedestrians along this busy road in the second phase. It is regularly reported that difficulties are experienced by pedestrians using the Zebra crossing across George Street at Corporation Street due to the volume of traffic. There have been two reported injury collisions to pedestrians at this location over the last three years. Various stakeholders have highlighted the level of abuse of the current TRO and lack of enforcement, including Local Members, residents, bus companies, Taxi Association and individual taxi drivers.
- 4.6. George Street has an existing Traffic Regulation Order (TRO) to restrict access, which was introduced to support the Council's policy for promoting more

sustainable forms of transport and to reduce the environmental impact of road traffic congestion.

- 4.7. The current TRO does not permit vehicles to use George Street as a through road, with exemptions for buses and taxis, and is in operation between 8.00am and 6.00pm, Monday to Saturday inclusive, however, the TRO permits access to adjoining roads, Everest Lane and Cardigan Place, making enforcement of the current TRO impractical.
- 4.8. A traffic survey was carried out between Friday 17th June and Thursday 23rd June, excluding Sunday 19th June 2022. This survey found the possible number of infringements that took place in this period was 23,051. This data excludes permitted vehicles such as Buses, Taxis and Bicycles.
- 4.9. It was not possible to capture the number of vehicles that were permitted under the current TRO to drive along George Street for access purposes, but the volume of possible offences over the six-day monitoring period demonstrates the need for improved enforcement of the access restriction.
- 4.10. The introduction of bus lane enforcement with the use of ANPR will complement the bus priority measures currently deployed and reduce the environmental impact of road traffic congestion and deter motorists from contravening road traffic restrictions and provides a means for overcoming the enforcement challenges due to permitted access arrangements.
- 4.11. The current TRO will be replaced with an order over a more targeted length of George Street to ensure access/egress to Everest Lane and Cardigan Place can be accommodated without contravention.

5. Issues and Choices

- 5.1. Throughout the development of the Accelerated Fund, options have been considered which have been in line with the government's guidelines and the Council's constitution. This project delivers the last of the six schemes identified in the Accelerated Fund bid.
- 5.2. An alternative option is not to carry out these proposed changes to this section on George Street, the consequence of this could result in the remainder of this project not being delivered and awarded funds not being spent. This project is deliverable and would benefit the residents of Corby and the surrounding area. These works propose to significantly improve the accessibility and mobility for pedestrians and cyclists moving between the town centre retail area and the leisure quarter, as well as improve the attractiveness of the public realm, air pollution and noise from road vehicles.
- 5.3. George Street is not the only location within North Northamptonshire that suffers from infringements of TRO and bus lane contraventions, with the Council aware of continued issues at Newland Street in Kettering. Further, the introduction and ability for Council's to enforce moving traffic offences broadens the opportunity to take positive action to deter infringements of TRO's.

- 5.4. In order that other locations can be properly studied, and suitable schemes developed where intervention is warranted, it is proposed that a £25k revenue budget is established to undertake investigation, traffic studies and feasibility works to further schemes across North Northants. As schemes that come to fruition are typically self-financing, this additional budget is proposed as an invest to save scheme.

6. Next Steps

- 6.1. Subject to approval, the statutory consultation of the new TRO will commence. Once the consultation responses have been considered and, if the TRO is approved, the equipment, signage and works can be ordered and installed and the back-office setup. From the point of consultation on the TRO starting, it is estimated that it will take circa 4 months to complete the TRO process, with a further four months from the point of order for the enforcement cameras to go live.

7. Implications (including financial implications)

7.1. Resources, Financial and Transformation

- 7.1.1. The installation, project management, changes to the TRO and risk/contingency will be covered by the remaining £150k in the Council's Capital Programme for George Street.
- 7.1.2. The project installation costs are estimated at £115k, which will be contained within the existing budget. Any residual budget could be put towards any further improvements identified in that locality.
- 7.1.3. The cost of implementing an enforcement system and the ongoing annual costs would be offset by the income received from enforcement activity. The management of the new system would be covered by the new North Northants Parking and Bus Lane Enforcement team.
- 7.1.4. The current cost of a Penalty Charge Notice is £70. This is discounted to £35 if paid within 21 days.
- 7.1.5. Warning notices will be required to be sent to motorists for the first 6 months for first time contraventions.
- 7.1.6. Establishment of a £25k invest to save revenue budget is proposed to investigate opportunities for further enforcement schemes within North Northamptonshire.
- 7.1.7. 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 envisaged that any costs incurred in setting up the enforcement scheme will be recovered in the first year of operation.

7.1.8. 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 Highway improvements in the authority's area.

7.2. Legal and Governance

7.2.1. A working group has been assembled within the Council which contains various subject matter experts to advise and review various areas as and when necessary to ensure this project is robust and give assurances of the projects design and implementation.

7.3. Relevant Policies and Plans

7.3.1. This Accelerated Fund project will help to deliver our vision for North Northamptonshire "*We will help people live healthier, more active, independent, and fulfilled lives.*" This scheme will contribute to:

1. **Active, fulfilled lives: We will help people live healthier, more active, independent, and fulfilled lives.** – This project will encourage active travel and a focus on health and wellbeing for the people of Corby and the town centre area.
2. **Safe and thriving places: We will enable a thriving and successful economy that shapes great places to live, learn, work and visit.** – This project would significantly improve the accessibility and mobility for pedestrians and cyclists moving between the town centre retail area and the leisure quarter. It would encourage more independent movement and also provide safety for shoppers.
3. **Green, sustainable environment: We will take a lead on improving the green environment, making the area more sustainable for generations to come.** – George Street links Corby town centre with the Parkland Gateway leisure quarter, a busy multi-use area; which houses the Corby Cube, Corby East Midlands International Pool and cinema and restaurant complex. By reducing the vehicle access on this road during the busiest times, it will significantly improve the attractiveness of the public realm, air pollution and noise from road vehicles in the town centre.

7.4. Risk

- 7.4.1. The main risk associated with this project is the initial installation costs and ongoing costs. To mitigate this risk the scheme was phased, phase 1 is complete and we now move to phase 2.
- 7.4.2. Risk and inflation costs have been built into the costings for this project. Ongoing costs will be self-funded by the scheme as identified by other areas once this type of enforcement is in place.
- 7.4.3. The risks regarding the delivery of this project are considered as part of the project management process and are recorded and monitored in the Risk Register. These are regularly reviewed and discussed at the Corby Town Deal Working Group and highlighted in the Boards Highlight report every six weeks.

7.5. Consultation

- 7.5.1. Consultation on the proposed scheme will be conducted as part of the Statutory TRO consultation process.

7.6. Consideration by Executive Advisory Panel

- 7.6.1. As the project and work progresses there will be opportunities for the Executive Advisory Panel to be consulted if deemed appropriate.

7.7. Consideration by Scrutiny

- 7.7.1. As the project and work progresses there will be opportunities for scrutiny to look at and scrutinise this road safety project for Corby.

7.8. Equality Implications

- 7.8.1. This project has no equality implications.

7.9. Climate and Environment Impact

- 7.9.1. This project will seek to minimise climate/environmental impact where possible. It will strive to achieve as high a standard of energy efficiency / low carbon footprint as possible. This project will seek to encourage active travel and restrict car access at busy times in the main street of Corby's town centre, reducing CO₂ levels.

7.10. Community Impact

7.10.1. This intervention will have a positive effect on the community of Corby and surrounding areas. It will potentially drive the sustainable economic regeneration of the area for long-term economic growth which meets local need, has local support and aligns with the criteria set out in the Town Fund guidance.

7.11. Crime and Disorder Impact

7.11.1 The proposal will positively deter the motorists from breaching the new TRO, and so reduce offences. This will have positive benefits for community safety in the area, both from a perspective of being able to monitor use of the crossing and encouraging pedestrian safety in the area. The project will require a planning application which will include the consultation with statutory bodies, including the police, to ensure that any crime and disorder issues are addressed.

8. Background Papers

8.1. Towns Fund Intervention Framework
[Town Funds \(Appendix a\).pdf \(corby.gov.uk\)](#).