

REPORT OF THE DIRECTOR, NET

NOTTINGHAM TRENT UNIVERSITY TRAMSTOP: CONTRAVENTION OF TRAM-ONLY ORDER

1. PURPOSE OF REPORT

- 1.1. To inform the Committee of the outcome of discussions with the Highway Authority with regard to the improvement of signage and enforcement of the Tram-Only Order at Nottingham Trent University Tramstop.

2. RECOMMENDATION

- 2.1. It is RECOMMENDED that the Committee notes this report.

3. PROPOSED ACTIONS

- 3.1. At the last meeting of the Committee concern was expressed at the continued occurrence of vehicular traffic passing through the Nottingham Trent University Tramstop. It is estimated that, during term time, as many as 200 vehicles per day contravene the Tram-Only Traffic Regulation Order.
- 3.2. The Order is currently signed at each end of the tramstop, on both sides of the road, with a white tram symbol on a round blue background and the word "Only" on a plate below. In addition to this there are "No-Through Road" signs at the junctions of Goldsmith Street with Chaucer Street and with Shakespeare Street.
- 3.3. The Police have carried out a number of exercises in the past to enforce the Order with a short-term physical presence on the ground and by issuing fixed penalty notices to anybody seen driving through the tramstop. Once the Police presence has departed however, the number of contravening vehicles has risen to previous levels, and it is not considered sustainable for such exercises to be continually repeated. It is generally accepted that, since this is not a major through-route for traffic from outside of the area, the vast majority of drivers contravening the Order know the area, are aware of the restrictions and are using it as a short-cut from or to a relatively local origin or destination. As a result, it is considered that the introduction of improved signing alone will not be effective.
- 3.4. This location has already been identified by the Highway Authority as one that requires action. From an enforcement point of view the tram gateway is treated in the same way as a bus lane and legislation exists for the City Council to take action by the use of CCTV cameras. However, the only cameras that are

currently used for this purpose and that have been approved by the Department for Transport (DfT) are traditional traffic cameras that require constant monitoring by an officer and this in itself requires a high level of ongoing resource. The Authority is therefore currently working with consultants who have experience in installing road safety cameras which use Automatic Number Plate Recognition technology with a view to meeting the approvals procedure of the DfT and as part of this procedure it is intended that such cameras will be installed at each end of the tramstop as a trial measure. Subject to approval it is anticipated that the cameras, together with enhanced signage, could be installed by late Spring 2009 and, if successful, it is intended that similar cameras will be used at other city centre locations in connection with the enforcement of the Clear Zone.

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