



DIRECTORATE OF CITY STRATEGY

REQUEST FOR DECISION

Decision making
level

Officer in Consultation

Date 20th June 2013

Coppergate Bus Lane Enforcement Scheme – final design details

Information Item

To provide details of the final design layout for the Coppergate Bus Lane Enforcement Scheme, prior to implementation.

Reason

Ensuring the correct implementation of the traffic signing and lining design of this scheme is vitally important to it being legally enforceable by camera under the Council's bus lane civil enforcement powers. The design presented here is now complete and ready for implementation.

Background Information

Operation of the Scheme

The scheme will involve the use of ANPR (Automatic Number Plate Recognition), camera technology to enforce bus lane restrictions on Coppergate between the hours of 07.00 and 11.00 and 16.00 and 19.00, seven days a week. An access and loading restriction is in place between 11.00 and 16.00. The details of drivers contravening bus lane restriction will be retrieved from the DVLA based on images captured by the ANPR cameras and issued with penalty charge notices as per the approved Traffic Regulation Order charging regime.

The scheme will involve automatic number plate recognition (ANPR) traffic enforcement cameras installed onto the traffic island on Coppergate's junction with Castlegate. This will enable a monitoring system to detect offenders, secure evidence and allow for civil prosecution to be carried out during the times of operation.

To ensure that only appropriate vehicles receive penalty charge notices, a list of approved vehicles will be generated and maintained within the processing unit. This will allow all vehicles passing the enforcement camera to be cross-referenced and only those genuine contraventions will be processed further.

The details of the design of the scheme are crucial to its success. The

signing and lining design are based on Department for Transport guidance, successful schemes in operation elsewhere in the Country and legal advice. The scheme has been designed in a way that ensures road users are given clear guidance on the times of the restriction, the implications of contravening it and the routes to be taken to avoid it.

The layout shown in Annex A is the proposed design. This meets the requirements outlined above and in following practice found elsewhere in the Country will ensure the Council is able to successfully issue penalty charge notices using civil enforcement powers to those breaching the restriction.

Consultation Process

The Traffic Regulation Order on which this scheme is based on the previous Coppergate TRO with modifications to the times of operation to better suit the operation of camera enforcement. It has been the subject of the normal consultation undertaken for TRO modifications and received no objections.

The operation of the camera enforcement scheme has been agreed with North Yorkshire Police and an agreement reached with them covering the treatment of vehicles used in connection with police purposes during the operation of the restriction.

Statutory Powers

Road Traffic Regulation Act, The Highways Act, The Transport Act

Financial Implications

The capital costs of the scheme are being funded from the Better Bus Area Fund. The revenue costs of the scheme will be met from income generated by its operation. Overall, the income generated through the issue of penalty charge notices will be greater than the operating costs and the scheme is likely to generate a revenue surplus for the Council .

Level of Risk

1-3 Acceptable	✓	16-20 Action Plan	
4-8 Regular Monitoring		21-25 Registered as a corporate risk	
9-15 Constant Monitoring			

Internal Consultation

The legal and financial implications of the scheme have been the subject of detailed consultation with the relevant officers in the Council, and their advice acted upon in developing the proposed scheme. There are no HR,

Crime and Disorder, sustainability, equalities or property implications

Recommendations

The Attached final design is noted for information

Contact

Details

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**Report
Approved**



Date Date

13/6/2013

Wards Affected: Guildhall

All

For further information please contact the author of the report

Annex A – Drawing CBA-001/DC/v3; Final scheme design