

Annex C

Other Comments not Directly Related to the TRO

Précis of Representation	Officer comments
<p>Some people will be unsure where Coppergate is. Will it be too late to avoid a ticket once you see the sign.</p> <p>3</p>	<p>A signing strategy is proposed and there are alternative routes for drivers to take at the start of the restriction.</p>
<p>Will cyclists still be able to use Coppergate.</p> <p>4</p>	<p>Yes</p>
<p>Would like to update their vehicle details for the white list.</p> <p>5</p>	<p>Compiling a white list will take place if the order is approved for implementation.</p>
<p>How will the ANPR cameras check that a vehicle has been loading during the permitted loading hours of 10am-4pm?</p> <p>8</p>	<p>ANPR camera enforcement will be carried out during the bus lane hours of 8 to 10am and 4 to 6pm. Enforcement during the loading hours will most likely be carried out manually to minimise the need for issuing and then having to cancel the penalty charge when the driver demonstrates they were loading.</p>
<p>When the bus lane scheme was previously introduced as a business it was agreed that the restrictions would be detrimental to my business. The 2 vehicles I use were added to the 'white list'.</p> <p>I don't think the traffic levels will diminish with the reintroduction of the 'bus lane', as between 10.00 & 16.00 traffic will still shortcut from Pavement & Piccadilly to Clifford St and Ouse Bridge. I would like to think that more robust restrictions could be implemented on Piccadilly & Pavement/Stonebow which would have a major benefit in reducing traffic, its associated pollution thus making it safer for pedestrians.</p> <p>10</p>	<p>The intention is for no loading activities to take place between 8 to 10am and 4 to 6pm. Any previously agreed individual exemptions would have to be re-considered on their merits.</p> <p>Noted.</p>