

# Moving traffic toolkit



[www.marstonholdings.co.uk/moving-traffic](http://www.marstonholdings.co.uk/moving-traffic)

## Latest dates and DfT guidance on Traffic Management Act 2004, Part 6

The Department for Transport (DfT) has asked local authorities to register their interest in applying to the Secretary of State for a Designation Order for the civil enforcement of moving traffic contraventions by Wednesday 15 September. This is to enable the DfT to plan for caseloads and does not commit the council to progressing with a formal application.

Alternatively, if your local authority is certain they will not be applying for Part 6 powers, please do let the DfT know.

### Key dates

Wednesday 15 September

Councils to register their intention to apply by emailing the DfT at [parking.queries@dft.gov.uk](mailto:parking.queries@dft.gov.uk). To help plan the certification process, early engagement with the Vehicle Certification Agency is also encouraged by emailing [civil-enforcement@vca.gov.uk](mailto:civil-enforcement@vca.gov.uk).

End of March 2022

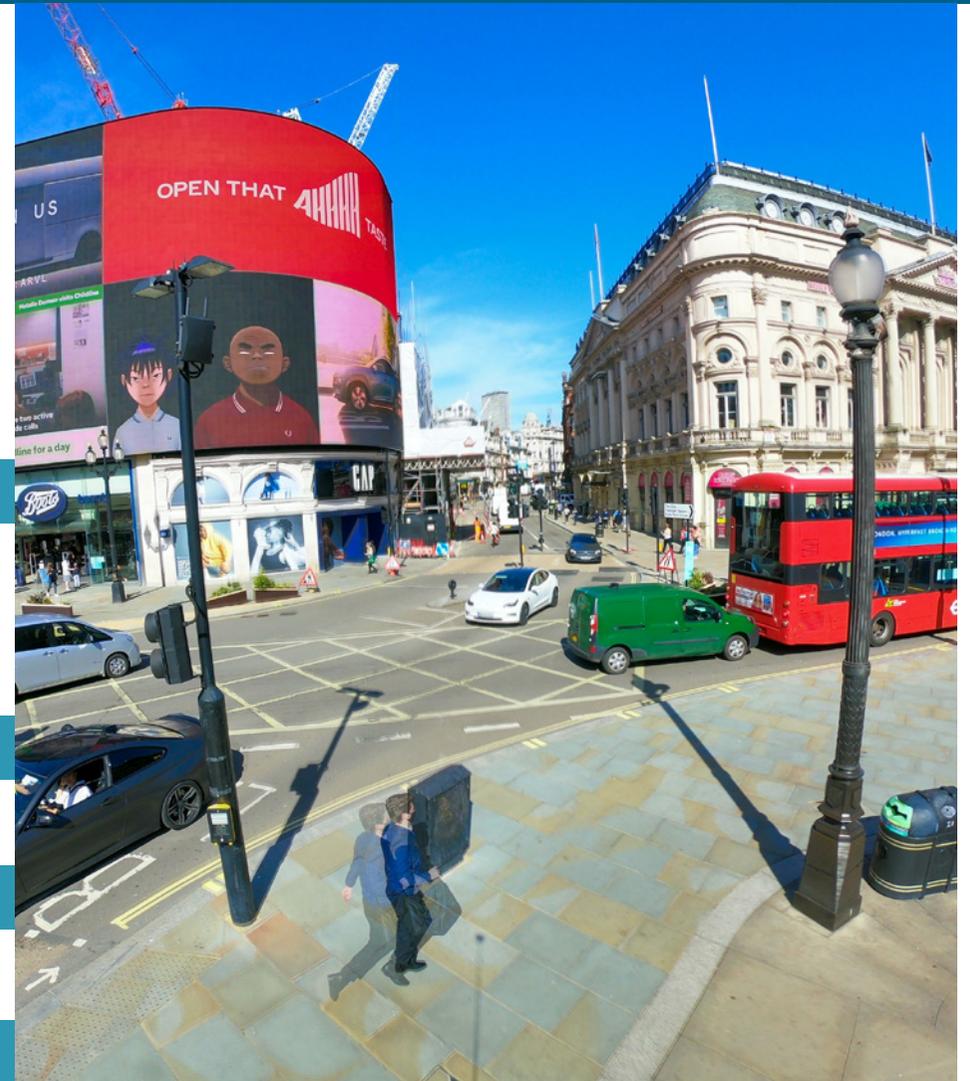
First tranche of designation orders expected to be laid before parliament for approval

End of April 2022

First tranche of orders expected to be approved

End of May 2022

Enforcement expected to be able to commence





# Moving traffic enforcement overview

The DfT announced in September 2020 that they would be fully enacting the remaining elements of Part 6 of the Traffic Management Act (TMA), permitting local authorities outside of London to use approved camera devices to enforce moving traffic contraventions, such as yellow box junctions and banned turns. A further update has been provided recently and can be found [here](#).

By introducing the enforcement of moving traffic contraventions and utilising the latest ANPR camera technology, authorities will be in a far better position to manage and improve their local road network and deliver key objectives outlined in their local transport plans.

### Key benefits of introducing moving traffic enforcement:

- ✳ Improved pedestrian and cyclist safety, supporting modal shift to sustainable transport options
- ✳ Reduced network congestion
- ✳ Improved journey times for public transport and emergency service vehicles
- ✳ Improved air quality, reduction in transport related emissions contributing to carbon net zero targets
- ✳ Increased safety and cleaner air around schools – camera enforced school streets schemes proven to have positive effect
- ✳ Reallocation and saving of police time

In June 2019 the Local Government Association ran a survey on moving traffic enforcement (MTE) to which 65 local authorities replied. The survey found that 91 percent of those who took part, would consider introducing MTE schemes once legislation has been passed.

A full link to the survey can be found [here](#).

In addition to enforcing low traffic neighbourhoods and school street schemes, table 1 identifies which contraventions councils were looking to enforce in order of importance with vulnerable road user safety, traffic congestion and air quality all driving decision making.



Table 1: Of the possible traffic offences that your local authority could enforce for, which are most important for your local authority area?

	Percent
Marking conveying the requirements in paragraph 11 of Part 7 of Schedule 9 (box junction)	68%
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	54%
No right/left turn for vehicular traffic	53%
Entry to and waiting in a pedestrian zone restricted	39%
Route for use by buses, pedal cycles, and taxis only	36%
One way traffic	34%
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	31%
No u-turns for vehicular traffic	31%
Motor vehicles prohibited	27%



# Low traffic neighbourhoods

A low traffic neighbourhood (LTN) is a residential area, bordered by main roads, where “through” motor vehicle traffic has been identified as a concern. Access is removed or discouraged but residents and visitors can still access their property and routes into the zone remain.

LTNs can be enforced using an approved camera device installed at each entry point into the LTN with vehicles not identified on the exemption list being issued with a regulation 10 penalty charge notice (PCN) for entering when not permitted.

Most LTNs are initially enforced under an experimental traffic order (ETO) so as to study the effectiveness of the scheme, collect important data and expedite any unforeseen issues before a deciding on the future permanence of the order.

A LTN introduced in the London Borough of Hammersmith and Fulham recently showed that vehicle movements within the South Fulham scheme had reduced by over 83% with significant improvements in air quality also being noted as shown in table 2:

More information can be found on our [website](#).



### Here's how it works



**Stage 1 - Design**  
Working with the client, the scheme design and consultation is undertaken by Project Centre, in this case the low traffic neighbourhood design. The scheme is then formalised and agreed.



**Stage 2 - Implementation**  
Legal processes are completed and Experimental Traffic Orders are drafted and published by Project Centre to enable traffic controls and camera enforcement, permit exceptions can be included. Signage is installed.



Traffic cameras are installed by Videalert to ensure compliance of the closures. In this instance the exemption list may contain over 30,000 exceptions. Camera installations are mounted and safety checked.



**Stage 3 - Enforcement**  
NSL provide high quality, back-office services in environments where regulatory compliance and enforcement are vital. Penalty Charge Notices are issued.

Table 2: Change in PM March 2021 to September 2021





## School streets



A school street scheme is a road near to a school which restricts access to vehicles at school drop-off and pick-up times.

School streets allow children to safely walk, cycle and scoot into school with the reduction in vehicular movements also improving congestion and air quality levels at the school gates.

Similar to LTN's, these schemes are often introduced under an experimental order and can also be enforced using an approved camera device which will capture any vehicles contravening during the specified times which are not on the vehicle exemption list.

Residents of the streets, teachers and business owners are usually on the exemption list for any scheme so can continue to access their property's as required without risk of a PCN, with the list of vehicles are managed via the back office system.

Videalert's unattended camera solution is ideal for this type of enforcement as it does not require any human intervention one configured to capture exemption list automatically on the dates and times required for each school.

Further information and case studies can be found [here](#).



Project Centre is our design, engineering and landscape architecture consultancy whose highly talented people are passionate about creating places that are attractive, innovative, sustainable and safe.

We have offices across the country and have been heavily involved in all phases of a number of LTN, school streets and other moving traffic enforcement (MTE) schemes including Waltham Forest's ground-breaking Mini Holland scheme which was recently referenced in the Government's Gear Change update. Below is a list of services we offer local authorities as part of any new MTE scheme:

- ✦ Stakeholder engagement strategies with councillors, residents and businesses
- ✦ Marketing
- ✦ Parking and traffic audits and reports
- ✦ Feasibility studies and impact assessments
- ✦ Business cases and funding submissions
- ✦ Traffic Order writing and process management (key for authorities seeking to enforce)
- ✦ Scheme designs including LTN's, school streets, clean air zones and low or zero emission zones
- ✦ Signs and lines evaluations
- ✦ Applications to DfT for Designation Order powers to enforce

Case study information can be found [here](#).



Surveys will form a part of most new MTE schemes and we are in a unique position of being able to offer two different types to suit our clients' needs.

Where clients need to capture detailed vehicle movement information for a particular scheme such as a banned turn or pedestrianised zone, we can offer a smart transport sensor survey camera to capture information over the desired period.

The data produced from these surveys will be pivotal in identifying and confirming which locations are causing issues across the road network and which would benefit from camera enforcement.

The cameras can be installed onto existing street furniture via Commando socket with the back-office software configured to capture contraventions on agreed days and hours. As a minimum, we would recommend that the survey cover the peak hours of 7am – 10am and 4pm – 7pm over a one-week period for each survey location.

Following the survey, we will produce a detailed report to the council for each location surveyed including dates and times of contraventions captured which can support a statement of reasons aligned to strategic outcomes to progress deploying ANPR camera enforcement technology.

Project Centre can provide indicative pricing within the survey report to inform the Council on costs to install approved enforcement devices alongside various finance options available to assist local authorities with the purchase.

Where an authority is already familiar with locations where non-compliance is known to cause concern on their network and want to progress a scheme, we can support you with either an on-site or remote survey, undertaken by one of our experienced engineers, which will identify equipment requirements and save on the cost of the more detailed survey.



Videalert's fixed and mobile enforcement camera solutions allow fully automated, unattended operations that deliver higher levels of efficiency at a lower cost than can be achieved with traditional, attended systems which require people to monitor each camera location and identify contraventions. They eliminate the restricted working hours and shift patterns that limit the overall effectiveness of manually operated systems.

We offer a DfT manufacturer certified hosted solution which eliminates the need for local authorities to procure and deploy any equipment within their IT infrastructure or install software on local PCs for evidence pack review. Images of contraventions

are transmitted via secure cellular communications to our hosted platform where evidence packs can be reviewed and validated with a simple three click process prior to sending to parking management systems for PCN progression.

We are proud to be able to support home or hybrid working for all clips captured by hosted cameras as standard. This has allowed us to successfully support our clients throughout the pandemic, and their colleagues who have had to adapt working patterns around other demands.

[More information here.](#)



# Videalert – A class apart

Videalert are at the forefront of ANPR camera technology and video analytics.

Videalert supports multiple moving traffic enforcement applications simultaneously from a single platform.

- One RDS Processing unit (PC) can support up to 12 different cameras making complex locations such as box junctions and banned turns enforceable from one unit optimising the camera kit to its fullest.
- Supporting multiple cameras from one RDS processing unit keeps clients' equipment costs to a minimum.
- Can incorporate different camera types/suppliers into Videalert back office software system.
- Less RDS units keep our clients' data costs to a minimum as they only pay for one SIM rather than with other providers and keeps equipment on the column to a minimum.
- All camera equipment is easily re-deployable to new locations as required
- Faster clip review process- See [Clip review slides for statistics](#)
- Current suppliers require a processing unit (RDS) per camera making outlay and ongoing data costs higher than the Videalert solution.

Videalert reporting - Contravention

Contravention summary
Contraventions by day
Processed contraventions

Graphical view

Table view

Comparison summary

**254,344**  
Alerts

**113,141**  
Unique vehicles

**2,734.9**  
Alerts per day

Contravention capture date  
01/06/2021
01/09/2021

**Alerts, by capture date**

**Alerts, by capture hour**

**Alerts, by occurrence**

**Alerts, by processed status**

**Contravention description**

Contravention description	Alerts
Failing to comply with a prohibition on certain types of vehicles	236,530
Entering and stopping in a box junction when prohibited	12,856
Being in a bus lane	4,008
Performing a prohibited turn	950
<b>Total</b>	<b>254,344</b>

**Camera location**

Camera location	Alerts
Studdridge Street	127,338
Imperial Road	45,576
Cresford Road/Bagleys Lane	28,303
Harwood Terrace/Waterford Road	17,164
Broughton Road/Pearcroft Road	9,879
Talgarth Road/Butterwick	6,241
Hazelbury Road	5,931
<b>Total</b>	<b>254,344</b>

**Alerts, by status**

**Operator processed alerts, by discard status**

**Alerts, by VRM**

Alerts	Open LB of Hammersmith & Fulham warrants
PUX	47
SXR	23
PFG	18
BJX	15
GFX	13
:MV	10

Example of Videalert client reporting dashboard



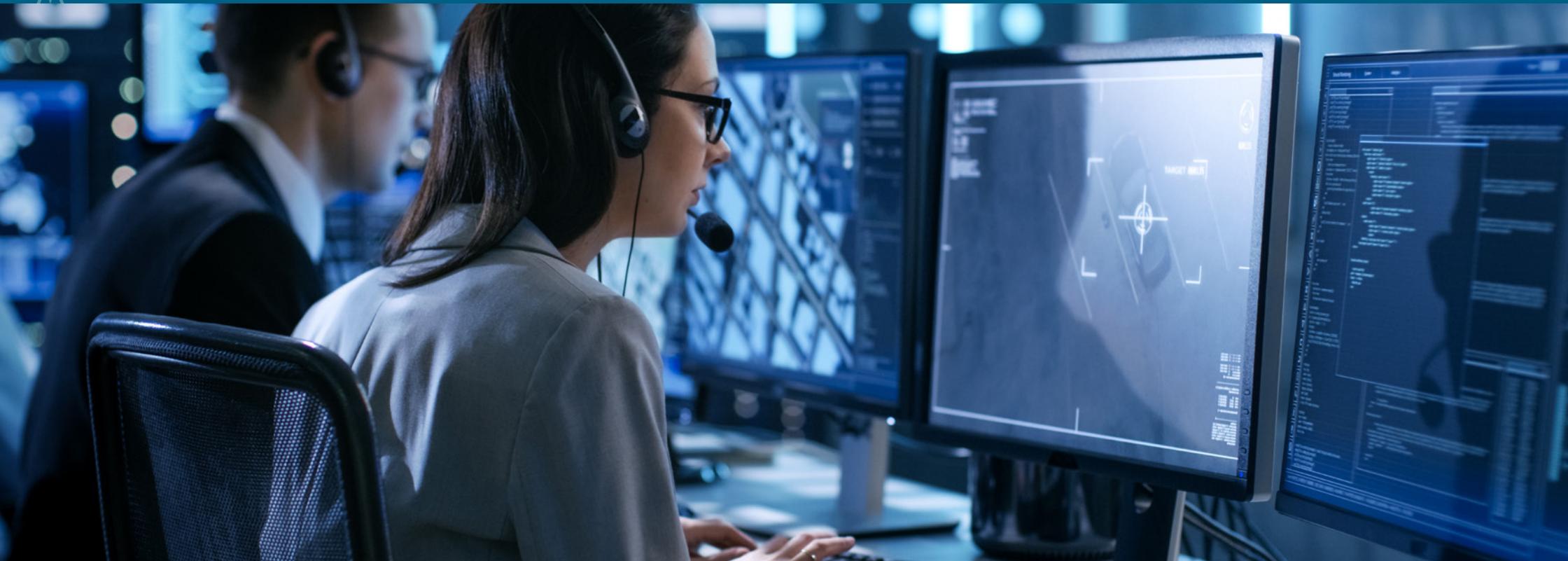
# Videalert – A class apart

Average time (seconds) to review by system and contravention type									
	Moving traffic contraventions		Bus lanes		Yellow box junctions		School keep clears		
System	Accept	Reject	Accept	Reject	Accept	Reject	Accept	Reject	Combined Average
Videalert	110	68	92	34	129	86	121	45	90
Competitor 1	226	112	272	110	294	112	319	112	237
Competitor 2	146	96	103	75	214	129	300-	210	190

The above statistics clearly demonstrate the benefits of the Videalert evidence management console vs other suppliers systems.

System	Avg. clips reviewed per 8.5hr shift	Avg. clips reviewed per week	Avg. clips reviewed per year	Annual variance vs Videalert
Videalert	340	2,380	123,760	N/A
Competitor 1	129	904	46,997	-76,763
Competitor 2	161	1,127	58,623	-65,137

The above table shows the value of the speed of reviews enabled by the Videalert system which when turned into hours of staff time saved equates to an annual saving of £48k vs competitor 1 and £32,669 vs competitor 2 based on an hourly rate of £9.50ph.



NSL's Shared Service Centres (SSCs) based in Oldham and Dingwall are fully geared up to support local authority clients with all back office processing relating to moving traffic enforcement.

Our SSCs currently provide back-office services for 24 local authorities, including several London authorities with active moving traffic enforcement schemes.

Our expert advisers are fully trained in multiple review and PCN systems and can review and process evidence packs daily or as a resilience service should an authority experience peaks in volumes or require absence cover at short notice.

Using our unrivalled experience, NSL supports clients by recommending business rules and can assist in drafting letter templates and paragraphs in support of new moving traffic enforcement schemes.

NSL's SSCs can support clients with correspondence and resilience services to help local authorities get through the 'bow wave' that results from new camera implementations. Services can be provided with as little as four weeks' notice.

NSL's SSCs can also facilitate printing and postage services on behalf of our clients as part of our overall offering if required.



## Key group contacts

There are a number of actions which local authorities should consider undertaking now to ensure they are fully prepared to enforce moving traffic contraventions once the legislation is passed:

- ✿ Register interest with DfT prior to Wednesday 15 September by emailing [Parking.queries@dft.gov.uk](mailto:Parking.queries@dft.gov.uk)
- ✿ Traffic surveys- Contact your local Account Manager with locations for survey and quotation
- ✿ Update KADOE agreements, email [kadoe-interest@dvla.gov.uk](mailto:kadoe-interest@dvla.gov.uk) to add moving traffic offences to list of authorisations, you will then be sent a variation letter to countersign and send back to [DataContractsTeam@dvla.gov.uk](mailto:DataContractsTeam@dvla.gov.uk)
- ✿ Early engagement with the Vehicle Certification Agency also suggested: [civil-enforcement@vca.gov.uk](mailto:civil-enforcement@vca.gov.uk)
- ✿ Early engagement with local chief of police to discuss plans for MTE if known
- ✿ Review/Update TRO's – Project Centre is able to support this process end to end
- ✿ Ensure signs and lines of any locations are TSRGD compliant – NSL Highways can assist with this
- ✿ Look to update letter templates – NSL's SSCs can provide advice and examples for local authorities to adopt
- ✿ Business rules/ cancellation policies – NSL can provide advice and support on an approach that works for you
- ✿ Apply for any new MID's required to split any moving traffic enforcement income
- ✿ Submit change interface between PCN back-office software and camera solution software
- ✿ If possible, pre-order camera equipment following surveys to avoid order backlogs
- ✿ Liaise with neighbouring local authorities to discuss MTE plans - NSL can facilitate if required

Traffic survey and camera enforcement enquiries	Scheme design, engagement and marketing	Business processing queries
<p><b>Richard O'Malley</b> Richard.Omalley@marstonholdings.co.uk 07824 623754</p> <p><b>Stuart Scott</b> SScott@videalert.com 07799 259314</p>	<p><b>Ollie Miller</b> Ollie.miller@projectcentre.co.uk 07592 811938</p>	<p><b>Shelley Key</b> Shelley.key@nslservices.co.uk 07766 362964</p> <p><b>Glen Manley</b> Glen.manley@marstonholdings.co.uk 07918 375748</p>