



Gloucestershire
COUNTY COUNCIL

Gloucestershire County Council

Moving Traffic Enforcement

Consultation

Report 2022

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1. Introduction

- 1.1 The Department for Transport (DfT) has recently announced that local authorities will be empowered to enforce Moving Traffic Contraventions (MTCs) as outlined in Part 6 of the Traffic Management Act 2004.
- 1.2 The enforcement of certain restrictions can play a part in delivering corporate objectives such as improving road safety, cutting congestion and pollution, enabling more walking and cycling, and creating more pleasant places to live and work in.
- 1.3 The DfT has issued guidance to councils in relation to applying for a Designation Order to enforce MTCs (Advice Note on Applying for a Designation Order for Civil Enforcement of Moving Traffic Contraventions DfT August 2021).
- 1.4 Prior to submitting an application, the DfT requires authorities to have undertaken a six week public consultation process to notify the community of the council's intention to apply for a Designation Order and undertake enforcement of MTCs at the stated locations, using specific enforcement equipment.
- 1.5 The DfT has confirmed that the consultation process was not an opportunity for the public to comment on the transfer of powers from the police to the local authority or an opportunity to object to the existing traffic restriction that is already in force. It was simply an opportunity to make a representation about enforcing MTCs at the stated physical locations. The public consultation commenced on 6th October and ended on the 18th November 2022.
- 1.6 This document outlines the responses to the consultation and the local authority officer responses to the issues raised.

2. Locations Proposed for Enforcement

- 2.1 For the application to the DfT for a Designation Order, five initial sites to enforce MTCs have been selected, surveyed and audited in terms of the sites physical engineering and sign and line compliance. An ANPR survey was undertaken at each site to understand the numbers of potential contraventions that are occurring at each location. Accident data was also analysed at the five locations.
- 2.2 The five locations have different types of restrictions in place and were selected following suggestions by Local Highways Managers and Stagecoach, the local dominant bus operator.
- 2.3 If successful in the granting of a Designation Order, additional locations will be reviewed and analysed for feasibility to enforce, which will aim to improve safety for vulnerable road users, such as pedestrianised areas and where cycling is in higher demand, for example the "gate" streets in Gloucester and countywide cycle lanes.

2.4 The five initial enforcement locations are outlined below:

2.4.1 Location 1: Parliament Street, Junction with Brunswick Road, Gloucester. Banned right turn.



There is a banned right turn from Parliament Street into Brunswick Road, this is the restriction that the council intends to enforce. Vehicles undertaking the banned turn are a risk to pedestrians, cyclists and other road users.

2.4.2 Bruton Way, Junction with Market Parade, Gloucester. Yellow Box Junction



A yellow box junction exists at this location to support local bus services in accessing Bruton Way from Market Parade. A considerable number of bus services

use the junction, including the key bus route linking Cheltenham to Gloucester (94 series services), and it is important that motorists adhere to the yellow box junction requirement to ensure that buses can run on time and are not delayed.

2.4.3 Alstone Croft, Junction with Alstone Lane, Cheltenham. No Entry.



There is a no entry at the junction of Alstone Croft/Alstone Lane. It was introduced to stop vehicles using Alstone Croft, a residential street, as a cut through to avoid a busy railway level crossing causing safety concerns for pedestrians and residents who live along the road.

2.4.4 High Street, Cheltenham. Prohibition of Driving



The turning into the High Street from Clarence Street/North Street has a Prohibition of Driving restriction which was implemented to support the safety of pedestrians in the High Street.

2.4.5 Lansdown Road, Junction with Parabola Road/Montpellier Street. Yellow box junction.



The yellow box junction sits on the main bus route into Cheltenham, as well as a main route to Cheltenham General Hospital. It is important that the junction is kept clear to allow emergency services access from Parabola Road. This location is very close to a TOUCAN (pedestrian and cycle) crossing which can cause traffic to queue over the junction causing accessibility issues for the emergency services and congestion.

3. Public Consultation

- 3.1 A public consultation was held over a period of six weeks between 6th October and 18 November 2022 and publicised digitally via the Council's website; Twitter/Facebook accounts; press release; direct email contact to all statutory consultees, Residents Associations, and all relevant Town and Parish Councils. All properties that fell within 50m of each of the proposed locations, a total of 272 addresses, were contacted by letter and invited to participate in the consultation. Hard copies of the consultation were made available to the public, on deposit, at Shire Hall.
- 3.2 A web-based questionnaire was developed to seek the views from all stakeholders on the potential enforcement of MTCs at each location and whether they supported or objected to the proposals. A link to the survey questions can be found here: <https://haveyoursaygloucestershire.uk.engagementhq.com/moving-traffic-enforcement>
- 3.3 The consultation did not seek views about the broader principles of enforcing MTCs as new regulations have already set out the Government's intention to make these powers available to all local authorities in England.

3.4 Respondents were either directed to the online consultation form to provide their feedback or could ask to be provided with a paper copy to complete and send in. A dedicated mailbox was made available for stakeholders to use if they required clarification on any element of the proposals.

3.5 Council officers staffed four separate online drop-in sessions for members of the public to attend to learn more about the proposals and raise any concerns in person. Three members of the public attended the sessions. The sessions took place on:

| Date | Time |
|-------------------------------|-----------|
| 11 th October 2022 | 0900-1000 |
| 18 th October 2022 | 1200-1300 |
| 25 th October 2022 | 1600-1700 |
| 1 st November 2022 | 0900-1000 |

4. Consultation Responses

4.1 Overview of Responses

4.1.1 The online survey generated a total of 117 individual online responses, with 2 responses sent to the Moving Traffic email account and 3 given in person at the virtual drop in sessions. No postal responses were received.

4.1.2 Analysis of the consultation has involved both qualitative and quantitative data. Quantitative data was gathered through single answer questions producing numerical results. Qualitative data was gathered through additional comments to further outline the respondent's choice.

4.1.3 The consultation question focussed on whether a respondent supported or objected to the council applying for powers to enforce MTCs and also about enforcement of the restrictions at the specific five proposed locations.

4.1.4 No feedback was received that identified or highlighted that these proposals could have a negative or adverse impact on an individual or group in accordance with the Equalities Act 2010.

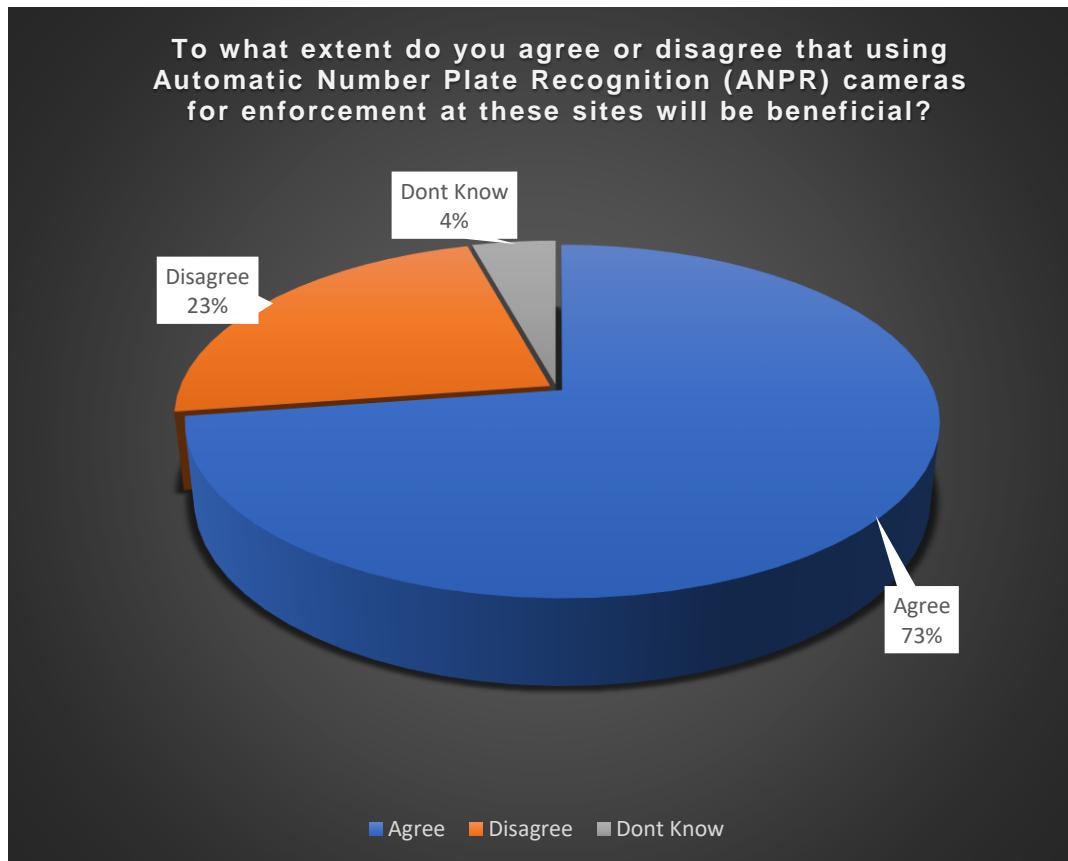
4.1.5 It should be noted that a statutory consultation process on the restrictions at the proposed locations for enforcement will have been undertaken historically to progress and implement any necessary Traffic Regulation Orders. The Police would have been consulted prior to any yellow box junctions being introduced.

4.1.6 95% of respondents to the consultation lived in Gloucestershire, 2% lived outside of the county, 1% were responding on behalf of a village or town council and 2% were responding as business owners.

5 Response Analysis

5.1 Figure 1 shows the breakdown of responses to question 1: To what extent do you agree or disagree that using Automatic Number Plate Recognition (ANPR) cameras for enforcement at these sites will be beneficial? 85 (73%) of respondents agree that ANPR enforcement would be beneficial, 27 (23%) disagreed, with 5 (4%) not knowing.

Figure 1 – Chart showing the responses to Q1

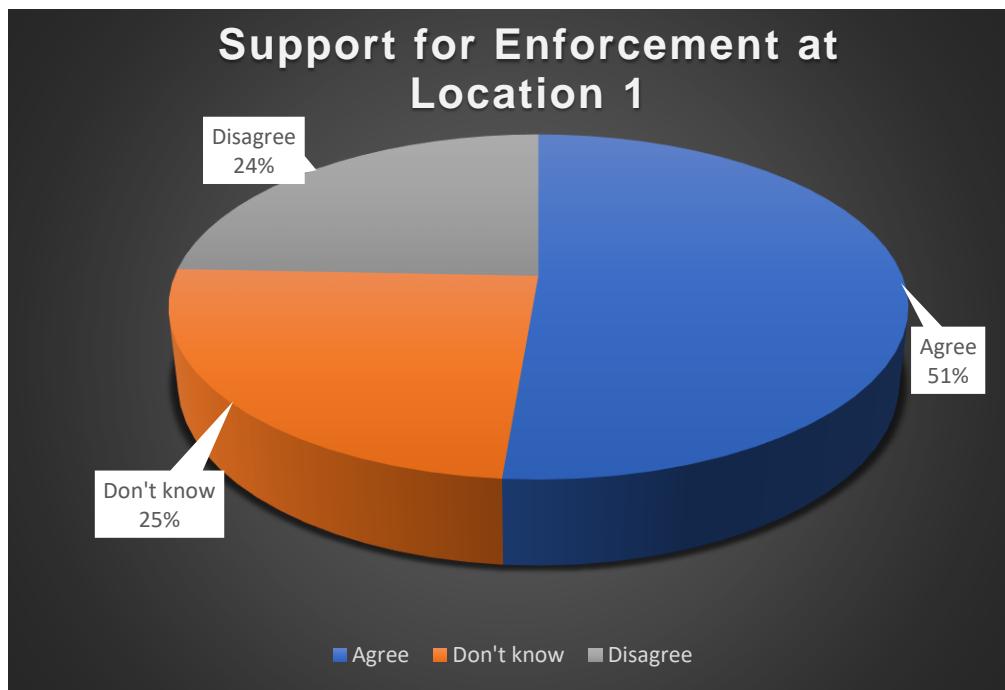


5.2 Below is a breakdown of responses by location, including the comments made at each location and the council's officer response to the submissions.

Location 1: Parliament Street/Brunswick Road, Gloucester.

5.2.1 In response to question 2 relating to undertaking enforcement at the junction of Parliament Street and Brunswick Road in Gloucester 59 (51%) of respondents agreed with enforcing at this location, 28 (25%) didn't know and 28 (24%) disagreed. Figure 2, below, shows these results in chart form.

Figure 2: Chart showing support for enforcement at Location 1.



5.2.2 A number of comments were made by respondents in relation to enforcement at this location. These comments were grouped into themes. The themes, numbers of theme responses and the officer response to these are listed below:

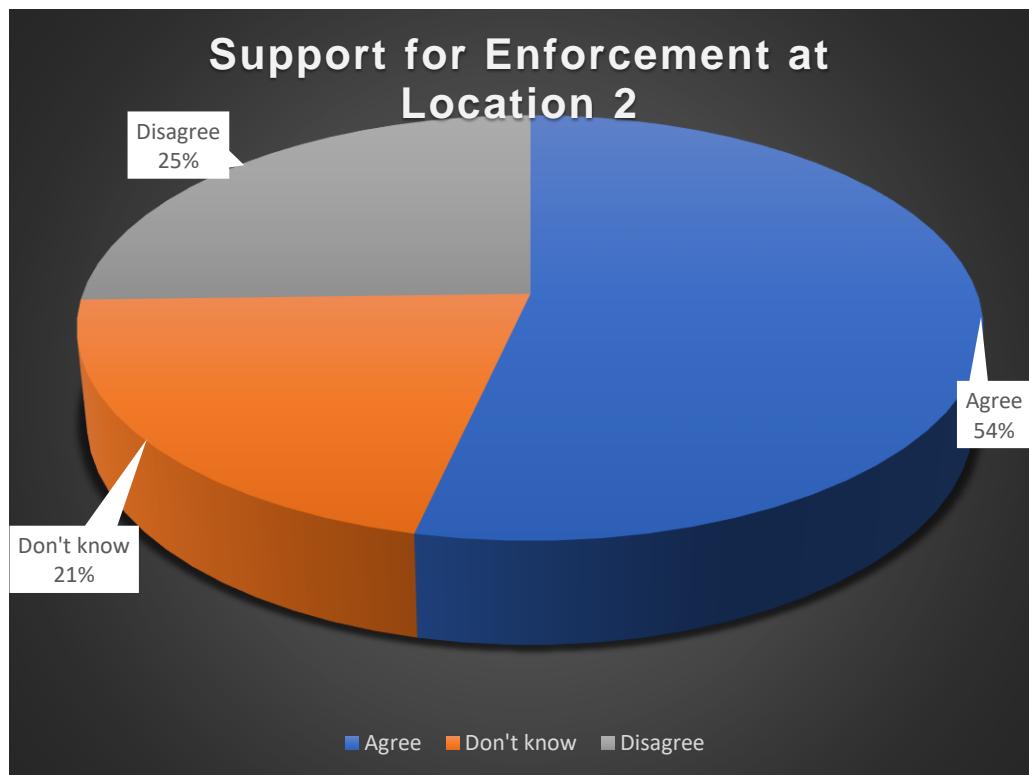
| Comment | No of Comments | GCC Officer Response |
|--|----------------|--|
| Concerns over visibility of signs at night | 3 | An audit of the site has taken place and all signs are TSRGD compliant and adequately signed and lit. |
| Will impact on traffic flow | 3 | As the restriction is already in place and this consultation does not relate to any TRO amendments this proposal will not impact traffic flow. |
| Layout does not encourage no right turn | 2 | Additional hatching has been put on the highway to filter traffic to the left to encourage traffic to keep left of the traffic island. |
| Very clear no right turn | 2 | Noted |
| Very difficult to turn right | 1 | Noted |
| Stationary traffic could cause issues | 1 | GCC feels that stationary traffic will not create issues at the junction as the road layout and markings and signage clearly show no right turn into Brunswick Road. |
| Constant roadworks | 1 | Roadworks have no effect on the banned turn. |

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| Enforcement much needed | 1 | Noted |
| Poorly designed junction | 1 | Additional white hatching has been put on the highway to filter traffic to the left. |
| Its a dump there don't go | 1 | Comment outside scope of the consultation |
| Would like other sites enforced | 1 | Once the council have received powers from the DfT to enforce moving traffic contraventions other locations will be identified and reviewed as required by the legislation. If a case for enforcement can be made then additional locations may also be enforced in the future. |
| Believe there is an issue with Kimbrose Triangle | 1 | Comment outside scope of the consultation |

Location 2: Bruton Way/Market Parade, Gloucester

5.2.3 In response to question 3 relating to undertaking enforcement at the junction of Bruton Way and Market Parade in Gloucester 61 (54%) of respondents agreed with enforcing at this location, 29 (25%) disagreed and 24 (21%) didn't know. Figure 3 below show these results in chart form.

Figure 3: Chart showing support for enforcement at Location 2.



5.2.4 A number of comments were made by respondents in relation to enforcement at this location. These comments were grouped into themes. The themes, numbers of theme responses and the officer response to these are listed below:

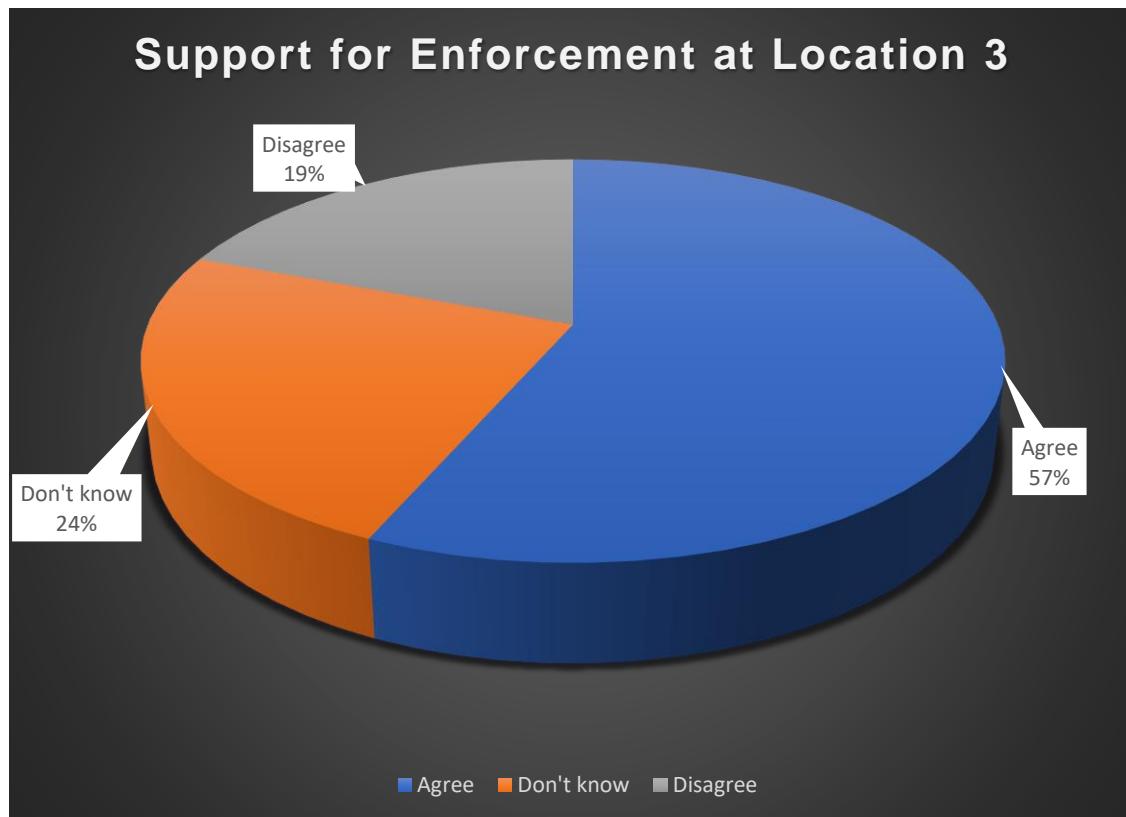
| Comment | No of Comments | GCC Officer Response |
|---|----------------|--|
| Traffic lights may cause contraventions | 7 | The yellow box junction is around 30m prior to the traffic lights so there should be no impact on contraventions. The restriction is already in place and should be adhered to. The council will monitor contraventions to ensure that the traffic signals are not impacting numbers captured. |
| Congestion causes contraventions | 4 | The yellow box junction is around 30m prior to the traffic lights so there should be no impact on contraventions as a result of congestion. The restriction is already in place and should be adhered to. The council will monitor contraventions to ensure that the traffic signals are not impacting numbers captured. |
| Main offenders are buses | 3 | Buses are not exempt from the restriction and should comply with requirements on site. |
| Don't understand how ANPR will work | 1 | The council will use VCA compliant ANPR equipment from its supplier. |
| Bullying from other drivers may cause contraventions | 1 | Drivers should not be bullied by other motorists to commit moving traffic contraventions. The drivers of vehicles are responsible for ensuring they drive in a safe and compliant way. |
| Lines are poor | 1 | Lines have been refreshed. |
| Cancellation policy needed as maybe a genuine reason for access e.g. police/ambulance | 1 | The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |
| What are keep clear markings for | 1 | These are to allow buses to access the lane for Cheltenham in heavy traffic |
| Yellow box is illegal | 1 | The yellow box fully complies with the requirements of TSRGD and is lawful in the opinion of the council. |
| May cause increased congestion | 1 | It is not envisaged that enforcement at the site will not cause increased congestion as the restriction is already in place and should be adhered to. The council shall be monitoring the effects of enforcing at the site. |

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| Will mean anyone rushing to the hospital will have to give way to buses | 1 | As the restriction has been in place for some time and this consultation is not proposing changes to this existing restriction then drivers should already be abiding by the yellow box junction. |
| Poor road layout | 1 | The site has been audited and the yellow box junction refreshed. The junction complies with TSRGD and is fully enforceable |

Location 3: Alstone Lane/Alstone Croft, Cheltenham

5.2.5 In response to question 4 relating to undertaking enforcement at the junction of Alstone Lane and Alstone Croft in Cheltenham 56 (57%) of respondents agreed with enforcing at this location, 24 (24%) didn't know and 19 (19%) disagreed. Figure 4 below show these results in chart form.

Figure 4: Chart showing support for enforcement at Location 3.



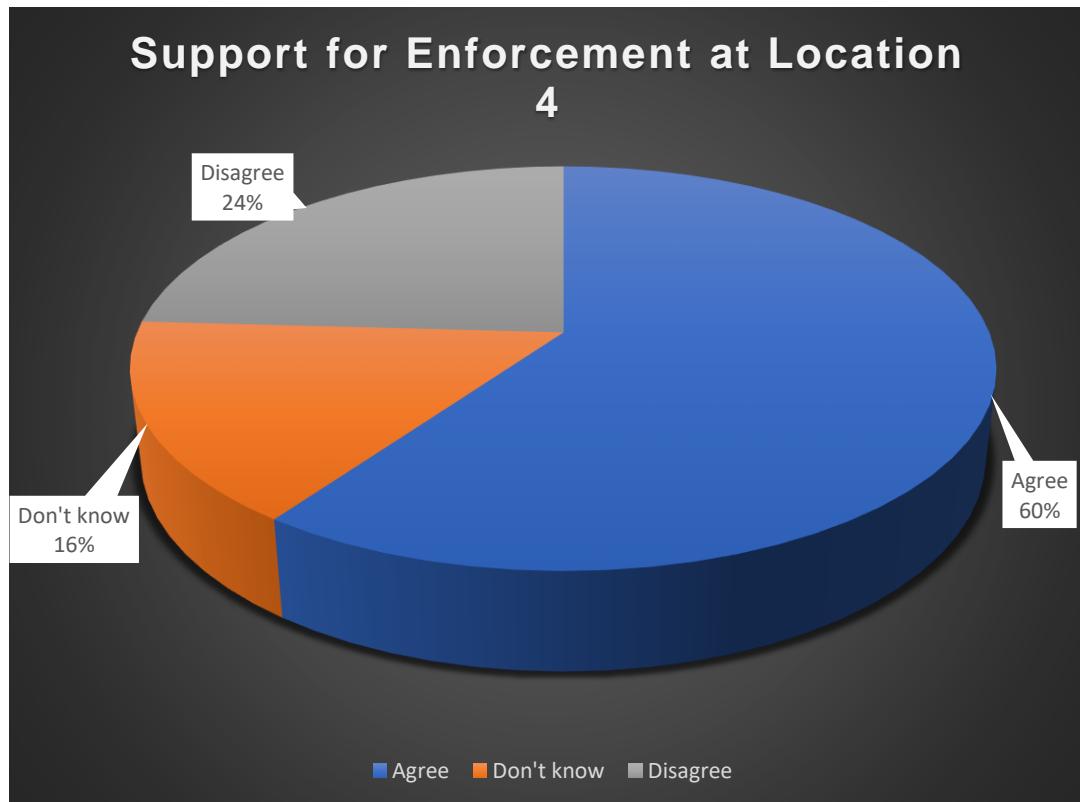
5.2.6 A number of comments were made by respondents in relation to enforcement at this location. These comments were grouped into themes. The themes, numbers of theme responses and the officer response to these are listed below:

| Comment | No of Comments | GCC Officer Response |
|--|----------------|--|
| Residents very supportive | 3 | GCC acknowledges the residents support. |
| Better signage | 3 | An audit of the site has taken place and all signs are TSRGD compliant and adequately signed and lit. |
| Already clearly signposted should not need enforcement | 2 | GCC has undertaken an ANPR survey that suggests a number of contraventions are occurring each day. Should the numbers of contraventions fall to a negligible level then GCC will move the equipment elsewhere. If a large number of contraventions are sustained over a longer period then further work will be undertaken to understand the high level of contraventions with additional measures put in place to reduce the numbers of contraventions captured i.e. additional engineering measures or revision of the traffic order. |
| Will help with safety | 2 | Noted |
| Not enough contraventions to use ANPR | 1 | GCC has undertaken an ANPR survey that suggests a number of contraventions are occurring each day. Should the numbers of contraventions fall to a negligible level then GCC will move the equipment elsewhere. If a large number of contraventions are sustained over a longer period, then further work will be undertaken to understand the high level of contraventions with additional measures put in place to reduce the numbers of contraventions captured i.e. additional engineering measures or revision of the traffic order. |
| Roadworks can cause access issues | 1 | Roadworks have no effect on the no entry at the location. |
| Good road layout | 1 | Noted |

Location 4: High Street, Cheltenham

5.2.7 In response to question 5 relating to undertaking enforcement of the High Street in Cheltenham 67 (60%) of respondents agreed with enforcing at this location, 27 (24%) disagreed and 18 (16%) didn't know. Figure 5 below show these results in chart form.

Figure 5: Chart showing support for enforcement at Location 4.



5.2.8 A number of comments were made by respondents in relation to enforcement at this location. These comments were grouped into themes. The themes, numbers of theme responses and the officer response to these are listed below:

| Comment | No of Comments | GCC Officer Response |
|---------------------------------|----------------|--|
| Sign visibility | 6 | An audit of the site has taken place and the prohibition of driving signage is in situ and is TSRGD compliant. |
| Needs enforcement its dangerous | 3 | GCC agree - it is envisaged that enforcing at this site will reduce the considerable number of contraventions and make the High Street safer for pedestrians and cyclists. |

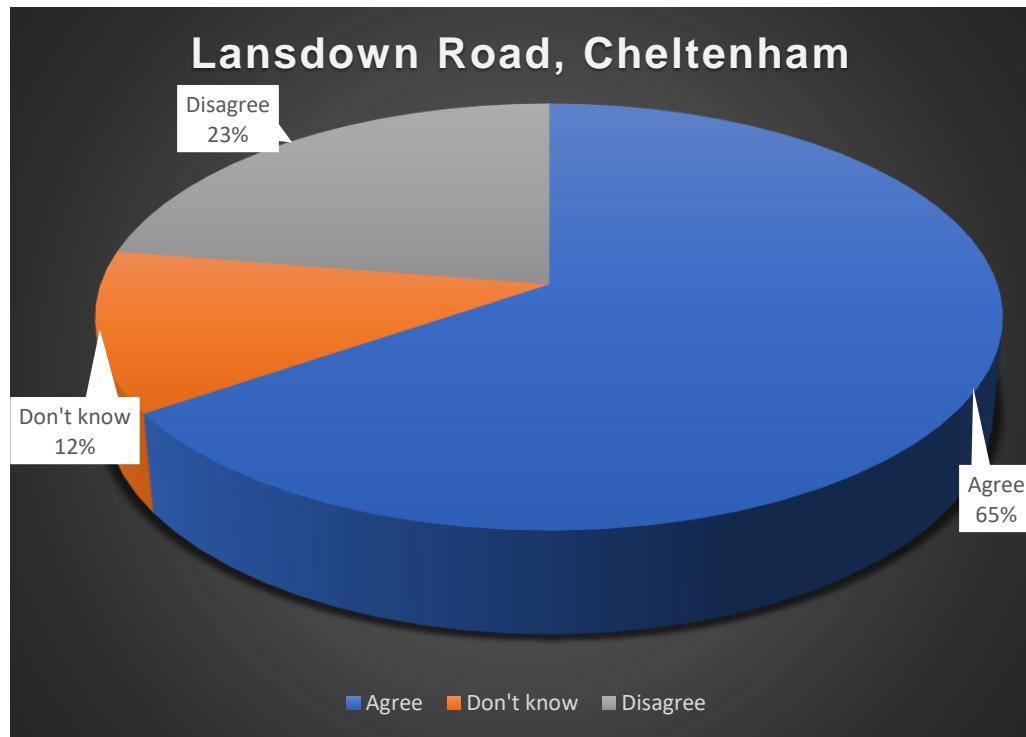
| | | |
|---|---|--|
| Clearly signed should not need enforcement | 2 | GCC has undertaken an ANPR survey that suggests a number of contraventions are occurring each day. Should the numbers of contraventions fall to a negligible level then GCC will move the equipment elsewhere. If a large number of contraventions are sustained over a longer period, then further work will be undertaken to understand the high level of contraventions with additional measures put in place to reduce the numbers of contraventions captured i.e. additional engineering measures or revision of the traffic order. |
| Needs better parking enforcement | 2 | It is envisaged that enforcing at this site will reduce the considerable number of contraventions and thus reduce access for vehicles that are currently parking unlawfully. |
| Will cause more congestion | 2 | As the restriction is currently in place and should be adhered to by motorists enforcement at this location should not impact congestion. |
| Cheltenham road layout is confusing | 2 | As the restriction is currently in place this proposal has no effect on the current road layout. |
| Bollard is better solution | 1 | A bollard was previously in use at this location. Reliability of the bollard was an issue with it being unserviceable for long periods of time which resulted in an ineffective solution to enforcement. ANPR offers a more reliable and effective enforcement solution. |
| Must allow provision for blue badges | 1 | The current restriction does not make allowances for disabled blue badge holders to access the High Street from Clarence Street. As the consultation relates to the implementation of enforcement rather than the TRO this comment is out of scope. |
| Cancellation policy needed as maybe a genuine reason for access e.g. police/ambulance | 1 | The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |

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| Delivery vehicle access | 2 | Delivery of goods is listed as an exception for certain addresses in the High Street. A time restriction is in place where deliveries should take place between 6pm and 10am. |
| Would like to see the Bennington Street access removed and the whole street made carless | 1 | As this consultation relates to the enforcement of existing restrictions this comment is out of scope |
| Provision should be made for taxis | 1 | As this consultation relates to the enforcement of existing restrictions this comment is out of scope |

Location 5: Lansdown Road, junction with Parabola Rad/Montpellier Street, Cheltenham

5.2.9 In response to question 6 relating to undertaking enforcement at the junction of Lansdown Road and Parabola Road/Montpellier Street, Cheltenham 70 (65%) of respondents agreed with enforcing at this location, 24 (23%) disagreed and 13 (12%) didn't know. Figure 6 below show these results in chart form.

Figure 6: Chart showing support for enforcement at Location 5.



5.2.10 A number of comments were made by respondents in relation to enforcement at this location. These comments were grouped into

themes. The themes, numbers of theme responses and the officer response to these are listed below:

| Comment | No of Comments | GCC Officer Response |
|---|----------------|--|
| Don't believe enforcement here is necessary | 3 | GCC has undertaken an ANPR survey that suggests a number of contraventions are occurring each day. Should the numbers of contraventions fall to a negligible level then GCC will move the equipment elsewhere. If a large number of contraventions are sustained over a longer period, then further work will be undertaken to understand the high level of contraventions with additional measures put in place to reduce the numbers of contraventions captured i.e. additional engineering measures or revision of the traffic order. |
| Very supportive | 2 | Noted |
| Traffic lights control the junction | 1 | Traffic lights do not control the junction where ANPR enforcement is proposed. There is a pedestrian crossing to the east of the junction that is controlled by traffic signals. |
| Enforcement cameras are unfair | 1 | The ANPR cameras will capture where contraventions have taken place. The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |
| Lighting is poor | 1 | An audit of the site has taken place and all signs are TSRGD compliant and adequately signed and lit. |
| Need better cycle/pedestrian crossing points | 1 | This comment is outside the scope of ANPR enforcement. |
| Cancellation policy needed as maybe a genuine reason for access e.g. police/ambulance | 1 | The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |
| Money making scheme | 1 | The proposals are not about raising income for the council. Enforcement is proposed to improve safety at the locations while promoting active and sustainable transport. |

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| Difficult junction makes compliance hard | 1 | An audit of the site has taken place and all signs are TSRGD compliant and adequately signed and lit. The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |
| Would like to see a new yellow box junction in Parabola Road | 1 | As this consultation relates to the enforcement of existing restrictions this comment is out of scope |
| Would like to see a yellow box to support turning from Parabola Road to Lansdown Road | 1 | As this consultation relates to the enforcement of existing restrictions this comment is out of scope |

5.2.11 The final question in the consultation asked respondents if they have any further comments in relation to the council applying for powers to enforce moving traffic contraventions. These comments were grouped into themes. The themes, numbers of theme responses and the officer response to these are listed below:

| Comment | No of Comments | GCC Officer Response |
|---|----------------|--|
| Money raising exercise | 11 | The proposals are not about raising income for the council. Enforcement is proposed to improve safety at the locations while promoting active and sustainable transport. |
| Very supportive of the proposal | 10 | Noted |
| Need a cancellation/appeals policy | 5 | The council will be developing a cancellation policy that will ensure that any genuine reasons for contraventions are taken into account as part of the appeals process. |
| Does not want to see further ANPR enforcement | 5 | Enforcement of restrictions using ANPR is to improve safety at the locations while promoting active and sustainable transport. This delivers a number of key council policies and priorities, the council is keen to explore the further use of ANPR at a number of sites around the county. |

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| What evidence of a road safety issue is there? | 3 | As part of the detailed review of each location collision data has been reviewed. A number of sites have seen collisions where members of the public have been injured. Many of the consultation responses feel that our proposals will improve safety at the selected locations. |
| Must be clearly signed | 3 | All locations have been audited and all signage and road markings comply with TSRGD |
| Council should manage road works better | 3 | This comment is outside the scope of the consultation |
| Will stop people driving into town/city | 2 | The restrictions at the selected locations have been in place for a number of years and motorists should be complying with them so it is difficult to see how enforcing these restrictions would discourage people from driving into the town or city. |
| Objects on principle that this is a police function | 2 | Central government has enabled authorities to apply for a Designation Order to enforce moving traffic contraventions to enable the police to focus on other areas such as serious crime rather than be tied up with traffic offences. Due to other higher priorities very little enforcement of moving traffic offences is undertaken by the police. The police are still able to prosecute motorists and any police prosecution takes priority over the local authority contravention. |
| Contravention reviewers will need extensive training | 2 | Reviewers of contraventions will receive extensive training; this will involve the operatives having a detailed knowledge of each location as well as ensuring that any contraventions caused outside the drivers control are not pursued. |
| Would like ULEZ and 20 MPH zones | 2 | This comment is outside the scope of the consultation |
| Would like motorbikes to be able to use bus lanes | 2 | This comment is outside the scope of the consultation |
| Bus services are very unreliable/Council should invest more in public transport | 2 | This comment is outside the scope of the consultation |
| Supportive but would like only repeat offenders prosecuted | 2 | The legislation requires the council to issue warning notices for 6 months. Once a driver has received 1 notice a PCN will then be issued. Provision for postage time for the warning notices is factored into the process. |

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| Would like to see a Pedestrian crossing at Kimbrose Triangle | 2 | This comment is outside the scope of the consultation |
| Would like to see enforcement from Brunswick to Parliament St | 1 | Once the council have received powers from the DfT to enforce moving traffic contraventions other locations will be identified and reviewed as required by the legislation. If a case for enforcement can be made then additional locations may also be enforced in the future. |
| To many cars on the road/pollution | 1 | The aim of enforcing moving traffic contraventions is to support sustainable and active travel. |
| Cheltenham High Street is dangerous without enforcement | 1 | This is the reason for the council selecting the High Street as a pilot enforcement location. |
| Would rather see speed limits enforced | 1 | This comment is outside the scope of the consultation - at the present time the local authority does not have the powers to enforce speed restrictions. Speed limits are not included in the moving traffic Designation Order. |
| Wants more provision for cyclists | 1 | The aim of enforcing moving traffic contraventions is to support sustainable and active travel. |
| Do not want to see functions outsourced to private sector | 1 | This comment is outside the scope of the consultation |
| Would like to see Lobleys Drive weight limit enforced | 1 | Once the council have received powers from the DfT to enforce moving traffic contraventions other locations will be identified and reviewed as required by the legislation. If a case for enforcement can be made then additional locations may also be enforced in the future. |
| Concerns about data protection | 1 | All GCC contracts with providers have detailed and robust data protection clauses that govern how council data should be used and protected. Penalties are in place for non-compliance |
| Better access for wheelchairs around towns | 1 | This comment is outside the scope of the consultation |
| Concerns about delivery vehicles | 1 | This comment is outside the scope of the consultation |
| Would like more parking enforcement | 1 | This comment is outside the scope of the consultation |
| Keep it simple | 1 | The council have developed lean and simple processes in relation to enforcement of moving traffic contraventions |

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| Would like PCNs to be issued only after three contraventions | 1 | The legislation outlines the process for enforcing moving traffic contraventions. The legislation requires the council to issue warning notices for 6 months. Once a driver has received 1 notice a PCN will then be issued. Provision for postage time for the warning notices is factored into the process. |
| Do not believe there are enough contraventions to cover the cost of enforcement. | 1 | ANPR surveys have been undertaken at the initial locations. This has revealed a considerable number of contraventions, on a daily basis, at the locations. Based on these surveys costs of enforcement should be recovered by the council. |
| Would like to see enforcement of cycle lanes | 1 | Once the council have received powers from the DfT to enforce moving traffic contraventions other locations will be identified and reviewed as required by the legislation. If a case for enforcement can be made then additional locations may also be enforced in the future. |
| Would like to see better road markings on A roads and motorways | 1 | This comment is outside the scope of the consultation |
| Would like to see raised signage notifying drivers of yellow box junctions | 1 | An audit of all sites has been undertaken and all sites are TSRGD compliant. |
| Would like enforcement at The Market Place in Dursley | 1 | Once the council have received powers from the DfT to enforce moving traffic contraventions other locations will be identified and reviewed as required by the legislation. If a case for enforcement can be made then additional locations may also be enforced in the future. |
| Do not feel that asking for age, sex etc is acceptable | 1 | This consultation is based on GCC standard template. Demographical information is of interest to the council and helps support Equality Impact Assessments |

6. Summary

- 6.1 From 31st May 2022 new regulations introduced by the Government are making available civil enforcement powers for MTCs to local authorities in England (outside London where they are already available). This will allow the Council to enforce MTCs and bus lanes, alongside parking restrictions, using the Traffic Management Act 2004.
- 6.2 Applicable moving traffic restrictions include banned turns, prohibition of driving, one-way streets and yellow box junctions.

- 6.3 Locations where these powers can be applied are at the council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed. Any locations where moving traffic enforcement is proposed will undergo a public consultation of at least six weeks before camera enforcement is implemented.
- 6.4 Acquiring the powers to enforce MTCs will enhance local decision making and allow the council and partners to more effectively use collective resources to tackle persistent areas of contravention. The safety of all road users and specifically vulnerable people should always be a priority. In consultation with local communities moving traffic powers may provide further opportunities to achieve this aim in different ways to meet a community needs.
- 6.5 The police will retain the power to take enforcement action where they consider it appropriate to do so and their action takes primacy against any action the council may also take.
- 6.6 The consultation set out the council's proposed approach to the consideration and ongoing monitoring of locations for moving traffic enforcement to help it meet its objective of improved compliance and driver behaviour change.
- 6.7 Five proposed locations were included within this consultation and public views were sought on the details of the location and the restriction to be enforced and not on the use of these powers, which the Government have confirmed are being made available to all local authorities. An online survey generated 117 individual responses.
- 6.8 There was strong support for the use of these powers to undertake enforcement action with cameras, with 73% of respondents showing their support.

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December 2022