



## Report to Policy Committee

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**Report of:** Kate Martin, Executive Director of City Futures

**Report to:** Transport Regeneration and Climate Committee

**Date of Decision:** 19 January 2023

**Subject:** Traffic Management Act Part 6 – Application to the Department for Transport to enforce Moving Traffic Offences

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? 1315				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

### Purpose of Report:

Earlier this year and following a change in the law, the Department for Transport (DfT) confirmed that Local Highway Authorities in England and Wales have the opportunity to apply for a Designation Order to undertake enforcement in respect of Moving Traffic contraventions in their areas.

This means traffic enforcement cameras could be used to enable the Council to enforce a variety of existing traffic restrictions on Sheffield's roads, to help improve safety and reduce congestion. These restrictions were previously only enforceable by the police and include driving through a 'No Entry' sign, turning left or right when instructed not to do so i.e., banned turns, entering yellow box junctions when the exit is not clear, and driving where and when motor vehicles are prohibited. The use of enforcement powers could also be a key tool in the development of our new transport strategies and implications of schemes, aimed at improving infrastructure for buses, cycles and pedestrians, aligned to current Department for Transport policy.

This report sets out the background, benefits and issues associated with moving traffic enforcement. It also summarises the consultation process, which received a total of 596 public comments, including the reporting of objections and the respective response.

This report concludes with a recommendation that Sheffield City Council applies to the Department for Transport for a Designation Order, following the process set out in statutory guidance, so as to enable moving traffic enforcement.

### **Recommendations:**

It is recommended that the Transport, Regeneration and Climate Committee:

1. Consider the objections received in response to the public consultation in respect of the restrictions (Appendix A) and the sites at which they are proposed to be enforced (detailed in Appendix B) and decide that, in light of those objections, the Council is to apply to the Department of Transport under Schedule 8 of the Traffic Management Act 2004 to request that a Designation Order be made in respect of the entirety of the Sheffield City Council civil enforcement area.
2. Following the making of the Designation Order, approve the commencement of enforcement in respect of those moving traffic offences so as to improve safety and tackle congestion.
3. Note that further public consultation in accordance with the relevant statutory guidance must be carried out before moving traffic enforcement can be implemented in respect of further locations/restrictions which are outside of those detailed in Appendix B.
4. Where further sites are proposed for enforcement of moving traffic offences, authorise the Head of Strategic Transport, Sustainability and Infrastructure to commence consultation on those proposals in accordance with the relevant statutory guidance and, where no objections are received in response, proceed with implementation.

### **Background Papers:**

[Traffic Management Act 2004 \(legislation.gov.uk\)](http://legislation.gov.uk)  
[Traffic Management Act 2004: statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions - GOV.UK \(www.gov.uk\)](http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/271242/TMA2004-Guidance-for-local-authorities-outside-London-on-civil-enforcement-of-bus-lane-and-moving-traffic-contraventions-GOV.UK.pdf)

<b>Appendix A:</b>	Traffic Signs that the Government has agreed to Implement
<b>Appendix B:</b>	Traffic Management Act Submission: Evidence Report
<b>Appendix C:</b>	Consultation Summary Report
<b>Appendix D:</b>	Letters of Support
<b>Appendix E:</b>	Application Submission
<b>Appendix F:</b>	Civil Parking Enforcement Authorities Tranche 2 Letter

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Kerry Darlow, received by email. 24/11/22
		Legal: Richard Cannon, Received by email, 1/12/22
		Equalities & Consultation: Ed Sexton, received by email.23/11/22
		Climate: Jessica Rick, received by email.23/11/22
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>EMT member who approved submission:</b>	<i>Kate Martin Executive Director of City Futures</i>
3	<b>Committee Chair consulted:</b>	<i>Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee  Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> Matthew Reynolds	<b>Job Title:</b> Transport Planning and Infrastructure Manager
	<b>Date: 10 January 2023</b>	

# 1. PROPOSAL

## Background

- 1.1. The Traffic Management Act 2004 ('the 2004 Act') introduced civil enforcement of traffic offences in England and Wales. When it was originally made, it contained provisions under Part 6 to enable Local Highway Authorities outside of London to use approved camera devices to enforce moving traffic contraventions, such as:
  - driving through a 'No Entry' sign
  - turning left or right when instructed not to do so i.e., banned turns
  - entering yellow box junctions when the exit is not clear
  - driving where and when motor vehicles are prohibited
- 1.2. However, these provisions were not available for use when the 2004 Act originally commenced as their use is dependent upon the Secretary of State making a Designation Order enabling the local authority to carry out enforcement in their area. The power to apply for said order was not brought into effect when the 2004 Act originally commenced.
- 1.3. In 2020, the Department for Transport (DfT) announced that the Secretary of State would be fully enacting these outstanding elements of the 2004 Act so as to enable the Council to apply for a Designation Order and enforce moving traffic contraventions. The enabling legislation came into force in May 2022, allowing Sheffield City Council, following an expression of interest, the opportunity to apply for a Designation Order enabling it to exercise the enforcement powers to help make Sheffield's roads safer and more reliable. It should be noted that other Local Highway Authorities have been successful in their application for these orders.
- 1.4. Although the civil enforcement powers most commonly used by the Council at present relate to parking contraventions, the Council does also already carry out camera enforcement of bus, taxi and tram gates, school keep clear markings and bus stop clearways. Enforcement of these restrictions has proved successful in managing the safety and congestion of the highway network over several years. However, obtaining additional powers to enable enforcement moving traffic contraventions will ultimately allow the Council to have more control over the enforcement of additional illegal maneuverers taking place on the highway, to further help the Council's ambition to improve road safety and congestion.
- 1.5. The legal process requires the Council to make an application to the Secretary of State for Transport under Part 2 of Schedule 8 of the Traffic Management Act 2004. Prior to formally applying for the powers, the Council is required to carry out a public consultation to seek views, including a list of potential sites where the powers would be applied in the first instance.

- 1.6. It is recognised that any regime for traffic law enforcement should be part of an integrated road safety policy as these have been shown to lead to rapid reductions in deaths and injuries when applying best practice.

#### Application Process

- 1.7. In order to allow Local Highway Authorities outside London to enforce the moving traffic contraventions detailed in Part 6 of the 2004 Act, the Secretary of State will pass new legislation through Parliament in the form of a Designation Order. The Designation Order enables the Council to carry out enforcement of moving traffic contraventions within the area so designated. This is likely to happen between March and June 2023. Statutory guidance about the application process for Local Highway Authorities has been published by the DfT and requires that applicants should have:

- a) Consulted the appropriate Chief Officer of Police.
- b) Carried out a minimum 6 week public consultation on the detail of planned civil enforcement of moving traffic contraventions (rather than whether people agree with the principle of moving traffic enforcement), including the types of restrictions to be enforced and the location(s) in question. This is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses, and allow them the opportunity to raise any concerns. There is no requirement for newspaper advertising. Local authorities should consider the full range of media available to them when communicating with the public. They should consider telling every household in the CEA when they propose changes - for example, to the operation of a scheme.
- c) Considered all objections raised and has taken such steps the council considers reasonable to resolve any disputes.
- d) Carried out effective public communication and engagement as the council considers appropriate, for example using local press and social media, and that this will continue up to the start of enforcement and for a reasonable period thereafter.
- e) Ensured all moving traffic restrictions to be enforced will be underpinned by accurate TROs, where applicable, and indicated by lawful traffic signs and road markings.
- f) Ensured all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions.

- g) As part of ensuring that TROs and traffic signs are accurate and lawful, applicant local authorities are encouraged to take the opportunity to identify and remove any signs that are either obsolete or no longer necessary, whether or not relating directly to the restriction being enforced.
- 1.8. It is only possible for the Council to submit its application when it has completed the steps outlined above. The DfT has confirmed that the Council's application would only need to relate to the sites where it initially proposes to place enforcement cameras (see next section) however the Council intends to apply for a Designation Order which will cover the entirety of its civil enforcement area for parking contraventions, making the two areas identical. The DfT will review the Council's application and, if approved, will make a Designation Order for that area.
- 1.9. Once the Designation Order has been made, it will be possible to install additional enforcement cameras and commence enforcement without further reference to the DfT subject to the Council following steps a) to g) above for each location, including the minimum 6 week public consultation. This will be due to the Designation Order already covering the location of any new cameras/enforcement.

#### Practical Implementation

- 1.10. Sheffield City Council is planning to use these powers to improve safety and tackle congestion by enforcing moving traffic offences. The first step is to apply to the Department for Transport to be included in the list of authorities that can enforce key traffic restrictions or prohibitions.
- 1.11. The DfT's guidance has been based on experience from other areas, such as London authorities and Cardiff City Council, and it is expected to operate in a similar way to bus lane and bus/tram gate camera enforcement already taking place in Sheffield.
- 1.12. There are a wide range of offences that could be enforced under these powers (as shown in Appendix A), and potential locations could be anywhere on the highway network within the City (excluding motorways, trunk roads and private roads). In practice, only the video evidence provided by a type-approved camera (i.e. static or mobile in a vehicle) will be sufficient for enforcement purposes.
- 1.13. This will provide several environmental and safety benefits, including:
- Improved safety for all highway users, 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 are proven to have positive effect
  - Reallocation and saving of Police time
- 1.14. In all circumstances, traffic cameras would only be used to enforce existing or new highway restrictions (and only those listed in Annex 1) on the highway that were backed up by a Traffic Regulation Order (TRO) where required. It should be noted the new enforcement powers do not include most parking offences or pavement parking.
- 1.15. The DfT have so far set out guidelines in the form of statutory guidance that local authorities should follow when deciding where to use traffic enforcement cameras. Key requirements include:
- A survey of the existing road layout particularly road signs and markings to determine if they are visible or potentially confusing to motorists. This should also determine whether the restriction can be readily adhered to.
  - A determination of compliance levels observed or recorded at the location. This could come from several sources including accident data, police records or surveys. It would not be necessary or cost effective to install a potentially expensive camera in a location if compliance levels were already generally good.
  - A minimum six-week public consultation about the placement and use of each proposed enforcement camera will also be required in advance. This could also pick up feedback and observations from the public/highway users about traffic behaviour at the location and might indicate alternative solutions would be preferable.
- 1.16. It is proposed that the Council take a pragmatic approach to the use of these powers, ensuring an evidence-based approach to location selection. At locations where it is considered that contraventions could be avoided by reasonable improvements to the highway or to traffic signing, we will seek to make those improvements in the first instance.
- 1.17. When an enforcement camera is installed, camera warning signs would also be placed alongside the regulatory restriction signing to improve compliance. Publicity and awareness campaigns will also be planned to suit the circumstances of the situation
- 1.18. This public engagement is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses to promote understanding, acceptance and compliance.
- 1.19. In addition, the DfT have stipulated that warning notices should be sent for a period of six months from the installation of a camera, when motorists commit an offence for the first time. Subsequent offences by the same vehicle/keeper would receive a Penalty Charge Notice (PCN).

- 1.20. All camera equipment will need to be type-approved and comply with standards set by the Vehicle Certification Agency and use Automatic Number Plate Recognition (ANPR) to identify the vehicle owner. There will also be some practical limitations with their placement, particularly in rural areas because of the need for a mains power supply.

#### Site Selection

- 1.21. An officer working group has been established to evaluate the Council's priorities for the deployment of traffic enforcement cameras. Members of the group cover a range of areas including road safety, network management, transport planning and parking services. The group will be expanded to include officers from the South Yorkshire Mayoral Combined Authority.
- 1.22. The primary reason for carrying out camera enforcement is for road safety and network management, commensurate with discharging the duties on a discretionary manner. As a result, the locations being proposed have been prioritised on the basis of South Yorkshire Police recorded Personal Injury Accident record (i.e. the number of recorded collisions at a site that have resulted in an injury). Specifically, this relates to the incident causation factors 301 (Disobeyed automatic traffic signal) and 305 (Illegal turn or direction of travel) which have been interrogated by the Council's Road Safety Team. We have also used historical reports of poor compliance with the traffic rules, and in relation to network management where there is existing or potential traffic congestion and delays, including delay to public transport provision.
- 1.23. At first, it is proposed that the Council use the powers at the following sites, further details on each site are detailed in Appendix B:

Site	Location	What will be enforced
1	Queens Road and Bramall Lane	Illegal turning movements Yellow box junction – no stopping
2	Glossop Road and Upper Hanover Street	Illegal turning movements Yellow box junction – no stopping
3	Hoyle Street	Yellow box junction – no stopping

- 1.24. The proposal to enforce at the above sites will only apply to existing restrictions. There will be no new restrictions proposed, therefore the enforcement will only be capturing contraventions which are currently not permitted but also incapable of being subject to enforcement by the Council. All the Traffic Regulation Orders, lining and signage has been investigated to ensure compliance and lawful enforcement.



- 1.25. In terms of the public engagement campaign, the guidance stated that this must involve as a minimum a six week engagement period to collect comments. This consultation has been carried out in respect of the sites mentioned in paragraph 1.23 and included in Appendix B. The full details of the consultation are described in section 3 of this report (below). The consultation included the use of Local Authority web pages, social media and press releases to help publicise the work – it ran from November 11<sup>th</sup> 2022 for 7 weeks and concluded on December 31<sup>st</sup> 2022.
- 1.26. Subject to a successful application to the DfT in January 2023, and approval, the Council will then be able to evaluate further sites following the process set out above. These would be put forward from a range of sources as described above, and the Council's policy on Moving Traffic Enforcement will develop over the coming year and beyond as experience grows.

#### Future Implementation

- 1.27. The application to the DfT will state the Council's intention to enforce all types of moving traffic contraventions described under part 6 of the 2004 Act. These are outlined in Appendix A. The Council will not, however, commence enforcement in respect of any locations outside of those depicted in Appendix B pursuant to the decisions recommended in this report.
- 1.28. The longer-term opportunity is that, if the Council is successful in drawing down the powers and can prove that they are being implemented in accordance with the details of the Designation Order, the Council as Highway Authority will have the power to enforce these moving traffic offences across the city (i.e. in locations other than those depicted in Appendix B, subject to the requirements in respect consultation etc, at paragraph 1.7). This will help significantly with the planning of future schemes knowing that camera enforcement can help reinforce the physical interventions.
- 1.29. It is anticipated that the carrying out of enforcement of moving traffic contraventions will be frequently requested at locations across the city, from both Elected Members and members of the public. To support the measured and correct implementation of the Council's enforcement powers, there must be a robust decision-making process in place. This will ensure that each site is chosen on its merits, specifically in relation to how it will improve safety and congestion if traffic contraventions are enforced by camera. The Transport Planning and Infrastructure Team will develop a process for site assessment and implementation which covers assessing contravention levels to determine if it is a concern and if there are potential risks to vulnerable road users through the analysis of road safety accident data. The underlying Traffic Regulation Order will also need to be correct and a demonstration of how 'non-camera' measures have been previously tested/considered.

### Submission

- 1.30. The deadline for submission of the Council's application to the DfT is 15th February 2023 (see Appendix F) with an estimate of summer 2023 for the issue of the Designation Order. The Council must have carried out a minimum of six-weeks public consultation on the planned civil enforcement of moving traffic contraventions, specifically on the type(s) of restriction to be enforced and the initial location(s) in question.
- 1.31. The public consultation started on 11<sup>th</sup> November and closed on 31<sup>st</sup> December 2022, amounting to a seven-week duration (one week more than the minimum six weeks specified in the statutory guidance).
- 1.32. As specified in the recommendations in this report and if approved with regard to the objections detailed in this report, the Transport, Regeneration and Climate Policy Committee may decide that the Council is to submit the application for the Designation Order.
- 1.33. See Section 3 for the details of the consultation response.

### Procurement of Cameras

- 1.34. It is proposed to deliver moving traffic enforcement with the assistance of a contractor who will supply, maintain and operate the majority of the enforcement functions. The Council will, however, need to set up a back office to deal with appeals and representations as well as other responsibilities set out in the statutory guidance.

### Next Steps

- 1.35. Subject to Committee agreement, officers will continue with the preparation to make an application to the DfT for moving traffic offence powers as set out above at the earliest opportunity. The draft is provided in Appendix E.
- 1.36. The Council's policy regarding moving traffic enforcement will be developed in line with the statutory guidance, to be published this year as well as feedback from Members.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

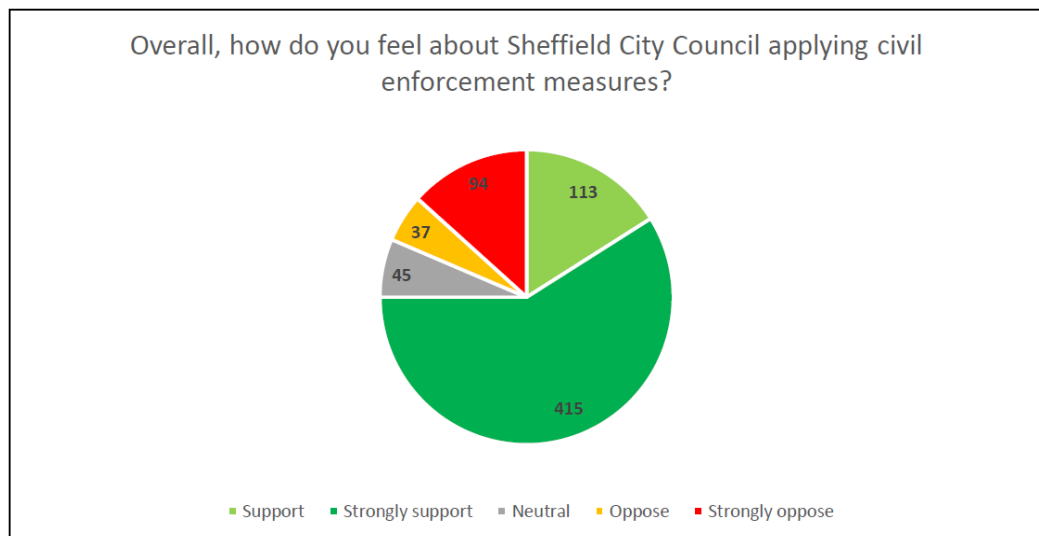
- 2.1. The moving traffic enforcement powers will play a role in helping the Council meet its network management duties. By enabling improved enforcement there will be consequential benefits to road safety, congestion, and air quality. Making the moving traffic enforcement powers available to local authorities nationally also creates parity with London.
- 2.2. Moving traffic restrictions can play a part in delivering a range of policy objectives. These include measures to reduce congestion, enable more walking and cycling, reduce rat-running, create more pleasant places to live and work in and improve road safety. Fair and appropriate enforcement of these restrictions is a key part of delivering the objectives of these schemes.
- 2.3. The Government recognises that local authorities are important partners in leading change, influencing journey patterns, and promoting more sustainable choices. Well-designed traffic management policies that are enforced effectively can play an important role in achieving change.
- 2.4. Implementing the moving traffic enforcement powers recognises the dual imperatives to improve air quality through reduced traffic congestion, and to encourage behavioural shift towards sustainable travel choices by keeping junctions and cycle lanes clear of obstructing vehicles to improve bus reliability and to promote cycling as part of Government's and the Council's broader policy to further promote active travel choices and make roads safer.

### **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1. The Transport, Regeneration and Climate Committee has already been consulted on the principle of the application and have been updated on the site selection process. It was agreed at a briefing session to continue the development of the submission evidence and initiate consultation via the Connecting Sheffield website.
- 3.2. A seven-week consultation period with local press coverage has been undertaken. The questions specifically ask around the moving traffic offences at the relevant junctions specified in Appendix B, so as to understand the public's views, including identifying any opposition and objection. This is now complete, with the consultation report attached in Appendix C.
- 3.3. Press releases, letters drops to local businesses and households, social media posts and a Connecting Sheffield mailshot has been used to publicise the consultation. The Connecting Sheffield website was used to host the questionnaire and supporting information, alongside paper surveys and a freephone completion service. There have been several resulting articles in the local press and coverage on local radio stations.
- 3.4. Local Ward members have been briefed regarding the proposals in their respective Wards, and no objection has been raised. This includes the following;
  - Glossop Road/Upper Hanover Street – City Ward and Broomhill and Sharrow Vale
  - Queens Road/Bramall Lane – City Ward, Gleadless Valley Ward and Nether Edge and Sharrow Ward
  - Hoyle Street – City Ward and Walkley Ward
- 3.5. Members of Parliament for Sheffield Central and Sheffield Heeley have been informed of the proposals and no objection has been raised.
- 3.6. As outlined in Section 1 of this report, the Department for Transport is expecting to see a series of consultation and engagement activities be undertaken. This includes specific consultation with the appropriate Chief Officer of the local constabulary, with a letter of support currently being drafted. They consider that from a road safety perspective, increased enforcement of offences should be beneficial and when supported by a credible process, could act as a further deterrent to poor driving behaviour.
- 3.7. In the future, South Yorkshire Police will be a key consultee in the identification and placement of enforcement cameras as well as in the communications and publicity arrangements associated with their use.

### *The Consultation Results*

- 3.8. The consultation was channelled through the Connecting Sheffield website. The questions specifically ask around the moving traffic offences at the junctions to understand any opposition and objection. This is documented in Appendix C.
- 3.9. A total of 596 people provided feedback to the consultation which opened on the 11 November 2022 and closed on the 31 December 2022. 571 responses were provided via a survey hosted on the Connecting Sheffield website. In addition to responses received via the online survey, the Council received 25 email responses that have been included in the feedback analysis. A Freephone information line (0808 196 5105) and Freepost address (Freepost Connecting SHF) were also available as means of responding to the consultation.
- 3.10. The online survey consisted of 10 questions for all respondents, six of which were closed questions, with the remaining four being open. It is worth noting that the survey allowed for any question to be left unanswered.
- 3.11. The following diagram shows the overall sentiment towards the proposals, taken from a total of 596 responses.



- 3.12. 528 (75%) of respondents stated that they 'Support' or 'Strongly support' Sheffield City Council's application for civil enforcement measures in respect of moving traffic contraventions. From the comments received, one of the main reasons for the support is that drivers generally do not like it when other motorists make manoeuvres that are prohibited or put people at risk. The use of cameras are considered to be a good way of enforcing against poor behaviour. Other reasons of support range from pedestrian and cyclist safety, to improving traffic flow.

- 3.13. On the contrary, 131 (19%) respondents expressed their negative sentiment towards the proposals stating that they either 'Oppose' or 'Strongly oppose' the proposals. A recurring concern is the worry around unintentionally/accidentally missing signs, therefore making banned turns and/or entering yellow boxes, and then getting fined without prior knowledge of the restriction. It should be considered that this is the case with any restriction and the correct signage will be in place prior to implementation, to ensure compliance with statutory guidance, the relevant regulations and so as to properly inform motorists of the existence of a restriction.
- 3.14. There are a high number of comments around the view that it is a police matter, not for the Council. This is correct in the current legislative framework and is the reason for the submission and draw down of powers.
- 3.15. There are comments regarding road signs to be improved and made clear. In response, this is being investigated at all locations to ensure compliance with enforcement standards. Additional comments were received regarding improvements to improving traffic light timings to allow more traffic to pass through junctions. One of the expected outcomes of the use of the powers insofar as they relate to junctions is that they can be made more efficient, as manoeuvring space is kept free from obstruction.
- 3.16. There a significant number of comments requesting that additional restrictions be enforced by camera, including a vast number of locations and streets, as well as the enforcement of other types of restrictions. The response to this is that although the first phase will be to focus on the specific locations outlined in Appendix B, the draw down of the powers covers future implementation for other restrictions and other locations. Although, camera enforcement will be reserved as a last resort and a considered, evidence-based approach will be applied to new locations.
- 3.17. The following table outlines the recurring and pertinent objections being raised, related to the general principle of obtaining the powers.

Objection	Response
Other traffic movements to be included within the proposals for this location	<p>The proposal for moving traffic enforcement at the locations specified in Appendix B has been established based on the accident data. The data has shown that the three locations identified are experiencing collisions or having network management implications. The specific manoeuvres intended to be enforced against are illegal and have been selected for the first tranche.</p> <p>Camera enforcement is not intended to be universally rolled out across the city without further consultation in respect of those locations. The proposal before the committee is that enforcement is carried out only for the specific locations specified in Appendix B. There is the opportunity to look at other movements in these locations in the future, should there be the evidence case to support it.</p>
Enforcement of traffic violations should only be performed by the police.	The purpose of drawing down the powers are to enable civil enforcement, meaning that the Police and Local Authorities have the authority to enforce. The Council already carries out the civil enforcement of parking contraventions; the expansion of its powers to cover moving traffic contraventions represents greater opportunity for the Council to use its infrastructure for effective traffic management.
camera enforcement is a conflict of interest, as the council are making the rules and enforcing them.	The Council cannot create a restriction which may give rise to a moving traffic contravention without following the relevant legal process, which is subject to public notification and consultation. Further, there are stringent legal requirements for the enforcement of those restrictions, which cannot begin without consultation specifically on beginning enforcement. In addition, the Council's application for a Designation Order for the city is subject to the scrutiny of the Department for Transport, who must be satisfied that the requirements mentioned at paragraph 1.7 have been carried out.

Objection	Response
enforcement must be 100% correct each time and that a user-friendly appeals process needs to be implemented	The Council aims to carry out moving traffic enforcement in a lawful, fair and proportionate way, with proper regard to its duties. An Appeals Process will be established to ensure a transparent and effective way to challenge a contravention – where the Council rejects a formal representation, the person making it will have the right to appeal to an independent adjudicator (via the Traffic Penalty Tribunal) for a final decision in a manner similar to that used for parking contraventions.
Does not approve of the policy of civil enforcement of legal statute	Parliament, as the supreme legal authority in the UK, has enabled Local Authorities to exercise powers so as to carry out civil enforcement through the making of the relevant legislation. The duties which the Council intends to fulfil through the use of moving traffic enforcement powers were also imposed upon it by legislation made by parliament. In other words, parliament has provided an additional tool to local authorities to assist with effective traffic management, which is itself pursuant to a duty already imposed on local authorities. If said enforcement is implemented, the Council will comply with all legal requirements to ensure its enforcement is lawful.
Measures will be used to raise revenue for the council.	Although some sites/locations may result in the Council receiving revenue, this is merely incidental to the enforcement and not the purpose for which it is proposed to be implemented. Further, where revenue is received, it is not anticipated to raise significant revenue beyond covering the costs of operation (i.e. be a surplus). If a surplus is received then, by law, it has to be spent for the purposes sets out in the Legal Implications section of this report.
Council should stop wasting money.	The purpose and justification of the scheme is improved road safety and will enhance the Council's ability to manage the transport network. The proposal is to enforce existing restrictions that have a known history of causing personal injury. As the Council has signed up to a Vision Zero approach to Road Safety, where one fatality is too many, this is not considered a waste of money.



Objection	Response
An excuse to profit from motorists	As above.
money saved by not implementing these schemes ensuring safer roads around schools or by subsidising buses.	Revenue generated by the proposals will be ringfenced, first meeting the costs associated with enforcement (including funding back office systems related to its administration and cross subsidising the ongoing enforcement of other sites where revenue is not received) or used on other activities as explained in the Legal Implications of this report.
the council have enough powers, and do not need more.	The response in respect of 'does not approve of the policy of civil enforcement of legal statute' is also applicable here. In addition, the Council also understands that there is pressure on local Police resources, therefore the opportunity to designate civil enforcement powers to Sheffield City Council can help with wider policing matters.

Objection	Response
<p>These civil enforcement powers will only serve to support and enforce the poorly implemented traffic control measures which the majority of the public and businesses oppose.</p>	<p>New restrictions are not being proposed and, where restrictions were created by way of traffic regulation order, consideration of the effectiveness of the ‘traffic controls’ will have previously been appraised under statutory processes which included public consultation when the orders were originally made.</p> <p>Any restriction may only have been created with the Council having regard to its duty to secure the expeditious, convenient and safe movement of all traffic, including pedestrians. The Council is not aware of any of its existing restrictions being successfully challenged on the basis of this duty not being discharged – if that were the case, the restrictions would not exist.</p> <p>The evidence available to the Council is demonstrating that vehicles are abusing the restrictions, thus creating a network management issue and safety risk. Ultimately, the restrictions are being enforced to mitigate against unlawful driver behaviour and make the roads safer.</p> <p>Lastly, the feedback from the consultation detailed in this report showed that 75% of respondents stated that they ‘Support’ or ‘Strongly support’ the Council’s application for civil enforcement measures in respect of moving traffic contraventions</p>
<p>there will be increased pollution due to taxis having to travel along longer routes.</p>	<p>New restrictions are not being proposed. This would only be the case if the respondent is undertaking unlawful movements, to which these are not permitted.</p>
<p>ill-thought-out policy, discriminating against taxi drivers</p>	<p>As above.</p>
<p>Taxis in rush hour need to take right turns, it will benefit the passenger.</p>	<p>It is unclear where this comment refers to. The proposals being considered only restrict one right turn (Myrtle Road to Queens Road Northbound). This is an illegal manoeuvre under the current restrictions and is not proposed to change.</p>

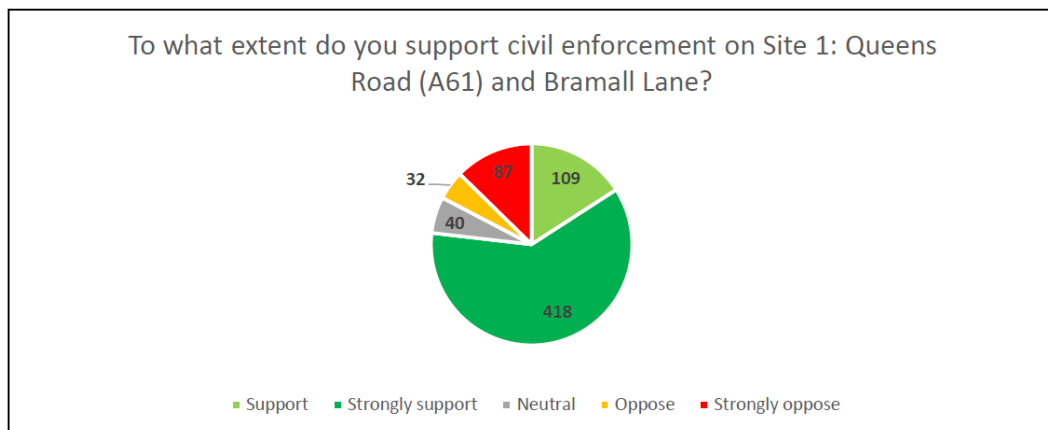
Objection	Response
only vehicles that deliberately block the yellow box junction should be issued a fine.	There will be an Appeals Process which will seek to identify where deliberate blocking is occurring. Just like other appeals processes where there might have been a third-party action which causes the obstruction, a review of this will be part of the appeal process.
traffic could appear to be moving freely, and then stops unexpectedly, causing vehicles to be stuck in the yellow box. In these instances, it would be unfair to issue fines.	As above.
electronic measures can distinguish between legal and illegal entries into box junctions. One commented that the Highway Code states: "You may enter the box and wait when you want to turn right and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right." Can the available equipment discern this difference? A different solution, not using box junctions would be more acceptable.	The equipment being procured has to meet certain quality criteria which takes these actions into consideration. This is a specific requirement of the DfT and will be established as part of the implementation process.
Road signs should be clearer at these three locations, and throughout Sheffield.	This will be looked at and investigated as part of any enforcement work. A refresh/check of existing signage and lineage will be undertaken to ensure compliance with traffic regulations and suitability for enforcement action. This is a requirement which the Council must fulfil so as to make its application to the DfT for a Designation Order.
There are too many signs in Sheffield.	As above

Objection	Response
road markings are worn off and not easily visible.	As above
Box junctions are an unsatisfactory mode of traffic control and alternative solutions should be sought.	Box junctions are a traffic management feature that can be implemented at the discretion of the Highway Authority, should there be a design solution for their implementation. As stated before, the proposals are not installing new yellow box junctions, but enforcing what is already in place.
Left turns are the safest turn, hence the invention of the roundabout. Only left turns that are fatal is caused by HGV/ bus left turning on to a cyclist.	This statement is not true. All moving traffic of all modes, in all directions can present a risk to all road users. The proposals are to mitigate against this risk at three specific locations.
restricting movement of vehicles would create more pollution and congestion	New restrictions are not being proposed and vehicles should already be complying with them where properly signed/marked. Unlawful movements are not currently permitted (albeit not enforced by the Council). The restrictions which are already in existence were created with the Council having regard to its duty to secure the expeditious, convenient and safe movement of traffic and the impact on congestion would have been assessed during the initial decision to regulate the highway in its current arrangement.
The scheme is a sticking plaster. No suggestion of how this is going to be policed.	The proposals will be enforced using ANPR technology, as outlined in the Evidence Report.
Council are getting involved in too many traffic schemes, e.g., active neighbourhoods etc that local Sheffield people don't want.	New restrictions are not being proposed. The results of this consultation suggest 75% of the 596 responders support the proposals.

Objection	Response
Unintendedly going through the restrictions and getting a fine	<p>There will be an Appeals Process which will seek to identify where deliberate blocking is occurring.</p> <p>The signage and linage on the approach to the scheme locations will be compliant with all highway design specifications and, where so created, in accordance with the underlying Traffic Regulation Order. It is also worth noting that these are not new restrictions and have been in place for many years. These are registered with all up to date satellite navigation systems to avoid any misrouting.</p>
All Yellow Boxes have the necessary formal legal approvals in place	<p>Box junctions are a traffic management feature that can be implemented at the discretion of the Highway Authority should there be a design solution for their implementation. As stated before, the proposals are not installing new yellow box junctions, but enforcing what is already in place. Prior to enforcement a full check on legal compliance will be required to ensure that all formal, legal approvals are in place.</p>

*Site 1: Bramall Lane/Queens Road*

3.18. The below diagram shows the sentiment to the Bramall Lane/Queens Road proposals.



3.19. 527 (77%) respondents expressed their support towards civil enforcement on Queens Road and Bramall Lane answering either ‘Support’ or ‘Strongly support’. 119 (17%) respondents stated that they were in opposition of civil enforcement on Site 1 answering either ‘Oppose’ or ‘Strongly oppose’.

3.20. The following table outlines the recurring and pertinent objections being raised for this location.

Objection	Response
Other traffic movements to be included within the proposals for this location	The proposal has been established based on the accident data. The data has shown that the banned right turn from Myrtle Road to Queens Road (northbound) is causing collisions. This specific manoeuvre is illegal and has been selected for the first tranche. There is the opportunity to look at other movements in this location in the future, should there be the evidence case to support it. Camera enforcement is not intended to be universally rolled out and only for specific locations.
not convinced cameras will catch those breaking the rules without also picking up those legally turning into Shoreham Street	The enforcement procedure will only pick up those making the illegal turn identified in the submission; right turn from Myrtle Road to Queens Road and the yellow box obstruction. The enforcement procedure will therefore allow permitted movements.
assurance that drivers are not penalised for entering the yellow box markings when waiting to turn right.	As above, if it can be demonstrated that a manoeuvre is legal then there would not be any enforcement action. There will be the development of an Enforcement Procedure to outline specific actions and circumstances that would not be enforceable. An Appeals Process similar to bus lane contraventions and parking fines will be established - where the Council rejects a formal representation, the person making it will have the right to appeal to an independent adjudicator (via the Traffic Penalty Tribunal) for a final decision in a manner similar to that used for parking contraventions.
do not feel camera enforcement is needed at the junction, particularly given the low accident data.	The use of cameras is a last resort, and the junction has had signage improvements and contravention still occurs. Sheffield City Council is moving towards a Vision Zero by 2050, meaning that we consider any death or serious injury as one too many.
traffic flows differently at different times of the day and if drivers follow the letter of the law at all times, traffic flow will worsen.	The enforcement will take place 24 hours a day in accordance with the current legal restrictions which are already in effect in both peak and off peak times (albeit not currently enforced by the Council).

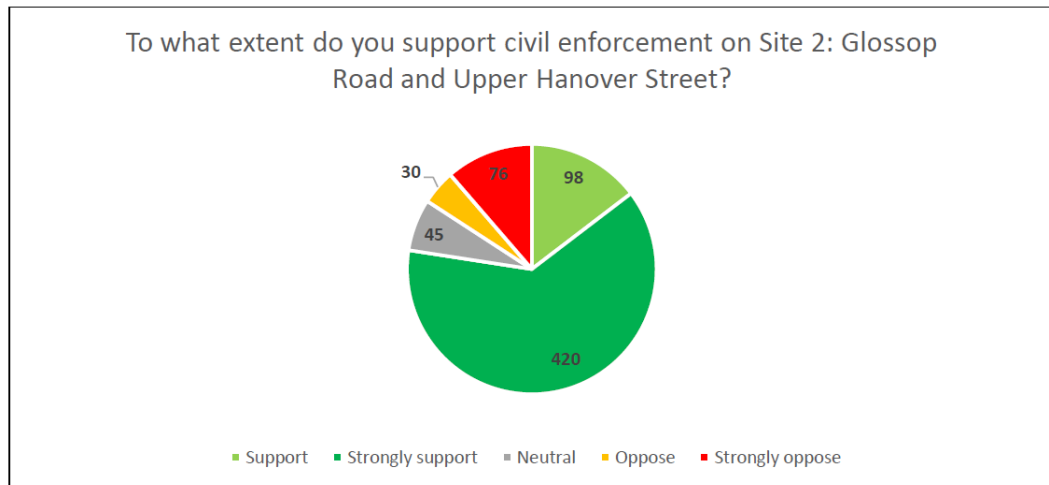
Objection	Response
road signs and street markings need to be clear and request for better signage at Halfords/Heeley junction	This will be looked and investigated as part of any enforcement work. A refresh/check of existing signage and lineage will be undertaken to ensure compliance with traffic regulations, suitable for enforcement action. This is a requirement which the Council must fulfil so as to make its application to the DfT for a Designation Order.
Most yellow boxes seem to have parts which have worn away as do many of the white road markings	As above.
Cameras are obviously placed so drivers are not being caught by stealth.	Cameras will be visible but ultimately these are unlawful movements that shouldn't be undertaken. If agreed and powers adopted, the Council is proposing an awareness campaign and highway signage (indicating that enforcement will begin) prior to enforcement action. Through proper placement of signs and markings, a motorist should not be unaware of the existence of a restriction. In these circumstances, the restriction will be enforceable regardless of the position of the camera.
Suggestion to make physical changes rather than enforce banned movements by camera as physical changes will be much more beneficial and should be viewed as a long-term investment.	The use of cameras is a last resort, and the junction has had signage improvements and contravention still occurs. Monitoring and evaluation will be completed post implementation to see the effectiveness.

Objection	Response
<p>Older people with poor mobility will miss out on access to the city centre.</p>	<p>New restrictions are not being proposed. Any impact upon the activities of motorists will be as a result of them no longer being able to carry out unlawful movements, which are already not permitted (albeit not enforced by the Council).</p> <p>All motorists will continue to need to abide by the existing restrictions. Consequently it is not agreed that the proposal to carry out moving traffic enforcement would disproportionately affect older people – therefore access to the city centre by older people, using the highway lawfully, is not considered to be impacted by the implementation of enforcement.</p>
<p>enforcement by camera would have a negative effect on access to business premises.</p>	<p>As indicated above, nobody should be using their vehicle in contravention of a traffic restriction. The Council is not aware of any circumstance in which a permanent restriction would prevent a person from accessing business premises if they are using their vehicle lawfully. It remains to be demonstrated what the nature and extent of the “negative effect” would be; and if that were to be demonstrated, the Council must have regard to its duties in respect of highway network management such that, on balance, its performance of those duties would prevail.</p>
<p>Difficult to get to their home following these measures in addition to the closure of Cherry Street to motor vehicles.</p>	<p>As indicated above albeit in respect of access to residences.</p>



*Site 2: Glossop Road/Upper Hanover Street*

3.21. The below diagram shows the sentiment to the Glossop Road/Upper Hanover Street proposals.



3.22. 518 (77%) respondents expressed their support of civil enforcement on Glossop Road and Upper Hanover Street answering either ‘Support’ or ‘Strongly support’, while 106 (16%) respondents answered either ‘Oppose’ or ‘Strongly oppose’, stating that they were in opposition of civil enforcement on Site 2.

3.23. The following table outlines the recurring and pertinent objections being raised for this location.

Objection	Response
Enforcement at several other locations in the area	The proposal has been established based on the accident data. The data has shown that the banned left turn from Upper Hanover Street to Glossop Road is causing collisions. The presence of the pedestrian crossing also highlights a risk to be mitigated. This specific manoeuvre is illegal and has been selected for the first tranche. There is the opportunity to look at other movements in this location and beyond in the future, should there be the evidence case to support it. Camera enforcement is not intended to be universally rolled out and only for specific locations.
Enforcement of ‘cycle box’ and cycle lanes.	The proposal set out is based on accident data and where public transport and traffic flow is being impeded through blocked junctions. The use of camera enforcement for Advanced Stop Lines for cyclists is not available within the regulations – consequently the Council will not have the power to enforce in this way.

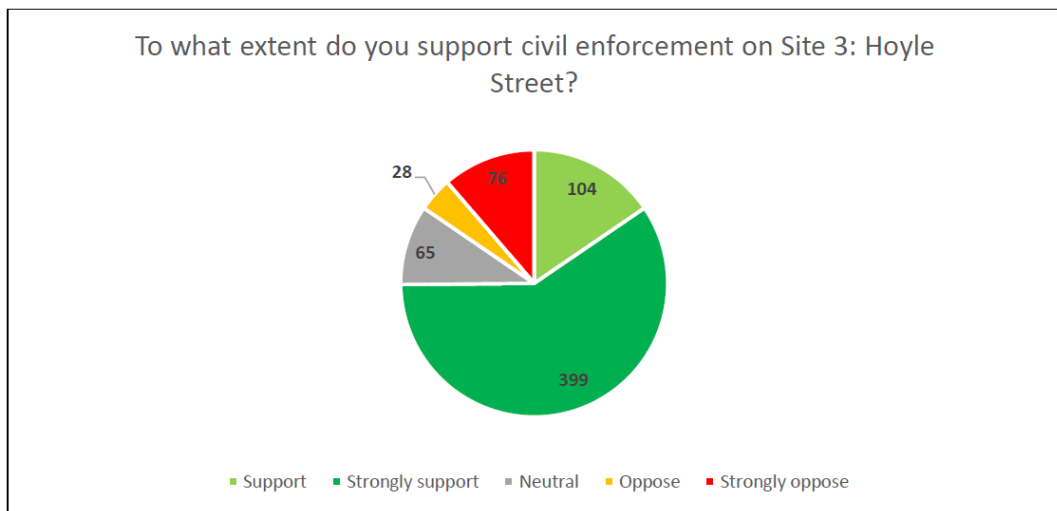
Objection	Response
<p>signage at the junction is inadequate as drivers who don't know you cannot turn left here will be caught unless travelling straight ahead</p>	<p>This will be looked and investigated as part of any enforcement work. A refresh/check of existing signage and lineage will be undertaken to ensure compliance with traffic regulations, suitable for enforcement action.</p>
<p>general operation of this junction is very confusing. There are different restrictions on all four approach routes with exclusions for buses. However, it isn't clear if these exclusions also apply to bikes and taxis. Upgrading the signage around the area is really important.</p>	<p>As above, with the exception the turn which is being enforced are the left turn from Upper Hanover Street to Glossop Road, and the yellow box junction.</p>
<p>Heading from Glossop Road into town there is only a straight only sign at the junction with Upper Hanover Street. One respondent thinks that it needs to be emphasised with a no right turn and a no left turn sign.</p>	<p>The 'round blue, with an ahead arrow' is the correct highway sign to use for this restriction. It implies that the only permitted movement is ahead, therefore negating the need for a banned left and banned right sign. This is in accordance with the traffic signs regulations. Drivers are expected to know the highway code and the associated traffic signs in accordance with the prerequisites of obtaining a driving license.</p>
<p>The bus gate on West Street just before the Glossop Road / Upper Hanover junction seems to be ignored so it needs more of a deterrent than a blue sign. The bus gate at Hillsborough on Infirmary Road (or Middlewood Road) seems more effective.</p>	<p>Noted.</p>

Objection	Response
Road signs in place are inadequate and there are other options that should be considered rather than fines	<p>This will be looked and investigated as part of any enforcement work. A refresh/check of existing signage and lineage will be undertaken to ensure compliance with traffic regulations, suitable for enforcement action.</p> <p>The use of cameras is a last resort, and the junction has had signage improvements and contravention still occurs. Monitoring and evaluation will be completed post implementation to see the effectiveness.</p>
A bus turning right from West Street can block another vehicle and can be left stranded across a pedestrian crossing.	An Appeals Procedure will be established to identify certain circumstances where actions outside the driver's control can be established in relation to the pursuit of enforcement action. This will be similar to the process of assessing bus lane contraventions and parking fines - where the Council rejects a formal representation, the person making it will have the right to appeal to an independent adjudicator (via the Traffic Penalty Tribunal) for a final decision in a manner similar to that used for parking contraventions.
Left turning is extremely dangerous here as drivers are unaware that the pedestrian crossing is green.	This movement is not permitted under the current Traffic Regulation Order and is therefore unlawful.
There is no need for enforcement by camera at the junction due to lack of evidence of any collisions for the past three years.	The use of cameras is a last resort, and the junction has had signage improvements and contravention still occurs. Sheffield City Council is moving towards a Vision Zero by 2050, meaning that we consider any death or serious injury as one too many.
Trams often change the signals here out of the order you might expect as a motorist.	A check on the infrastructure will be undertaken to ensure that the signal timings are in accordance with signal design standards. However, drivers are expected to obey red lights and other vehicular restrictions for the safety of all highway users. This is particularly important in locations such as this where public transport services are in operation.

Objection	Response
The yellow box makes sense but preventing vehicles from turning left onto Glossop Road does not.	New restrictions are not being proposed. This would only be the case if the respondent is undertaking unlawful movements, to which these are not permitted. This point would have been assessed during the initial decision to use the highway in its current arrangement, through a previous Traffic Regulation Order.

*Site 3: Hoyle Street*

3.24. The below diagram shows the sentiment to the Hoyle Street proposals.



3.25. 503 (74%) respondents expressed their support of civil enforcement measures on Hoyle Street answering either 'Support' or 'Strongly support'. While 108 (15%) respondents stated that they were in opposition of civil enforcement on Site 3, answering that they either 'Oppose' or 'Strongly oppose' the proposals.

3.26. The following table outlines the recurring and pertinent objections being raised for this location.

Objection	Response
<p>Enforcement at several other locations in the area (noted Ecclesall Road)</p>	<p>The proposal has been established based on the accident data. The data has shown that the banned left turn from Upper Hanover Street to Glossop Road is causing collisions. The presence of the pedestrian crossing also highlights a risk to be mitigated. This specific manoeuvre is illegal and has been selected for the first tranche. There is the opportunity to look at other movements in this location and beyond in the future, should there be the evidence case to support it. Camera enforcement is not intended to be universally rolled out and only for specific locations.</p>
<p>Easy to be caught out here due to the complex two way turn from the right-hand lane. Until this junction is improved, it's unfair to charge people.</p>	<p>The yellow box is proposed to be enforced to mitigate against a potential collision with a tram and to help manage the flow of traffic on Shalesmoor. Adherence to the yellow box restriction will ensure the correct gap between traffic entering Penistone Road/Shalesmoor and easing flow and manoeuvring. This will be monitored.</p>
<p>This box junction is an obscure shape which makes it difficult for motorists to discern where it starts and stops and how to cope with it.</p>	<p>The yellow box restriction has been established in accordance with design guidelines and the requirements of the statutory regulations. The obscure shape is in direct relation to the tram tracks, where they pass the vehicle highway.</p>
<p>Phasing of traffic lights could be improved to avoid trapping traffic in areas over the line because of traffic held at the lights to join Shalesmoor when entering Penistone Road</p>	<p>This will be looked at if the proposal progresses.</p>

Objection	Response
Taxis won't be able to pick up their customers.	New restrictions are not being proposed. This would only be the case if the respondent is undertaking unlawful movements, to which these are not permitted. The restrictions which are already in existence were created with the Council having regard to its duty to secure the expeditious, convenient and safe movement of traffic – a taxi carrying out an unlawful manoeuvre would be doing so in contravention of a restriction which the Council designed so as to secure the aforementioned objective.
There is no evidence of how often delays are caused by vehicles stopping in the yellow box or the extent of the delay to the tram timetable.	The evidence report contains the rationale for the locations being selected. The location was subject to an investigation by the Rail Accident Investigation Branch in October 2015 following a tram on tram collision. The accident report is very thorough and examined all contributory factors leading to the incident. What this report details, is that the blocking of the yellow box and the subsequent violation of the Highway Code, prevented the routine operation of the tram and contributed to the incident. Greater enforcement of the yellow box would be a suitable mitigation.
This junction is bad. Traffic is already a nightmare there and people blocking the junction just makes it 10 times worse.	New restrictions are not being proposed. This would only be the case if the respondent is undertaking unlawful movements, to which these are not permitted. The restrictions which are already in existence were created with the Council having regard to its duty to secure the expeditious, convenient and safe movement of traffic – with the restriction in place, blocking the junction would be an unlawful manoeuvre and in contravention of a restriction which the Council designed so as to secure the aforementioned objective.
this is completely unnecessary as they have never seen issues here and use the road regularly	The operation of Supertram through this junction relies on the yellow box being adhered. The proposal is to enforce the restriction to ensure safe and efficient operation of the Supertram. Therefore the lawful of the Highway is required, and this includes the yellow box junction.

Objection	Response
questioned if the current signage is adequate	This will be looked and investigated as part of any enforcement work. A refresh/check of existing signage and lineage will be undertaken to ensure compliance with traffic regulations, suitable for enforcement action.
Re-design of the junction should be undertaken first, before installing any enforcement equipment. Would enforcement of the rules, with current layout, potentially change some of the observed flows used in the design process?	The junction is subject to a DfT Major Road Network bid, which would redesign the junction. If this were to be implemented, the yellow box junction are considered likely to remain the same in the current proposals and would still be enforced by camera. The design process assumes the legal use of the highway, although the design process will analyse driver behaviour. Re-routing is not expected but will be monitored.

### *Statements of Support*

3.27. Although there have been a objections and clarifications raised, there has been significant public support for these proposals. The following bullet points are taken from the any other comments section of the consultation.

- Roads are dangerous in Sheffield, therefore measures like this are needed.
- The measures are important for vulnerable road users.
- The measures will improve public transport reliability.
- enforcement by cameras could be used to improve active travel.
- Consider the most punitive measures possible.
- Do everything you can to disincentivise private car use and single car ownership.
- The standard of driving/road use by vehicles in Sheffield is poor. A major factor is lack of enforcement of regulations. This is an opportunity for a reset and to make some of the city's major arteries safer.
- Please ensure these measures are used and fully enforced.
- Install cameras on all lights at potentially dangerous junctions- dummy cameras could be used as a deterrent.
- Enforcement should be used more widely across Sheffield.
- Camera enforcement should include other traffic offences.
- Pavement parking should be enforced. One of these respondents also suggested that illegal parking at bus stops should be enforced
- Vehicles blocking the advanced stop line (ASL) should also be enforced by camera.
- Vehicles driving or blocking cycle lanes should be enforced by camera.

*Other Consultee Responses*

- 3.28. South Yorkshire Police have been involved in the development of the proposals and do not propose an objection to the recommendation. A letter of support is being drafted.
- 3.29. South Yorkshire Mayoral Combined Authority have been engaged and do not propose an objection to the recommendation. Bus Operators and Stagecoach Supertram have been consulted, with letters of support being obtained. See Appendix D.



## **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

### **4.1. Equality Implications**

4.1.1. An Equality Impact Assessment has been carried out. This notes that the locations identified are busy and used by various demographics. It records that, '[while] no significantly disproportionate impact is expected' for people sharing different protected characteristics and equality interests, there may be benefits to traffic-calming measures in particular on grounds of:

- Health (through improved air quality and reduced accidents)
- Age (children, younger people, older people)
- Disability (physical or learning disabilities, hidden impairments, mental health conditions and other conditions/impairments)
- Pregnancy/maternity
- Caring responsibilities (for disabled and/or older people)
- Poverty and financial inclusion (by acting as a deterrent and reducing the risk of accidents and of drivers facing endorsements, and 'potentially contributing positively in financial terms by keeping more people fit and economically active').

4.1.2. The proposal supports the Council's obligations under the Equality Act 2010, specifically by advancing equality of opportunity for people sharing one or more of the protected characteristics included above.

### **4.2. Financial and Commercial Implications**

4.2.1. Through the guidance, the DfT has determined two bands for the level of penalty charge notice payable for moving traffic contraventions. This is in the same way as parking contraventions. Band 1 would see the charge at £60 (reduced to £30 if paid within 21 days) and band 2 at £70 (reduced to £35 if paid within 21 days). In Sheffield, parking charges are set according to band 2 and so it is recommended that we adopt the same band (£70) for moving traffic contraventions for consistency purposes. Representations can be made against a PCN to the enforcing council and there will be an adjudication service to arbitrate when there is a dispute.

4.2.2. Depending on the location, scale of restrictions to be enforced, the camera infrastructure are variable. Through a soft market test and based on evidence through the Clean Air Zone infrastructure, cameras can cost between £15,000 and £25,000, with additional costs for maintenance. There are additional service costs associated with dealing with representations against PCNs and adjudication.

4.2.3. Ideally, traffic enforcement cameras will be self-financing, but this will not always be the case. The Council will therefore need to ensure that site selection policy considers the business case for the installation and particularly, the financial implications involved. This will be considered

through the Capital Gateway approval process on a scheme-by-scheme basis.

- 4.2.4. Overall, the Council would aim to manage this new function on a cost neutral basis with the income from penalties covering all costs. Any surplus income generated through the enforcement of moving traffic offences will, by law, need to be allocated towards the making good of any deficit in the Council's general fund where no surplus was generated in years prior, the provision or operation of (or facilities for) public transport passenger services, environmental improvement schemes or highway improvement projects. This is similar to the way that surplus income from parking enforcement must be managed.

#### 4.3. Legal Implications

- 4.3.1. The Council is under a duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to its other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network.
- 4.3.2. Section 18 of the Act requires that the Council shall have regard to guidance of the appropriate national authority about the techniques of network management or any other matter relating to the performance of the duty imposed by sections 16 of the Act. The proposals described in this report are considered to fulfil that duty in accordance with the aforementioned statutory guidance – specifically 'Traffic Management Act 2004: statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions'.
- 4.3.3. Many of the restrictions depicted in Appendix B are included within Traffic Regulation Orders (TROs) which the Council has made in the past. The TROs were made pursuant to the powers available under the Road Traffic Regulation Act 1984 ('the 1984 Act') and in accordance with the duty under section 122 of that act to exercise its functions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, so far as practicable and having regard to:
- the desirability of securing and maintaining reasonable access to premises;
  - the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial

- vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - any other matters appearing to the local authority to be relevant.
- 4.3.4. The making of each TRO was carried out in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (the '1996 Regulations'). The procedure under the 1996 Regulations includes notification, consultation and the consideration of any duly made objections received in respect of a proposed order before it can be made.
- 4.3.5. Certain types of restrictions depicted in Appendix B were implemented by way of the Council exercising its power to cause or permit traffic signs to be placed on or near a road, per section 65 of the 1984 Act. The Council did so in conformity with the prevailing Traffic Signs Regulations and General Directions (TSRGD) at the time. These restrictions are capable of being created in virtue of the Council having exercised its power to place the relevant sign – the TSRGD states which restrictions are capable of being created in this way (i.e. without a TRO underpinning them).
- 4.3.6. The proposals described in this report are therefore not to implement new restrictions – they relate entirely to the enforcement of existing restrictions which are, pending the Council's application for a Designation Order, only enforceable by the police.
- 4.3.7. Section 73 of the 2004 Act states that moving traffic contraventions are subject to civil enforcement by the Council, however this is only possible where the area in which enforcement is intended to be carried out has been so designated by way of an order signed by the Secretary of State. Part 2 of Schedule 8 to the 2004 Act states that an application for a Designation Order may be made by the Council and this is a requirement for the proposals described in this report.
- 4.3.8. The Council may impose a penalty charge with respect to a vehicle which is involved in a moving traffic contravention pursuant to the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 ('the 2022 Regulations'). Evidence of a contravention may be provided by way of an approved device (i.e. a camera) according to the specification set out under the 2022 regulations.

4.3.9. The 2022 Regulations place strict requirements upon the Council for the accounting of income and expenditure in connection with moving traffic contraventions, including that, at the end of each financial year, any deficit in the account must be made good out of the Council's general fund. Any surplus arising in the account must be applied for purposes specified under regulation 31 of the 2022 Regulations – these are as follows:

- the making good to the enforcement authority's general fund of any amount charged to that fund under regulation 28(3) or 29(2) in respect of any deficit in the four years preceding the financial year in question;
- the purposes of environmental improvement in the enforcement authority's area;
- meeting costs incurred, whether by the enforcement authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
- the purposes of a highway improvement project in the enforcement authority's area.

4.3.10. Section 39 of the Road Traffic Act 1988 states that the Council is under a duty to prepare and carry out a programme of measures designed to promote road safety, as well as carry out studies into accidents arising out of the use of vehicles on roads for which it is the highway authority within its area and, in light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including measures taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads. The proposals described in this report are considered to align with this duty.

#### 4.4. Climate Implications

4.4.1. A full CIA is not considered necessary due to the nature of this proposal. There are no anticipated significant negative impacts (minor impacts include the acquisition of new equipment and back-office support function) and the proposed additional powers have the potential to contribute positively as set out below.

4.4.2. The new powers are a key tool in reducing congestion and improving air quality, while promoting the attractiveness of active travel e.g. by keeping vehicles out of cycle lanes and other parts of the road where vehicles are prohibited. Having the powers to keep junctions clear will improve punctuality of bus services contributing to making sustainable travel a more attractive choice. Increasing compliance through targeted enforcement at problem locations, will also bring benefits to the experience of pedestrians including people with sensory impairments, older people, children, those looking after children, as well as carers.

## 5. ALTERNATIVE OPTIONS CONSIDERED

5.1. There are five alternative options;

- a) **Do not submit** – this would result in Sheffield City Council deciding not to submit its application for a Designation Order to enable the use of its powers to carry out moving traffic enforcement. This is not considered recommended for the reasons already outlined in this report.
- b) **Postpone Submission** – There is an option to postpone the submission of the application of the Designation Order. This is not recommended as the DfT has indicated that the opportunity to draw down the powers may not be available after this date. Additionally if an application is made to the January 2023 deadline this will enable a more expedient implementation.
- c) **Reduce the number of sites** – This has been considered but not recommended as each site poses a different set of contraventions and local circumstances that would be useful to test camera enforcement.
- d) **Do not apply for City Wide implementation in the Designation Order** – This option would mean that Sheffield City Council only requests the power at the specific sites identified. Although this would still provide benefit, it would only do so for the specific sites. It would also preclude further roll out across the administrative area without a further application and therefore limit the use of these powers in future scheme implementation and policy development. It is therefore not recommended.
- e) **Do not apply for all the moving traffic contraventions (outlined in Appendix A)** – Specific moving traffic offences could be requested. This is not recommended as it is not clear exactly which offences would need to be enforced, beyond the site-specific requirements already identified, at this point in time. Therefore, it would be pragmatic to request all the moving traffic offences so they can be used when required, on a site by site, scheme by scheme basis.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1. Road Safety is of paramount importance for the City of Sheffield and our residential and business communities. As an Authority, there is a commitment to achieve a transport network that meets the Vision Zero by 2050, meaning that any death or serious injury on the highway network is considered as one too many. This supports the long-term goal of zero people killed or seriously injured on Sheffield's roads within the next 28 years.
- 6.2. This principle has been adopted by the South Yorkshire Safer Road Partnership, in coalition with our South Yorkshire partners, including South Yorkshire Police, South Yorkshire Fire and Rescue and the constituent Local Authorities. This aligns with local, regional and national policy directions. Greater enforcement of the highway network, achieving via the moving traffic offence enforcement powers is key to achieving this ambition.
- 6.3. There are benefits that can be derived from a greater level of enforcement, to ensure the safe and efficient use of the highway for all road users, specifically in relation to road safety and network management principles. In addition to this, the drawing down of these powers will help relieve pressure on local Police resources. These powers will provide us with the ability to protect highway users from unlawful vehicle manoeuvres and allow us to target and protect specific locations where routine dangerous movements are occurring.
- 6.4. In relation to congestion and network management, more control over vehicle movements at key intersections will ensure a greater level of resilience of the network. Illegal movements at key junctions have significant impact on the flow of traffic and at present many of these actions go unpunished due to the availability of policing resources. The enforcement of these movements would reduce the occurrence, which has the primary benefit of improving safety for all highway users. It would also allow our Urban Traffic Control centre to operate in a more routine and consistent manner, particularly in relation to managing signal strategies and queuing traffic.
- 6.5. From a policy and strategy perspective, Sheffield City Council has previously appealed to the Department for Transport for the designation of these powers. This occurred in 2012 with a specific representation to the Department followed by requests via the Yorkshire and Humber Traffic Manager Forum. Most recently we have developed and adopted a Sheffield Transport Strategy, to which we have highlighted an action to develop and review our parking and traffic enforcement policy, and to lobby for the Sheffield to be granted powers to enforce moving traffic offences under the decriminalised enforcement regime. This letter is therefore clearly aligned to our strategic position.



















- 6.6. The report outlines Sheffield City Council's intention, as Local Highway Authority, to include the whole of the Sheffield Administrative Boundary as the operational extent of the Designation Order, including all roads classified as public highway. Roads excluded will therefore only be those roads not under our direct control such as the Strategic Road Network (Highways England) and private land. This also includes all the Traffic Signs that the Government has agreed to implement. This will ensure rollout across the city, to assist future scheme development and policy implementation.
- 6.7. Every effort to make the highway safer, in accordance with our statutory obligation is being made at present. The opportunity for greater enforcement will bolster our design processes, with the ultimate aim to prevent illegal movements, these powers significantly improve this. As the country, region and city moves towards a transport network which seeks to promote active travel and public transport, road safety for vulnerable road users is essential and the management of congestion on public transport corridors is critically important.
- 6.8. The responses to the consultation are addressed earlier in this report and the extent of the support for the proposals versus those who object is noted. Further, having considered the breadth of the response from the public and other consultees it is considered that the recommendations of this report should be taken forward on the basis that the benefits of the proposals set out in the preceding paragraphs of this section are considered to outweigh the concerns raised.








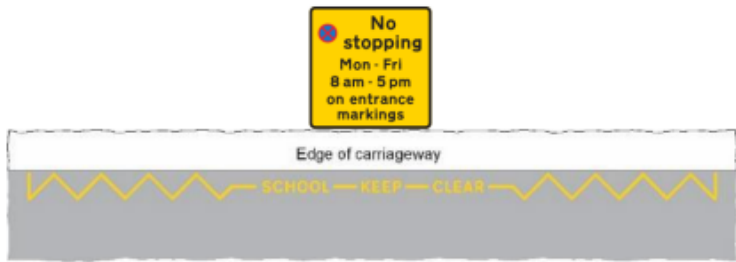
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## Appendix A: Traffic Signs that the Government has agreed to Implement

Our application to the DfT will state our intention to enforce all of the traffic signs that the government has agreed to implement. These are the following signs:

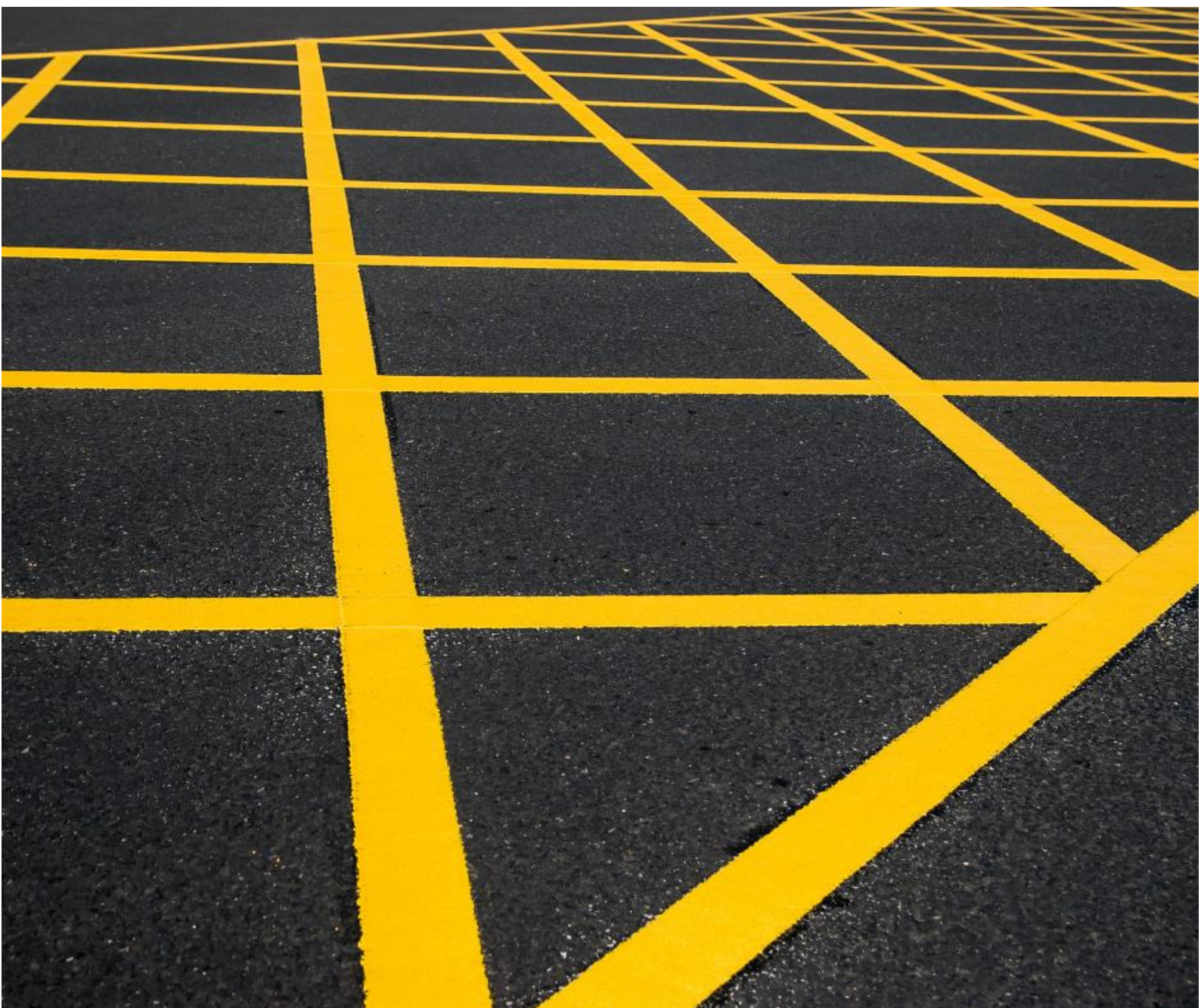
Description	Sign	Description	Sign
Vehicular traffic must proceed in the direction indicated by the arrow.		Motor vehicles prohibited.	
Vehicular traffic must turn ahead in the direction indicated by the arrow.		Motor vehicles except solo motorcycles prohibited.	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow.		Solo motorcycles prohibited.	
No right turn for vehicular traffic.		Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited.	
No left turn for vehicular traffic.		One-way traffic.	
No U-turns for vehicular traffic.		Buses prohibited.	
Priority must be given to vehicles from the opposite direction.		Route for use by buses, pedal cycles and taxis only.	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement).		Route for use by tramcars only.	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians.		Route for use by pedal cycles only.	

Description	Sign	Description	Sign
Entry to and waiting in a pedestrian zone restricted.		Entry to and waiting in a pedestrian and cycle zone restricted.	
Route for use by pedal cycles and by pedestrians only.		With-flow cycle lane.	
Route comprising two ways, for use by pedal cycles and pedestrians only.		Contra-flow cycle lane.	
Box junction markings.			
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10.			

# **Enforcing Moving Traffic Offences**

## **Traffic Management Act 2004 - Part 6**

**Evidence Report**



**Consultation Period: 11<sup>th</sup> November 2022 to 31<sup>st</sup> December 2022**



## Expression of Interest

Road Safety is of paramount importance for the City of Sheffield and our residential and business communities. We are striving to achieve a transport network that meets the Vision Zero by 2050, meaning that we consider any death or serious injury as one too many, supported by the long-term goal of zero people killed or seriously injured on our roads within the next 28 years. This principle has been adopted by the South Yorkshire Safer Road Partnership, in coalition with our South Yorkshire partners, including South Yorkshire Police, South Yorkshire Fire and Rescue and the constituent Local Authorities. Greater enforcement of the highway network is key to achieving this ambition.

In light of the above, and on behalf of Sheffield City Council, I would like to take this opportunity to confirm our appetite for a Designation Order for Civil Enforcement of Moving Traffic Contraventions.

We fully recognise the benefits that can be derived from a greater level of enforcement, to ensure the safe and efficient use of the highway for all road users, specifically in relation to road safety and network management principles. In addition to this, we also understand the pressure on local Police resources, therefore the opportunity to designate civil enforcement powers to Sheffield City Council is welcomed. These powers will provide us with the ability to protect highway users from unlawful vehicle manoeuvres and allow us to target and protect specific locations where routine dangerous movements are occurring.

Through the South Yorkshire Safer Roads Partnership, collectively across the region, the Council uses the blended approach to work collaboratively on roads policing. This is through a combination of integrated enforcement, engineering and education programmes. This model ensures both a strategic and operational level commitment to improving road safety and managing the whole road network. Greater capability and capacity to support enforcement practices will therefore contribute towards the achievement of our shared objectives.

In relation to congestion and network management, more control over vehicle movements at key intersections will ensure a greater level of resilience of the network. Illegal movements at key junctions have significant impact on the flow of traffic and at present many of these actions go unpunished due to the availability of policing resources. The enforcement of these movements would reduce the occurrence, which has the primary benefit of improving safety for all highway users. It would also allow our Urban Traffic Control centre to operate in a more routine and consistent manner, particularly in relation to managing signal strategies and queuing traffic.

From a policy and strategy perspective, Sheffield City Council has previously appealed to the Department for Transport for the designation of these powers. This occurred in 2012 with a specific representation to the Department followed by requests via the Yorkshire and Humber Traffic Managers Forum. Most recently we have developed and adopted a Sheffield Transport Strategy, to which we have highlighted an action to develop and review our parking and traffic enforcement policy, and will lobby for the Sheffield to be granted powers to enforce moving traffic offences under the decriminalised enforcement regime. This letter is therefore clearly aligned to our strategic position.

I can confirm that it is Sheffield City Council's intention, as Local Highway Authority, to include the whole of the Sheffield Administrative Boundary as the operational extent of the Designation Order, including all roads classified as public highway. Roads excluded will therefore only be those roads not under our direct control such as the Strategic Road Network (Highways England) and private land.

We recognise that any regime for traffic law enforcement should be part of an integrated road safety policy as these have been shown to lead to rapid reductions in deaths and injuries when applying best practice. In developing our application to be included within a Designation Order we acknowledge the need to ensure that consultation has been undertaken, both public and stakeholder. Therefore, through the development of the submission, we will;

- a) Develop, consult and coordinate our proposal with the Chief Officer and Police Crime Commissioner at South Yorkshire Police. We will also include the South Yorkshire Safer Roads Partnership in these discussions.
- b) Consultation is essential. We will undertake a minimum 6 week consultation to ensure Sheffield residents, businesses and visitors are aware of the implications of the Designation Order, including what types of traffic contraventions will be included and where.
- c) A report will be produced as a key decision record, demonstrating the public response and objections, and determine a minuted decision to inform progression of the scheme.
- d) In accordance with (b), we will use all available and appropriate media platforms, such as local press, social media, council meetings, the website and partner organisations channels.
- e) In locations where enforcement of Part 6 will be applied, we will review and ensure that all related Traffic Regulation Orders are correct and enforceable.
- f) All equipment used will be certified and maintained in accordance with legal requirements.

We will take a pragmatic approach to the use of these powers, ensuring an evidence based approach to location selection. At locations where it is considered that contraventions could be avoided by reasonable improvements to the highway or to traffic signing, we will seek to make those improvements in the first instance.

Every effort to make the highway safer, in accordance with our statutory obligation is being made at present. The opportunity for greater enforcement will allow our design process to prevent illegal movements can be significantly improved with these powers available. As we move towards a transport network which seeks to promote active travel and public transport, road safety for vulnerable road users is essential and the management of congestion on public transport corridors is critically important.

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# Introduction

**This survey/consultation is open from 11th November until 11.59pm on 31st December 2022.**

Sheffield City Council has been given the opportunity from Central Government to apply for new powers to help make our roads safer and more reliable. We already have some of these powers, such as the enforcement of bus, taxi and tram gates, which have proved successful in managing the highway network over a number of years. However, there is a chance of having more of these types of powers which will ultimately allow us to have more control over the enforcement of illegal maneuvers taking place on the highway, to further help our ambition to improve road safety and congestion.

This requires us to make an application to the Secretary of State for Transport under Part 6 of the Traffic Management Act 2004. Prior to formally applying for the powers, we are required to carry out a public consultation to seek views, including a list of potential sites where the powers would be applied.

Sheffield City Council (SCC) is planning to use new powers to improve road safety for all highway users and help to tackle congestion by enforcing moving traffic offenses, such as:

- driving through a 'No Entry' sign
- turning left or right when instructed not to do so (making banned turns)
- entering yellow box junctions when the exit is not clear
- driving where and when motor vehicles are prohibited

These rules can currently only be enforced by the police under criminal law. The Department for Transport (DfT) announced in 2020 that they would be fully implementing the remaining elements of the Traffic Management Act under Part 6, which would allow Highway Authorities to undertake enforcement. These powers have already been granted to other Highway Authorities across the country.










Our first step is to apply to the DfT for the powers to enforce key highway restrictions or prohibitions to make our roads safer and less congested. If SCC is granted these powers, we will be able to use them across the city.










We will use the latest Automatic Number Plate Recognition (ANPR) technology to identify drivers that break the law, and a Penalty Charge Notice (PCN) will be issued. We aim to use these enforcement powers to:









- increase the number of drivers complying with the rules of the road
- improve road safety
- tackle congestion issues.

Our application to the DfT will state our intention to enforce all of the traffic signs that the government has agreed to implement. These are the following signs:



Description	Sign
Vehicular traffic must proceed in the direction indicated by the arrow.	
Vehicular traffic must turn ahead in the direction indicated by the arrow.	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow.	
No right turn for vehicular traffic.	
No left turn for vehicular traffic.	
No U-turns for vehicular traffic.	
Priority must be given to vehicles from the opposite direction.	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement).	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians.	

Description	Sign
Motor vehicles prohibited.	
Motor vehicles except solo motorcycles prohibited.	
Solo motorcycles prohibited.	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited.	
One-way traffic.	
Buses prohibited.	
Route for use by buses, pedal cycles and taxis only.	
Route for use by tramcars only.	
Route for use by pedal cycles only.	

Description	Sign	Description	Sign
Entry to and waiting in a pedestrian zone restricted.		Entry to and waiting in a pedestrian and cycle zone restricted.	
Route for use by pedal cycles and by pedestrians only.		With-flow cycle lane.	
Route comprising two ways, for use by pedal cycles and pedestrians only.		Contra-flow cycle lane.	
Box junction markings.			
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10.			

## Site Specific Details

The primary reason for discharging camera enforcement is for road safety and network management. As a result, the locations being proposed have been prioritised on the basis of South Yorkshire Police recorded Personal Injury Accident record (i.e. the number of recorded collisions at a site that have resulted in an injury). Specifically, this relates to the incident causation factors 301 and 305 which have been interrogated by the Council's Road Safety Team. We have also used historical reports of poor compliance with the traffic rules in the area, and in relation to network management where there is existing or potential traffic congestion and delays, including delay to public transport provision.

At first, we are planning to use the powers at the following sites:

Site	Location	What will be enforced
1	Queens Road and Bramall Lane	Illegal turning movements Yellow box junction – no stopping
2	Glossop Road and Upper Hanover Street	Illegal turning movements Yellow box junction – no stopping
3	Hoyle Street	Yellow box junction – no stopping

Before enforcement is undertaken the road signs and markings at each location would be assessed, with improvements made, if necessary, to ensure the restriction is as clear as it can be and in full compliance with the regulations. However, all locations have been selected where signage and highway markings are in accordance with the Traffic Regulation Order.

We will be setting out the approach to the enforcement of moving traffic offences. In line with DfT guidance, it will state that Automatic Number Plate Recognition (ANPR) cameras can only be used to enforce against moving traffic offences at sites where all other methods of deterrent have been tried, but further measures are still required. The sites above all meet these criteria, and any future sites will have to go through the same rigorous assessment process.

## Site 1: Queens Road (A61) and Bramall Lane

The A61 is a key strategic highway link connecting Sheffield City Centre with a number of residential suburbs and employment locations. This has been recognised by the DfT through the Major Road Network (MRN) Classification, specifically highlighting the A61 Queens Road junction with Bramall Lane as an intersection of the MRN route. As a result, it is a core commuting corridor and carries a vast number of vehicles a day, including important public transport links, pedestrian flows and private cars.

The location also ties into a number of previous schemes, including the removal of the tidal flow, the Broadfield Road National Productivity Investment Fund scheme, the Better Bus Area Chesterfield Road bus lane improvement and the future A61 Chesterfield Road City Region Sustainable Transport Settlement project. The Active Travel Fund 2, the Sheaf Valley Cycle Route is also being implemented in this location. It is clearly a very important junction to ensure resilience and safety.

### Accident Record and Collision Study

#### Collisions Involving an Illegal Manoeuvre Frequency

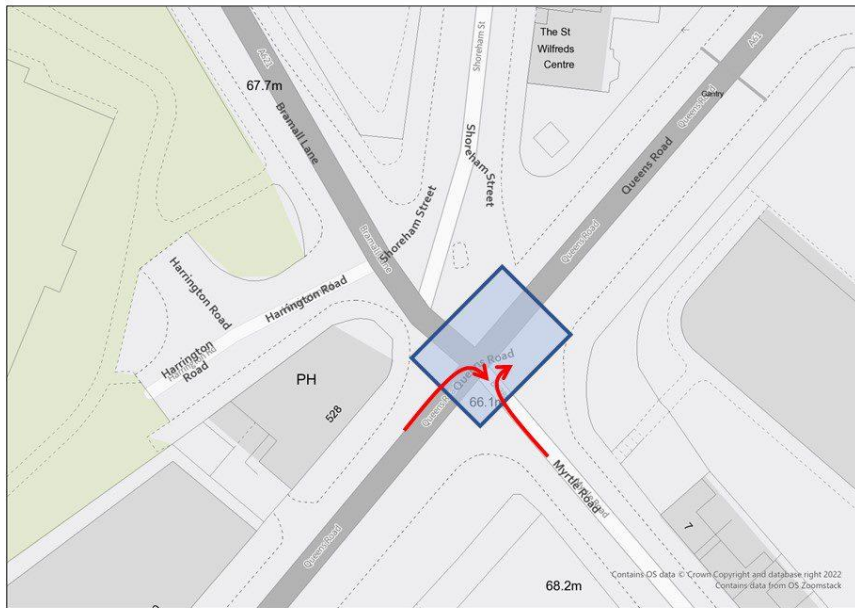
	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	3	1	0	2 (1 Serious)	2	1 (1 Serious)	9 (2 Serious)

In the period between 1st January 2017 and 6th August 2022 there have been 14 reported personal injury collisions within the limits of the area under investigation, resulting in 17 casualties. Of these, 9 (11 casualties) involved an illegal manoeuvre. 2 of the collisions were recorded as serious. All of the collisions involved illegal right turn manoeuvres, of which 6 (1 Serious) were from Shoreham Street and 3 (1 Serious) were from Myrtle Road. Shoreham Street is a restricted right turn for buses only whilst Myrtle Road has a right turn ban for all traffic.

Most of the collisions involved two vehicles, with the right turner colliding with a car travelling ahead in the opposite direction. The only exception to this was one of the Myrtle Road collisions, where the right turner hit a pedestrian using a signal controlled crossing. No pattern is discernible from the date and time of the collisions, other than only one of the collisions occurred during peak time. A third of the collisions occurred in darkness, which is statistically expected. Four of the nine collisions (44.4%) occurred in wet conditions. This is slightly above average (33% is typical) but given the small sample size is not believed to be statistically significant. The collisions are summarised below. Serious collisions are highlighted where they have occurred. Information on common factors is provided below the data, where such factors have been identified.

For a further breakdown, see Appendix A.

Location Plan



Key

-  Yellow Box
-  Prohibited Turn



*Vehicle stopped in yellow box*



*Myrtle Road approach to Queens Road (banned right turn)*



*Queens Road approach to junction. Banned right turn signs on double signal head*



*Yellow Box Junction at A61 Queens Road*

Issues to be addressed:

- Illegal turning movements – Right turn from Queens Road (A61) northbound to Myrtle Road (B6388) and the right turn from Myrtle Road (B6388) to Queens Road (A61) northbound)
- Yellow box junction – no stopping

Signs and road markings

The yellow box junction in the central section of the A61 Queens Road means that no vehicles are allowed to stop within the markings. This is required to keep the cross movements clear and enable free-flowing traffic from all directions.

The junction has a number of banned right turns, from Queens Road northbound into Myrtle Road (B6388), from Queens Road southbound into Bramall Lane (B6388), from Myrtle Road to Queens Road northbound and from Queens Road southbound to Bramall Lane. There is an ahead only from Shoreham Street to Myrtle Road, with the exception of buses and other authorised vehicles.

Reason for further enforcement action:

Yellow Box - The resilience of the MRN is critical to safe operation of the highway. Congestion is a daily occurrence on this stretch of road, either owing to volume of traffic or crashes. When this is the case, motorists may try an alternative route, and resident's reports is that Myrtle Road is also becoming an attractive shortcut as traffic flows are returning to pre-pandemic levels.

Vehicles often stop in the yellow box junction which is illegal and contributes to poor air quality at this site. If this section of the A61 is blocked, queues onto the junction cannot clear resulting in gridlock and affecting bus punctuality on this busy public transport route.

At present enforcement of the yellow box markings is done in by South Yorkshire Police. When powers are granted to SCC, we will have the ability to enhance enforcement at this site using newly available technology.

Turning Movements - The location suffers from accidents and as a result is an incident hotspot. With greater enforcement of the yellow box restrictions as explained above, we are seeking to ensure the safe and efficient flow of traffic through the junction, making entrance and exits across all arms of the junctions to be unimpeded. Therefore, it is probable that right turn illegal movements may become more attractive, as exits are free. The intention at this location is to design out this abuse, especially as abuse but as physical intervention is costly, camera enforcement of the banned movements is deemed to be a proportionate response.



## Site 2: Glossop Road and Upper Hanover Street

Upper Hanover Street forms the western orbital of Sheffield City Centre, forming the Inner Ring Road. It is a key strategic highway link connecting and has been recognised by the DfT through the Major Road Network (MRN) Classification. It carries significant volumes of traffic, both round and to the city centre, with key destinations like the Royal Hallamshire Hospital, Sheffield Children's Hospital, University of Sheffield and the Sheffield Museums all access via this link. In addition, it is also the connection to the Motorway and is the primary link from the north and the south of the city.

This specific location includes the crossroads with Glossop Road, which incorporate a series of public transport priorities as well as including the tram lines with the junction arrangement. This junction is therefore critical for high frequency bus services as well as the Sheffield Supertram Network. There are also significant pedestrian flows at this location, at all times of the day as this is a key link to the University campus and employment locations during the daytime and a thriving night-time economy location during the evening into the early morning.

The location currently has a westbound tram and bus gate on Glossop Road, operating in the peaks hours.

It is clearly a very important junction to ensure resilience and safety.

### Accident Record

#### Collisions Involving an Illegal Manoeuvre Frequency

	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	3	0	3 (2 Serious)	0	0	0	6 (2 Serious)

In the period between 1st January 2017 and 6th August 2022 there have been 13 reported personal injury collisions within the limits of the area under investigation, resulting in 17 casualties. Of these, 6 (10 casualties) involved an illegal manoeuvre. 3 of the collisions were recorded as serious. Four of the collisions involved illegal right turn manoeuvres. Of these, 2 were from Glossop Road into Upper Hanover Street southbound and involved the offending driver colliding with an NMU on the crossing (a pedestrian and a cyclist respectively), once involved a taxi turning right from West Street into Upper Hanover Street northbound hitting an oncoming cyclist, and the final collision involved a taxi heading eastbound on Glossop Road turning left across the path of a cyclist travelling in the same direction.

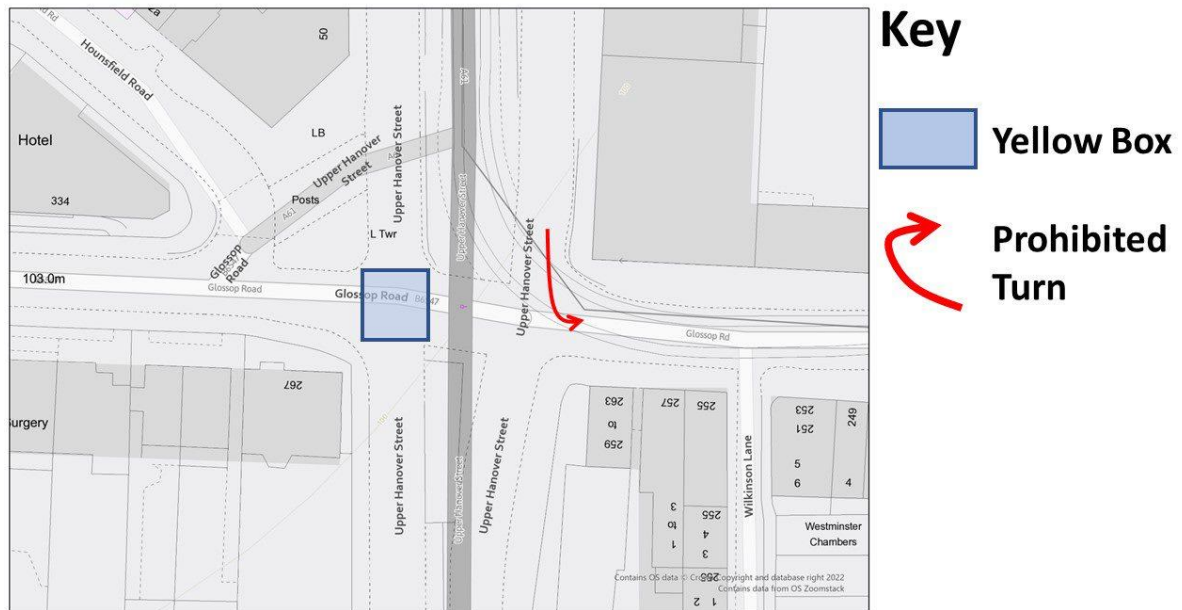
The current restrictions are ahead only for all eastbound traffic on Glossop Road and a prohibited right turn for all traffic except buses in the opposite direction. The remaining two collisions at this junction were red light runners, although the collision descriptions (one had vision obscured and the other was impaired by alcohol) do not suggest a particular issue with this kind of behaviour at this location, at least as far as the accident data is concerned.

Whilst the number of illegal turning collisions is not particularly high, it is notable that the victims of all the collisions (3 cyclists and a pedestrian) are all vulnerable road users). It is clear that many cyclists and pedestrians cross at this junction. It is also clear that there is a high collision history for both here (also see "other collisions" below) although this is not solely down to illegal manoeuvres

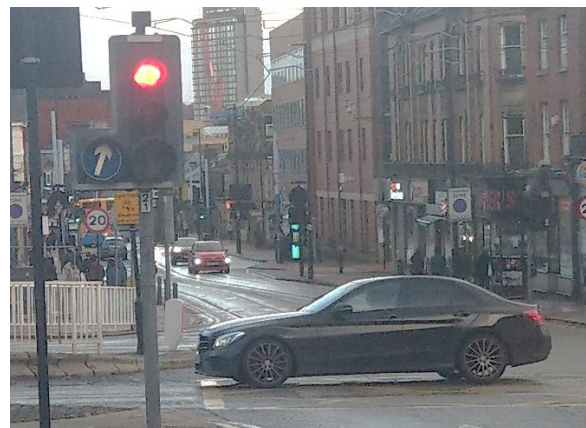
No pattern is discernible from the date and time of the collisions, other than only one of the collisions occurred during peak time. A third of the collisions occurred in darkness, which is statistically expected. Only 1 of the collisions (16.7%) occurred in wet conditions which is below average. The collisions are summarised below. Serious collisions are highlighted where they have occurred. Information on common factors is provided below the data, where such factors have been identified.

For a further breakdown, see Appendix B.

### Location Plan



*Pedestrian Crossing at Glossop Road*



*Car stopped within the yellow box*

Issues to be addressed:

- Illegal turning movements – prescribed ahead movement for vehicles (except tram cars) meaning left and right vehicle turns from Upper Hanover Street southbound to Glossop Road eastbound are not permitted.
- Yellow box junction – no stopping



### Signs and road markings

The yellow box junction in the central section of the northbound Upper Hanover Street means that no vehicles are allowed to stop within the markings. This is required to keep the cross movements clear and enable free-flowing traffic from all directions, but also is integrated into the tram signalling to prevent tram/car conflict.

### Reason for further enforcement action:

**Yellow Box** - The resilience of the MRN is critical to safe operation of the highway. Congestion is a daily occurrence on this stretch of road, either owing to volume of traffic or crashes. As mentioned before, the protection of the tram movements within this junction are critical.

Vehicles often stop in the yellow box junction which is illegal and contributes to poor air quality at this site. If this section of the ring road is blocked, queues onto the junction cannot clear resulting in gridlock and affecting the rest of the ring road. This is a morning and afternoon peak problem.

At present enforcement of the yellow box markings is done in by South Yorkshire Police. When powers are granted to SCC, we will have the ability to enhance enforcement at this site using newly available technology.

**Turning Movements** - The abuse of the turning restrictions has contributed to a number of accidents as stated previously. Signing is being ignored. Therefore, due to the cost, scale and complication of physical intervention with the adjacent tram infrastructure, camera enforcement of the banned movements (left and right turns) is deemed to be a proportionate response.

The turning movement which carries the highest risk is the left turn from Upper Hanover Street into Glossop Road. There is a pedestrian light-controlled crossing approximately 6 metres from the junction of Upper Hanover Street and Glossop Road. The vehicle green signal phases for the ahead only movement on Upper Hanover Street work in conjunction with the pedestrian green phase of the pedestrian crossing on Glossop Road. The abuse of this turning movement therefore places a conflict with the operation of a pedestrian facility, which is highly used.

### Site 3: Hoyle Street

Hoyle Street forms the north western orbital of Sheffield City Centre, forming the Inner Ring Road. It is a key strategic highway link connecting and has been recognised by the DfT through the Major Road Network (MRN) Classification. It carries significant volumes of traffic, both round and to the city centre, with key destinations like the Royal Hallamshire Hospital, Sheffield Children's Hospital, University of Sheffield and the Sheffield Museums all access via this link. In addition, it is also the connection to the Motorway and is the primary link from the north and the south of the city, including access into Kelham Island and the Penistone Road employment area.

This specific location includes the crossing of the Supertram, as the tramlines cross Hoyle Street prior to the Shalesmoor Roundabout. As a result, the existing yellow box is there to protect this movement, should the traffic signalling be ignored by motorists. Blocking back of this junction over the yellow box is a daily occurrence. It is clearly a very important junction to ensure resilience and safety.

#### Accident Record

This site is being considered under network management principles due to the delay caused by queuing traffic obstructing the yellow box junction.

The location was subject to an investigation by the Rail Accident Investigation Branch in October 2015 following a tram on tram collision. The accident report is very thorough and examined all contributory factors leading to the incident. The report can be found at following link.

[R172016\\_160809\\_Shalesmoor.pdf \(publishing.service.gov.uk\)](#)

Specifically in relation to the tram box, paragraphs 74 to 78, page 27, look into the precise events leading to the collision with regard to traffic and driver behaviour at Hoyle Street/Shalesmoor roundabout approach. The extract is below;

#### 74 Tram 118 had remained stationary in Shalesmoor tram stop.

75 Tram 118 was unable to continue its journey because of queuing road traffic which was occupying a section of the road marked as a box junction (figure 4). The box junction markings are provided to indicate to road vehicle drivers that they must not occupy that section of the road when they cannot proceed further due to queuing traffic at the signalled roundabout. The intent of these markings is therefore to prevent obstruction of the tramway by queuing road vehicles.

76 Rule 174 of The Highway Code states the following:

'Box junctions. These have criss-cross yellow lines painted on the road (see 'Road markings'). You **MUST NOT** enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right. At signalled roundabouts you **MUST NOT** enter the box unless you can cross over it completely without stopping.'

The road vehicles occupying the box junction and obstructing the path of tram 118 were therefore in violation of the Highway Code.

77 The driver of tram 118 could have used the VIS system to change the traffic lights protecting the tramway/road intersection in front of him to red. However, this would not have had any effect on the road vehicles obstructing the box junction since those road vehicles had already passed the traffic lights which protected the tramway/road intersection (figure 4).

78 Shalesmoor tram stop is used as a timetable timing point. This means that a tram which is running early may have an extended stop at Shalesmoor while it waits for the correct departure time. Therefore, the drivers of following trams should be aware of the possibility of encountering a tram stood at this tram stop. A stationary tram ahead is clearly a normal condition and one which a line-of-sight tramway is designed to accommodate.

What this report details, is that although the blocking of the yellow box and the subsequent violation of the Highway Code, prevented the routine operation of the tram and contributed to the incident. Greater enforcement of the yellow box would be a suitable mitigation.

### Location Plan



*Yellow box junction in free flow traffic*



*Yellow box junction being used by the tram*

Issues to be addressed:

- Yellow box junction – no stopping

### Signs and road markings

The yellow box junction in the central section of the northbound Hoyle Street Street means that no vehicles are allowed to stop within the markings. This is required to keep the cross movements clear and enable free-flowing traffic from all directions, but also is integrated into the tram signalling to prevent tram/car conflict.

The junction has a number of banned turns, by using ahead only movements and permitted left turns, to prevent right turning.

Reason for further enforcement action:

Yellow Box - The resilience of the MRN is critical to safe operation of the highway. Congestion is a daily occurrence on this stretch of road, either owing to volume of traffic or crashes. As mentioned before, the protection of the tram movements within this junction are critical.

Vehicles often stop in the yellow box junction which is illegal and contributes to poor air quality at this site. If this section of the ring road is blocked, queues onto the junction cannot clear resulting in gridlock and affecting the rest of the ring road. This is a morning and afternoon peak problem.

At present enforcement of the yellow box markings is done in by South Yorkshire Police. When powers are granted to SCC, we will have the ability to enhance enforcement at this site using newly available technology.

## Have your say

To comment on the enforcement of moving traffic offences at the sites proposed, You can tell us what you think of the proposals online via the Council's Connecting Sheffield website: [Have Your Say Today - Connecting Sheffield - Commonplace](#)

Alternatively, you can also email your response directly to Sheffield City Council using the email address: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk) .Anyone requiring a paper copy of the response should contact the freephone telephone number, 0808196 5105. Or write to use at: Freepost Connecting SHF.

This consultation will run for seven weeks from 11 November 2022 to the 31 December 2022. If you have any questions about this consultation, please contact us at: [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk). Please use the reference 'Traffic Management Act'.

If you need any of the consultation material in an alternative format or language, please email [info@connecting-sheffield.co.uk](mailto:info@connecting-sheffield.co.uk) or telephone on 0808196 5105 . This number goes to an answer machine, which is monitored during office hours.

The feedback will help to inform the decisions the Council needs to make about enforcement at the proposed sites. The analysis of the findings from this consultation will be reported to the Transport, Regeneration and Climate Policy Committee in due course.

A list of the questions asked in the consultation are attached in Appendix E.

# Frequently Asked Questions

## Why is SCC taking on these enforcement powers?

SCC are applying to take on these enforcement powers to improve Sheffield's road network. South Yorkshire Police currently enforce moving traffic offences, and this will allow them to focus on other policing priorities. Each site to be enforced must help achieve at least one of the following objectives:

- improve road safety
- tackle network congestion
- increase public transport reliability
- improve air quality
- increase lifespan of highway assets.

## How will SCC decide which sites are most important to enforce?

There will be a robust decision-making process in place to ensure that each site is chosen on the merits of how it will improve the area if traffic contraventions are enforced. SCC will take a consistent and measured approach to enforcement, choosing sites where an absolute need has been identified by implementing a robust decision-making process to ensure each site is chosen on the merits of how it will improve the area if traffic contraventions are enforced. For example, using collision data to improve road safety and reduce crashes, or at proven congested areas resulting in a positive impact on the efficiency of the public transport network in Sheffield.

## Why aren't SCC enforcing at every junction in Sheffield?

Not every junction will be suitable or needed at every site. Introducing Automatic Number Plate Recognition (ANPR) cameras and issuing Penalty Charge Notices (PCNs) are the last line of defence to get drivers to comply with signs or restrictions.

## Will there be more sites in the future?

It is envisaged that SCC's role in enforcement will be rolled out to more sites from 2023 onwards.

## How do I propose a future site for enforcement?

If SCC has been granted the powers, we will provide a way for people to propose site.

## How can I comment on the sites you are proposing to enforce?

Respond online by 31<sup>st</sup> December 2023 - The seven-week consultation is open until midnight on 31<sup>st</sup> December 2022. You can tell us what you think of the proposals online via the Connecting Sheffield Website: Have Your Say Today - Connecting Sheffield - Commonplace

You can also email your response directly to Sheffield City Council using the email address: [infor@connecting-sheffield.co.uk](mailto:infor@connecting-sheffield.co.uk). Anyone requiring a paper copy of the response should contact the freephone telephone number, 0808196 5105. Or write to us at: Freepost Connecting SHF

## Will SCC make any money from this?

Making money is not an aim of enforcing moving traffic violations. We are applying for these powers to make a difference to the highway network, and not as a source of financial income. We hope that better enforcement will help improve the compliance at these sites to make the necessary safety, congestion, and public transport improvements. As compliance improves, the number of Penalty Charge Notices will hopefully fall.

## What will SCC do with the income generated by fines?

Should there be any money left over once the operational costs have been met, this will be used for highway improvement projects in line with strict government guidance. This funding will only be granted to projects that that help achieve one of the following objectives:

- improve road safety
- tackle network congestion
- increase public transport reliability
- improve air quality
- increase lifespan of highway assets

## When will SCC start enforcing?

The start date is dependent on the legislation and the parliamentary timeline. It is estimated that the enforcement powers will come into effect in 2023. This will also be dependent on funding availability and procurement processes.

## Will drivers of foreign registered vehicles have to pay the Penalty Charge Notices they receive whilst driving through Sheffield?

Yes. All users of Sheffield roads will be treated equally, and drivers of vehicles – including HGVs – that are registered outside of the UK will be held accountable to the same laws and enforcement rules as Sheffield residents.

Enforcement at a site may lead to vehicles finding other routes to avoid restrictions. This could have an impact on other roads. Will SCC take this into account?

Yes. However, the restriction being enforced are not new restrictions and these should be lawfully adhered to. Every site and its surroundings will be assessed prior to any enforcement being introduced. The impact of the enforcement on other routes will be considered.



# Appendix A: Collision Study Queens Road

## Collisions Involving an Illegal Manoeuvre

### Collision Frequency

	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	3	1	0	2 (1 Serious)	2	1 (1 Serious)	9 (2 Serious)

- 17178861 (Slight) – Queens Road (A61) at or near junction with Myrtle Road (B6388) – Casualty crossing road at pedestrian crossing. V1 (car) turned right illegally from Myrtle Road and collided with pedestrian. V1 stopped but gave no details. Pedestrian was crossing from offside.  
Friday 28/04/2017 @ 08:30 during daylight, in fine weather, on a dry road surface.

23 years old female pedestrian slightly injured.

Identified Causation Factors:

405: Failed to look properly
- 17222230 (Slight) – Queens Road (A61) at or near junction with Shoreham Street – V2 (car) turns right (illegally) from Shoreham Street onto Queens Road and impacts with front end of oncoming V1 (car) causing damage.  
Friday 15/09/2017 @ 15:10 during daylight, in fine weather, on a dry road surface.

60 years old male driver (V1) slightly injured.

Identified Causation Factors:

403: Poor turn or manoeuvre
- 17246309 (Slight) – Queens Road (A61) at or near junction with Shoreham Street – V1 (car) turned illegally right out of Shoreham Street and collided with northwest bound V2 (taxi) travelling straight ahead.  
Saturday 18/11/2017 @ 22:40 during darkness, in fine weather, on a dry road surface.

40 years old male driver (V2) slightly injured.

Identified Causation Factors:

305: Illegal turn or direction of travel

- 18263933 (Slight) – Queens Road (A61) at or near junction with Myrtle Road (B6388) – V1 (car) travelling southwest on Shoreham Street towards Queens Road contravenes No Right Turn and collides with V2 (car) travelling from Myrtle Road towards Bramall Lane. V1 has rolled and come to a stop on Queens Road.  
Tuesday 16/01/2018 @ 20:35 during darkness, in rainy weather, on a wet/damp road surface.

18 years old female driver (V1) slightly injured.

17 years old female passenger (V1) slightly injured

Identified Causation Factors:

305: Illegal turn or direction of travel

403: Poor turn or manoeuvre

405: Failed to look properly

- 20925986 (Serious) – Queens Road (A61) at or near junction with Shoreham Street – V1 (car) was driving from Shoreham Street onto Myrtle Road. V2 (car) was coming from Myrtle Road and had gone to turn right onto Queens Road which is an illegal manoeuvre, as it is a No Right Turn, and collided with V1.  
Sunday 02/02/2020 @ 19:50 during darkness, in rainy weather, on a wet/damp road surface.

31 years old male driver (V1) seriously injured.

39 years old male driver (V2) slightly injured

Identified Causation Factors:

305: Illegal turn or direction of travel

- 20940010 (Slight) – Queens Road (A61) at or near junction with Shoreham Street – V1 (car) turned illegally right out of Shoreham Street and collided with northwest bound V2 (car) travelling straight ahead from Myrtle Road. V2 was believed to be travelling at excessive speed.  
Sunday 15/03/2020 @ 14:05 during daylight, in fine weather, on a wet/damp road surface.

63 years old male driver (V2) slightly injured.

Identified Causation Factors:

302: Disobeyed “Give-Way” or “Stop” sign/markings

306: Exceeding speed limit

406: Failed to judge other person’s path or speed

602: Careless, reckless or in a hurry

605: Learner or inexperienced driver/rider

- 211020112 (Slight) – Bramall Lane (A621) at junction with Shoreham Street – V1 (car) was travelling on Shoreham Street away from the city centre. Driver was following sat nav which indicated to turn right (an illegal manoeuvre). As V1 turned it collided with V2 (car) approaching from Myrtle Road.

Saturday 06/02/2021 @ 13:30 during daylight, in rainy weather, on a wet/damp road surface.

23 years old female driver (V1) slightly injured.

Identified Causation Factors:

305: Illegal turn or direction of travel

- 211032010 (Slight) – Queens Road (A61) at or near junction with Bramall Lane – V1 (van or goods<3.5 tonnes) has travelled from Shoreham Street towards the Myrtle Road junction to travel ahead. V2 (van or goods<3.5 tonnes) travelling from Myrtle Road has allegedly turned right on a No Right Turn and collided with V1.

Wednesday 31/03/2021 @ 11:09 during daylight, in fine weather, on a dry road surface.

72 years old male driver (V1) slightly injured.

Identified Causation Factors:

305: Illegal turn or direction of travel

- 221189064 (Serious) – Queens Road (A61) at junction with Myrtle Road (B6388) – V1 (car) has been travelling south down Shoreham Street. Whilst at the junction of Bramall Lane and Queens Road it has attempted to turn right which contravenes a No Right Turn. This has then caused V1 to strike V2 (car) which was travelling from Myrtle Road into Bramall Lane.

Friday 17/06/2022 @ 19:15 during daylight, in fine weather, on a dry road surface.

40 years old male driver (V2) slightly injured.

Identified Causation Factors:

305: Illegal turn or direction of travel

405: Failed to look properly

602: Careless, reckless or in a hurry

## Other Collisions

### Collision Frequency

	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	2	1 (1 Serious)	2	0	0	0	5 (2 Serious)

- 17153216 (Slight) – Queens Road (A61) at or near junction with Myrtle Road (B6388) – Casualty in a pram on a southeast bound bus when vehicle takes the junction at speed causing the pram to tip forwards resulting in the casualty banging his head.  
Wednesday 11/01/2017 @ 13:19 during daylight, in fine weather, on a dry road surface.

0 years old male passenger slightly injured.

Identified Causation Factors:

403: Poor turn or manoeuvre
- 17195850 (Slight) – Queens Road (A61) at or near junction with Myrtle Road – V1 (car) travelling southwest on Queens Road. V2 (car) travelling northwest on Myrtle Road. Cars collide in centre of junction.  
Monday 03/04/2017 @ 22:40 during darkness, in fine weather, on a wet/damp road surface.

49 years old male driver (V1) slightly injured.

Identified Causation Factors:

105: Defective traffic signals

405: Failed to look properly

406: Failed to judge other person's path or speed
- 18332212 (Serious) – Queens Road (A61) at or near junction with Bramall Lane (A621) – V1 (cyclist) was riding northeast along Queens Road. V2 (car) overtook cyclist then pulled across the front of the cyclist whilst turning left into Shoreham Street. Cyclist was knocked from bike causing injury.  
Tuesday 18/09/2018 @ 16:30 during daylight, in fine weather, on a dry road surface.

36 years old male cyclist seriously injured.

Identified Causation Factors: None
- 19806943 (Slight) – Myrtle Road (B6388) at or near junction with Queens Road (A61) – V2 (car) travelling northwest on Myrtle Road hit the rear of V1 (car) ahead and failed to stop.  
Thursday 10/01/2019 @ 17:07 during darkness, in fine weather, on a dry road surface.

57 years old female driver (V1) slightly injured.

Identified Causation Factors: None

- 19823126 (Slight) – Queens Road (A61) at or near junction with Shoreham Street – V2 (car) travelling down Myrtle Road towards Queens Road. Lights turned to green. V1 (car) appeared to come from behind colliding with rear offside.  
Monday 11/03/2019 @ 23:14 during darkness, in rainy weather, on a wet/damp road surface.

31 years old male driver (V2) slightly injured.

Identified Causation Factors:

308: Following too close

602: Careless, reckless or in a hurry

# Appendix B: Collision Study Upper Hanover Street

## Collisions Involving an Illegal Manoeuvre

### Collision Frequency

	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	3	0	3 (2 Serious)	0	0	0	6 (2 Serious)

- 17155225 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – Pedestrian walking across Upper Hanover Street using the pelican crossing. Taxi turning right from Glossop Road collided with pedestrian. Saturday 11/02/2017 @ 10:27 during daylight, in fine weather, on a dry road surface.

22 years old male pedestrian slightly injured.

Identified Causation Factors:

304: Disobeyed pedestrian crossing facility
- 17246008 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – Cyclist was crossing westbound on a pedestrian crossing on Upper Hanover Street on a green light. Eastbound V1 (car) has made an illegal right turn from Glossop Road and collides with cyclist on crossing. Friday 17/11/2017 @ 19:15 during darkness, in fine weather, on a dry road surface.

31 years old male cyclist slightly injured.

Identified Causation Factors:

305: Illegal turn or direction of travel
- 17248174 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – V1 (cyclist) was travelling eastwards on Glossop Road towards Sheffield city centre. As he crossed the junction with Upper Hanover Street, V2 (taxi) coming the opposite way turned right towards Brookhill Roundabout and collided with the cyclist. Wednesday 21/11/2017 @ 15:30 during daylight, in rainy weather, on a wet/damp road surface.

19 years old male cyclist slightly injured.

Identified Causation Factors: None

- 19827717 (Serious) – Glossop Road (B6547) at or near junction with Upper Hanover Street (A61) – Cyclist travelling east on Glossop Road onto West Street when an taxi performed an illegal left turn from Glossop Road to go north on Upper Hanover Street and collided with cyclist.

Thursday 28/03/2019 @ 08:50 during daylight, in fine weather, on a dry road surface.

19 years old male cyclist seriously injured.

Identified Causation Factors: None

- 19834693 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – V1 (car) travelling east from Glossop Road to West Street. V2 (car) travelling south on Hanover Way towards West Street/Glossop Road junction. V1 failed to notice lights had changed due to vision being obstructed by a bus and went through red light. V2 set off on green and was hit by V1. V1 then spun around and hit V3 (taxi) which was stationary at the traffic lights.

Saturday 27/04/2019 @ 19:09 during daylight, in unspecified weather, on a dry road surface.

25 years old female driver (V1) slightly injured.

Identified Causation Factors:

302: Disobeyed “Give-Way” or “Stop” sign/markings

- 19848280 (Serious) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – CCTV town hall reviewed footage and saw V1 (car) travelling northbound drive through a red light colliding with a westbound milk van.

Monday 17/06/2019 @ 02:20 during darkness, in fine weather, on a dry road surface.

27 years old male driver (V1) seriously injured.

27 years old male passenger (V1) slightly injured.

25 years old female passenger (V1) slightly injured.

28 years old male passenger (V1) slightly injured.

59 years old male driver (V2) seriously injured.

Identified Causation Factors:

501: Impaired by alcohol

602: Careless, reckless or in a hurry

## Other Collisions

### Collision Frequency

	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	2 (1 Serious)	1	1	1	2	0	7 (1 Serious)

- 17192243 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – V2 (car) heading northbound on Upper Hanover Street held at the lights. Northbound V1 (car) has hit V2 from behind.  
Thursday 08/06/2017 @ 12:50 during daylight, in fine weather, on a dry road surface.

52 years old male driver (V2) slightly injured.

Identified Causation Factors:

405: Failed to look properly
- 17242964 (Serious) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – Pedestrian has run across Upper Hanover Street from the nearside when traffic lights were on green for traffic. Southbound taxi has braked to avoid him but collided in lane 1. Pedestrian knocked to the floor unconscious.  
Tuesday 07/11/2017 @ 20:20 during darkness, in fine weather, on a wet/damp road surface.

32 years old male pedestrian seriously injured.

Identified Causation Factors:

804: Wrong use of pedestrian crossing facility
- 18291568 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – Pedestrian crossing Upper Hanover Street when hit by northbound V1 (car) causing minor injuries. V1 failed to stop at scene. Casualty was intoxicated and was crossing the road not using the pedestrian crossing.  
Sunday 29/04/2018 @ 02:38 during darkness, in fine weather, on a dry road surface.

21 years old female pedestrian slightly injured.

Identified Causation Factors:

406: Failed to judge other person's path or speed

803: Pedestrian failed to judge vehicle path or speed



- 19823597 (Slight) – Glossop Road (B6547) at or near junction with Upper Hanover Street (A61) – Pedestrian involved in fail to stop collision on Glossop Road near the Harley involving eastbound taxi.  
Saturday 02/03/2019 @ 23:15 during darkness, in unknown weather, on a dry road surface.

20 years old female pedestrian slightly injured.

Identified Causation Factors:

405: Failed to look properly

802: Pedestrian failed to look properly
- 20962006 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – V1 (cyclist) travelling eastbound along Glossop Road towards West Street. V2 (single decker bus) travelling west up West Street intending to turn right onto Upper Hanover Way. V2 turns into path of V1 knocking cyclist to the floor after he had hit his head on the bus windscreen.  
Saturday 04/07/2020 @ 15:20 during daylight, in fine weather, on a dry road surface.

25 years old male cyclist slightly injured.

Identified Causation Factors:

406: Failed to judge other person’s path or speed
- 211037437 (Slight) – Upper Hanover Street (A61) at or near junction with Glossop Road (B6547) – V1 (car) in northbound offside lane on Upper Hanover Street at junction with Glossop Road behind V2 (car). They had stopped for the traffic lights. V2 has then reversed back colliding with V1.  
Monday 19/04/2021 @ 17:15 during daylight, in fine weather, on a dry road surface.

48 years old female driver (V1) slightly injured.

Identified Causation Factors: None
- 211112367 (Slight) – Upper Hanover Street (A61) 155 metres from junction with University Square – V2 (car) travelling northbound has driven into the rear of V1 (car) and drove off not stopping at scene.  
Saturday 20/11/2021 @ 09:05 during daylight, in fine weather, on a dry road surface.

59 years old female driver (V1) slightly injured.

Identified Causation Factors:

406: Failed to judge other person’s path or speed

602: Careless, reckless or in a hurry

# Appendix C: Traffic Regulation Order - Prohibited Right Turn - Queens Road onto Myrtle Road

THE SOUTH YORKSHIRE COUNTY COUNCIL  
(VARIOUS ROADS AT HEELEY, SHEFFIELD)  
(ONE WAY TRAFFIC, PROHIBITED TURNS AND  
PRESCRIBED ROUTES) ORDER, 1981

The South Yorkshire County Council in exercise of their powers under Section 1 (1), (2) and (3) of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, Schedule 19 to the Local Government Act, 1972 and Schedule 6 to the Road Traffic Act, 1974 (which said Act of 1967 as so amended is hereinafter referred to as "the Act of 1967") and of all other powers then enabling in that behalf and after consultation with the Chief Officer of Police in accordance with Section 84C (1) of the Act of 1967, hereby make the following Order:-

1. Save as provided in Article 6 and Article 7 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle to proceed in any of the lengths of road specified in Column 1 of Schedule 1 to this Order other than in the direction specified in relation to that road in Column 2 of that Schedule.

2. Save as provided in Article 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle proceeding in any of the roads specified in Column 1 of Schedule 2 to this Order to make a right hand turn into the road specified in relation to that road in Column 2 of that Schedule.

3. Save as provided in Article 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit any vehicle proceeding in any of the roads specified in Column 1 of Schedule 3 to this Order to make a left hand turn into the road specified in relation to that road in Column 2 of that Schedule.

4. Save as provided in Article 6 of this Order every person causing or permitting any vehicle to proceed in the road specified in Column 1 of Schedule 4 to this Order shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause or permit that vehicle on reaching the junction with the road specified in relation to that road in Column 2 of that Schedule to proceed into the road specified in the said Column. *Nothing in this Article shall render it unlawful to cause or permit a private service vehicle to make a right turn from Sharnham Street into Queens Road.*

*Amendment  
No 1 9/2/12*

5. Save as provided in Article 6 of this Order every person causing or permitting any vehicle to proceed in any of the roads specified in Column 1 of Schedule 5 to this Order shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, cause the vehicle on reaching the junction with the road specified in relation to that road in Column 2 of that Schedule to make a left hand turn into the road specified in the said Column 2. *Nothing in this Article shall render it unlawful to cause or permit a private service vehicle proceeding in Sharnham Street in a southerly direction to proceed straight on at the junction with Pitterson Road.*

*Amendment No 1  
9/2/12*

6. Nothing in Article 1, Article 2, Article 3, Article 4 or Article 5 of this Order shall render it unlawful to cause or permit a vehicle to proceed if the vehicle is being used for police, fire brigade or ambulance purposes and is being used in an emergency.

7. Nothing in Article 1 of this Order shall apply to a mechanical road cleansing vehicle when being used in pursuance of statutory powers or duties.

8. This Order shall come into operation on the <sup>1<sup>st</sup></sup> day of *October* 1981 and may be cited as "The South Yorkshire County Council (Various Roads at Heeley, Sheffield) (One Way Traffic, Prohibited Turns and Prescribed Routes) Order, 1981".

9. The City of Sheffield (Colver Road, Gifford Road, Glover Road and Harrington Road) (One Way Traffic) Order, 1970 is hereby revoked insofar as it relates to Colver Road and Harrington Road. *70/20 is part revoked*

GIVEN under the Common Seal of the South Yorkshire County Council this *10<sup>th</sup>* day of *September* 1981.



( THE COMMON SEAL of the South Yorkshire  
 ( County Council was hereunto affixed in  
 ( the presence of:-

*J.W. Self*

Chief Executive,  
 As Proper Officer appointed under  
 Statute.

*Plan No 123 (14) 3  
 Highways Act 1963 s 50*

SCHEDULE 1

(One Way Traffic)

- |     |   |                |
|-----|---|----------------|
| 1.  |   | 2.             |
| 1.1 | Alderson Road - from its junction with Bramall Lane to its junction with Queens Road.   | South easterly |
| 1.2 | Asline Road   | North easterly |
| 1.3 | Bramall Lane - from its junction with Queens Road to its junction with Alderson Road.   | North westerly |
| 1.4 | Highfield Place - from its junction with London Road to its junction with Holland Road. | Easterly       |
| 1.5 | Ward Place.   | Westerly       |

SCHEDULE 2

(Prohibited Right Turns)

- |     |             |             |
|-----|-------------|-------------|
| 1.  |             | 2.          |
| 2.1 | Queens Road | London Road |
| 2.2 | Queens Road | Myrtle Road |

SCHEDULE 3

(Prohibited Left Turns)

- |     |             |               |
|-----|-------------|---------------|
| 1.  |             | 2.            |
| 3.1 | London Road | Abbydale Road |
| 3.2 | London Road | Wolseley Road |

SCHEDULE 4

(Prescribed Route - Ahead Only)

Amend No 1 02/12	4.1	Wolseley Road	2.	Queens Road
	4.2	Sharnham Street		Myrtle Road (See Article 4)

SCHEDULE 5

(Prescribed Left Turn)

	1.		2.	
	5.1	Alderson Road		Bramall Lane
	5.2	Bramall Lane (south bound)		Alderson Road (east bound)
	5.3	Harrington Road		Bramall Lane
	5.4	Both Accesses to Marks Builders Yard on Queens Road.		Queens Road
Amend No 1 02/12	5.5.	Sharnham Street - north of its junction with Alderson Road (south bound)		Alderson Road

See Article 5.

# Appendix D: Traffic Regulation Order - Prescribed Ahead, Upper Hanover to Upper Hanover

## THE SHEFFIELD CITY COUNCIL BUS PRIORI CONSOLIDATION ORDER 1991 AMENDMENT NO. 10 ORDER 1995

The Sheffield City Council in exercise of its powers under Section 1(1), 2(1) and (2) and Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part of Schedule 9 to the Act, hereby makes the following Order:-

1 . The Sheffield City Council (Bus Priority) (Consolidation) Order 1991 (as amended) shall have effect as though:-

a) In DEFINITIONS 2(1) there was included the following definition:-

"TAXI" means a Hackney Carriage or a Private Hire Vehicle operating under a licence issued by a Local Authority.

b) For Article 3 thereto there was substituted the following:-

3. Save as provided in Article 6 of this Order no vehicle other than a service bus, works bus, pedal cycle or taxi shall enter, proceed or wait in any of the bus lanes specified in Part 1 of Schedule 1 to this Order except upon the direction or with the permission of a police constable in uniform or of a traffic warden.

c) For Articles 4, 5 and 5A to this Order there were substituted the following:-

4. Save as provided in Article 6 of this Order no vehicle other than a service bus, works bus, pedal cycle or taxi shall between the hours of 8.00 a.m. and 9.30 a.m. on Mondays to Fridays inclusive enter, proceed or wait in any of the bus lanes specified in Part 2 of Schedule 1 to this Order except upon the direction or with the permission of a police constable in uniform or of a traffic warden.

5. Save as provided in Article 6 of this Order no vehicle other than a service bus, works bus, pedal cycle or taxi shall between the hours of 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive enter, proceed or wait in any of the bus lanes specified in Part 3 of Schedule 1 to this Order except upon the direction or with the permission of a police constable in uniform or of a traffic warden.

5A. Save as provided in Article 6 of this Order no vehicle other than a tramcar, service bus, works bus, pedal cycle or taxi shall proceed or wait in any of the bus lanes specified in Part 4 of Schedule 1 to this Order except upon the direction or with the permission of a police constable in uniform or of a traffic warden.

d) For Articles 7 and 8 thereto there were substituted the following Articles:-

7. Save as provided in Article 10 of this Order no vehicle other than a service bus, works bus, pedal cycle or taxi shall enter, proceed or wait in any of the bus lanes specified in Column 1 of Schedule 2 to this Order except upon the direction or with the permission of a

police constable in uniform or of a traffic warden.

8. Every vehicle permitted by Article 7, which is proceeding in any of the lengths of road specified in Column 2 of Schedule 2 to this Order in the direction specified in relation to that length of road in column 3 thereof shall proceed in the bus lane, provided that the foregoing provisions shall not apply so as to prevent any such permitted vehicle from crossing over the white line if it is necessary to do so in order to overtake a vehicle that is stationary in the bus lane.

e) For Articles 11, 11B, 11D and 12(1) thereto there were substituted the following:-

11. Save as provided in Article 12, Article 12A, Article 13 or Article 13A no vehicle other than a service bus, works bus, pedal cycle or taxi shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden, proceed in any of the lengths of roads specified in Schedule 3 to this Order.

11B. Save as provided in Article 12 no vehicle other than a service bus, works bus, pedal cycle or taxi shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, proceed between the hours of 8.00 a.m. and 6.30 p.m. Monday to Saturday in the lengths of roads specified in Schedule 3B to this Order.

11D. Save as provided in Article 12 no vehicle other than a service bus, works bus, pedal cycle or taxi shall, except upon the direction or with the permission of a police constable in uniform or of a traffic warden, proceed between the hours of 8.00 a.m. and 9.30 a.m. Monday to Friday in the lengths of roads specified in Schedule 3D to this Order.

12(1). Nothing in Article 11, 11A, 11B, 11C, 11D or 11E of this Order shall render it unlawful for any vehicle to enter or proceed in any of the lengths of road referred to therein to enable the vehicle to be used for any of the

purposes specified in paragraph (2) of this Article for so long as may be necessary for any of those purposes.

f) For Article 13 thereto there was substituted the following Article:-

13 Nothing in Article 1 1 of this Order shall render it lawful for a taxi to proceed in the Fitzwilliam Gate/CumberlandStreet bus gate or the Peaks Mount bus gate.

g) For Article 14 thereto there was substituted the following Article:-

14 Save as provided in Article 16 no person shall cause any vehicle other than a service bus, works bus, pedal cycle or taxi proceeding in any of the roads specified in Column 1 of Schedule 4 to this Order to make a right hand turn into the road specified in relation to that road in Column 2 of the said Schedule except on the direction or with the permission of a police constable in uniform or of a traffic warden.

h) For Articles 15 and 15B thereto there were substituted the following Articles:-

15 Save as provided in Article 16 every person causing a vehicle other than a service bus, works bus, pedal cycle or taxi to proceed in any of the lengths of road specified in Column 1 of Schedule 5 to this Order shall cause that vehicle to make a left hand turn into the road specified in relation to that road in Column 2 of the said Schedule on reaching the junction of the said road except on the direction or with the permission of a police constable in uniform or of a traffic warden.

15B Every person causing a service bus, works bus, pedal cycle or taxi to proceed in any of the lengths of road specified in Column 1 of Schedule 5B to this Order shall cause that vehicle to make a right hand turn into the road specified in relation to that road in Column 2 of the said Schedule on reaching the junction of the said road except on the direction or with the permission of a police constable in uniform or of a traffic warden.

i) For Article 18 thereto there was substituted the following Articles:-

18 Nothing in Article 17 of this Order shall render it unlawful to cause or permit any service bus, works bus, pedal cycle, taxi or a vehicle being used in an emergency for police, fire brigade, ambulance or local authority purposes to proceed in that length of road referred to therein in a south easterly direction.

j) There were included the following Articles:-

1 1 (E) Save as provided in Articles 12 and 13 no vehicle other than a service bus, works bus, pedal cycle, taxi or tramcar shall, except upon direction of

or with the permission of a police constable in uniform or of a traffic warden, proceed between the hours of 4.30 p.m. to 6.30 p.m. Monday to Friday in the lengths of road specified in Schedule 3E to this Order.

15(c) Every person causing a vehicle other than a tramcar to proceed in any of the lengths of roads specified in Column 1 of Schedule 5C to this Order, and in the direction specified in Column 2 of that Schedule and on reaching the location specified in Column 3 of that Schedule shall, except on the direction or with the permission of a police constable in uniform or of a traffic warden, proceed ahead.

17A Save as provided in Article 18A no person shall cause or permit any vehicle other than a tramcar traveling in either direction to proceed in that part of Church Street between St. James Row and Vicar Lane and which is bounded on the north side by the kerb line thereof and on the south side by the Authorised Traffic Sign.

17A Nothing in Article 17A shall apply to -

a) a vehicle being used in an emergency for police, fire, ambulance or local authority purposes;

b) a vehicle proceeding on the direction of or with the permission of a police constable in uniform or of a traffic warden.

k) In Schedule 1 Part 3 thereto the item '3 Glossop Road' was deleted.

l) In Schedule 3 thereto for the items '1B Church Street' and '6 High Street' there were substituted the following:-

1B Church Street The southern carriageway between High Street and St James Row.

6 High Street The southern carriageway between Castle Square and Church Street.

m) In Schedule 3C thereto for the item '2 High Street' there was substituted the following item:-

2 High Street (i) Between Angel Street and Haymarket.  
(northern carriageway)

(ii) Between Castle Square and Church Street.

n) in Schedule 3C thereto there was included the following item:-

1A Church Street  
(northern carriageway) Between High Street and St James Row.



of) there were included the following Schedules:-

Schedule 3E

Bus and Tram Gates

Between 4.30 .m. and 6.30 .m. Monda to Frida

Road	Description	Gell
1. Glossop Road	the westbound carriageway Street and Wilkinson Lane.	

Schedule 5C.

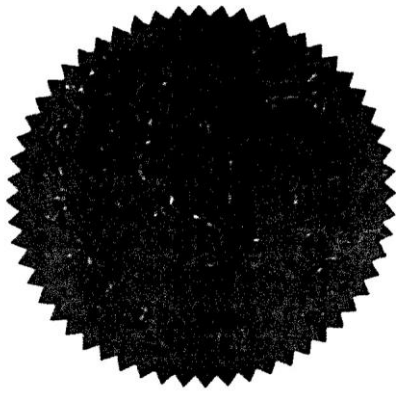
Prescribed Ahead Onl Exce t Tramcars

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
1. Upper Hanover Street	southerly	Glossop Road
2. This Order shall come into operation on the 7th day of August, 1995 and may be cited as The Sheffield City Council (Bus Priority) (Consolidation) Order 1991 (Amendment No. 10) Order 1995 .		

GIVEN under the Common Seal of the Sheffield City Council this 3rd day of August 1995.

THE )  
COMMON )  
The )  
Sheffield City )  
Council was )  
hereunto )  
affixed in the presence of:-

SEAL of The )  
uncil )  
xed in )  
)  
*[Handwritten Signature]*



SEAL of

~~City Solicitor and~~  
~~Head of Administration~~

ASSISTANT HEAD OF DEPARTMENT &  
CONTRACT ADMINISTRATOR

## Appendix E: Consultation Questions

**Is this a personal response, or are you responding on behalf of an organisation, group or business or as a democratically Elected Representative? (Please choose one option)**

- I am responding as an individual
- I am providing the official response of an organisation, group or business

Name of business/organisation:

If you are providing the official response of an organisation, group or business, its name may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the Freedom of Information Act 2000.

**If responding as an Individual**

**About you**

Which of the following modes of transport do you generally use at least once per week to get around? (Please select all that apply)

- Bicycle Bus
- Car
- Ferry HGV or van
- Motorcycle
- On foot
- Wheelchair / mobility scooter
- Other
- Prefer not to say

For 'other', please specify in the box below:

Are there any children or young people under the age of 18 living in your household (including yourself)? (Please select all that apply)

- Yes – aged 0-4
- Yes – aged 5-15
- Yes – aged 12-16
- Yes – aged 17-18
- No – none under the age of 19
- Prefer not to say

What is your ethnic group? (Please choose one option)

**Asian or Asian British ethnic groups**

- Indian
- Pakistani
- Bangladeshi
- Nepalese
- Chinese
- Any other Asian background  
(Please specify below)

**Mixed or multiple ethnic groups**

- White and Black Caribbean
- White and Black African
- White Asian
- Any other Mixed background  
(Please specify below)

**Black, African, Caribbean, or Black British ethnic groups**

- British
- African
- Caribbean
- Any other Black backgrounds  
(please specify below)

**White ethnic groups**

- English, Welsh, Scottish, Northern Irish, British Irish
- Gypsy or Irish Traveller
- Any other White background (Please specify below)

**Other ethnic group**

- Arab
- Any other ethnic background (Please specify below)

**For 'other' specify below**

## Site Specific Locations

### Queens Road/Bramall Lane

To what extent do you support civil enforcement on Site 1: Queens Road (A61) and Bramall Lane?

- Strongly Support
- Mostly Support
- Neither Support nor oppose
- Mostly oppose
- Strongly oppose
- Not applicable to me
- I don't know

#### Site 1: Queens Road (A61) and Bramall Lane

Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at this location? Please write your suggestions in the box below. Please do not include any personal information in your response.

---

## Upper Hanover Street/Glossop Road

**To what extent do you support civil enforcement on Site 2: Glossop Road and Upper Hanover Street?**

- Strongly Support
- Mostly Support
- Neither Support nor oppose
- Mostly oppose
- Strongly oppose
- Not applicable to me
- I don't know

### **Site 2: Glossop Road and Upper Hanover Street**

**Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at this location? Please write your suggestions in the box below. Please do not include any personal information in your response.**

---

## Hoyle Street

**To what extent do you support civil enforcement on Site 3: Hoyle Street?**

- Strongly Support
- Mostly Support
- Neither Support nor oppose
- Mostly oppose
- Strongly oppose
- Not applicable to me
- I don't know

### **Site 3: Hoyle Street**

**Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at this location? Please write your suggestions in the box below. Please do not include any personal information in your response.**

---

Sheffield City Council will be setting out the approach to the enforcement of moving traffic offences. In line with DfT guidance, it will state that ANPR cameras can only be used to enforce against moving traffic offences at sites where all other methods of deterrent have been tried, but further measures are still required. The three sites above all meet these criteria, and any future sites will have to go through the same rigorous assessment process.

**Impact, suggestions, and further comments**

**Do you have any further comments about the proposal to apply for civil enforcement measures at the locations considered in this consultation?**

**Please write your suggestion in the box below. Please do not include any personal information in your response.**

Please indicate below if any impacts you have mentioned above relate to any of the following characteristics or issues: (Please select all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Age                        | <input type="checkbox"/> Disability                        |
| <input type="checkbox"/> Gender reassignment        | <input type="checkbox"/> Marriage and/or civil partnership |
| <input type="checkbox"/> Pregnancy and/or maternity | <input type="checkbox"/> Race Religion or belief           |
| <input type="checkbox"/> Sex                        | <input type="checkbox"/> Sexual orientation                |
| <input type="checkbox"/> Poverty                    | <input type="checkbox"/> Rurality                          |
| <input type="checkbox"/> Environmental impact       | <input type="checkbox"/> Don't know                        |
| <input type="checkbox"/> None of these              |  |

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# Connecting Sheffield - Enforcing Moving Traffic Offences: Traffic Management Act 2004 – Part 6

## Consultation Feedback Analysis Report

January 2023

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# 1. Introduction

## 1.1 Background

Ahead of applying for new powers for the enforcement of the Traffic Management Act 2004 – Part 6, Sheffield City Council (SCC) sought residents' views on a number of proposed locations where moving traffic regulations could be enforced by the Authority.

SCC has been given the opportunity by Central Government to apply for new powers to help make roads safer and more reliable. SCC already has some of these powers, such as the enforcement of bus, taxi, and tram gates, which have proved successful in managing the highway network over a number of years. Having more of these types of powers would allow SCC to have greater control over illegal manoeuvres to further help their ambition of improving road safety and congestion.

SCC is required to make an application to the Secretary of State for Transport under Part 6 of the Traffic Management Act 2004. Prior to formally applying for the powers, SCC has undertaken a public consultation to seek the public's views and has shared potential sites where the powers would be applied.

SCC is planning to use new powers to improve road safety for all highway users and to help tackle congestion by enforcing moving traffic offences, such as:

- Driving through a 'No Entry' sign
- Turning left or right when instructed not to do so (making banned turns)
- Entering yellow box junctions when the exit is not clear
- Driving where and when motor vehicles are prohibited

These rules can currently only be enforced by the police under criminal law. The Department for Transport (DfT) announced in 2020 that they would be fully implementing the remaining elements of the Traffic Management Act under Part 6, which would allow Highway Authorities to undertake enforcement. These powers have already been granted to other Highway Authorities across the country.

## 1.2 Locations for Proposed Enforcement

The locations where enforcement is proposed have been prioritised using the South Yorkshire Police recorded Personal Injury Accident record. SCC has also used historical reports of poor compliance with traffic rules in the area and in relation to network management where there is existing or potential traffic congestion and delay, including delay to public transport provision.

SCC are planning to use the enforcement powers at three sites:

- 1) Queens Road and Bramall Lane – Illegal turning movements and yellow box junction (no stopping)
- 2) Glossop Road and Upper Hanover Street – Illegal turning movements and yellow box junction (no stopping)
- 3) Hoyle Street – Yellow box junction (no stopping)

Before enforcement is undertaken, the road signs and markings at each location would be assessed, with improvements made, if necessary, to ensure the restriction is as clear as it can be and in full compliance with regulations.

### 1.3 Publicising the Consultation

Details of the proposed enforcement legislation were shared as a consultation on the Connecting Sheffield website at: <https://connectingsheffield.commonplace.is/en-GB/proposals/enforcing-moving-traffic-offences-traffic-management-act-2004-part-6/step1>.

The consultation website gave people the opportunity to read about the proposals and to provide feedback. An email was sent via the Connecting Sheffield website to let 'latest news' subscribers know about the Enforcing Moving Traffic Offences consultation. 3542 residents and businesses are currently signed up to receive latest news updates via email.

During the consultation period, SCC shared a link to the Connecting Sheffield website on their social media channels and news website.



Figure 1: Screenshot of a Sheffield City Council tweet and Facebook post promoting the Moving Traffic Offences consultation.

## Council to apply for new traffic enforcement powers to make roads safer

14 November 2022

[Share](#)
[Tweet](#)
[Pin](#)
[Email](#)
[Share](#)



An application is being drafted to Government which, if successful, would give the Council new traffic enforcement powers – helping to make Sheffield roads safer and more reliable.

Figure 2: Screenshot of a Sheffield City Council post on Sheff News promoting the Moving Traffic Offences consultation.

## 2. Responses to the Consultation

A total of **596 people** provided feedback to the consultation which opened on the 11 November 2022 and closed on the 31 December 2022. **571 responses** were provided via a survey hosted on the Connecting Sheffield website. In addition to responses received via the online survey, we received **25 email responses** that have been included in the feedback analysis. A Freephone information line (0808 196 5105) and Freepost address (Freepost Connecting SHF) were also available as means of responding to the consultation.

The online survey consisted of 10 questions for all respondents, six of which were closed questions, with the remaining four being open. It is worth noting that the survey allowed for any question to be left unanswered.

Consultation response received	Total
Commonplace	571
Email	25
Freepost	0
Phone	0
<b>Total</b>	<b>596</b>

## 2.1 Respondent Categories

In order to differentiate between responses received and better understand the feedback, respondents were assigned to one of two categories based on the information they provided through the survey. The categories included:

1. Individual
2. Business

To understand how respondents travel around the city, a question asked which of the following modes of transport respondents generally use at least once per week to get around:

1. Bus
2. Bicycle
3. HGV or van
4. Motorcycle
5. On foot
6. Wheelchair
7. Prefer not to say

## 2.2 Closed Question Analysis

Respondents were asked six closed questions about how they travel around Sheffield and their overall opinions on each location where enforcement is proposed.

### 2.2.1 Question 1: Overall, how do you feel about Sheffield City Council applying for civil enforcement measures?

**528 (75%) respondents** stated that they 'Support' or 'Strongly support' Sheffield City Council's application for civil enforcement measures. Meanwhile, **131 (19%) respondents** expressed their negative sentiment towards the proposals stating that they either 'Oppose' or 'Strongly oppose' the proposals.

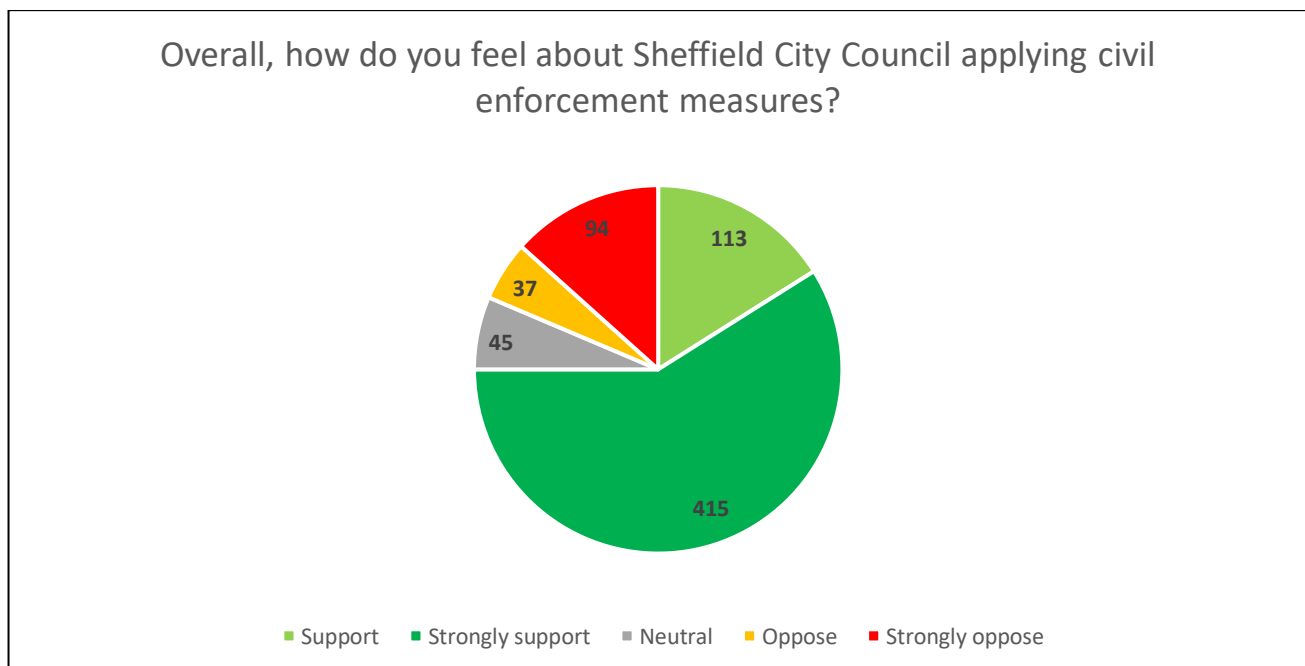


Figure 3: Consultation responses to the question: 'Overall, how do you feel about Sheffield City Council applying civil enforcement measures?'



2.2.2 Question 2: Are you responding as an individual or a business?

20 (3%) respondents stated that they were replying to the consultation as a business while 676 (96%) respondents stated they were responding to the consultation as an individual. Those respondents who answered 'Other' as part of this closed question were replying to the survey as both a business and an individual.

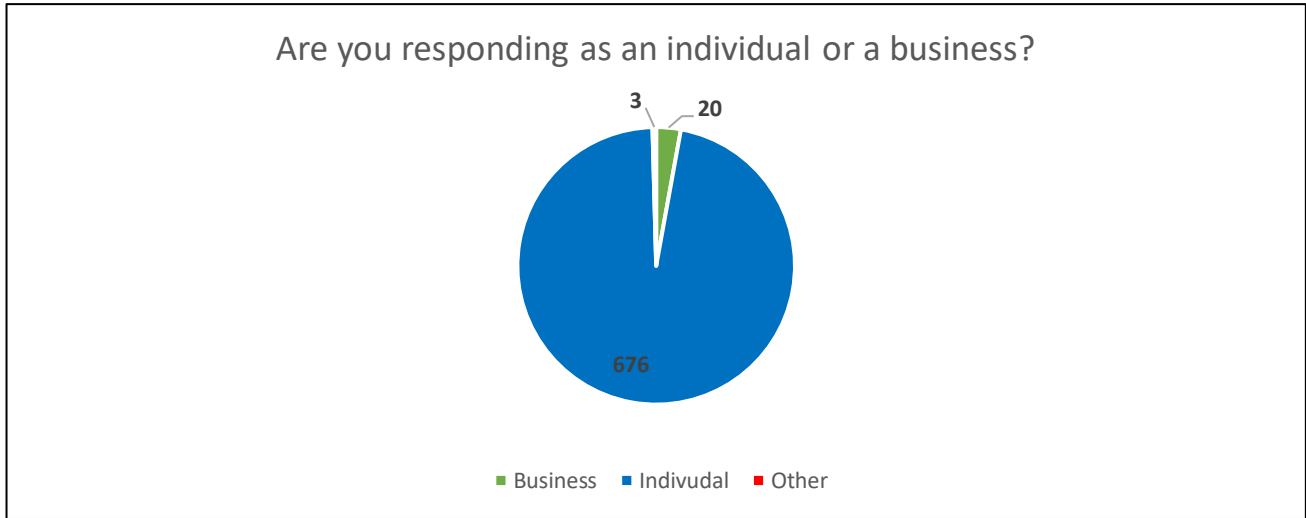


Figure 4: Consultation responses to the question: 'Are you responding as an individual or a business?'

2.2.3 Question 3: Which of the following modes of transport do you generally use at least once per week to get around?

540 (37%) respondents stated that their most commonly used mode of transport was the car. The second most common mode of transport was walking, with 473 (33%) respondents stating they got around on foot. In addition, 348 (24%) respondents stated that they use a bicycle at least once a week.

Those that answered 'Other' referenced using Sheffield's tram and train services every week, as well as alternate modes of transport like scooters or skateboards.

It is worth noting that respondents could choose multiple answers to this question.

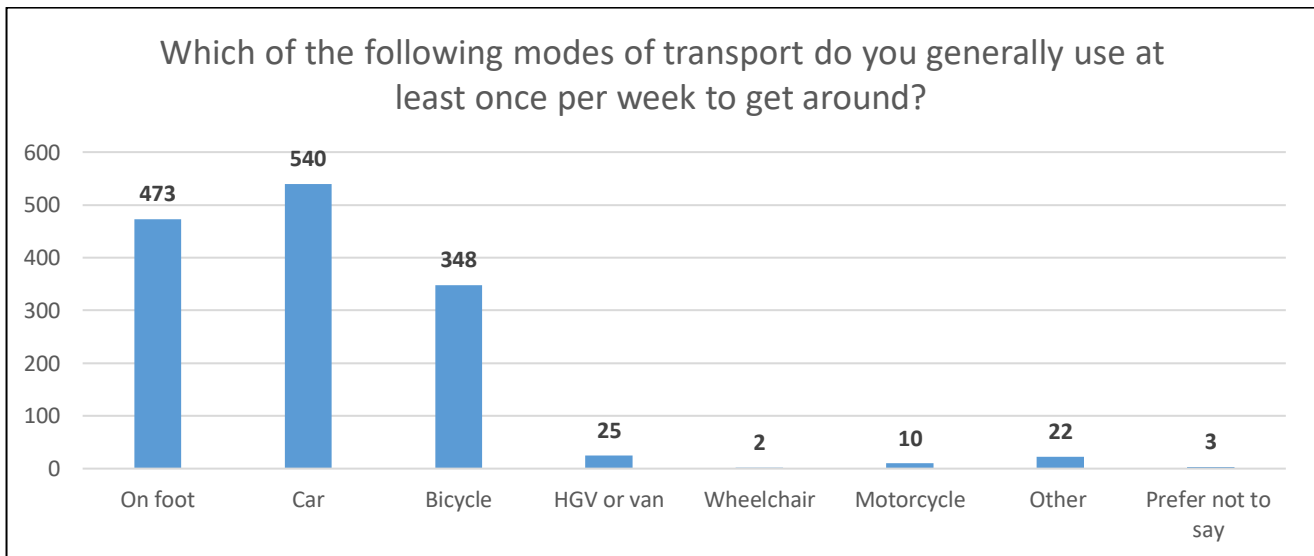


Figure 5: Consultation responses to the question: 'Which of the following modes of transport do you generally use at least once per week to get around?'

## 2.3 Location Specific Questions

### 2.3.1 Question 4: To what extent do you support civil enforcement on Site 1: Queens Road (A61) and Bramall Lane?

**527 (77%) respondents** expressed their support towards civil enforcement on Queens Road and Bramall Lane answering either 'Support' or 'Strongly support'. **119 (17%) respondents** stated that they were in opposition of civil enforcement on Site 1 answering either 'Oppose' or 'Strongly oppose'

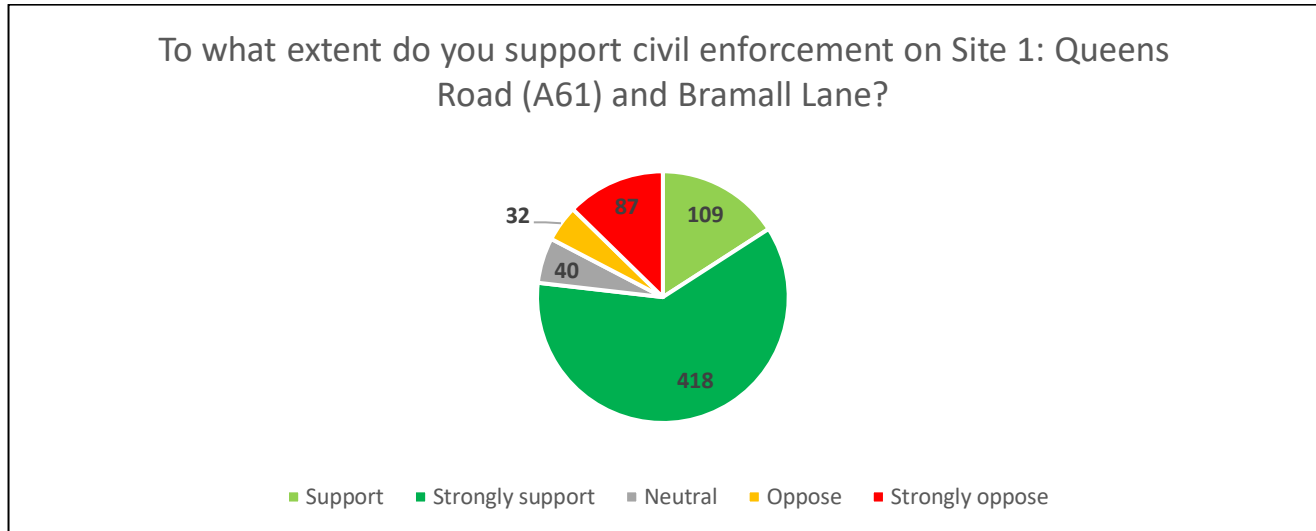


Figure 6: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 1: Queens Road (A61) and Bramall Lane?'

### 2.3.2 Question 5: To what extent do you support civil enforcement on Site 2: Glossop Road and Upper Hanover Street?

**518 (77%) respondents** expressed their support of civil enforcement on Glossop Road and Upper Hanover Street answering either 'Support' or 'Strongly support', while **106 (16%) respondents** answered either 'Oppose' or 'Strongly oppose', stating that they were in opposition of civil enforcement on Site 2.

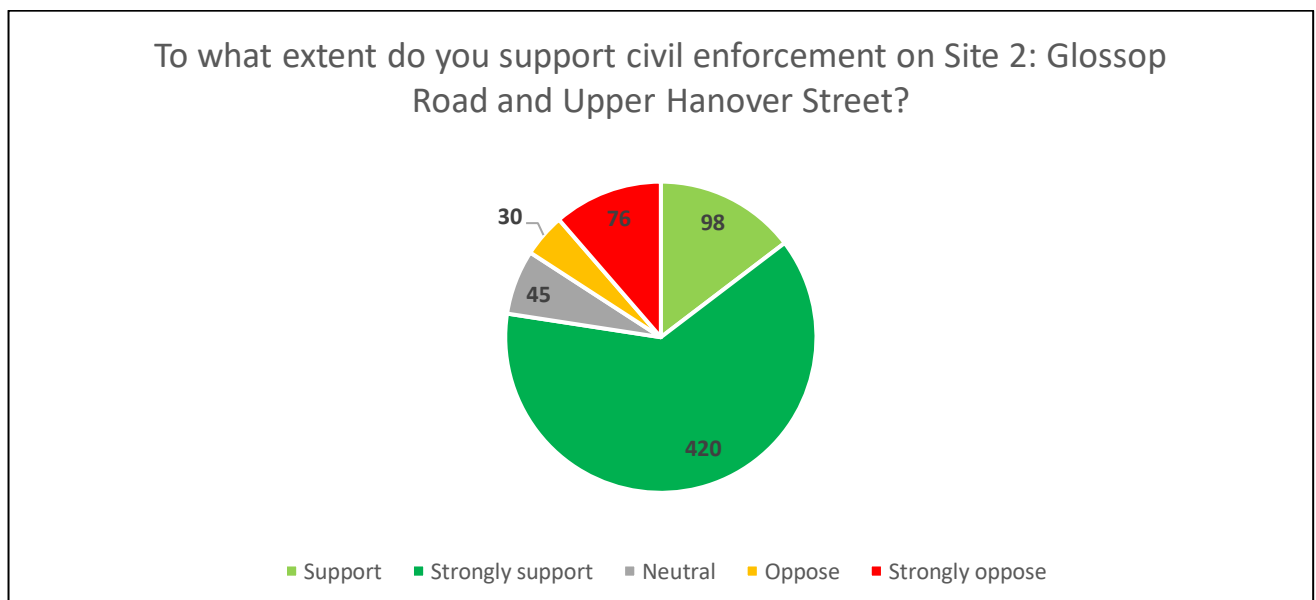


Figure 7: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 2: Glossop Road and Upper Hanover Street?'

2.3.3 Question 6: To what extent do you support civil enforcement on Site 3: Hoyle Street?

503 (74%) respondents expressed their support of civil enforcement measures on Hoyle Street answering either 'Support' or 'Strongly support'. While 108 (15%) respondents stated that they were in opposition of civil enforcement on Site 3, answering that they either 'Oppose' or 'Strongly oppose' the proposals.

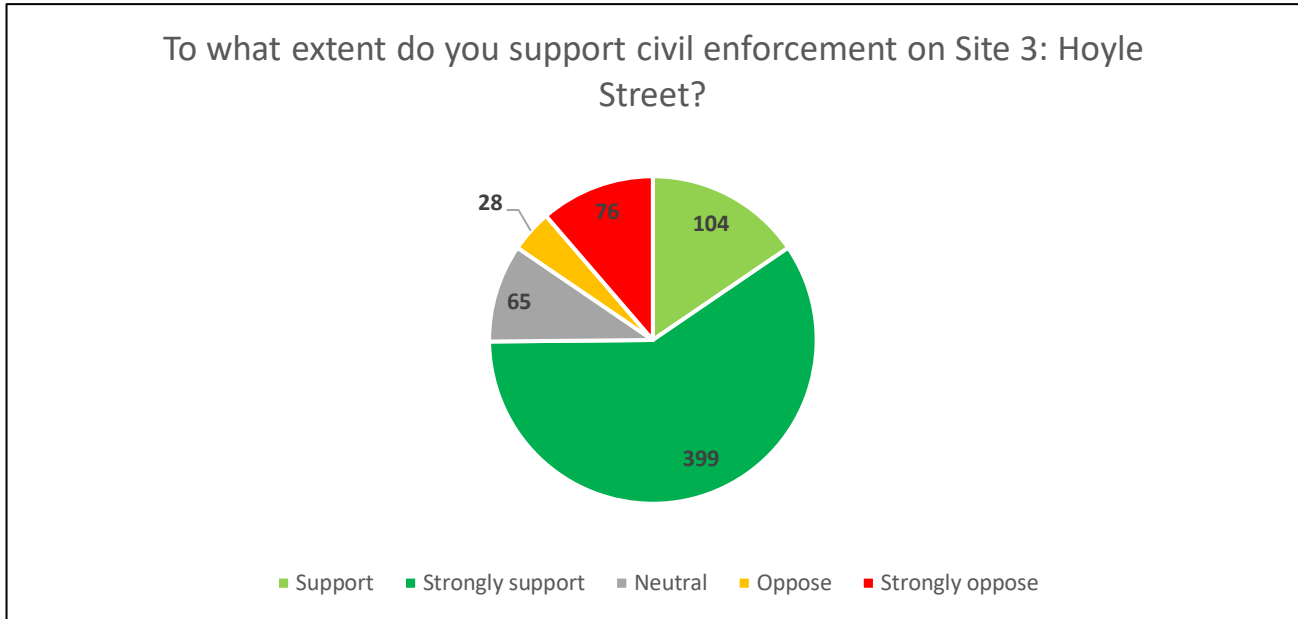


Figure 8: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 3: Hoyle Street?'

### 3. Open Question Analysis

Within the survey, four open questions were asked:

1. Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Queens Road (A61) and Bramall Lane?
2. Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Glossop Road and Upper Hanover Street?
3. Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Hoyle Street?
4. Do you have any further comments about the proposal to apply for civil enforcement measures at the locations considered in this consultation?

*Our analysis of the feedback has been categorised by theme to allow us to provide an overall picture of how people feel about the scheme and about specific aspects of the scheme. It is, therefore, the case that the number of comments exceeds the number of respondents.*

Below is a table of feedback received. The analysis of the feedback received has been split into site specific categories, outlining the key themes that arose from feedback on each site where civil enforcement measures are proposed.



## Enforcing moving traffic offences: Traffic Management Act 2004 - Part 6 – Response Tables

### Site 1: Queens Road (A61) and Bramall Lane

#### Alternative Offences and Locations for Enforcement

14 respondents suggested other locations and offences which could be enforced by camera in the local area:

- Four respondents suggested that the bus-only right turn from Shoreham Street to Queens Road is abused by other vehicles and could also be enforced by camera.
- Three respondents suggested that there should be cameras implemented that monitor vehicles driving through red lights.
- Two respondents suggested that the enforcement by camera could be applied to right turns from Queens Road into Halfords Retail Park.
- One respondent stated that the banned right turn from Queens Road into Bramall Lane is being regularly abused which causes big holdups.
- One respondent highlighted blatant breaches at Alderson Road/Bramall Lane which are dangerous, illegal and antisocial.
- One respondent reported a traffic light camera outside Big Yellow Self-Storage which might no longer be working
- One respondent requested that the council consider making any right turns illegal.
- Cars travelling southbound also turn right from Queens Road into Bramall Lane (which should be a 'bus only' turn) and even into Shoreham Street.

#### Fines

10 respondents commented on the potential fines and penalties with most expressing concern about being unjustly fined:

- Seven respondents were concerned that it is difficult to assess traffic movement at the junction, and vehicles can end up stuck in/on the edge of the box junction when the traffic flow stops. Two commented that a fine for partial encroachment would feel unjust.
- One respondent was not convinced cameras will catch those breaking the rules without also picking up those legally turning into Shoreham Street. It was felt that combining no-stop with no-turn with red light camera is going to cause chaos as drivers try and judge when to stop as lights turn or traffic stalls.

- One respondent requested assurance that drivers are not penalised for entering the yellow box markings when waiting to turn right. This is a permitted manoeuvre.
- One comment that on Queens Road itself travelling south there's a slight dip so drivers can't judge if vehicles are going to stop which can prevent exit from the box junction.

### **Pedestrian Safety**

10 respondents commented on pedestrian safety at or around the junction:

- Five respondents suggested that there should be more pedestrian crossings implemented at the junction.
- Cars should not be turning so pedestrians do not expect it. Drivers know they shouldn't and so try to do the manoeuvre at speed.
- The entirety of Queens Road should have more consideration for pedestrian safety.
- Suggestion to close Bramall Lane at this end on match days to maximise the safety of supporters walking to the ground.
- As a pedestrian, this crossing is really confusing and feels dangerous. Ideally a clearer route for both cars and pedestrians would really help.
- A comment that on a few occasions whilst crossing over Queens Road using the pedestrian crossing on the green man, cars have turned onto Queens Road from Myrtle Road almost hitting the pedestrian.

### **Camera Enforcement Not Needed**

Nine respondents commented that they feel camera enforcement is not needed at the junction:

- Three respondents commented that they do not feel camera enforcement is needed at the junction, particularly given the low accident data.
- Two respondents commented that it is a particularly difficult junction as the lights are set so far back from the junction when turning right from Queens Road onto Bramall Lane. These respondents expressed particular concern for visitors to the city.
- One respondent commented that they often go through the junction and do not ever see people blocking the box junction.
- One respondent asked why those turns are not allowed and why traffic lights and markings cannot be made so that people can move in the direction they need to go in the most effective (and emission-reducing) way possible. Roads should be reopened and reconfigured with flow in mind rather than fines.
- One respondent would like to rely on drivers' and cyclists' goodwill and willingness to do the right thing rather than the heavy-handed strategy of fines.

- One respondent commented that traffic flows differently at different times of the day and if drivers follow the letter of the law at all times, traffic flow will worsen. The respondent suggests that traffic flow modelling be carried out with the modelling parameter that every car waits until a visual verification of a clear space past the yellow box is noted.

### Signage

Eight respondents commented on signage at or around the junction:

- Four respondents suggested that the road signs and street markings need to be clear.
- Most yellow boxes seem to have parts which have worn away as do many of the white road markings
- Request for better signage at Halfords/Heeley junction
- Request that the cameras are obviously placed so drivers are not being caught by stealth.
- Request to make alternate routes to travel that way legally clearer.

### Cycling

Seven respondents commented on cycling at or around the junction:

- Two respondents commented that the cycle lane on Bramall Lane is too narrow.
- It is very difficult to cross Queens Road on a bike.
- Request to consider making the junction safer for cyclists.
- Request to ensure that these fines are never applied to cyclists. The city needs a decrease in car use to help people walking and cycling be safe on our streets.
- Suggestion to install wands to protect cyclists.
- A comment that cycling through the junction is difficult enough when people are obeying the rules. It's dangerous when they're not.

### Suggestions

Five respondents gave suggestions:

- Two respondents suggested that the overhead gantries on Queens Road should be re-instated to reduce congestion.
- Suggestion to simplify the junction to one road feeding north only, one road feeding south.
- Suggestion that an education campaign is utilised to ensure that motorists are aware that taxis and buses are given priority when turning right from Bramall Lane/Shoreham Street into Queens Road, but all vehicles should give way to traffic coming from their right.

- Suggestion to make physical changes rather than enforce banned movements by camera as physical changes will be much more beneficial and should be viewed as a long-term investment.

#### **Current Violations**

Four respondents commented that they regularly see the restrictions violated at the junction:

- Three respondents shared that they regularly see the yellow box junction blocked.
- One respondent, who lives on Myrtle Road, is happy to hear that the illegal turns at the junction are not going unnoticed.

#### **Taxis**

Four respondents commented on the implications of the enforcement for taxis:

- Three respondents suggested that taxi drivers should have the same powers as buses and be permitted to turn right at this junction.
- One respondent feels there should be a right turn allowed for buses, taxis and cycles only.

#### **Traffic Lights**

Three respondents commented on the traffic lights at and around the junction:

- The timing of the lights cause a problem with the box junction at Alderson Road. Poor visibility makes it hard to judge if you're going to need to stop when turning right from the left-hand lane from Alderson Road.
- Request to open more roads to help make traffic move quicker, more control with traffic lights so traffic moves quicker.
- Request to time traffic lights to maximise flow of traffic.

#### **Negative Comments**

Five respondents had negative comments, particularly around access and accessibility:

- Older people with poor mobility will miss out on access to the city centre.
- One respondent was concerned that the enforcement by camera would have a negative effect on access to business premises.
- One respondent felt it would be difficult to get to their home following these measures in addition to the closure of Cherry Street to motor vehicles.
- Request to re-open Cherry Street. This is done on match days but for local people trying to reach family the quickest route is not allowed.
- For traffic on Bramall Lane to flow efficiently, lane switching needs to stop but as that isn't illegal there will be lots of appeals and wasted time and money.

#### **Positive Comments**

Three respondents had positive comments with regards to enforcement at the junction:

- 'Seems most people have forgotten, or don't know, what the yellow box means.'
- 'A great suggestion, as a pedestrian and a driver on that road I don't currently feel safe.'
- 'These offences make congestion here worse, why not improve enforcement?'

#### **Requests for Clarification**

Four respondents had requests for clarification:

- Is a right turn into Shoreham Street permitted? It is unclear when exiting Myrtle Road.
- Are the restrictions necessary?
- Why not allow people to turn right and left with filters to facilitate turning right?
- Can you turn left from Glossop Rd coming out of town, into Hanover Way dual carriageway?.

#### **General Comments**

Two respondents had general comments which had little relation to the Queens Road junction:

- The problem of toxic air quality in the neighbourhood of Lowfield's School and its implications for public health for children.
- On Bramall Lane roundabout the lanes aren't set out in a way that takes you to the right exit, so cars have to cut across lanes at the last minute when they realise this.

#### **Site 2: Glossop Road and Upper Hanover Street**

##### **Alternative Offences and Locations for Enforcement**

18 respondents suggested alternative offences and locations where camera enforcement could be implemented in the area:

- Six respondents suggested that there should be enforcement for the turning onto Claremont Place from Glossop Road.
- Three respondents suggested that the banned right turn from Glossop Road onto Upper Hanover Way also needs enforcing with cameras. All three respondents also commented that taxis are the worst offenders for violating this restriction.
- Two respondents suggested that banned turns should also be enforced via cameras onto Upper Hannover Street from Glossop Road.
- One respondent suggested that an enforcement camera facing eastwards towards Glossop Rd, across the junction, from the west side of the junction, would be required to enforce this banned turn.
- One respondent commented that drivers are running through the yellow box on Glossop Road on the west side of the junction and stopping at the red light, occupying the 'cycle

box' making it difficult/unsafe for cyclists to cross the wide junction and negotiate the tram tracks without disturbance or even close-passing from a motor vehicle.

- Request to enforce, via camera, cars turning left (going north) off Glossop Road (heading to Shalesmoor).
- One respondent suggested cameras could enforce the no right turn on the A57 into Newbould Lane, all the yellow boxes in Broomhill.
- One respondent commented they often see drivers turn onto Fulwood Road from Glossop Road which is a no right turn. This is particularly dangerous as pedestrians often cross at this junction.
- Request to look at Hounsfield Road where there's a box junction and then the section for cyclists. If the lights change, drivers should stop at the first white line which leaves them in the box junction. If drivers stop at the second white line, they are in the area for the cyclists. Suggestion for a red light monitoring system to also be installed at the junction.

### Signage

Eight respondents commented on signage at the junction:

- Three respondents commented that signage at the junction is inadequate as drivers who don't know you cannot turn left here will be caught unless travelling straight ahead.
- One respondent commented that they don't like it when drivers block the entrance to Hounsfield Road or occupy the advanced stop line for cycles, but they understand that these road markings can surprise drivers who might encroach unintentionally.
- The general operation of this junction is very confusing. There are different restrictions on all four approach routes with exclusions for buses. However, it isn't clear if these exclusions also apply to bikes and taxis. Upgrading the signage around the area is really important.
- Heading from Glossop Road into town there is only a straight only sign at the junction with Upper Hanover Street. One respondent thinks that it needs to be emphasised with a no right turn and a no left turn sign.
- Request to make the alternative routes clearer (along West Street, up Regent Street or Regent Terrace and down St. George's Terrace).
- The bus gate on West Street just before the Glossop Road / Upper Hanover junction seems to be ignored so it needs more of a deterrent than a blue sign. The bus gate at Hillsborough on Infirmary Road (or Middlewood Road) seems more effective.

### Current Violations

Eight respondents commented that vehicles often violate the rules:

- Three respondents commented that taxis frequently violate the rules. One also extended this to delivery drivers.
- Many cars ignore the traffic lights on Upper Hanover Way and/or stop in the middle of the crossings.
- One respondent commented that there are almost always vehicles sitting in the yellow box.
- One respondent recently counted six cars/taxis turning illegally one after the other and holding up other traffic while waiting to do so.
- One respondent commented that it is worth watching for half an hour to see what happens because many drivers ignore the signs.

#### **Taxis**

Six respondents commented on the implications of camera enforcement on taxis:

- Four respondents suggested that taxi drivers should have the same powers as buses and be permitted to turn right at this junction.
- Taxi rates increase because drivers cannot take the shorter bus routes, this is especially important when the taxi is carrying aggressive, inebriated customers.
- Buses, taxis and cycles should be allowed to do a right turn from Glossop Road going up to Upper Hanover Way.

#### **Fines**

Three respondents commented on the potential fines and penalties received:

- One respondent commented that the road signs in place are inadequate and there are other options that should be considered rather than fines.
- One respondent saw a bus turning right from West Street which blocked another van and a car. The bus took so long to turn right that the van had to go through on amber and the car was left stranded across a pedestrian crossing. In this situation, caused by a bus, there must be some common sense since neither vehicle deliberately broke a rule.
- The junction immediately outside the Harley Hotel is very odd, with a strange 'gap' to allow traffic to access Hounsfield Rd. It feels as though you have to stop a long way back from the stop line.

#### **Traffic Lights**

Three respondents commented on traffic lights at the junction:

- Two respondents suggested that removing some pedestrian crossing lights would improve the flow of traffic and reduce the number of vehicles that block the yellow box junction.
- The high number of lights on this stretch of road in conjunction with the changing speed limit means that drivers take risks and run amber (and red) lights, apparently anticipating being repeatedly stopped in a short distance. Perhaps a change in light phase would reduce this behaviour.

#### **Pedestrian Safety**

Two respondents commented on pedestrian safety at the junction:

- The high number of illegal manoeuvres in this area make it really dangerous for pedestrians. This is exacerbated by the number of delivery drivers and taxis not adhering to the regulations.
- Left turning is extremely dangerous here as drivers are unaware that the pedestrian crossing is green.

#### **Cyclists**

Two respondents commented on cycling safety at the junction:

- A cyclist who travels from West Street to Glossop Road and then turns right to connect cycle paths, commented that there are almost always vehicles sitting in the yellow box which means they cannot turn, leaving them in a dangerous position.
- Vehicles, especially taxis, frequently turn right from Glossop Road onto Upper Hanover Street (in the direction of Moore Street roundabout) making it dangerous for cyclists on Glossop Road leaving city centre.

#### **No Need for Enforcement**

One respondent commented that there is no need for enforcement by camera at the junction due to lack of evidence of any collisions for the past three years.

#### **General Comments and Requests**

Eight respondents had general comments and requests:

- Two respondents suggested that pedestrians should be prevented from crossing the roads when the pedestrian light is red.
- Trams often change the signals here out of the order you might expect as a motorist.
- The yellow box makes sense but preventing vehicles from turning left onto Glossop Road does not.



- One respondent commented that it can be very difficult for buses turning right out of Glossop Road where there is hold up because of the three pedestrian crossing lights. Strict enforcement of the box is not the best way to make this junction work better.

#### **Requests**

- Request to improve public transport to give people alternative options.
- Request to make the area easier to get around.
- Request to open more roads up and reduce restrictions on where and when you can turn onto these roads.

#### **General Positive Comments**

Four respondents had general positive comments regarding enforcement at the junction:

- A minority of motorists think that established rules don't apply to them at this junction and this needs to be stopped.
- This is essential. If this junction gets blocked, the whole inner ring road grinds to a halt.
- The pedestrian crossing is heavily used, particularly in term time. It is extremely difficult to see cars illegally making the turn until they reach the crossing point.

#### **Requests for Clarification**

Three respondents had requests for clarification:

- One respondent has always found it odd that the turn is restricted here on a direct route to the labour wing. How would you assess emergencies that didn't have time to drive round to make the correct turn?
- Why is it so important not to have a left turn?
- This has been a problem since the tram was built in 1991. Why has it taken so long?

#### **Site 3: Hoyle Street**

##### **Fines**

Three respondents had concerns about what people would be fined for:

- One respondent commented that it is easy to be caught out here due to the complex two way turn from the right-hand lane. Until this junction is improved, it's unfair to charge people.
- One respondent thinks it is difficult to see whether this junction is clear before entering the yellow box.
- This box junction is an obscure shape which makes it difficult for motorists to discern where it starts and stops and how to cope with it.

<b>Traffic Lights</b>
<p>Three respondents commented on the timings of the traffic lights:</p> <ul style="list-style-type: none"> <li>• One respondent commented that if the traffic lights are timed fairly, and not giving excessive time for the tram, they don't see why anyone would need to block this junction.</li> <li>• Phasing of traffic lights could be improved to avoid trapping traffic in areas over the line because of traffic held at the lights to join Shalesmoor when entering Penistone Road. Traffic going to Shalesmoor isn't necessarily indicating as the junction could be considered as straight across, so traffic bearing left on to Penistone Road can get caught out by that.</li> <li>• Traffic lights should be co-ordinated to ensure that enough time is given for exit from the roundabout for those vehicles that enter it on the green lights.</li> </ul>
<b>Taxis</b>
<p>Two respondents commented on the implications of camera enforcement for taxis:</p> <ul style="list-style-type: none"> <li>• One taxi driver commented that they won't be able to pick up their customers.</li> <li>• Why should the public be penalised with higher fares?</li> </ul>
<b>Trams</b>
<p>Two respondents commented on trams at the junction:</p> <ul style="list-style-type: none"> <li>• There is no evidence of how often delays are caused by vehicles stopping in the yellow box or the extent of the delay to the tram timetable.</li> <li>• People should not be holding up trams unless they are injured or in need of urgent help</li> </ul>
<b>Pedestrian Safety</b>
<ul style="list-style-type: none"> <li>• Taxis, takeaway drivers, and public are all ignoring the rules and as a pedestrian on foot, you never feel safe here.</li> </ul>
<b>Current Violations</b>
<ul style="list-style-type: none"> <li>• Taxis constantly make illegal right turns up Hoyle Street where it's ahead only near the petrol station.</li> </ul>
<b>Alternative Offences and Locations</b>
<ul style="list-style-type: none"> <li>• Penistone Road near Flora Street or Ecclesall Road junction of Napier Road would be better for camera enforcement.</li> </ul>
<b>General Positive Comments</b>
<p>Five respondents had positive comments with regards to the camera enforcement:</p> <ul style="list-style-type: none"> <li>• Two respondents commented that it would enable better traffic flow.</li> <li>• Will stop conflict with trams and vehicles blocking their tracks.</li> </ul>

- It should be basic knowledge that you can only enter a yellow box and stop in it if you are turning right.
- This junction is bad. Traffic is already a nightmare there and people blocking the junction just makes it 10 times worse.

#### Negative Comments

- One respondent commented that this is completely unnecessary as they have never seen issues here and use the road regularly.

#### Requests for Clarification

Three respondents had requests for clarification:

- Is this really an issue?
- One respondent questioned if the current signage is adequate.
- A re-design of the junction should be undertaken first, before installing any enforcement equipment. Would enforcement of the rules, with current layout, potentially change some of the observed flows used in the design process?

#### Do you have any other comments?

##### Positive Comments

31 respondents had positive comments regarding the proposals:

- 17 respondents support the enforcement with cameras.
- Three respondents commented that the roads are dangerous in Sheffield, therefore measures like this are needed.
- Two respondents commented that the measures are important for vulnerable road users.
- Two respondents commented that they believe the measures will improve public transport reliability.
- Two respondents commented that enforcement by cameras could be used to improve active travel.
- Consider the most punitive measures possible.
- Do everything you can to disincentivise private car use and single car ownership, particularly large cars like SUVs.
- In general, the standard of driving/road use by vehicles in Sheffield is poor. A major factor is lack of enforcement of regulations. This is an opportunity for a reset and to make some of the city's major arteries safer.
- Please ensure these measures are used and fully enforced.

- Install cameras on all lights at potentially dangerous junctions- dummy cameras could be used as a deterrent.

## **Alternative Offences and Locations for Enforcement**

### ***Offences***

108 respondents suggested alternative offences which could be enforced by camera:

- 38 respondents suggested that camera enforcement should be used more widely across Sheffield.
- 28 respondents suggested that the camera enforcement should include other traffic offences.
- 11 respondents suggested that pavement parking should be enforced. One of these respondents also suggested that illegal parking at bus stops should be enforced.
- Six respondents suggested that speeding should be enforced more by cameras.
- Five respondents suggested that red light running should be enforced by cameras.
- Three respondents suggested that vehicles blocking the advanced stop line (ASL) should also be enforced by camera.
- Three respondents suggested that vehicles driving or blocking cycle lanes should be enforced by camera.
- Three respondents suggested that the camera enforcement should include the junction of Sheldon Road and Abbeydale Road.
- Three respondents suggested that ignoring one-way road signs should be enforced by camera.
- Two respondents suggested that vehicles in bus lanes should be enforced by camera.
- Two respondents suggested that ignoring no entry signs should be enforced by camera.
- One respondent suggested that illegal parking should be enforced by camera.
- One respondent suggested that noise pollution restrictions should be enforced.
- One respondent commented that they encounter problems with people driving on pavements rather than waiting to get past obstacles and they hope that this can also be stopped using cameras.
- The active neighbourhoods' filters also need enforcement by camera.

### ***Locations***

17 respondents suggested alternative locations where traffic violations could be enforced by camera which are not in the direct vicinity of the currently proposed locations:

- Three respondents suggested that camera enforcement should include the junction of Ecclesall Road and Summerfield Street. One of these respondents shared that the cycle lane is usually blocked by vehicles turning right from Summerfield Road blocking the box junction.
- Two respondents requested camera enforcement within Crookes, particularly at Springvale Road where the one-way is regularly ignored.
- One respondent commented that blocking the ASL is common adjacent to the Octagon Centre and Children's Hospital on Western Bank, at Glossop Road/Nile St cross-roads, and at Broomhill/Crookes Road crossroads.
- Request for cameras to enforce the banned turn from Empire Road to Abbeydale Road. Suggestion that drivers frequently ignore the left turn only and turn right. On several occasions this has caused conflict with the pedestrian crossing.
- There is a No Entry restriction at Carrington Road that is constantly ignored.
- One respondent dislikes the cycle crossing across Ecclesall Road leading up to Wostenholm Road because cars ignore the box and then block the cycle crossing.
- Request to include Ellesmere Road in the camera enforcement as there is often double parking, obstruction of buses, illegal parking on the footways and bus stop, misuse of bus gate etc.
- Request to stop parking on footways, especially Scott Road. Suggestion that this should be a safe route to school but is not with vehicles parking on the footways and some driving on footways.
- Ecclesall Road junctions are terrible for people sitting in yellow boxes.
- One respondent asked to consider adding enforcement by camera for the banned right turn from Bank Street onto Snig Hill/Castle Street, and the banned right turn from Lady's Bridge/Wicker onto Blonk Street, both of these regularly flouted without consequence, predominantly by taxis/private hire vehicles.
- One respondent commented that as an observation, 90% of cars using the Greystones area are breaking the speed limit with 20% of those travelling faster than 40 mph.
- Request to enforce existing parking restrictions on London Road (evenings) between St Mary's and Abbeydale Road.
- Request to enforce parking on Glen Road where parents park to drop-off and pick-up children at Nether Edge Primary.

- One respondent suggested that measures should be implemented at the Carfield School Street.

### **Enforcement by the Council**

31 respondents commented on the enforcement of measures by Sheffield City Council:

- 12 respondents commented that they believe enforcement of traffic violations should only be performed by the police.
- Three respondents commented that they support the council enforcing the measures; two made reference to the police not having the resources to enforce all law breaking.
- Two respondents commented that they believe camera enforcement is a conflict of interest, as the council are making the rules and enforcing them.
- Two respondents commented they believe the council do not have the resources to enforce the measures.
- Two respondents commented that the enforcement must be 100% correct each time and that a user-friendly appeals process needs to be implemented.
- Two respondents commented that they do not trust the council to enforce these violations fairly.
- Request to lobby the government to adequately fund law enforcement.
- Comment that this should be dealt with by appropriately trained professionals. Not a matter for the general public to enforce.
- One respondent doesn't approve of the policy of civil enforcement of legal statute.
- One respondent feels that increased camera surveillance at the junctions will feel unjust and increase resentment against the council particularly if enforcement is strict, penalising encroachment by even a small portion of a vehicle.
- The council will be obtaining increased power over people.
- The council will have considerable financial incentive to adopt a simple, automatic system that imposes penalties with minimum admin.
- One respondent shared that they have experienced mistakes and extenuating circumstances not being treated sympathetically by council officials. They also added that the approach should be more forgiving, and target repeat offenders.

### **Revenue**

29 respondents commented on the fines as a revenue stream for the council:

- 18 respondents commented that they believe the measures will be used to raise revenue for the council.

- Three respondents suggested that the money raised from fines should be used to improve walking and cycling infrastructure, road safety and active travel schemes.
- Two respondents suggested that the council should stop wasting money.
- Request to not use these changes as an excuse to profit from motorists.
- Rather than focusing on revenue-generating, focus on improving the many things wrong with the city.
- Spend the money on other priorities such as social care.
- It would be a more supportable proposal should the council commit to all funds generated being reinvested in road improvements in each specific area, in order to address the underlying causes of any such offences.
- Perhaps use the money saved by not implementing these schemes ensuring safer roads around schools or by subsidising buses.
- If this is seen like another way for the council to make money it will fail to achieve credibility.

#### **Sheffield City Council**

28 respondents commented on Sheffield City Council and enforcing traffic violations fairly:

- Five respondents commented that they have concerns around trusting the council with enforcement.
- Five respondents commented that they believe the council do not listen to the public, and the measures will be implemented regardless of the consultation.
- Five respondents commented that they believe the council have made bad decisions in the past.
- Two respondents commented that they believe the council have enough powers, and do not need more.
- Two respondents highlighted their disagreement with active travel schemes across the city and hold the view that the council should not implement more traffic measures.
- One respondent commented that the council do not realise the problems they have caused for road users.
- These civil enforcement powers will only serve to support and enforce the poorly implemented traffic control measures which the majority of the public and businesses oppose.
- There are more pressing issues where money could be spent, such as adult social care.

- Current things are not being managed well enough and the focus should be on poor parking and protecting cyclists more.
- Enforcing the left turn restriction via cameras is an abuse of power.
- This is control by stealth. The council will quote precedent to extend its powers.
- It will be used as an income generator and create bad feeling against the council.
- One respondent commented that the council aren't good at organising anything.
- One respondent requested more road building to cope with traffic volume rather than targeting and blaming motorists for failures.

#### Taxis

23 respondents commented on taxis:

- 17 respondents suggested that taxis should have the same powers as buses.
- Two respondents commented that they are concerned that taxi fares will increase.
- Two respondents commented that they are concerned that there will be increased pollution due to taxis having to travel along longer routes.
- This is an ill-thought-out policy, discriminating against taxi drivers.
- Taxis in rush hour need to take right turns, it will benefit the passenger.

#### Fines

17 respondents commented on fines and the leniency with which fines should be issued:

- Five respondents felt that only vehicles that deliberately block the yellow box junction should be issued a fine.
- Four respondents commented that there should be leniency with issuing fines if only a certain amount of a vehicle is across the yellow box, such as the front or back wheels.
- Three respondents commented that it can be hard to judge if the exit of the yellow box will be clear when entering the junction.
- Three respondents commented that traffic could appear to be moving freely, and then stops unexpectedly, causing vehicles to be stuck in the yellow box. In these instances, two of the respondents believe it would be unfair to issue fines.
- Two respondents are not convinced that electronic measures can distinguish between legal and illegal entries into box junctions. One commented that the Highway Code states: "You may enter the box and wait when you want to turn right and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right." Can the available equipment discern this difference? A different solution, not using box junctions would be more acceptable.



## Cyclist and Pedestrian Safety

15 respondents commented on cyclist and pedestrian safety in the city:

- Four respondents commented that it feels dangerous as a pedestrian in the city.
- Four respondents commented that cycling is dangerous in the city.
- Three respondents commented that cyclists' safety should be the priority of decision making.
- Vehicles entering yellow boxes illegally make these junctions much more dangerous for cyclists. They also tend to result in vehicles driving through pedestrian crossings on a green man.
- One respondent commented that drivers often endanger other road users and pedestrians.
- One respondent commented that we need to protect the safety of cyclists and pedestrians as it is essential that we support active travel for the health of all.
- One respondent commented that they would like to see camera enforcement used on motorists who violate the new active travel measures around the city.

## Signage

15 respondents commented on signage on restrictions around the city:

- Six respondents suggested that road signs should be clearer at these three locations, and throughout Sheffield.
- Two respondents suggested that the cameras should be obviously placed.
- Two respondents commented that if the signs are clear there shouldn't be a problem with people accidentally violating the rules.
- Two respondents commented that they believe there are too many signs in Sheffield.
- Request to ensure that all pedestrian and cycle infrastructure and signage is also improved, not just warnings to motor vehicle drivers. For example, clear signage for cycle advance boxes and/or implementation where there aren't any yet.
- Comment that most road markings are worn off and not easily visible.
- Request to consider tramlines in the road and to factor these into signage. This is confusing for drivers especially if they are new to the area regarding whether cars can share the road with trams.

## Current Restrictions

Five respondents commented on the current restrictions in place across the city:

- Provide a viable option other than the car and congestion will improve, making this type of control unnecessary. People break the rules because of the congestion on the roads.
- Box junctions are an unsatisfactory mode of traffic control and alternative solutions should be sought.
- Restriction of turns leads to motorists making rash moves that put cyclists and pedestrians more at risk.
- One respondent agrees with enforcing restrictions on dangerous driving, but thinks this needs to go alongside sensible planning, the council needs to show that it takes road safety seriously

### **Traffic Lights**

Four respondents commented on traffic lights in the city:

- Two respondents felt that traffic lights in Sheffield seem to restrict rather than enable traffic flow. The respondents suggested that people break the rules because they've been sat in traffic as some green lights do not last long enough or because there is no filter arrow for people turning.
- One respondent requested that the traffic lights are suitably configured to allow traffic to move from all roads into the allowed area on the road as sometimes traffic is so busy it is not possible to get out without sitting in the yellow box .
- Most roundabouts on the ring road do not have proper traffic lights for entry to the roundabout.

### **Public Transport**

Three respondents commented on public transport:

- Two respondents commented that they believe improved public transport would reduce congestion.
- One respondent supports additional traffic enforcement where contravention obstructs public transport, however, some of these interventions appear to be aimed at increasing general traffic flow, which will lead to more private vehicle journeys. Preferably all road changes should lead to a reduction in private vehicle journeys.

### **General Comments**

Six respondents had general comments:

- Two respondents commented that they feel the offences should have been enforced when they became evident. One of these respondents commented that they have reported taxi drivers ignoring the compulsory left turn from Bank Street to Snig Hill.

- Request to improve the roads making it easier for motorists to get around and put in place ways of catching dangerous cyclists breaking the law.
- One respondent would like to see drivers better educated but not alienated or antagonised.
- We need the council to provide on-street charging (*for EVs*) and allow us to enter the city.
- Left turns are the safest turn, hence the invention of the roundabout. Only left turns that are fatal is caused by HGV/ bus left turning on to a cyclist.

### Negative Comments

16 respondents had negative comments with regards to the proposals:

- Eight respondents had general negative comments with regards to camera enforcement.
- Three respondents suggested that restricting movement of vehicles would create more pollution and congestion.
- Motorists are using a flawed system.
- One respondent thinks this scheme is a sticking plaster. No suggestion of how this is going to be policed.
- Sheffield seems set on getting rid of the motor car, parking is inadequate, and the peak traffic is school start and finish time.
- The council are getting involved in too many traffic schemes, e.g., active neighbourhoods etc that local Sheffield people don't want.
- There is a danger that these traffic offences will be seen as a downgrade if they are no longer criminal offences. Some drivers may be less concerned about breaking the rules if they do not risk a criminal conviction.

### Requests for Clarification

14 respondents had requests for clarification:

- Can you confirm that all Yellow Boxes have the necessary formal legal approvals in place?
- How will this be policed?
- How will cyclists be penalised as users of the road when they do not obey the law and rules of the road.
- I thought that local authorities already had the powers, but Sheffield did not have the funds to carry the work out.
- The restrictions should be reviewed and their rationale published.
- Is this about raising more revenue? Wouldn't it be better to introduce a levy on workplace parking?

- Why have the most frequent areas of contravention been ignored in favour of these three soft targets?
- Will someone be making a judgement on the offences, or will the fines be automatically applied?
- Why only 3 yellow box sites to start with? This does not go far enough quick enough! More enforcement across the board is needed.
- Will statistics be published regarding the success or otherwise of the new system (in terms of the listed objectives) for each location?
- Will additional locations be added before the outcomes from the first sites have been measured?
- What will you do if the new system is no more of a deterrent than the previous ones?
- What is the evidence that there are sufficient problems to justify the work and expense? Most motorists observe the rules. What percentage don't and how often?
- One respondent asks that the council considers taking over from SYP the responsibility for preventing and if necessary penalising vehicles which park in front of cycle cut-throughs that allow cyclists to cross pavements between two roads?

#### Consultation Materials

Four respondents commented on the materials provided in the consultation documentation:

- One respondent commented that the (Traffic Management Act) report does not present any detailed evidence of the extent of the problems that are caused. There is also no assessment of other measures that could be introduced and their effectiveness. The use of camera enforcement appears to be the cheapest and easiest rather than the best and most effective which should be the aim.
- One respondent commented that the council seem to have omitted to provide any costings for running the scheme, which would seem to be an integral part of consultation documentation.
- One respondent commented that the council do not say how the Police currently identify offenders and what their policy is regarding prosecution. The council says that ANPR will only be introduced where all other methods of deterrent have been tried. The public are not told what those other methods are, nor how their success or failure is quantified, nor why ANPR will succeed where they have failed.
- Whilst the Evidence Report references accident data, the volumes are not particularly significant at any of the locations.

# Appendices

## Appendix One: Screen shots of the consultation website page.

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### Enforcing moving traffic offences: Traffic Management Act 2004 - Part 6

**Ahead of applying for new powers for the enforcement of Traffic Management Act 2004 – Part 6, Sheffield City Council is seeking residents’ views on a number of proposed locations where moving traffic regulations could be enforced by the Authority.**

Sheffield City Council has been given the opportunity from Central Government to apply for new powers to help make our roads safer and more reliable. We already have some of these powers, such as the enforcement of bus, taxi and tram gates, which have proved successful in managing the highway network over a number of years. The chance of having more of these types of powers will ultimately allow us to have more control over illegal manoeuvres to further help our ambition to improve road safety and congestion.

This requires us to make an application to the Secretary of State for Transport under Part 6 of the Traffic Management Act 2004. Prior to formally applying for the powers, we are required to carry out a public consultation to seek your views, including sharing a list of potential sites where the powers would be applied.

Sheffield City Council (SCC) is planning to use new powers to improve road safety for all highway users and help to tackle congestion by enforcing moving traffic offences, such as:

- driving through a 'No Entry' sign
- turning left or right when instructed not to do so (making banned turns)
- entering yellow box junctions when the exit is not clear
- driving where and when motor vehicles are prohibited

These rules can currently only be enforced by the police under criminal law. The Department for Transport (DfT) announced in 2020 that they would be fully implementing the remaining elements of the Traffic Management Act under Part 6 (TMA), which would allow Highway Authorities to undertake enforcement. These powers have already been granted to other Highway Authorities across the country.

### First step

Our first step is to apply to the DfT for the powers to enforce key highway restrictions or prohibitions to make our roads safer and less congested. If SCC is granted these powers, we will be able to use them across the city.

The primary reason for discharging camera enforcement is for road safety and network management. As a result, the locations being proposed have been prioritised on the basis of South Yorkshire Police recorded Personal Injury Accident record (i.e. the number of recorded collisions at a site that have resulted in an injury). Specifically, this relates to the incident causation factors 301 and 305 which have been interrogated by the Council’s Road Safety Team. We have also used historical reports of poor compliance with the traffic rules in the area, and in relation to network management where there is existing or potential traffic congestion and delays, including delay to public transport provision.

At first, we are planning to use the powers at the below sites. Click on the text to view diagrams and images of the sites:

1	<a href="#">Queens Road and Bramall Lane</a>	Illegal turning movements Yellow box junction – no stopping
2	<a href="#">Glossop Road and Upper Hanover Street</a>	Illegal turning movements Yellow box junction – no stopping
3	<a href="#">Hoyle Street</a>	Yellow box junction – no stopping

Before enforcement is undertaken the road signs and markings at each location would be assessed, with improvements made, if necessary, to ensure the restriction is as clear as it can be and in full compliance with the regulations.






We will be setting out the approach to the enforcement of moving traffic offences. In line with DfT guidance, it will state that Automatic Number Plate Recognition (ANPR) cameras can only be used to enforce against moving traffic offences at sites where all other methods of deterrent have been tried, but further measures are still required.

The full list of all the traffic signs we plan to enforce is available [here](#).

The new regulations are expected to come into effect as soon as possible in accordance with the associated legislative requirements.

## Appendix Two: Screenshots of the online survey.

**Overall, how do you feel about Sheffield City Council applying civil enforcement measures?**


    

Strongly Support      Support      Neutral      Oppose      Strongly Oppose

Support Oppose

**Are you responding as an individual or a business?**

Select one option






 [Add something else](#)

**Which of the following modes of transport do you generally use at least once per week to get around?**

Select one or more options

**Site 1: Queens Road (A61)/Bramall Lane**

**To what extent do you support civil enforcement on Site 1: Queens Road (A61) and Bramall Lane?**

Strongly Support      Support      Neutral/Don't Know      Oppose      Strongly Oppose

Support Oppose

**Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Queens Road (A61) and Bramall Lane?**

Please write your suggestions in the box below. Please do not include any personal information in your response.

**Site 2: Upper Hanover Street/Glossop Road**

**To what extent do you support civil enforcement on Site 2: Glossop Road and Upper Hanover Street?**



Strongly Support



Support



Neutral



Oppose



Strongly Oppose

Support

Oppose

**Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Glossop Road and Upper Hanover Street?**

Please write your suggestions in the box below. Please do not include any personal information in your response.

**Site 3: Hoyle Street**

**To what extent do you support civil enforcement on Site 3: Hoyle Street?**



Strongly Support



Support



Neutral



Oppose



Strongly Oppose

Support

Oppose

**Is there anything else that you feel we should consider before deciding whether to apply civil enforcement measures at Hoyle Street?**

Please write your suggestions in the box below. Please do not include any personal information in your response.

**Do you have any further comments about the proposal to apply for civil enforcement measures at the locations considered in this consultation?**

Please write your suggestion in the box below. Please do not include any personal information in your response.

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Nunnery Depot  
Woodbourn Road  
Sheffield S9 3LS

T 0114 275 9888  
F 0114 279 8120

[supertram.com](http://supertram.com)



28<sup>th</sup> November 2022

**Re: Traffic Enforcement Improvements**

I am writing to support Sheffield City Council's proposals to implement traffic enforcement measures at some specific junctions involving tramways, namely Glossop Road/Upper Hanover Street, and Hoyle Street.

When drivers commit traffic offences, it endangers not only themselves but other road users. Supertram have experienced some significant incidents in the last few years from such instances, and we would support any actions that can reduce this risk where we operate on the highway.

Yours faithfully



Managing Director

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Dear Sir / Madam,

CycleSheffield would like to register its support for Sheffield City Council's application for the new powers of enforcement of the Traffic Management Act 2004 – Part 6 on behalf of our 1900 registered supporters. Allowing enforcement of this act will make Sheffield's roads safer for all users, including drivers, pedestrians and cyclists. These powers are also required to assist Sheffield City Council deliver its 2019 to 2035 Transport Strategy.

We would like to see these extended to other locations throughout the city where driver behaviour regularly endangers other road users such as:

- The no right turn into the bottom of Claremont place from Glossop Road
- Yellow box junctions, for example, the Ecclesall Road/Summerfield Street junction
- No entry and one way systems to support active neighbourhoods
- ANPR for school streets

Yours faithfully,

Dexter Johnstone (Chair, Cycle Sheffield)

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25 November 2022

Matthew Reynolds  
Transport Planning and Infrastructure Manager  
City Growth  
Sheffield City Council  
Palatine Chambers  
22 Pinstone Street  
Sheffield  
S1 2HH

First South Yorkshire  
Olive Grove  
Sheffield  
South Yorkshire  
S2 3GA  
[www.firstbus.co.uk](http://www.firstbus.co.uk)

Dear Matt

### **Proposed adoption of additional Moving Traffic Offences enforcement powers under Traffic Management Act 2004**

First South Yorkshire offers its wholehearted support to the application by Sheffield City Council for additional enforcement powers under the Traffic Management Act 2004. Extension of these powers to cover moving traffic offences including banned turns, yellow box infringements and one-way streets will be of potentially great benefit to users and operators of public transport throughout Sheffield and the wider South Yorkshire area.

Inconsiderate and illegal actions by motorists contribute significantly to the problems faced in making buses run to time. Bus operators are obliged to run their services such that 95% of all departures from terminal points are no more than 5 minutes late or one minute early, and that similar performance is displayed at intermediate timing points along the route. The adverse effects of congestion, often the result of other traffic taking such inconsiderate or illegal actions, makes it harder for operators to achieve this. As well as making buses late, these can result in operators "padding" running times to ensure that services do not operate outside this window of tolerance, resulting in longer journey times for passengers (which makes bus services less attractive to those with a choice) and wasted vehicle and driver resources to deliver the same service frequency. The latter also has the effect of increasing operating costs, leading to higher fares. All these impacts make modal shift from car to public transport unattractive and we end up in a vicious spiral of public transport decline and additional car traffic.

Investment in bus priority measures is wasted unless bus lanes and other traffic management and bus priority measures are enforced, therefore this proposal will also help in the effectiveness of such measures and in turn should make the case for their extension easier to make.

Please consider the potential benefits that this extension of enforcement powers will bring to the many users and potential new users of public transport across Sheffield and beyond.

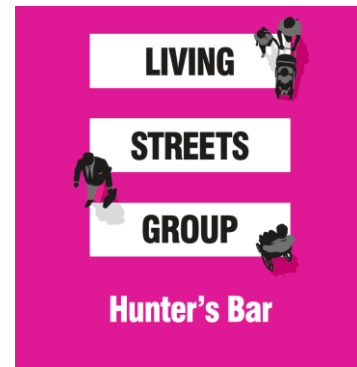
Yours sincerely



Kevin Belfield  
Commercial Director

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4th January 2023



Dear Connecting Sheffield,

Hunter's Bar Living Streets Local Group committee would like to express support for the proposed new powers to enforce moving traffic offences (enforcement of Traffic Management Act 2004 – Part 6) that Sheffield City Council has applied for.

Sheffield City has some of the highest child pedestrian KSI rates of all UK core cities so we hope that the future enforcement of offences that put vulnerable road users in danger will prove to be a positive start to making this City a safer place for those who make their essential journeys by foot.

We are also keen to see these powers extended to locations Sheffield-wide, with ANPR used to support School Streets, as well as the modal filters and one-way systems that make up Active Neighbourhood schemes.

Kind regards,  
Helen Brown

*On behalf of Hunter's Bar Living Streets Local Group Committee*

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Matthew Reynolds  
Transport Planning and Infrastructure Manager  
City Growth  
Sheffield City Council

17 November 2022

Dear Matt,

Following discussion at the SYMCA Enhanced Partnership Operations Group meeting where you outlined Sheffield City Council's proposal to apply for the necessary powers enforce moving traffic offences, we write to fully support this.

Such action would be very welcome as it will assist the punctuality and reliability of our services, which we know from customer research is absolutely key in attracting and retaining bus users. Measures that speed up buses and reduce journey time variability are vital as traffic levels post-COVID have increased. This is an area where direct action can help mitigate the negative impacts of worsening congestion and encourage modal shift, thereby improving air quality and reducing congestion for the benefit of all in the local communities.

Yours sincerely,



John Young  
Commercial Director

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TM Travel Ltd  
Halfway Bus Depot  
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Sheffield  
S20 3GZ

Tel: 0114 263 3890  
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Matthew Reynolds  
Transport Planning and Infrastructure Manager  
City Growth  
Sheffield City Council  
Town Hall  
Pinstone Street  
Sheffield  
S1 2HH

8<sup>th</sup> December 2022

Dear Matthew

**Traffic Management Act - Sheffield Application**

This is to write in support of the introduction of the proposed measures at Glossop Road/Upper Hanover Street and Queens Road/Bramall Lane under the Traffic Management Act. At TM Travel we believe that the introduction of these measures will help improve reliability for bus users on our services which pass through these junctions.

Yours sincerely

Ross Hitchcock  
Commercial Manager

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## Traffic Management Act 2004, Part 6: Application for Designation of Civil Enforcement Area for Moving Traffic Contraventions

Dear Secretary of State,

Following the introduction, on 31 May 2022, of regulations giving effect to the moving traffic enforcement powers under Part 6 of the Traffic Management Act 2004 (“the Part 6 powers”), I am writing to formally apply on behalf of Sheffield City Council for designation as a civil enforcement area for moving traffic contraventions. This application is submitted in accordance with paragraph 10 of Schedule 8 to the Traffic Management Act 2004 and the below conditions set out by the Department for Transport.

As Head of Strategic Transport, Infrastructure and Sustainability, I confirm that Sheffield City Council, being a metropolitan district council, makes this application with the authority of the Council. I also confirm that the Council has met all of the following as required:

	Yes / No
Has the Council consulted the appropriate Chief Officer of Police?	Yes
Has the Council carried out public engagement, for the requisite minimum six-week period, on the location(s) and type(s) of moving traffic restriction selected by the local authority as appropriate for enforcement action?	Yes
Did this exercise set out rationale for, and benefits of, moving traffic enforcement to local residents and businesses, and provide the opportunity for them to raise any concerns?	Yes
Has the Council taken appropriate steps, as it considers reasonable, to resolve all objections?	Yes
Has the Council carried out effective public communication and engagement, using the full range of media available, as the Council considers appropriate?	Yes
Will this public communication and engagement continue up to the start of enforcement and for a reasonable period thereafter?	Yes
Has the Council ensured that enforcement of all moving traffic restrictions will be underpinned by accurate Traffic Regulation Orders, where applicable, and indicated by lawful traffic signs and road markings?	Yes
Has the Council ensured all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions?	Yes
Do you undertake to carry out all of the above steps in respect of any new camera location in the future?	Yes

The Council is applying for designation of the Part 6 powers to cover the whole of its civil enforcement area for parking contraventions.

Yours,



Tom Finnegan-Smith

Head of Strategic Transport and Infrastructure Sustainability

City Futures

Sheffield City Council

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# Department for Transport

Civil Parking Enforcement Authorities  
in England

By Email:

Emily Kenning  
Traffic and Technology Division  
Department for Transport  
Third Floor  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR  
Direct Line: 07977360659  
Emily.Kenning@dft.gov.uk

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

1<sup>ST</sup> DECEMBER 2022

Dear Civil Parking Enforcement Authority,

## **Civil Enforcement of Moving Traffic Contraventions – Tranche 2**

Further to my letter of 28<sup>th</sup> September 2022, I am writing to advise you that we have identified an opportunity to shorten the process for delivering the Tranche 2 Designation Order, which means we can extend the deadline for compliant Tranche 2 applications from 13<sup>th</sup> January to close of play on Wednesday 15<sup>th</sup> February 2023.

We do, however, encourage authorities to submit their applications as soon as they are ready to ensure that any queries can be addressed before the deadline. Any problems which occur after the deadline cannot be resolved.

Once the legal drafting process has concluded, subject to the approval of Parliament it remains our plan to lay the Designation Order in June to come into effect in July 2023 at which point enforcement can commence in practice.

While it remains our plan to issue further tranches, changes to the legislative landscape in the coming months could mean we are unable to make a Tranche 3 order in 2023 as planned.

If you have any queries, please do not hesitate to contact me.

Thank you in advance.

Yours faithfully

Emily Kenning  
Policy Advisor

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