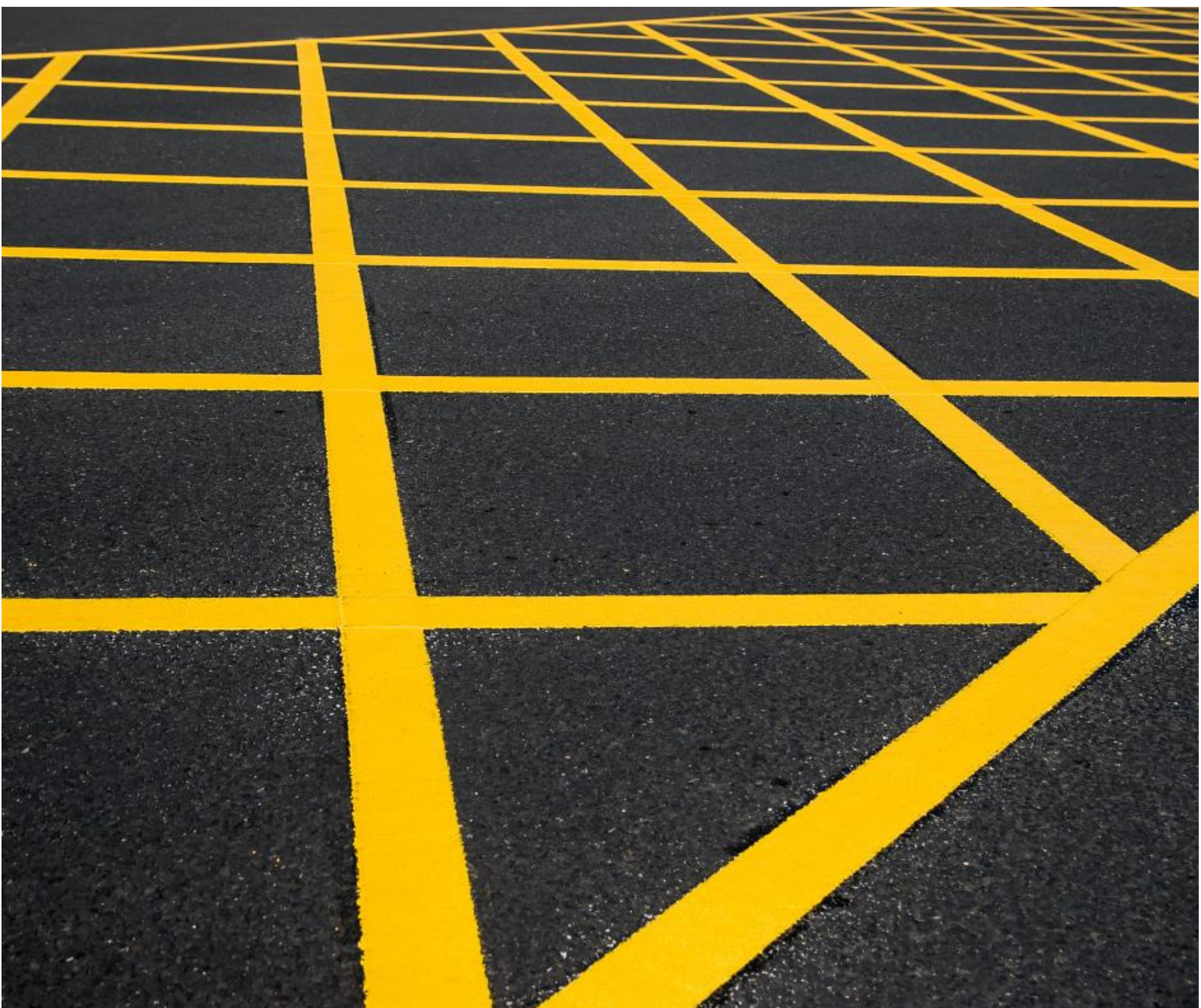


# **Enforcing Moving Traffic Offences**

## **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

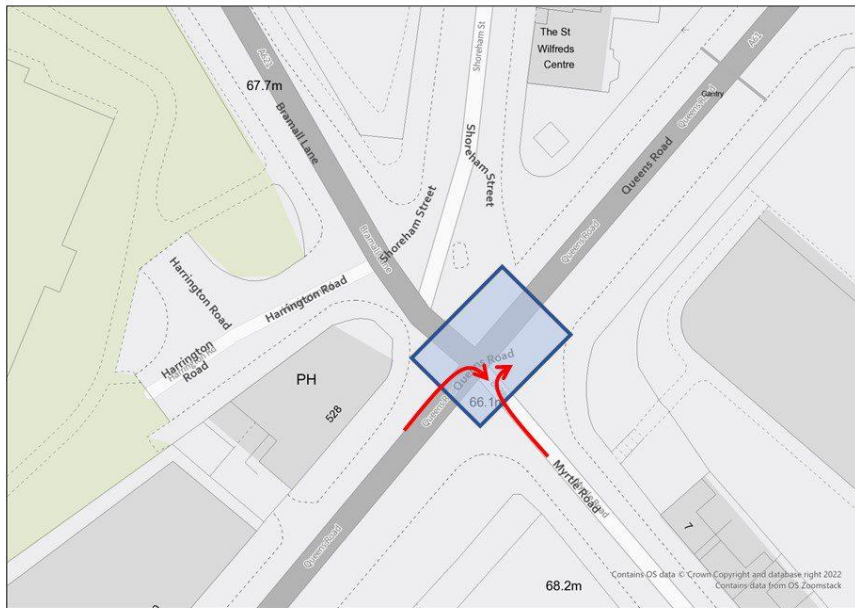
	2017	2018	2019	2020	2021	2022	Total
<b>Number of Collisions</b>	3	1	0	2 (1 Serious)	2	1 (1 Serious)	9 (2 Serious)

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.

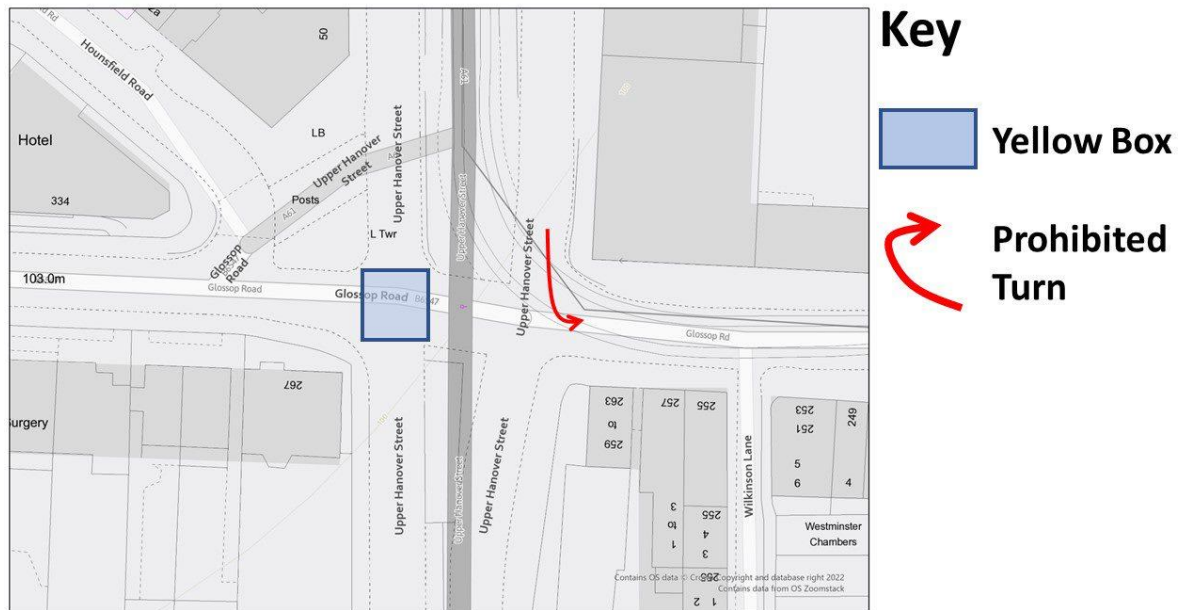
Whilst the number of illegal turning collisions is not particularly high, it is notable that the victims of all the collisions (3 cyclists and a pedestrian) are all vulnerable road users). It is clear that many cyclists and pedestrians cross at this junction. It is also clear that there is a high collision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



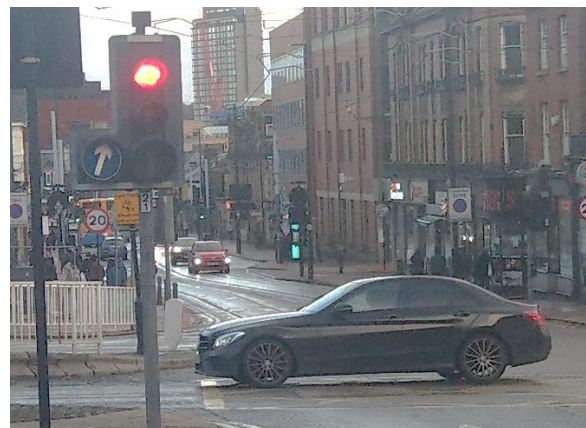
No pattern is discernible from the date and time of the collisions, other than only one of the collisions occurred during peak time. A third of the collisions occurred in darkness, which is statistically expected. Only 1 of the collisions (16.7%) occurred in wet conditions which is below average. The 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.*
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 of 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 Allison Road.*
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".

Amendment  
No 1 9/2/12

Amendment No 1  
9/2/12

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. Jeffrey*

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 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.

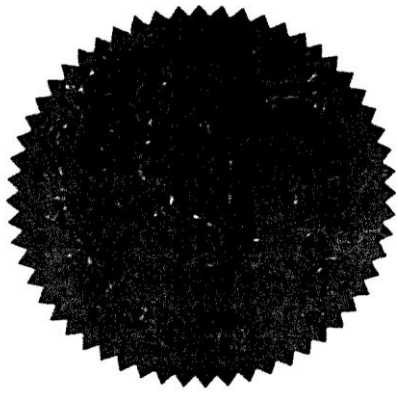
Prescribed Ahead Onl Exce t Tramcars

<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.





## 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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