

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

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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
Total	596

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.

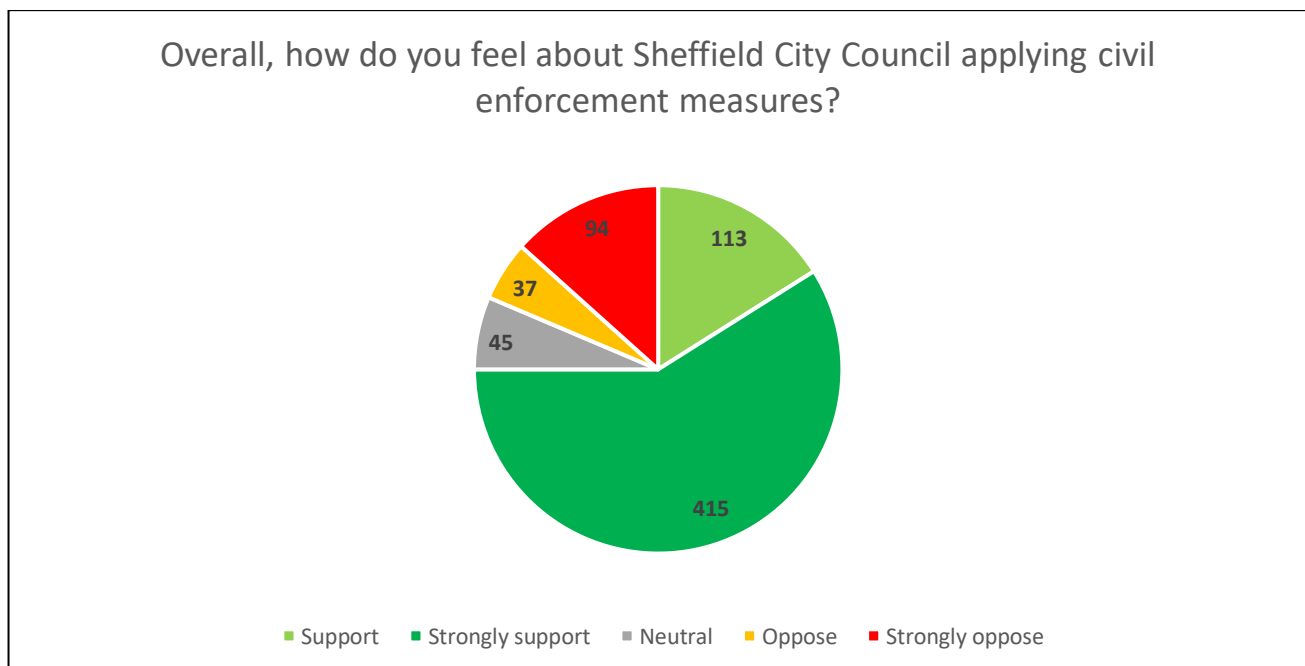


Figure 3: Consultation responses to the question: 'Overall, how do you feel about Sheffield City Council applying civil enforcement measures?'

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.

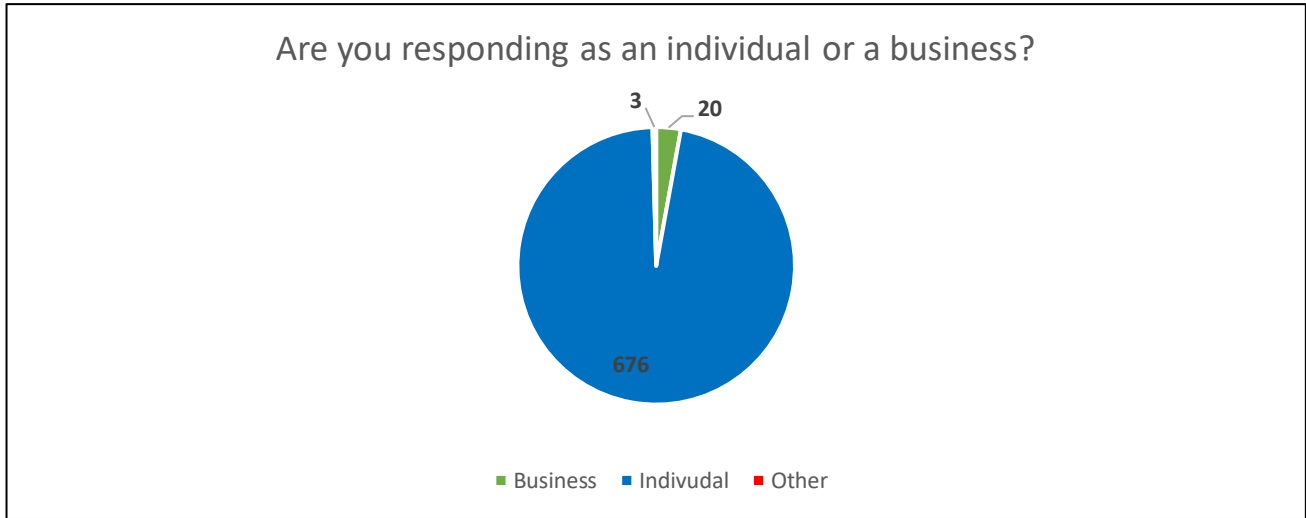


Figure 4: Consultation responses to the question: 'Are you responding as an individual or a business?'

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.

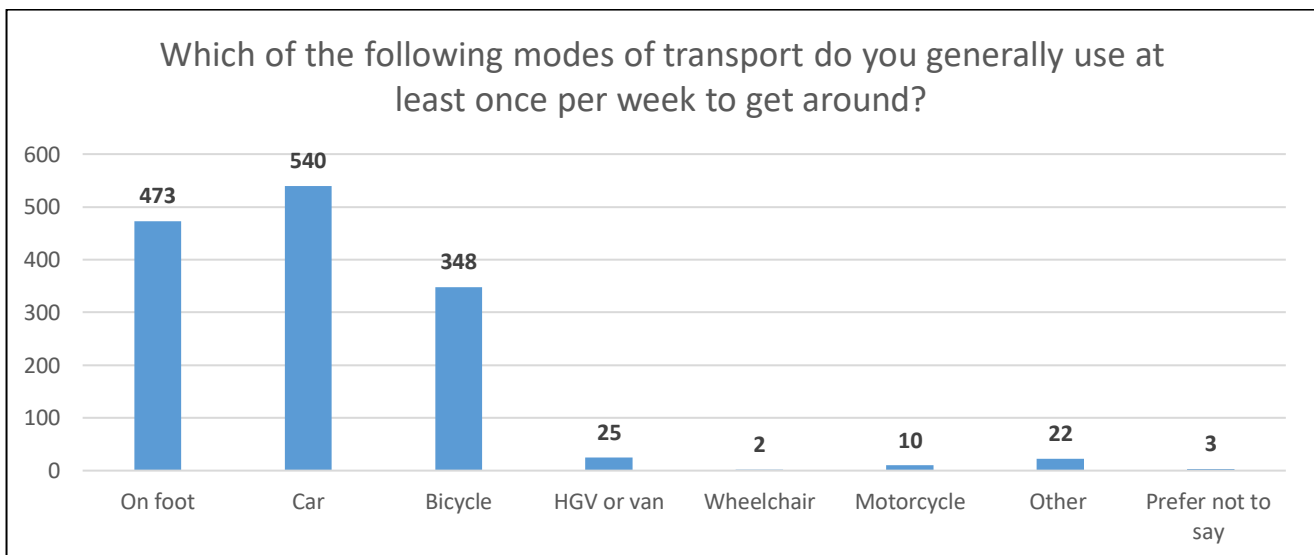


Figure 5: Consultation responses to the question: 'Which of the following modes of transport do you generally use at least once per week to get around?'

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'

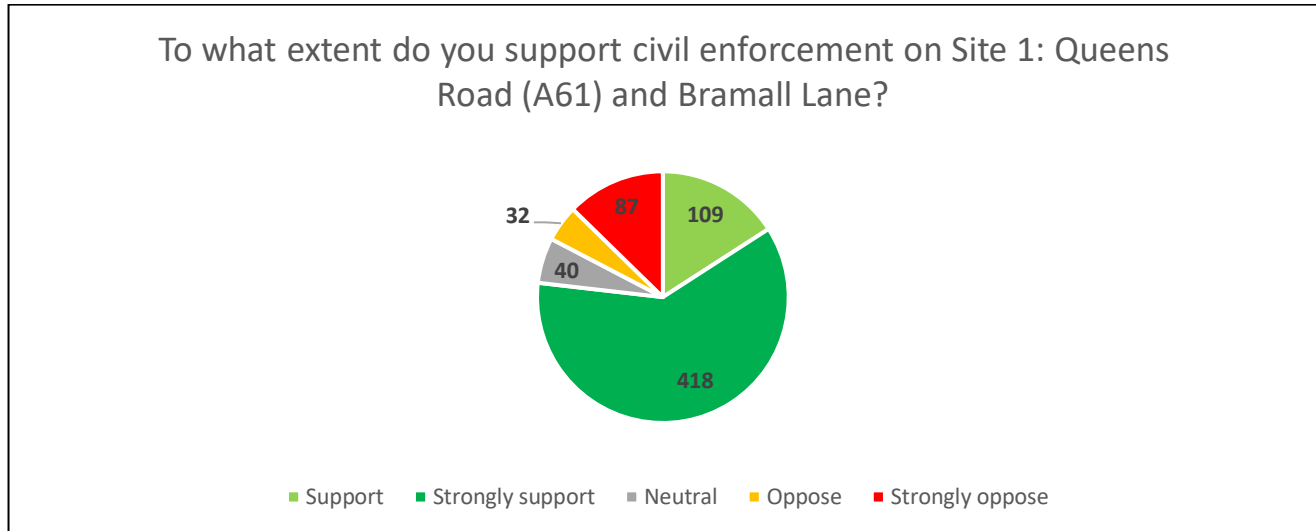


Figure 6: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 1: Queens Road (A61) and Bramall Lane?'

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.

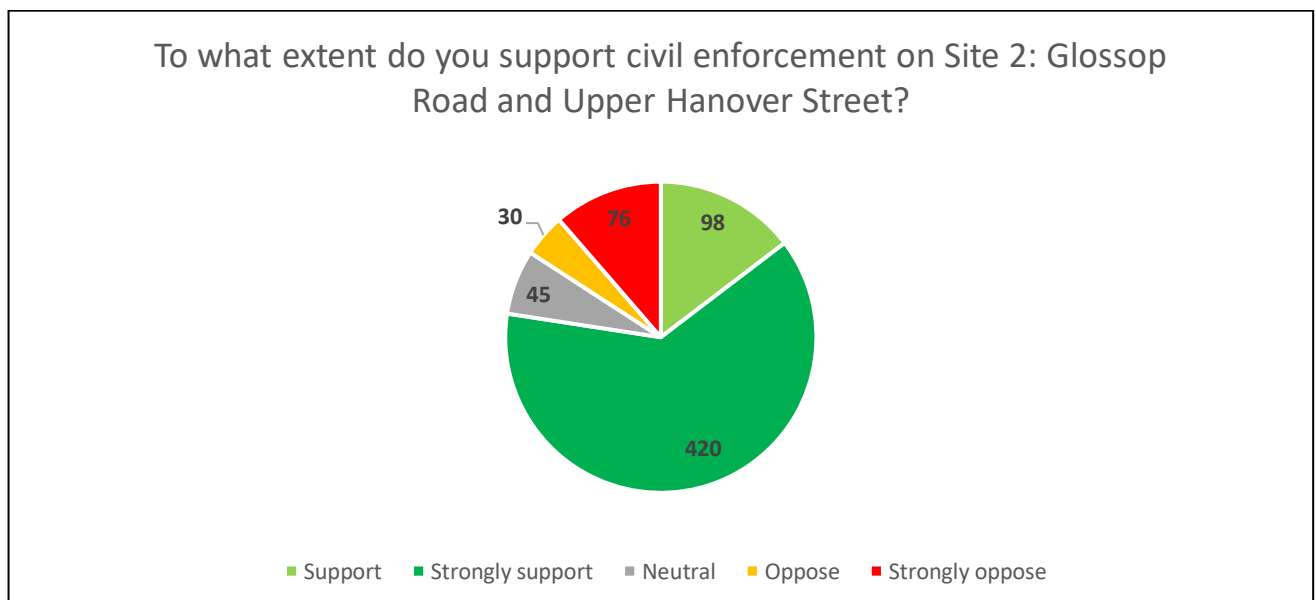


Figure 7: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 2: Glossop Road and Upper Hanover Street?'

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.

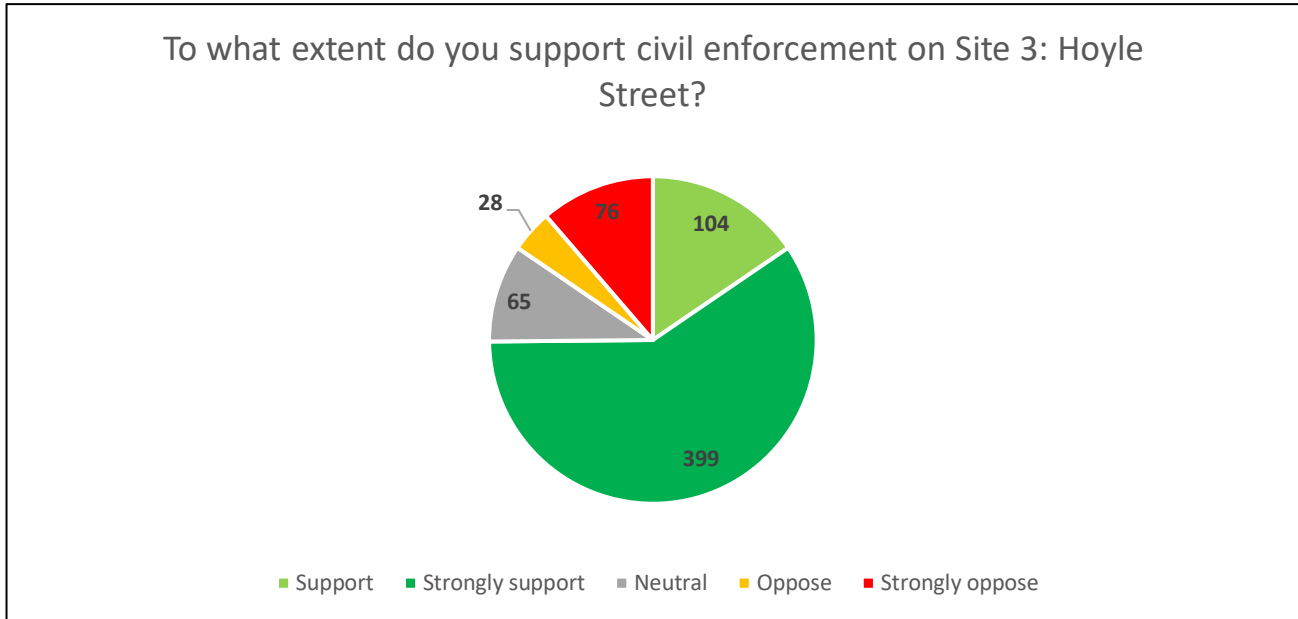


Figure 8: Consultation responses to the question: 'To what extent do you support civil enforcement on Site 3: Hoyle Street?'

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.

Traffic Lights
<p>Three respondents commented on the timings of the traffic lights:</p> <ul style="list-style-type: none"> • 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. • 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. • 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.
Taxis
<p>Two respondents commented on the implications of camera enforcement for taxis:</p> <ul style="list-style-type: none"> • One taxi driver commented that they won't be able to pick up their customers. • Why should the public be penalised with higher fares?
Trams
<p>Two respondents commented on trams at the junction:</p> <ul style="list-style-type: none"> • 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. • People should not be holding up trams unless they are injured or in need of urgent help
Pedestrian Safety
<ul style="list-style-type: none"> • Taxis, takeaway drivers, and public are all ignoring the rules and as a pedestrian on foot, you never feel safe here.
Current Violations
<ul style="list-style-type: none"> • Taxis constantly make illegal right turns up Hoyle Street where it's ahead only near the petrol station.
Alternative Offences and Locations
<ul style="list-style-type: none"> • Penistone Road near Flora Street or Ecclesall Road junction of Napier Road would be better for camera enforcement.
General Positive Comments
<p>Five respondents had positive comments with regards to the camera enforcement:</p> <ul style="list-style-type: none"> • Two respondents commented that it would enable better traffic flow. • Will stop conflict with trams and vehicles blocking their tracks.

- 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.

1/1

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	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.






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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