

Moving Traffic Enforcement Consultation Consultation Outcome Summary

21 April 2022

Revision 01

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Bath & North East Somerset Council Parking Services

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Date **21/04/2022**

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1 Introduction

1.1 Background

- 1.1.1. Currently outside of London and Wales moving traffic enforcement (MTE) of restrictions such as banned turns; one-way streets; yellow box junctions; and some access restrictions is carried out only by the Police.
- 1.1.2. The enforcement of moving traffic restrictions is not a core priority for the Police. MTE will help us meet our statutory traffic management needs, make our roads safer and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport.
- 1.1.3. The Government has confirmed its intention through the introduction of new regulations, that come into force on 31st May 2022, that MTE powers are to be made available to all local authorities in England (outside London where they are already available) allowing civil enforcement to be undertaken using the TMA2004. A full list of the restrictions that are included within these powers is included within Appendix MTE1 to this report.
- 1.1.4. Once the Council has obtained the powers from the Department of Transport (DfT) it will not need to reapply to implement MTE at other locations; however, future locations where it is proposed will need to be subject to a public consultation of at least six weeks.
- 1.1.5. The use of existing civil enforcement processes already in place for parking and bus lane enforcement will allow the Council to undertake a more proactive approach to help motorists comply with these restrictions and ensure our approach remains transparent; accountable; proportionate; and consistent.
- 1.1.6. Civil enforcement action by the Council will be in line with our approach to bus lanes using Automatic Number Plate Recognition cameras. Each recorded contravention will be subject to further human review to ensure that action taken is proportionate and not automatically generated.

1.2 Purpose of the consultation

- 1.2.1 This consultation is about the use of these new civil enforcement powers at specific locations where existing moving traffic restrictions are in place, with all stakeholders invited to indicate whether they support, or objected to, the use of these powers at the proposed locations.
- 1.2.2 This consultation is not about the principle of the Council using these powers for the reasons set out in section 1.1.
- 1.2.3 The consultation set out our approach to ensure that we can achieve the objective of improved compliance by evaluating locations identified for enforcement against a hierarchy of principles as shown in figure 1. Ongoing monitoring and evaluation where these powers are used is key to ensuring that enforcement action is, or continues to be, the most appropriate way for us to achieve the compliance with the restriction.

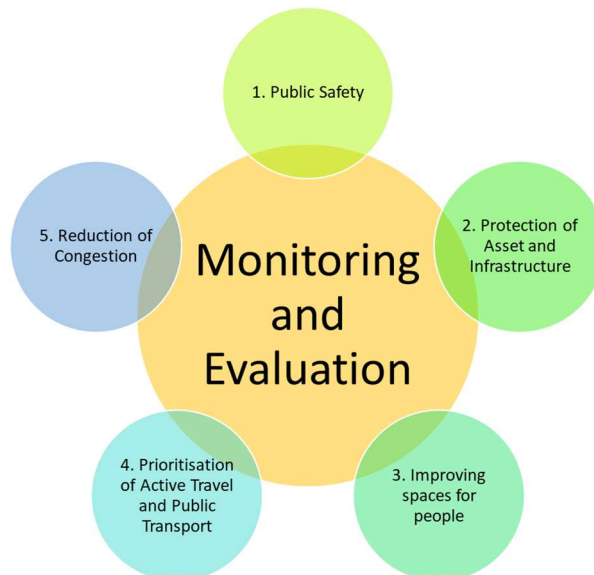


Figure 1 - Proposed approach to Moving Traffic Enforcement

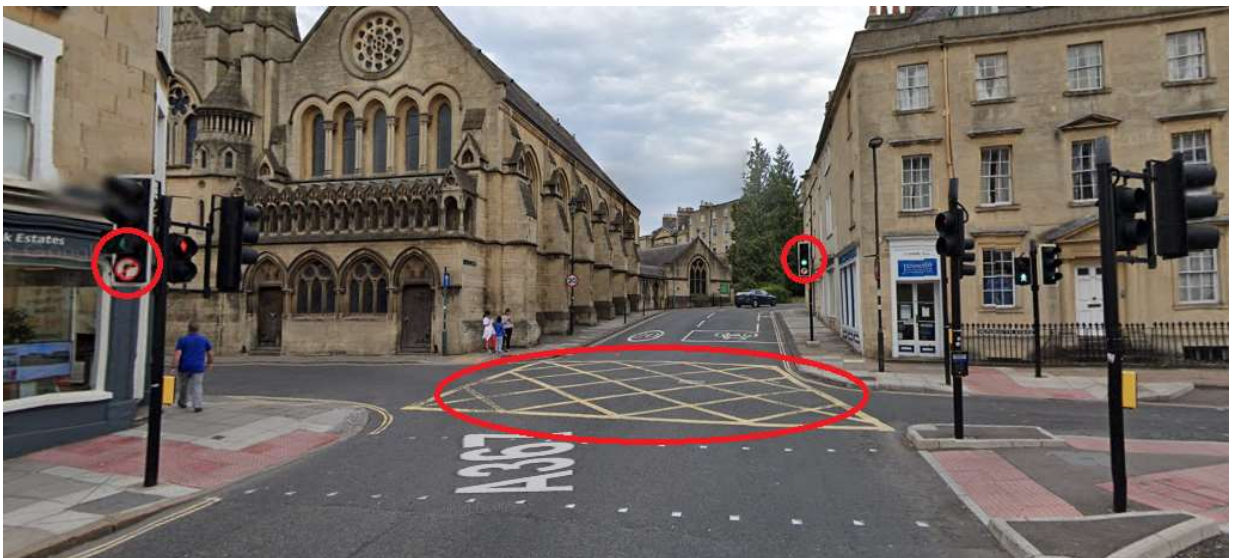
- 1.2.4 Monitoring the frequency; severity; and impact of moving traffic contraventions at locations proposed for enforcement action will help evaluate an appropriate solution to achieve compliance according to a second hierarchy based on the Council's strategy of 'focus on prevention':
- 1) **Engineering** - physical measures to prevent or deter contraventions where practicable
 - 2) **Education** - promotion of restrictions; consultation and additional signs to increase awareness of the restriction
 - 3) **Enforcement** - where no further practicable solution under 1) and 2) remains. This will include warning notices issues (paragraph 1.2.5).

- 1.2.5 For all new locations where these powers are implemented it is proposed that a warning notice (with no penalty charge) will be issued for the first contravention during the initial six-month period of enforcement to serve as a further educational measure to improve compliance and embed driver behaviour change.
- 1.2.6 The monitoring of contraventions once camera enforcement is in place is proposed to determine the success of MTE at a given location as follows:
- 1) **Sustained compliance** - Where driver behaviour is improved it may be appropriate to pause enforcement action or relocate the camera temporarily.
 - 2) **High non-compliance** - Where evidence shows that driver behaviour has not improved its proposed the solutions at the locations should be re-evaluated in line with our hierarchy in paragraph 1.2.4.

1.3 Locations Proposed for Enforcement

- 1.3.1 To ensure that the introduction of these new enforcement powers could be closely monitored and ensure the Government deadline of 20 May to apply for them could be met, it is proposed that the locations where these powers are deployed is limited to a small number of sites as outlined below, with existing signs and lines showing the restriction highlighted red:

A. A367 Charles Street and Monmouth Street junction



This is a busy signalled junction in Bath where vehicles may travel in multiple directions. The site has a banned turn and yellow box.

B. George Street and Gay Street junction.



Contravention of the banned turn places pedestrian safety at risk. It is not proposed that the yellow box is enforced as its exit on George Street cannot be clearly seen from its start

C. Brook Road



The commercial weight restriction of 7.5 tonnes protects the railway bridge and prevents large vehicles entering narrow residential roads beyond.

D. Newbridge Road and Newbridge Hill.



This is a signalled junction with a banned turn to deter drivers making a manoeuvre that is dangerous due to oncoming traffic and which may lead to conflict with pedestrians.

E. High Street, Bath Hill and Temple Street, Keynsham



The banned turn from the High Street into Temple Street deters drivers from making a dangerous traffic movement across a lane of traffic where Cyclists may be emerging from Bath Hill into the High Street.

2 Public consultation

- 2.1.1 A public consultation was held over a period of six weeks between 28 February and 11 April 2022 and publicised digitally via the Council's website; twitter account; press release; the Council's Interagency Network; direct email contact to all statutory consultees, Residents Associations, and all Town and Parish Councils. All properties that fell within 50m of each of the proposed locations, a total of 378 addresses, were contacted by letter and invited to participate in the consultation.
- 2.1.2 A web-based questionnaire was developed to seek the views from all stakeholders on the use of MTE powers at each location and whether the supported or objected to the proposals. A copy of the survey questionnaire is provided as Appendix MTE2.
- 2.1.3 The consultation did not seek views about the broader principles of MTE as new regulations have already set out the Government's intention to make these powers available to local authorities in England (see paragraph 1.1.3).
- 2.1.4 Respondents were directed to the online consultation form to provide their feedback or could be provided with a paper copy to complete and send in upon request.
- 2.1.5 A dedicated mailbox was made available for stakeholders to use where they required clarification on any element of the proposals.
- 2.1.6 Council officers staffed three separate drop-in sessions, operating from 10.00 through to 16.30, at each of the Council's One Stop Shops in Midsomer Norton; Bath; and Keynsham on consecutive weeks during the consultation period.
- 2.1.7 A webinar was held on 5 April at 18.30 to provide further opportunities for stakeholders to engage with the Council, ask any questions, or seek further clarification prior to submitting their consultation response. This webinar is available online on the Council's YouTube channel at <https://youtu.be/0hisgxV8iEU>.

3 Consultation Response

3.1 Feedback generated

- 3.1.1 The online survey generated a total of 142 individual online responses. No postal responses were received.
- 3.1.2 The consultation analysis has involved both quantitative and qualitative data. Quantitative data was gathered through single answer questions producing numerical results. Qualitative data was gathered through additional comments to further outline the respondent's choice.
- 3.1.3 The consultation question was focussed on whether a respondent supported or objected to enforcement of the restriction at the proposed locations.
- 3.1.4 Respondents could also provide potential locations where they felt existing moving traffic restrictions would benefit from future enforcement action. These will be collated and evaluated separately according to the proposed approach, if adopted.
- 3.1.5 As the proposals were about the civil enforcement of existing restrictions already in place the highway, and which all drivers are therefore expected to comply with, no profile analysis was undertaken to establish general characteristics of respondents.
- 3.1.6 No feedback was received that identified or highlighted that these proposals could have a negative or adverse impact on an individual or group in accordance with the Equalities Act 2010.
- 3.1.7 It should be noted that a statutory consultation on the restrictions at the proposed locations for enforcement will have been undertaken historically to progress the Traffic Regulation Order for their implementation.

4 Consultation Responses

4.1 Response distribution

4.1.1 An overwhelming number of responses were from individuals that lived within the Bath & North East Somerset area (95%).

4.2 Presentation of results

4.2.1 Figure 2 shows the breakdown of the 142 responses received. 65% (91 responses) were supportive of the Council using moving traffic enforcement powers at the proposed locations, compared to 35% (50 responses) who objected.

4.2.2 Figure 3 shows the outcome of further analysis of the 35% that objected. This analysis identified that 62% of the objections (31 responses) objected to the principle of the Council undertaking civil enforcement of moving traffic contraventions. This is an important point to note as the Government has indicated that these powers are being made available to local authorities and the consultation question was therefore focused on their use at specified locations only (see paragraph 1.1.3).

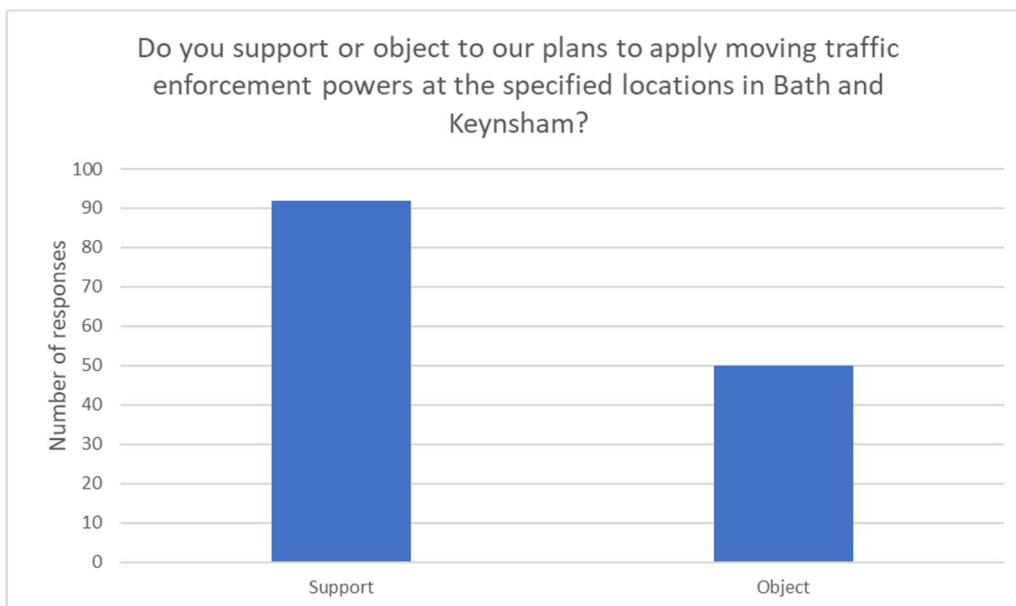


Figure 2 - Respondents results to the consultation question

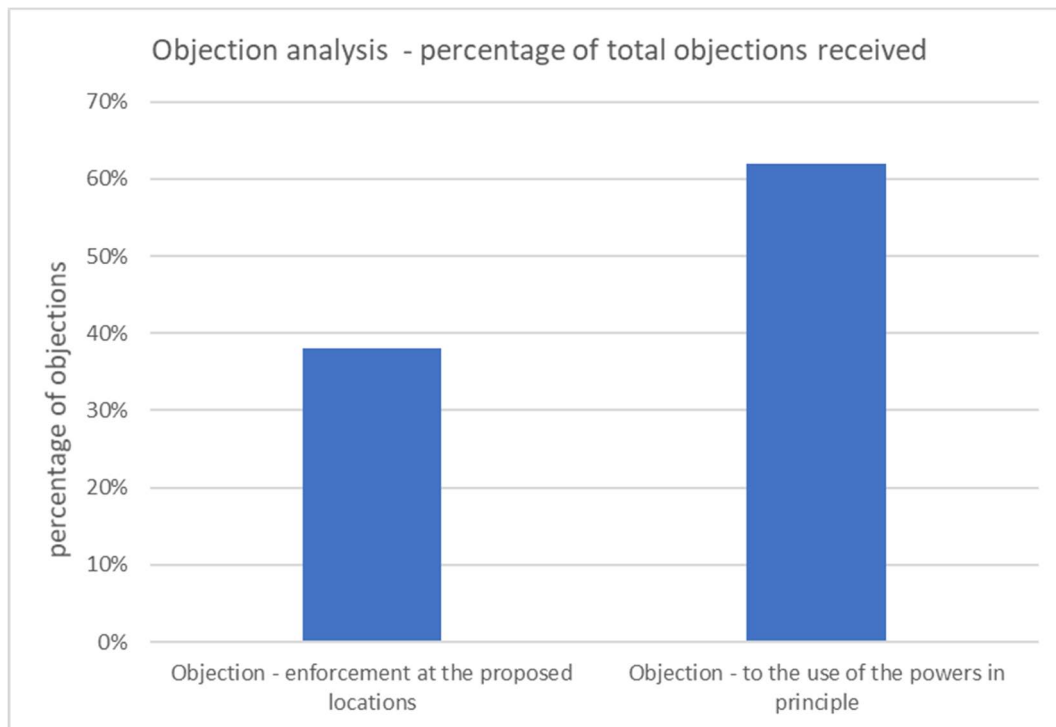


Figure 3 - Further break down of all objections received

4.3 Additional comments

- 4.3.1 Free-text comment boxes were provided to all respondents allowing them to provide further details for their support or objection to the proposals.
- 4.3.2 100% of respondents provided further information to support their views.
- 4.3.3 Respondents that gave views that indicated an objection in principle to the Council obtaining and using moving traffic civil enforcement powers, whilst not answering the question asked by the consultation, have been included within the overall analysis within this report.

4.4 Themes identified from the feedback.

- 4.4.1 A number of themes were identified within the additional comments from respondents, and these have been included (in no particular order) in this report alongside a B&NES officer response to the issue raised.

4.4.2 Theme: ***Speeding & pavement parking***

A number of respondents identified the benefits of the Council monitoring specific areas where it's felt that vehicles regularly exceed the speed limit.

Officer Response

- a. The restrictions that are included within these powers are already set out in schedule 7 of the Traffic Management Act 2004. The Government is making these powers available local authorities in England; however, they don't include speeding. They also don't include other well-known restrictions such as width and length restrictions and structural weight restrictions that are put in for environmental reasons (which restrict all vehicles above a certain weight, including buses). Enforcement of these restrictions remains the responsibility of the Police.
- b. Parking on the pavement, or footway, can already be enforced by the Council where there are parking restrictions on the adjacent highway. Where there are no restrictions on the carriageway this can only be enforced by the Police using their powers of obstruction and this will not be impacted by the civil enforcement of MTE.
- c. The Government recognises the national problems caused by pavement parking and their impact on pedestrians and vulnerable persons. A national consultation on this issue closed in November 2020 and this Council provided a response supporting the view that strong action is required to address it. We are hopeful that this will see us provided with the necessary powers to take direct action where there are no restrictions. You can find out more information on this online at <https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>. No response to this consultation has been made available at the time this report was written (April 2022).
- d. A full list of the restrictions included within these moving traffic enforcement powers is included within the consultation documentation, which was available online and is included within Appendix MTE1 to this report.

4.4.3 Theme: **Accident data**

Several respondents challenged the lack of published accident data within the consultation to evidence that there was a danger to the public at these locations.

Officer Response

- a. Following a review of personal injury collision data held by the Council the following number of incidents (all recorded as slight collisions) were identified in the last 5 years:

Location	Number of incidents
A367 Charles Street and Monmouth Street junction.	1
George Street and Gay Street junction	2
Brook Road	0
Newbridge Road and Newbridge Hill.	1
High Street, Bath Hill and Temple Street, Keynsham	0

A slight collision: One in which at least one person is slightly injured but no person is killed or seriously injured. Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention.

- b. In all incidents recorded it is the view of the Council that it is unlikely that camera enforcement of the moving traffic restriction at these locations would have prevented this incident.
- c. However, the absence of any serious injury at any of these locations cannot be taken as an indicator of the degree of potential risk that a motorist contravening the restriction may place on themselves and on other road users.
- d. The Council only holds personal injury collision data that has been reported to the Police. This data does not include damage only collisions or reports of conflict on the network.

4.4.4 Theme: **Revenue raising exercise**

Some respondents indicated they felt that the use of cameras to enforce MTE was just a way for the Council to raise revenue by penalising motorists through the issue of Penalty Charge Notices (PCNs).

Officer Response

- a. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.

- b. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.
- c. Where ongoing monitoring of contraventions once camera enforcement is implemented shows no improvement in driver behaviour, for example by a reduction in contravention numbers, our approach proposes that the solution implemented at the location should be reevaluated in line with our hierarchy set out in paragraph 1.2.4.
- d. Any additional locations identified for future enforcement will be subject to a minimum of six weeks public consultation. Our approach allows for equipment to be relocated to these new locations, reducing the future requirement to purchase new equipment.
- e. The new regulations introduced by the Government to allow Councils in England (outside of London) to enforce moving traffic restrictions combine parking; bus lane; and moving traffic enforcement together within the same legislative framework and the general rules for PCN income does not change. The income for traffic related contraventions is required by the regulations to be used to cover the costs of the scheme and any surplus must be used according to reasons prescribed by the regulations set out in section 31 of *The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022*.

4.4.5 Theme: **changes to Queens Square traffic flow**

A small number of those respondents objecting to the proposals felt that recent changes made to traffic flow around Queen Square as part of the Council's implementation of the Bath Clean Air Zone (CAZ) are detrimental to the flow of vehicles and causing increased congestion. It was felt this is having a significant impact on the yellow box located at the junction of Charles Street and Monmouth Street.

Officer Response

- a. The changes made to regulate traffic flows through Queen Square on a temporary basis is the only way we can reduce air pollution to acceptable levels in the timeframe set for us by the government. Without this initiative, the Council would have to charge all higher emission private cars to travel in Bath's CAZ, which we know would hit local businesses and lower income and disadvantaged families the hardest. The improvement in air quality that will be brought by the CAZ, not just in the zone but across the whole city, is good news for all those suffering from lung and heart problems, particularly asthma.

- b. The Council has reviewed all the locations proposed for MTE in line with the current guidance published by the Department of Transport and no changes are required as the restriction at Charles Street and Monmouth Street meets current standards.
- c. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.

4.4.6 Theme: ***implementing and enforcing restrictions/Police enforcement***

A small number of comments were received from respondents who highlighted a concern that the Council would be both the authority introducing the restriction onto the highway [in its role as Highways Authority] and the authority that enforces these restrictions [in its role as Enforcement Authority]. These comments also include the views that the Police should continue to be the enforcing authority for moving traffic contraventions.

Officer Response

- a. The Council as a wider corporate body already undertakes these functions for the purpose of parking and bus lane enforcement. Both functions are managed by separate services; however, they do work closely together to ensure efficient and effective delivery of services and Council priorities.
- b. Restrictions on the highway are implemented with a Traffic Regulation Order (TRO) in accordance with the Road Traffic Regulation Act 1984. These require a public consultation lasting a minimum of 21 days to consider objections from all stakeholders.
- c. In addition to the statutory consultation process required for introducing restrictions, the enforcement of a moving traffic restriction at a given location must first undergo further public consultation for at least six weeks so that all views can be considered before camera enforcement may be implemented.
- d. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging embedded driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.
- e. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.

- f. Where ongoing monitoring of contraventions once camera enforcement is implemented shows no improvement in driver behaviour, for example by a reduction in contravention numbers, our approach proposes that the solution implemented at the location should be reevaluated in line with our hierarchy set out in paragraph 1.2.4.
- g. The Police will continue to be able to enforce moving traffic restrictions using their existing powers. However, the enforcement of moving traffic contraventions is not a priority for the police and the introduction of civil enforcement by the Council will help us be proactive in working with communities to address the small number of drivers that either don't understand these restrictions or choose to ignore them. This will help us to meet our legal duty to manage traffic on the highway and improve safety for all road users.
- h. The Government has indicated that these powers are being made available to local authorities and this consultation therefore focused on their use at specified locations only (see paragraph 1.1.3).

4.4.7 Theme: ***use of cameras/detecting of slow-moving vehicles***

Some respondents felt it was unfair to use cameras to automatically record drivers contravening a moving traffic restriction and to issue a fine by post after the event.

Officer Response

- a. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions.
- b. *The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022* which provide the Council with the powers for the civil enforcement of moving traffic restrictions only allow this to be undertaken using an approved device, which is an ANPR traffic enforcement camera.
- c. The ANPR traffic enforcement cameras are the same technology used by the Council to enforce bus lanes. Colour video evidence is captured for review by the system when a potential contravention is detected, and this is later reviewed in full by a qualified Council officer. This helps to ensure that a contravention can be clearly demonstrated, and the context considered before a PCN is issued to ensure that enforcement action is proportionate. The PCN is then issued by post to the registered owner/keeper of the vehicle according to DVLA records.

- d. The Council believes that its approach, as outlined in section 1.2 of this report, emphasises its priority in ensuring compliance with the restrictions and encouraging driver behaviour change through engineering or educational means. Enforcement through the issue of PCNs is only proposed where drivers refuse to comply with valid restrictions
- e. The Council acknowledges that all drivers can make mistakes, and this is reflected within our approach. This ensures that a first contravention within the first 6 months of MTE being implemented at a location will receive a warning notice, with no penalty charge, to help educate and encourage behaviour change.

4.4.8 Theme: ***Other locations for enforcement***

A few respondents included other locations alongside their comments. This included the view that these other locations should be a priority over those proposed within this consultation, for example Lansdown Lane.

Officer Response

- a. To ensure that the introduction of these new enforcement powers could be closely monitored and ensure the Government deadline of 20 May to apply for them could be met, the locations included within this consultation was limited to the five sites as outlined in section 1.3.
- b. As these are new enforcement powers to the Council and their use is expected to be unfamiliar with many local drivers, the experiences from enforcement at these initial sites is key to the continued development of operational policies to support national policy and Statutory Guidance, which is expected this Spring, which can then be applied to other locations.
- c. All future locations for MTE that have been proposed by respondents will be evaluated by the Council in line with our proposed approach (see section 1.2).
- d. Additional locations that are identified as suitable for enforcement action will be subject to further public consultation (paragraph 1.1.4) before enforcement with cameras can be implemented.

5 Summary

- 5.1.1 From 31st May 2022 new regulations introduced by the Government are making available civil enforcement powers for moving traffic restrictions to local authorities in England (outside London where they are already available). This will allow the Council to enforce moving traffic restrictions and bus lanes, alongside parking restrictions, using the TMA2004.
- 5.1.2 Moving traffic restrictions include band turns, one-way streets and yellow box junctions. The full list of restrictions included within these regulations are shown in Appendix MTE1
- 5.1.3 Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed. Any locations where MTE is proposed will undergo a public consultation of at least six weeks before camera enforcement is implemented.
- 5.1.4 Acquiring the powers to enforce moving traffic offences will enhance local decision making and allow the Council and partners to more effectively use collective resources to tackle persistent areas of contravention. The safety of all road users and specifically vulnerable people should always be a priority. In consultation with local communities moving traffic powers may provide further opportunities to achieve this aim in different ways to meet a community needs.
- 5.1.5 The Police will retain the power to take enforcement action where they consider it appropriate to do so and their action takes primacy against any action the Council may also take.
- 5.1.6 The consultation set out the Councils proposed approach to the consideration and ongoing monitoring of locations for moving traffic enforcement to help it meets its objective of improved compliance and driver behaviour change.
- 5.1.7 Five proposed locations were included within this consultation and public views were sought on the details of the location and the restriction to be enforced and not on the use of these powers, which the Government have confirmed are being made available to local authorities. An online survey generated 142 individual responses.
- 5.1.8 There was strong support for the use of these powers to undertaken enforcement action with cameras at these locations, with 65% of respondents showing their support.








- 5.1.9 Most of those respondents that objected to the consultation (62% of the 50 that objected) indicated in their response that their objection was to the principle of the Council obtaining and using these new powers, rather than on their application at the proposed locations.
- 5.1.10 Comments were received from all 142 respondents, and these raised a range of themes and issues which have been responded to.
- 5.1.11 All future locations for MTE that have been proposed by respondents will be evaluated by the Council in line with our proposed approach. Additional locations that are identified as suitable for enforcement action will be subject to further public consultation before enforcement with cameras can be implemented.







Appendix MTE1 - List of Traffic Signs Subject to Moving Traffic Enforcement

Under Schedule 7 to the Traffic Management Act 2004 (“the 2004 Act”), restrictions indicated by the traffic signs in the table below, as prescribed in the Traffic Signs Regulations and General Directions 2016 (as amended: ‘TSRGD’) are civilly enforceable as moving traffic contraventions. This applies to any permitted variant under TSRGD; for example, diagram 606 when varied to point ahead or to the right.


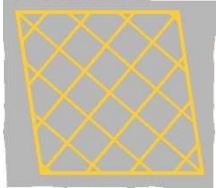
The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted **only where action is needed**.

Moreover, it should be noted that Ministers have only agreed to implement the Part 6 powers in respect of this existing list of traffic signs, with the exception of the additional diagram 1027.1, to create parity with London.

Description	TSRGD diagram number & location	
Vehicular traffic must proceed in the direction indicated by the arrow	606 (Schedule 3, Part 2, item 1 and Schedule 14, Part 2, item 42)	
Vehicular traffic must turn ahead in the direction indicated by the arrow	609 (Schedule 3, Part 2, item 2)	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow	610 (Schedule 3, Part 2, item 3)	
No right turn for vehicular traffic	612 (Schedule 3, Part 2, item 7 and Schedule 14, Part 2, item 43)	
No left turn for vehicular traffic	613 (Schedule 3, Part 2, item 8 and Schedule 14, Part 2, item 43)	
No U-turns for vehicular traffic	614 (Schedule 3, Part 2, item 6 and Schedule 14, Part 2, item 43)	
Priority must be given to vehicles from the opposite direction	615 (Schedule 3, Part 2, item 9)	

Description	TSRGD diagram number & location	
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement)	616 (Schedule 3, Part 2, item 10 and Schedule 14, Part 2, item 44)	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians	617 (Schedule 3, Part 2, item 11)	
Entry to and waiting in a pedestrian zone restricted	618.3B (Schedule 8, Part 2, item 1)	
Entry to and waiting in a pedestrian and cycle zone restricted	618.3C (Schedule 8, Part 2, item 2)	
Motor vehicles prohibited	619 (Schedule 3, Part 2, item 12)	
Motor vehicles except solo motor cycles prohibited	619.1 (Schedule 3, Part 2, item 18)	

Description	TSRGD diagram number & location	
Solo motorcycles prohibited	619.2 (Schedule 3, Part 2, item 20)	
Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited	622.1A (Schedule 3, Part 2, item 13)	
One-way traffic	652 (Schedule 9, Part 4, item 5)	
Buses prohibited	952 (Schedule 3, Part 2, item 17)	
Route for use by buses, pedal cycles and taxis only	953 (Schedule 3, Part 2, item 33)	
Route for use by tramcars only	953.1 (Schedule 3, Part 2, item 36)	
Route for use by pedal cycles only	955 (Schedule 3, Part 2, item 28)	
Route for use by pedal cycles and by pedestrians only	956 (Schedule 3, Part 2, item 29)	
Route comprising two ways, for use by pedal cycles only and by pedestrians only	957 (Schedule 3, Part 2, item 32)	
With-flow cycle lane	959.1 (Schedule 9, Part 4, item 9)	
Contra-flow cycle lane	960.1 (Schedule 9, Part 4, item 6)	
	1027.1 (Schedule 7, Part 4, item 10)	

Description	TSRGD diagram number & location	
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		
Box junction markings	1043 (Schedule 9, Part 6, item 25)	

Appendix MTE2 - Online Survey Questionnaire

Thank you for responding to our moving traffic enforcement powers consultation

We strongly recommend that you read our consultation support material above before answering the survey.

This questionnaire will give you an opportunity to state your support or objection to our plans to apply moving traffic enforcement powers at 4 locations in Bath and 1 location in Keynsham.

We'll publish a feedback report after the consultation closes, and will use your responses to decide whether to apply these powers at the specified locations.

Completing the questionnaire should take no more than **5 minutes**.

Please return your completed survey form to
parking_consultation@bathnes.gov.uk
or to the address below by **11 April 2022**.

Parking Services
Lewis House
Manvers Street
BATH
BA1 1JG

Do you support or object to our plans to apply moving traffic enforcement powers at the specified locations in Bath and Keynsham?

Support

What are your main reasons for supporting the proposals?

Are there other locations we should consider for enforcement in the future?

Object

What are your main reasons for objecting to the proposals?

Are there other locations we should consider for enforcement in the future?

Do you live in Bath and North East Somerset?

Yes

No

Tell us about you

Full name

Contact email address

Contact telephone number

Your address

Address

Address 2

City or town

Postcode

Declaration

You must read the privacy notice below and agree to this statement.

I understand that the information I have provided will be considered as part of the decision making process.

I have read the Privacy Notice

I confirm that I agree

Moving traffic enforcement powers consultation Privacy Notice

The purpose of processing

The information below will help you to understand what we will do with the personal information that you have provided as part of the consultation process.

Please take a moment to read this and if you have any questions raise them with the team at Bathnes using the address at the bottom.

The Council is considering the introduction of new measures to improve people's lives in Bath and North East Somerset. This consultation form has been provided to allow you to engage in that consultation, though you may prefer to contact us by different means in relation to this consultation.

We seek your specific comments and feedback on the measures, how they will directly affect you. We will engage with you, or raise your comments and potentially your details, within the Council, to the extent that it is required to meet the purposes of the consultation or survey.

Data subjects

Members of the public participating in the public consultation process

Personal data

We may ask you for details that include:

Name

Address

Contact telephone number

Email address

How is it used?

Any personal data that has been submitted will be received by Parking Services, who may engage directly with you to explore your comments, concerns or queries. The information may be shared with other services within the Council, who may carry out actions to support you in dealing with the proposed changes, this may include such services that the Council provides, including; highways services, financial support services, community wellbeing or legal services.

If you are raising a specific point that and the team considers it requires further investigation that may or may not be related to the consultation, such as a complaint or security matter, then it will be transferred to the relevant department for further investigation.

Profiling and automated decision making

Not applicable

Legal basis for using your data

GDPR condition relied upon for processing personal data:

Article 6.1 e - Exercise of official authority

Traffic Management Act 2004

GDPR condition relied upon for processing special category data

Not applicable

Sharing of personal data with external recipients

In some cases we may share your personal data and feedback with those listed below who may need to help us respond to you.

We may share your personal data with:

Services within the council who may contact you regarding specific concerns beyond the scope of this consultation

Law enforcement or other authorities if required by applicable law

How long is the personal data retained by the Council?

Personal data will only be retained for as long as it is needed for the purpose specified above, for as long as the duration of the project requires it, or as required by applicable law or regulatory requirements.

Questions or concerns?

Please email data_protection@bathnes.gov.uk

Appeals to the Information Commissioner's Office

If you are unhappy about the way we have treated your personal data, or feel we have not properly respected your data subject rights, you have the right to contact the **Information Commissioner's Office (ICO)** (<https://ico.org.uk/make-a-complaint/>) and tell them about this.

You can also contact the ICO by phone on **0303 1231113**.

Andy Dunn
Parking Services
Highways & Transport
Bath & North East Somerset Council

Email: Parking@bathnes.gov.uk