

Item 12 - Moving Traffic Enforcement Powers

Appendix 'B'

Final Consultation Responses

At the time of writing the Cabinet report the county council had received 162 responses to the online survey. At the close of the public consultation this total has increased and the response from the Constabulary received. This Appendix sets out the final responses received and should be read in conjunction with the Report.

General comments

The Cabinet report was prepared whilst the public consultation was ongoing. Further to the general comments that were received the following comments were received thereafter:

- Road markings and signs for all moving traffic restrictions will benefit from a review as they are often worn by age or corrosion. More advance signing like those on bus lanes would be advisable.
- The council should take these powers as the police do not have enough officers.
- Motorists drive as if they are permitted to drive as and where they wish.

Officer comments

Before any site is considered for enforcement the signing and lining will be fully reviewed as part of the implementation process. Advance signing will be considered where it can help advise the driver of the restrictions as they approach them. The change in legislation now requires a warning notice to be sent for a first offence which will also aid in educating drivers on their mistake and minimise repeat occurrences. The council taking on these powers will not remove the wider responsibility that the police have for the enforcement of moving traffic, the council seek to enhance compliance at the chosen junctions and would consider over areas once we have the powers.

Location specific

Individual comments were also received for each location:

1. **Charnley Street, Preston** – One way section of road
 - a. Vehicles regularly abuse the no entry/one way street to exit onto Corporation Street. The route is popular with drivers avoiding the bus gate on Fishergate.

At the close of the survey **43** (+1 since the preparation of the report) Respondents agreed there was an issue at this location whilst **62** (+1) disagreed.

The additional comments included:

- An admission that they knowingly go against the one way but never observe a problem.

- As a pedestrian it sometimes feels like the wild west trying to walk safely in that area.

Officer comments

These additional comments whilst not changing the for and against split could demonstrate that those that are against the enforcement of the one way may be part of the problem that the council is trying to tackle.

2. **Ringway/Bow Lane** – prohibited movements (no right turn, no U-turn)
 - a. Bow lane junction of Ringway is often raised in complaints. Vehicles that ignore the prohibited movements can come into conflict with pedestrians crossing sections under a green man.

At the close of the survey **58** (+2 since the preparation of the report) Respondents agreed there was an issue at this location whilst **52** (no change) disagreed.

The additional comments included:

- The U-turns are not legal and taking measures to prevent this makes sense.
- As a pedestrian they have to be extra vigilant of drivers who feel that they can drive with impunity.

Officer comments

The comments in the report cover these points, the additional 2 responses for enforcement add weight this location.

3. **Morecambe Road, Lancaster (Aldi)** – Prohibition of Right turn
 - a. Abuse of this prohibited turn results in vehicles coming into conflict with traffic on the busy main road that may be queuing to enter the junction on the right turn lane.

At the close of the survey **34** (no change) Respondents agreed there was an issue at this location whilst **37** (no change) disagreed.

- No further comments were offered on this location.

Officer comments

There are no further comments beyond those in the report.

4. **Hyndburn Road, Accrington (McDonalds)** – Prohibition of Right turn
 - a. The location has had 2 accidents in the last 2 years. The junction has been designed to encourage the left turn only from west bound traffic, vehicles approaching from the West (Eastbound) should go round the roundabout to gain access to the site.

At the close of the survey **25** (no change) Respondents agreed there was an issue at this location whilst **24** (no change) disagreed.

- No further comments were offered on this location.

Officer comments

There are no further comments beyond those in the report

Email responses

The council also provided an email address for feedback to be submitted. In total 6 emails were received.

1. Two emails of support from Parish councils.
2. An email stating that the introducing of more cameras was not the way to manage the city centre and requesting that the Fishergate Bus lane was re-opened instead.
3. Three emails from different parish councils asking for enforcement of HGV movements and other restrictions in their parishes.

Officer comments

The council is not seeking to introduce a one-way restriction on Charnley Street, it currently exists and has been observed as being abused by drivers using it to avoid the Fishergate Bus lane or to cut through the city centre. The bus lane only operates between 11am and 6pm which are normally the busiest times for pedestrian shoppers in the city centre. The reduced hours of operation allow a level of cross city access outside of these hours. The Fishergate bus lane provides an active traffic management tool and reduces the conflict of vehicles and pedestrians in the heart of the city shopping area, there is no intention of re-opening the road to all traffic.

The requests for other sites were responded to directly explaining that for the application process the council must choose a small selection of sites for the initial power, after which, if the power is granted, it will be within the councils remit to explore the expansion of the scheme in the future. Any requests for enforcement would be collated and added to a forward plan of possible sites, each of which will be considered in the future and would require a similar 6-week engagement exercise.

Police consultation

In line with the main report Lancashire Constabulary's Road policing Chief Inspector was considering the council's intention to apply for these powers. Confirmation has been received stating that *"The Constabulary have no objection to your proposal in principle; should LCC proceed to implement the proposal we would ask that our Safer Roads Unit are consulted in regard to any processes which LCC plan to implement, to ensure that LCC do not increase the current workload demand within that team."*

Officer comments

The enforcement of moving traffic is currently the remit of the police, in the same way that bus lane enforcement was with the police prior to the council taking on the powers. The introduction of the council enforcing some locations should only have a positive impact on the police as the council would actively undertake the enforcement and all the associated paperwork and processes in the same way that was done for bus lanes. The police will still retain the powers to tackle moving traffic offences but as the scheme develops, they will be able to concentrate on other policing matters whilst the council pick up the enforcement of moving traffic in key areas.