

# North Yorkshire Council

24 October 2023

Chief Executive

## Application to Designate North Yorkshire as a Civil Enforcement Area for Moving Traffic Offences

### Report of the Corporate Director of Environment

#### 1.0 PURPOSE OF REPORT

- 1.1 To apprise the Chief Executive Officer of the completion and outcome of the statutory process required to apply to the Secretary of State to designate North Yorkshire as a civil enforcement area for Moving Traffic Contraventions under Part 6 of the Traffic Management Act 2004.

#### 2.0 BACKGROUND

- 2.1 The Traffic Management Act (TMA) 2004 Part 6, introduced Civil Enforcement of Traffic Offences in England and Wales with secondary legislation laid before Parliament and came into force in June 2022.
- 2.1 This legislation allows Local Authorities in England and Wales with an existing Civil Enforcement Area (CEA) for parking contraventions, to apply to the Secretary of State for the designation of an area and powers to enforce moving traffic offences such as:
- Failing to adhere to one-way systems and no entry signs
  - Entering yellow box junctions
  - Entering environmental weight restricted roads or areas
  - Failing to give priority to ongoing traffic
  - Driving in cycle lanes
- 2.2 The Department for Transport (DfT) is managing the application process and the making of Civil Enforcement Area Designation Orders in tranches. North Yorkshire Council (NYC) is proposing to make an application in the current tranche 3, which has a closing date of the 25 October 2023.

#### 3.0 APPLICATION RATIONALE

- 3.1 The TMA 2004, which applies to England and Wales, places a network management duty on local authorities. Section 16(1) and (2) state:
- (1) It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives-
- (a) securing the expeditious movement of traffic on the authority's road network; and,
  - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

- (2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing;
  - a) the more efficient use of their road network; or
  - b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and
  - c) may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

3.2 This duty and action is central to the decisions NYC makes about its road network and moving traffic restrictions can play a part in delivering a range of policy objectives. These include measures to reduce congestion, enable more walking and cycling, reduce rat-running, create more pleasant places to live and work in and improve road safety. Applying fair and appropriate enforcement of these restrictions is a key part of delivering the objectives of these schemes.

3.3 Motorists must comply with traffic restrictions irrespective of whether such restrictions are actively enforced by North Yorkshire Police which is the responsible enforcement authority for all moving traffic offences. The TMA 2004 enables NYC, subsequent to it being granted civil powers, to enforce measures introduced for traffic management and the provision of bus and parking services. Thereby, taking on that responsibility from North Yorkshire Police.

3.4 Acquiring civil enforcement powers for moving traffic offences, provides a further mechanism for the council to effectively manage its highway network by deterring poor compliance with restrictions that have been implemented to ensure the efficient movement of traffic and safety of road users.

3.5 There are also additional climate change, social and accessibility benefits to be achieved in terms of reducing vehicle emissions, noise pollution and generally improving the highway environment for non-motorised and vulnerable road users and encouraging modal shift to sustainable travel options.

#### **4.0 APPLICATION PROCESS**

4.1 Under the TMA, local authorities wishing to undertake civil enforcement of moving traffic contraventions need to apply for an Order designating the local authority as the enforcement authority in their area. Though, it is only local authorities with existing civil parking enforcement powers that may be granted moving traffic enforcement powers. The area covered by a moving traffic Designation Order may only be within, or coextensive with, the geographic area already designated as a civil enforcement area for parking contraventions.

4.2 The whole North Yorkshire Council authority area was designated a Civil Parking Enforcement Area in 2013, therefore qualifying it to be also designated as a CEA for Moving Traffic Enforcement.

4.3 The application process requires a letter to the Secretary of State requesting the local authority area or specified area within, to be designated (including any roads that are to be excluded) and confirming the following actions have been completed:

- (a) Consulted the appropriate Chief Officer of Police.
- (b) Carried out a minimum six week public consultation on the detail of planned civil enforcement of moving traffic contraventions (rather than whether people agree with the principle of moving traffic enforcement), including the types of restrictions to be enforced and the location(s) in question.

- (c) Considered all objections raised and has taken such steps the council considers reasonable to resolve any disputes.
- (d) Carried out effective public communication and engagement as the council considers appropriate, for example using local press and social media, and that this will continue up to the start of enforcement and for a reasonable period thereafter.
- (e) Ensured all moving traffic restrictions to be enforced will be underpinned by accurate TROs, where applicable, and indicated by lawful traffic signs and road markings.
- (f) Ensured all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions.

4.4 It is necessary to carry out the above steps (a) to (f) for any additional enforcement locations in the future. Though, it will not be necessary to seek further approval from the Secretary of State if the county has already been designated a CEA for moving traffic offences.

## 5.0 APPLICATION SITE SELECTION

- 5.1 It is necessary to include at least one restriction NYC proposes to enforce in its application. Not all moving traffic offences have been included for civil enforcement, those that have are set out in the Traffic Management Act 2004 Statutory Guidance for Local Authorities Outside London on Civil Enforcement of Bus Lane and Moving Traffic Contraventions, **Appendix A** to this report.
- 5.2 Through officer discussion about which of the enforceable offences raises the greatest level concern, the following were identified:
- Yellow box junctions
  - Environmental weight restrictions.
- 5.3 There are numerous examples of each throughout the county, therefore a desk top exercise was carried out to check the location of the restriction, the supporting Traffic Regulation Order (TRO) and site application/conditions and research into the level of public concern raised with the council.
- 5.4 In result, environmental weight restrictions were discounted because of the nature of how they operate and could be enforced. As they generally apply to an area, potentially with multiple points of entry and maintaining some legitimate access rights, these were considered to be too complex to use for the application and would need greater investment in infrastructure and administrative resource before they could be enforced under Part 6 of the Traffic Management Act 2004.
- 5.5 Through the careful analysis of various yellow box junctions, it was resolved that the A19/B1258/Gowthorpe yellow box junction in Selby, offered the most suitable site to use for the application for the following reasons:
- It is a busy junction on a strategic route through a county town.
  - It suffers from congestion and delay to traffic movement through non-compliance
  - There are public complaints about compliance and congestion
  - Yellow Box junctions do not require a TRO to be enforceable
  - It can support the implementation of the necessary infrastructure.
  - It is binary in terms of an offence is being committed or not.
- 5.6 The Secretary of State will not sign a Designation Order until a local authority's Chief Executive has confirmed in writing, that all applicable existing and new TROs, traffic signs and road markings in the proposed civil enforcement area have been reviewed; comply with relevant regulations are consistent with each other and in a good state of repair.

- 5.7 An assessment has been carried out to ensure that the road markings for the yellow box junction A19/B1258/Gowthorpe, Selby comply with the regulations. As yellow box junctions do not require a TRO or signing, these further checks are not applicable. Arrangements have been made for the lining to be refreshed to ensure it is clear and obvious to drivers. Should NYC be successful in its application, a further assessment of the lining condition will be made prior to undertaking enforcement and for it to be maintained to the necessary standard thereafter.
- 5.8 Though it is not a requirement for 'camera enforcement signs' to be installed on approach to the junction, it is considered good practice to advise drivers in advance of the enforcement operation. Therefore, should the application be successful, these signs will be installed ahead of any enforcement commencing to provide suitable warning to motorists.

## 6.0 CONSULTATION & COMMUNICATIONS

- 6.1 As set out in section four of this report NYC is required to consult with the Chief Police Officer and carryout a six week (minimum) public consultation.
- 6.2 A letter to and response from the Chief Police Officer is included as **Appendix B** to this report. In summary, the Chief Police officer supports the Councils application to share powers for the enforcement of moving traffic offences.
- 6.3 The six-week public consultation is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses, and allow them the opportunity to raise any concerns.
- 6.4 Hosted on the NYC website, the consultation commenced on 11 September and concluded on 23 October 2023. The consultation consisted of information setting out the basis for the council's application, the chosen site and asked a series of questions and provided the opportunity to provide additional comments. For those who required further information or had other questions they could contact the Council's Traffic Engineering Team via the team email address.
- 6.5 The consultation was split into 4 themes and sub questions with responses structured to understand the strength of agreement or disagreement towards the proposals in the form of;
- Strongly Agree
  - Agree
  - Disagree
  - Strongly Disagree
  - No Opinion
- 6.7 In accordance with procedural requirements, where appropriate and possible, comments and concerns were dealt directly with the respondent during the consultation period rather than waiting until it had concluded.
- 6.8 The consultation attracted 186 responses, to date and any further responses will be updated at the time of making the decision, of which 151(81%) also provided additional comments. A full breakdown of responses to the questions and additional comments made is provided in **Appendix C** to this report. A brief %age summary of responses to the questions is provided below:

1. **Please say if you agree / disagree with the following statements about visibility on the A1238 / A19 yellow box junction:**
  - *The box junction is clearly marked with yellow lines and cross-hatching*  
66% strongly agreed, agreed or had no opinion with and 32% strongly disagreed or disagreed, 2% gave no answer.
  - *Drivers wanting to turn left can clearly see if the exit is clear before they enter the box junction*  
61% strongly agreed, agreed or had no opinion with and 37% strongly disagreed or disagreed, 2% gave no answer
  - *Drivers wanting to drive straight ahead can clearly see if the exit is clear before they enter the box junction*  
85% strongly agreed, agreed or had no opinion with and 12% strongly disagreed or disagreed, 3% gave no answer
  - *Drivers wanting to turn right can see if the exit is clear before they enter the box junction*  
45% strongly agreed, agreed or had no opinion with and 53% strongly disagreed or disagreed, 2% gave no answer.
  
2. **How far do you agree / disagree with the following statements about junction blocking at the A1238/A19 yellow box junction?**
  - *Vehicles often block this junction*  
38% strongly agreed, agreed or had no opinion with and 60% strongly disagreed or disagreed, 2% gave no answer.
  - *Enforcing the box junction would help to keep traffic moving*  
16% strongly agreed, agreed or had no opinion with and 82% strongly disagreed or disagreed, 2% gave no answer.
  
3. **How far do you agree / disagree with the following statements about safety at the A1238 / A19 yellow box junction?**
  - *Enforcing the box junction would make the junction safer for pedestrians*  
21% strongly agreed, agreed or had no opinion with and 78% strongly disagreed or disagreed.
  - *Enforcing the box junction would make the junction safer for other road users*  
25% strongly agreed, agreed or had no opinion with and 74% strongly disagreed or disagreed, 1% gave no answer.
  
4. **How far do you agree / disagree with the following statements about the council seeking approval to enforce existing regulations at the A1238 / A19 yellow box junction?**
  - *I support the council enforcing existing regulations on this box junction*  
28% strongly agreed, agreed or had no opinion with and 71% strongly disagreed or disagreed, 1% gave no answer.
  - *The council should use Automatic Number Plate Recognition cameras to identify vehicles that are blocking this junction*  
19% strongly agreed, agreed or had no opinion with and 80% strongly disagreed or disagreed, 1% gave no answer.
  - *The council should fine motorists who break the existing regulations*  
30% strongly agreed, agreed or had no opinion with and 69% strongly disagreed or disagreed, 1% gave no answer.

## **7.0 CONSULTATION CONCLUSIONS**

- 7.1 For question one which focused on the visual aspects of the yellow box lining and visibility, three of the four questions received a majority of support, with one question concerning the ability of driver to see the exit is clear before entering the yellow box received a marginal disagreement. It can be therefore reasonably considered that drivers have sufficient visibility of the junction and understanding of its operation and would not be seen as unfair if enforcement were carried out.
- 7.2 For question two which focused on vehicles blocking the junction and enforcement, both questions received a majority disagreement. This indicates, that overall, those responding, do not consider vehicles blocking the junction in contravention of the yellow box is a significant issue and enforcement is unlikely to help network performance.
- 7.3 For question three which focused on safety for pedestrian and other road users, both questions received a majority disagreement, indicating that overall, those who responded saw no safety improvements resulting from enforcement,
- 7.4 For question four which focused on support and action by NYC to enforce moving traffic offences, all three questions received a majority disagreement.
- 7.5 The recurring theme through the additional comments was the operation of the traffic signals and that it was the timings and phasing that is the issue, not necessarily driver compliance with the marked yellow box.
- 7.6 The signals at this junction have been checked to ensure they are functioning to the intended plan and timings that provides the most efficient operation maximising capacity and the throughput of traffic as well as making provision for pedestrians to cross.
- 7.7 Overall, there is a general disagreement to the implementation of moving traffic enforcement at this junction and perhaps more broadly. This is not unexpected and would highly likely have been the case at any proposed location and with the general principle of civil enforcement of moving traffic offences. The responses to question one suggest that motorists are generally of the view that the yellow box junction road markings are appropriate for the location. The opposition to the proposal to enhance compliance with the yellow box junction through camera enforcement is not unexpected but this must be balanced against the long term benefits in terms of the achievement of council priorities relating to managing the road network and reducing carbon emissions from transport as set out in section 9 below.

## **8.0 OTHER ACTIONS**

- 8.1 The final requirement of the process is to ensure the enforcement equipment is certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions. At this stage of the process, it is not possible to complete this task as it would require the procurement of cameras etc. Therefore, there is no expectation from the DfT for this to be completed prior to the application being made but it must be completed prior to commencing enforcement. Officers will undertake the necessary work to progress this work as far as practically possible at the time of making the application.

## **9.0 CONTRIBUTION TO COUNCIL PRIORITIES**

- 9.1 As set out in Section 3 to this report, the NYC has a statutory duty through the TMA 2004 *to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network; and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.*

- 9.2 Obtaining civil powers for moving traffic enforcement provides another means to better discharge this duty and improve road safety for all users at sites which are the cause of congestion delay and road user risk where drivers regularly fail to comply.
- 9.3 This is a key element of the NYC's current Local Transport Plan and as a statutory duty, will remain so in the development of the new Local Transport Plan, currently in progress.
- 9.4 Transport is a major contributor to carbon emissions and poor air quality. In July 2022 NYC declared a climate emergency and pledged to play a full part in tackling climate change and created its Climate Change Strategy 2023 – 2030. The Strategy delivers specific Council Plan ambitions, throughout which highway management has intrinsic links and a key element in realising these targets.

## **10.0 ALTERNATIVE OPTIONS CONSIDERED**

10.1 The Alternative options are:

### Do Nothing

10.1.1 Not applying for a CEA designation order would result in the continuation of congestion, delay and road safety concerns occurring at key locations on the authority network due to poor driver compliance. There would remain a reliance on North Yorkshire Police for enforcement which has limited capacity to do so.

### Do Minimum

10.1.2 Apply for CEA designation in part. Though the council would be able to enforce in certain areas e.g., a town or the wider locality (former district area), this would limit the ability to deal with all sites in the county and restrict the strategic approach for wider application in meeting its network management duty.

10.1.3 It would also require the full application process to be completed again with a further application to the Secretary of state to change the Designation Order. The advice from the DfT is to designate the whole authority area to avoid the need to reapply.

### Do Something

10.1.4 Apply for CEA Designation for the whole county. This is the proposal and is in line with the previous designation for civil parking enforcement. It allows the county to take a strategic and consistent approach across the entire authority area to achieve long term council priorities relating to efficient management of the road network and reduction of carbon emissions from transport.

## **11.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

- 11.1 The acquisition of a CEA designation order will impact on North Yorkshire Police which will be relieved of direct enforcement responsibility, though it will retain enforcement powers, should they need to be applied. The Chief Police officer has already provided written confirmation of support for the Councils application to share powers for the enforcement of moving traffic offences.
- 11.2 The administration of moving traffic enforcement will be integrated into the Parking Services Team which already manages civil parking enforcement and have the systems to administer Penalty Charge Notices for moving traffic offences. Though this is an additional workload, the scale of PCNs issued is anticipated to be manageable.
- 11.3 Should NYC be successful in its application, there will be an increased workload for the existing Traffic Engineering Team (and possibly area highways teams) and the Communications Team to carryout consultation exercises on proposals for any future enforcement sites.

- 11.4 As and when additional sites are identified for enforcement, further and more detailed assessment of organisational and service impact will be carried out as part of the business case development.

## **12.0 FINANCIAL IMPLICATIONS**

- 12.1 There are two main financial implications associated with gaining civil enforcement powers, these are:

### Capital – Procurement of the camera equipment and IT Systems

- 12.1.1 Cameras used for enforcement must be a DfT approved device and procured through an approved supplier. Currently the cost of a camera is £17k - £20k

The initial capital costs also include the purchase of supporting IT systems, these are

- Server associated with camera(s) £2k - £4k
- Annual maintenance, support, interface and review system £12k - £15k

In subsequent years, IT and maintenance costs would then be classed as an operational revenue cost funded, in part, through PCN income.

### Revenue – Enforcement operations and administration

- 12.2 The Parking Services Team are soon commencing the procurement of a new PCN processing system which has the capability of administering PCN's that are issued by post, as is required for moving traffic enforcement. Therefore, removing the need to procure a new system or additional software as a consequence of the application. Cost for that system is already accounted for.
- 12.3 It is unlikely that the enforcement of bus lane and moving traffic contraventions will be self-financing by itself. There would likely be economies of scale from combining the enforcement of civil parking, bus lane and moving traffic contraventions.
- 12.4 It is expected that some of the above costs would be off set through income received from the issue of PCNs. Like Civil Parking Enforcement, it is anticipated that with wider application in the future, the service cost would be fully covered, should any surplus remain that would be reinvested into highway management services and projects as set out in Section 14 Financial Management.
- 12.5 It is proposed that the initial capital costs and ongoing revenue costs are funded through the 2024/25 Civil Parking Enforcement annual surplus, requiring an allocation of £60k to fund up to two cameras and the associated IT support and interface. This allocation will be included in the forthcoming CPE Surplus Allocation report.

## **13.0 SETTING PCN CHARGES**

- 13.1 The primary purpose of penalty charges is to encourage compliance with traffic restrictions, not for raising revenue. Guidance recommends local authorities adopt the lowest charge level that is consistent with a high level of public acceptability and of compliance.
- 13.2 Charging levels are set in regulations and the TMA requires the local authority to ensure that the public knows what charge levels have been set by publishing them, and any subsequent changes, in advance of their introduction in such media as to achieve a high level of recognition.
- 13.3 Civil parking enforcement operates a differential parking system, where different parking penalties apply to different contraventions. However, the Secretary of State has set PCNs for bus lane and moving traffic enforcement at the higher penalty charge level as it is believed the higher rate will help motorists to better understand the objectives of



enforcement and provide a simpler enforcement regime if the same charge level were applied to moving traffic contraventions as for parking contraventions. (Any deviation would require Secretary of State approval)

- 13.4 Currently, higher rate PCNs are set at **£70.00** reduced to **£35.00** if paid within 14 days and it is proposed to apply this in accordance with the above.
- 13.5 It should be noted however that, in accordance with the regulations, a warning notice only will be issued to the registered keeper of the contravening vehicle for their first contravention in the first six month period of operation. Any subsequent contraventions by that vehicle during this six month period will result in the issue of a PCN. After six months, all contraventions will be issued with a PCN regardless of whether or not it is the motorists first contravention. The appropriate level of publicity would support the process and any changes coming into effect.

#### **14.0 FINANCIAL MANAGEMENT**

- 14.1 All surplus income of local authorities in connection with their bus lane and moving traffic enforcement activities must be applied in accordance with the regulations. This means that authorities must keep an account of all income and expenditure in respect of their bus lane enforcement, and another account of all income and expenditure in respect of their moving traffic enforcement. These accounts should be combined with the authorities' parking accounts, but the amounts for each listed separately and not as overall income and expenditure.
- 14.2 For good governance, enforcement authorities need to forecast revenue in advance and run their enforcement operations efficiently, effectively, and economically. The purpose of penalty charges is to dissuade motorists from breaking traffic restrictions. The objective of civil enforcement should be for 100% compliance, with no penalty charges.
- 14.3 Raising revenue should not be an objective of civil enforcement of bus lane or moving traffic contraventions, nor should authorities set targets for revenue or the number of PCNs they issue.
- 14.4 Penalty charges should be proportionate, so authorities should not set them at unreasonable levels (See section 13 setting charges). The surplus income from any penalty charge payments received from bus lane or moving traffic enforcement must only be used in accordance with regulations.
- 14.5 Any surplus arising from bus lane or moving traffic enforcement must be applied for all or any of the following:
- the making good to the local authority's general fund of any amount charged to that fund in respect of any deficit arising from its bus lane or moving traffic enforcement, in the four years preceding the financial year in question
  - for environmental improvement in the enforcement authority's area in accordance with Section 1(2) and 1(3) Pollution Prevention and Control Act 1999
  - meeting costs incurred, whether by the local authority or by some other person, in the provision or operation of, or of facilities for, public passenger transport services
  - for highway improvement projects in the local authority's area in accordance with Section 55, Paragraph (4A) Road Traffic Regulation Act 1984
- 14.6 It is also a requirement that NYC must keep an account of all income and expenditure in respect of their functions as an enforcement authority for bus lane and moving traffic contraventions.

- 14.7 Local authority civil enforcement should be self-financing as soon as practicable; but compliant applications for civil enforcement of bus lane or moving traffic contraventions will be granted without the scheme being self-financing. However, authorities will need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit.

## **15.0 LEGAL IMPLICATIONS**

- 15.1 Enforcement of bus lane and moving traffic contraventions is a legal process set out in Traffic Management Act (TMA) 2004 Part 6
- 15.2 Where civil enforcement applies, contraventions of bus lane and moving traffic orders may continue to be enforceable as criminal offences as an alternative to the civil enforcement procedure.

## **16.0 EQUALITIES IMPLICATIONS**

- 16.1 There are no Equalities Implications arising from the application for civil powers of moving traffic enforcement as all road users are equally required to comply with the road regulations. An Equalities Impact Assessment screening form is included as **Appendix D** to this report
- 16.2 The cost of a Penalty Charge Notice will be set in accordance with the guidance and likewise does not differentiate between road user and is applicable to all.

## **17.0 CLIMATE CHANGE IMPLICATIONS**

- 17.1 The enforcement of moving traffic offences should bear positive implications for climate change by improving driver compliance and behaviours and resulting in a more efficient and safer network, reducing vehicle emissions, noise and contribute to encouraging active modes of travel such as walking and cycling. For further details, see **Appendix E** – Climate Impact Assessment.

## **18.0 PERFORMANCE IMPLICATIONS**

- 18.1 From a network management perspective, performance implications are considered to be positive with an improvement in operation and efficiency, road safety and air quality.

## **19.0 POLICY IMPLICATIONS**

- 19.1 As mentioned in section 9 the highway network infrastructure and its operation are intrinsically linked to the delivery of many of the council priorities and associated policies. The council plan commits NYC to delivering a well-connected and planned place with good transport links.
- 19.2 Substantially, policy implications are associated with the delivery of the objectives set out in the NYC Local Transport Plan.

## **20.0 RISK MANAGEMENT IMPLICATIONS**

- 20.1 There are no risk implications arising from making an application to the Secretary of State to designate North Yorkshire to be a CEA for moving traffic enforcement. However, all the necessary checks and communications must be carried out prior to enforcement commencing. Though the A19/A1238 Junction in Selby is low risk, given there is no requirement for a TRO or signing, the road markings must be clear and what constitutes as

a contravention clearly defined and as has been mentioned earlier the road markings have been reviewed to ensure they comply with the appropriate regulations.

- 20.2 If there is wider application of Moving Traffic Enforcement, it is likely those restrictions will have TROs and associated signing. The necessary check must be made to ensure it is a and compliant site prior to carrying out enforcement, otherwise there is a risk if having to make substantial repayments of PCNs if there are inaccuracies.
- 20.3 There is also risk attached in not making the application for the CEA designation order and continuing without the ability to make a positive intervention at sites where there is a need for enforcement, and which cannot be suitably resourced by North Yorkshire Police. Such is the reason the Government has passed legislation to permit local highway authorities these powers.

## **21.0 HUMAN RESOURCES IMPLICATIONS**

- 21.1 There are no Human Resources implications directly arising from the application and carrying out of enforcement at a single site. Enforcement is via Automatic Number Plate Recognition technology, with PCNs issued via the existing parking services team.

## **22.0 ICT IMPLICATIONS**

- 22.1 The main ICT implication concerns the back-office system for processing PCNs for moving traffic offences. As mentioned earlier in the report, this will be integrated into the existing process and system operated by Parking Services for civil parking enforcement.

## **23.0 COMMUNITY SAFETY IMPLICATIONS**

- 23.1 In high level terms, by being able to undertake moving traffic enforcement at the proposed location and more widely, in due course, there is a wider road safety benefit achieved through more effective network management.

## **24.0 CONCLUSIONS**

- 24.1 The case for providing Local Highway Authorities with moving traffic offence CEA designation orders is long standing by virtue of it being included in the Traffic Management Act 2004, though the necessary legislation to allow LHAs to apply is much more recent having been approved by Parliament in 2022.
- 24.2 Allowing LHAs to acquire Moving Traffic Enforcement powers is a natural evolution from Civil Parking Enforcement (CPE) which was decriminalised in the 1990s, transferring responsibility from the police to the local authority which can better resource and manage the service. Both CPE and Moving Traffic Enforcement are seen as essential elements in meeting the statutory network management duties as set out in Section 3, para 3.1.
- 24.3 Though the consultation shows there is disagreement with NYC carrying out moving traffic enforcement at the proposed location, the opposition is not unexpected and must be balanced against the long term benefits in terms of the achievement of council priorities relating to managing the road network and reducing carbon emissions from transport. There is no requirement to carryout wholesale enforcement of applicable offences but having the CEA designation order in place offers NYC the future option of introducing enforcement measures at sites where other actions are unable to satisfactorily deal with the problem, ensuring the highway operates more efficiently and safely for all road users.
- 2.5 Should NYC be successful in its application, it will progress with enforcement at the A19/A1238 junction, subject to the conditions set out in TMA 2004 and monitor performance and future need.

## **25.0 REASONS FOR RECOMMENDATIONS**

25.1 The purpose of applying to designate North Yorkshire as a Civil Enforcement Area for Moving Traffic Enforcement is to ensure the Council has every option available in the discharge its statutory network management duty.

25.2 It will enable the Council to take positive and effective action at sites which suffer from the worst effects of poor driver compliance that is the cause of congestion, delay and road safety risk.

## **26.0 RECOMMENDATIONS**

26.1 Subject to any further consultation responses received and the updating of Appendix C, it is recommended that the Chief Executive approves;

- i) The application to the Secretary of State designating North Yorkshire as a Civil Enforcement Area for moving traffic offences in accordance with the Traffic Management Act 2004, Part 6.
- ii) That the Penalty Charge Notice for a Moving Traffic Offence is set at £70.00 reduced to £35.00 if paid within 14 days as per the higher parking contravention rate and changed as and when regulations change the higher rate
- iii) The A19/A1238 Yellow Box junction, Selby as the applicant site

### **APPENDICES:**

Appendix A – Traffic Signs Subject to Moving Traffic Enforcement

Appendix B – Consultation with Chief Police Officer of North Yorkshire Police

Appendix C – Consultation Responses

Appendix D – Equalities Impact Assessment

Appendix E – Climate Change Impact Assessment

### **BACKGROUND DOCUMENTS: NONE**

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Corporate Director – Environment

24 October 2023

Report Author – David Kirkpatrick

Presenter of Report – Karl Battersby



Department  
for Transport










# Traffic Management Act 2004









## Statutory Guidance for Local Authorities Outside London on Civil Enforcement of Bus Lane and Moving Traffic Contraventions








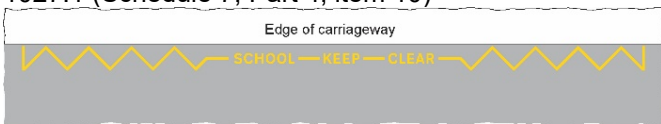
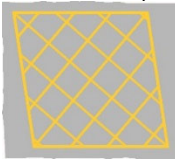
## Traffic Signs Subject to Moving Traffic Enforcement

Under TMA Schedule 7, restrictions indicated by the below traffic signs, 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 TMA 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. The table below mirrors the moving traffic enforcement regime operating in London under the London Local Authorities and Transport for London Act 2003.

Description	TSRGD diagram number & location	Sign
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)	
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)	

Description	TSRGD diagram number & location	Sign
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 motorcycles prohibited	619.1 (Schedule 3, Part 2, item 18)	
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)	

Description	TSRGD diagram number & location	Sign
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)	
Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10	1027.1 (Schedule 7, Part 4, item 10) 	
Box junction markings	1043 (Schedule 9, Part 6, item 25) 	





Your ref:  
Our ref: 690923

Date: 2<sup>nd</sup> October 2023

Letter sent by email to: [Allan.McVeigh@northyorks.gov.uk](mailto:Allan.McVeigh@northyorks.gov.uk)

Dear Mr Battersby,

**Re: TMA Part 6 MTE agreement to share powers**

I am writing in response to your letter of 6th September 2023.

I have sought advice in relation to North Yorkshire Council's plans to take on responsibilities around enforcement of Part 6 of TMA 2004. I can confirm that on behalf of North Yorkshire Police, I am willing to support this proposal. In terms of next steps, I note that North Yorkshire Council will need to conduct a consultation exercise and that the results of this consultation, along with this letter of support will need to be submitted to the Department for Transport for their approval.

I also note that North Yorkshire Council are considering a pilot concerning the enforcement of the contravention of a Yellow Box Junction in place at the A19/A1238 in Selby, to prevent traffic obstructing the junction in connection with the signalised 4-way junction. I would be happy to discuss further any specific pilot plans you have in the area should the Council decide to progress this.

I would ask that you keep me updated on this proposal, including the pilot, should the scheme be approved and also any other plans for enforcement within specific areas of North Yorkshire.

Yours sincerely

A handwritten signature in black ink, appearing to read "Lisa Winward".

**Lisa Winward QPM MBA BSc (Hons)**  
**Chief Constable**  
**North Yorkshire Police**

Q2.1a	Q2.1b	Q2.1c	Q2.1d	Q3.1a	Q3.1b	Q4.1a	Q4.1b	Q5.1a	Q5.1b	Q5.1c	Q6.1
The box junction is clearly marked with yellow lines and cross-hatching	Drivers wanting to turn left can clearly see if the exit is clear before they enter the box junction	Drivers wanting to drive straight ahead can clearly see if the exit is clear before they enter the box junction	Drivers wanting to turn right can see if the exit is clear before they enter the box junction	Vehicles often block this junction	Enforcing the box junction would help to keep traffic moving	Enforcing the box junction would make the junction safer for pedestrians	Enforcing the box junction would make the junction safer for other road users	I support the council enforcing existing regulations on this box junction	The council should use Automatic Number Plate Recognition cameras to identify vehicles that are blocking this junction	The council should fine motorists who break the existing regulations	Please use this space if you'd like to make any further comments
Agree	Agree	Agree	Agree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Disagree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Agree	
Disagree	Agree	Strongly agree	Agree	Disagree	Agree	No opinion	Agree	Agree	Strongly disagree	Strongly disagree	
Agree	Disagree	Strongly agree	Disagree	Strongly disagree	Agree	Disagree	Agree	Agree	Disagree	Agree	
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Try and do something more worthwhile.
Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Disagree	Improving the timings of the traffic lights would improve the junction. Gowthorpe lights always seem to be too quick which causes people to pull into the junction to enable themselves to turn right towards Sainsbury's. Often one car gets through lights to the right per change which leads to more box junction hogging.
Agree	Disagree	Agree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	The issue is not with vehicles entering the box, the traffic lights for Gowthorpe directing on to Leeds Road in both directions require a filter when turning on to Doncaster Road and Scott Road. Without a filter, if you didn't enter the box at busy time you would never be able to make the turn on to Doncaster Road or Scott Road. The box is too far back on the Leeds Road junction meaning the lights change even when you have entered it. Enforcement for people jumping red lights and parking on Gowthorpe (to alleviate congestion) would be a better use of resources.
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	No opinion	Disagree	You need to sort the timing of the traffic light system, it's not long enough in either direction so naturally motorists are waiting for their time to turn. Lack of filter arrows on the lights doesn't help but the road isn't big enough.
Agree	Strongly disagree	Strongly agree	Strongly disagree	Disagree	Disagree	No opinion	No opinion	Disagree	Disagree	Disagree	The timings of the traffic lights are a real problem here. 99% of the time I use this junction I enter from the direction of the Abbey and turn right, but find that only 2-3 cars can turn right due to the combination of the oncoming traffic and the short duration of the green light.
Agree	Disagree	Disagree	Disagree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Agree	Agree	
Agree	Strongly disagree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The only issues I ever see at this box junction is when turning right into Scott road from Selby High street coming from the town centre. The lights do not stay on long enough to let traffic turn right and this often causes drivers to take risks. A filter would be much more suitable for this junction rather than enforcing the box junction. The other thing that adds to traffic building up in there is when deliveries take place via HGVs to the Yorkshire trading company. These block the high street and cause tail backs to that box junction. These deliveries should be made to the rear of the store.
Agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	as a taxi driver in this town id say the biggest problem is the lights on leeds road need to turn red faster to clear the traffic in the box turning right. i mean u could go furter n get rid of the spaces out side the chippy to allow more traffic in both lanes and change the traffic lights to numbers that are shown in decrease traffic but no lets just fine people why fix a problem when u can make money not like theres a cost of living crisis
Strongly agree	Strongly agree	Strongly agree	Strongly agree	No opinion	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	I object to the council, as highways authority, taking on the role of the Police in this matter. I object to the creeping use of ANPR cameras. I object to the principle of raising even more income from motorists by the use of automated means.
Agree	Strongly agree	Strongly agree	Strongly disagree	Disagree	Strongly disagree	No opinion	Disagree	Disagree	Disagree	Disagree	What the junction needs is filtered traffic lights so that cars entering from Leeds road direction and wishing to enter Brook Street, have a chance without taking risks of oncoming traffic coming through on amber or red. Also a filter for cars coming from Gowthorpe wishing to enter Scott road in order to regulate traffic.
Strongly agree	Agree	Agree	Agree	Strongly agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Instead of wadding money with enforcement cameras simply make it a 4 way junction. The yellow box is far longer on the leeds road side meaning the lights change when you have already entered the box. Same as toll bridge junction simply make it 4 way
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	
Disagree	Disagree	Agree	Disagree	No opinion	Agree	Agree	Agree	Agree	Agree	Agree	
Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	If you use filter arrows on the traffic lights, cars wouldn't enter the yellow box, it's because the timing of the lights is so poor and doesn't give traffic much time, that they feel the need to "chance it"! Pedestrians have a crossing so they shouldn't be at any less risk than they are now. Also I feel you need filter arrows on the traffic lights at the toll bridge, cars turning right from Ousegate to cross the bridge often don't get an opportunity to do so
Disagree	Agree	Agree	Agree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	I can't see any benefit in introducing Enforcement here other then making money from motorists trying to get around town. This won't improve traffic flow.
Disagree	Disagree	Strongly agree	Agree	No opinion	Disagree	Disagree	No opinion	Agree	Agree	Agree	Any problems would be solved by filter lights.
Strongly disagree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The worn paint at this junction make it difficult to see the yellow box area. Potholes make the junction trickier for cyclists. Would like to see more driving enforcement generally.
Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	
Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Agree	Part of the problem at this junction is the set up of the traffic lights, if you are turning right from Gowthorpe into Scott Road you are often left stranded in traffic when the lights change.
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	No opinion	Agree	Agree	I use this junction very often and have never ever seen a problem with it.
											This is just the start of the council further using motorists as cash cows to increase their revenues dressed up as a safety or environmental issue.
Disagree	Disagree	Disagree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	When coming up the road through the centre of Selby if you want to turn right (towards the leisure centre) the lights don't stay green long enough if there's traffic coming the opposite way - needs to be filter lights rather than camera enforced. If it's camera enforced cars are at times going to struggle to turn right therefore causing more traffic issues.
No opinion	No opinion	No opinion	No opinion	No opinion	Agree	No opinion	Agree	Strongly agree	Strongly agree	Strongly agree	
Disagree	No opinion	No opinion	No opinion	No opinion	Disagree	Disagree	Disagree	Agree	Strongly disagree	Disagree	I am concerned that this example of a single box junction marking will be used to justify council enforcement on ALL box junctions in North Yorkshire and possibly on cycle lanes and no entry signs. The consultation and the pilot should relate to this box junction only. Evidence has been gathered that a lot of box junctions and bus lanes are incorrectly applied. I dislike the increasing use of ANPR cameras, which seem to be aimed at generating revenue rather than changing behaviour. ANPR enforcement on lane infringements and car parking are an increasing source of public user aggravation, which tends to annoy users who have no alternative but to pay the fines, while the enforcement of laws and regulations against shoplifting, theft of goods, car theft, etc is weak or non-existent. If you create a view that antisocial behaviour real crimes will not be followed up, prosecuted or sanctioned, while the main law abiding population of drivers are automatically fined or penalised with near 100% effectiveness, you cheapen the public view of fairness in law and order.
Agree	Disagree	Disagree	Disagree	Agree	Agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Agree	Strongly disagree	Disagree	Use this junction several times a week- never known an issue. Think this is unnecessary and therefore a complete waste of money
Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	
Agree	Disagree	Strongly agree	Agree	Strongly agree	Agree	No opinion	Agree	Strongly agree	Strongly agree	Strongly agree	Although yellow box junction infringements need to be enforced, the biggest issue with the A19/A1238 junction is people running the lights on red. The ANPR cameras need to be equipped to enforce these regulations as well. The amount of drivers who run the lights at red is ridiculous and something needs to be done about this before there is a serious accident. The only issue I have with the yellow box junction is visibility turning left out of Scott Road onto Gowthorpe. It is not always clear that the exit is sufficiently clear for you to exit the yellow box junction and clear the pedestrian crossing.

Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	No opinion	Disagree	Agree	Disagree	Disagree	Disagree	Maybe don't make the fine permanent just set it up for a period of time so drivers do the right thing . We don't need more penalties for drivers as I think we are persecuted more than enough. Re-educate rather than using the big stick as a money making machine which in my opinion is all this is .
Strongly disagree	Disagree	Disagree	Disagree	No opinion	Disagree	Disagree	Disagree	Strongly agree	Strongly agree	Strongly agree	Another "hit the motorist" scheme to make money. The markings are often not even maintained clearly.
No opinion	Disagree	Agree	Strongly disagree	No opinion	Disagree	Disagree	Disagree	Agree	Strongly disagree	Disagree	
Agree	Strongly disagree	Agree	Strongly disagree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Filter traffic lights to allow road users from Gowthorpe turning right to Scott road. And updated sequence on the traffic lights. Update areas infrastructure. Stop using residents as a Cashcow
Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	N/A
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	People turning in to Scott Road often continue to move into the road even after their light is at Red and Scott Road traffic have a green light.
Strongly agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Disagree	Disagree	
Agree	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree	Strongly disagree	Strongly disagree	A new layout of the existing archaic system. The small roundabout near the Sainsburys often backs up, thus meaning cars get stuck at the lights. Fining people is ridiculous because they have put in a road that cannot deal with the volume of traffic. Those that govern the roads should be fined not people trying to get about. Making the road network better for the end user and those that pay their hard earned money on taxes is the answer.
Agree	Agree	Strongly agree	Strongly agree	Agree	Strongly agree	Disagree	Agree	Strongly agree	Strongly agree	Strongly agree	Could the Council use the cameras to detect motorists that ignore red traffic signals at this junction?
Strongly agree	Strongly agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	
Agree	Disagree	Agree	Disagree	Disagree	Agree	Disagree	Agree	Agree	Agree	Agree	1) Traffic approaching Selby , from the direction of Leeds Road and Gowthorpe, and wishing to turn left into Scott Road, have no clear line of sight of Scott Road, and are forced to enter the Box junction in the hope their exit is clear. 2) Traffic approaching Selby from Brook Street and wishing to turn left , towards Leeds Road/Thorpe Willoughby, again, have no clear line of sight before they enter the junction, if their exit is clear. ie there may be a Bus at the Bus Stop in Gowthorpe, restricting their exit. 3) Traffic leaving Gowthorpe travelling west, to turn right into Scott Road, do have a line of sight to establish if their exit is clear, but frequently continue their manoeuvre into Scott Road, despite the Traffic Light having changed to Red. Consequently, traffic queueing in Scott Road to either cross, turn left or right into Gowthorpe are delayed and there are frequent altercations as vehicles breach the Red light and enter, and leave the Yellow Box Junction. 4) Traffic coming East along Gowthorpe, to turn right into Brook Street, again have a clear line of sight, and access and exit the Yellow Box without a problem 5) Pedestrians are normally bystanders to this activity and are unaffected, as the Green Man for the them to cross the road , is at the end of the Road User sequence , by which time, invariably, all the cars have cleared the junction and obeyed the Red Stop Light. 6) If the Council proceed, then they should be aware that as a consequence of drivers being more respectful at the Yellow Box Junction, it will take longer for vehicles to complete the manoeuvre into Scott Road, and will have the opposite effect of easing traffic flow, and create a long queue in Gowthorpe, westbound. In order to counter this problem, active consideration should be given to, utilising the part of the road in Gowthorpe , west facing, outside Carol Winn's Florist shop and the Refill Shop. This is a stretch of road, possibly 40 meters long, which is currently designated as
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Disagree	Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	A filter lane and traffic light from A1238 into the A19 plus one from Gowthorpe to Scott Road would solve the problem.
Strongly disagree	Disagree	Strongly agree	Strongly disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The issue with this junction is clear simple and a straight forward solution to resolve it. Basically the main issue is the position of the traffic lights mainly at the Leeds road side. So if a number of cars are waiting to turn right from town onto Scott road they sit and wait in the box as you should. Cars keep coming from Leeds road side. Then the lights change to red but the cars waiting to turn right down Scott road cannot move because there are still cars coming from Leeds road side towards town due to the fact when they passed the lights they were on Green but when they get level with Scott road there on red....the traffic lights at Leeds road side are too far away for the timings set. This then makes the cars waiting to turn right proceed on a red light whilst the Scott road lights have turned green which then results in road rage incidents people thinking you've run a red light when all along you was clearly waiting. The Simple Solution. Filter light needs to be installed for traffic waiting to turn down Scott Road. This would solve the issue 100% and would certainly reduce peak hour traffic in town. Whilst on the subject of traffic lights. The old Toll bridge traffic lights they seriously need re phasing. The amount of cars they let through from Ousegate and Water lane is ridiculous. This causes serious congestion. Also at the Abbey lights (Gowthorpe/Park st/New st) this set of lights needs a filter light for traffic turning right onto park Street from town. The main solution to Selby's Traffic problem is just that simple. Install filter lights. Sort the phasing out.
Strongly agree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	I use the junction at least once every day. The current light system doesn't work and causes congestion back down towards the leisure centre and the town centre. Turning right from the town centre is the issue of drivers blocking the box. Each entrance to the junction has to have its own time to drive through the junction. Or at least allow the traffic from the town centre longer to turn right with a filter light.
Strongly disagree	Agree	Agree	Disagree	Disagree	Strongly disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Drivers coming through the town, having been held up by the narrowing of the road by the pavements being widened a few years ago, and being unable to enter the left hand lane until about 25 metres before the traffic lights because of parked vehicles on the left, are not prepared to wait when the lights turn to Amber. At least 3 vehicles jump the lights every time. This also means that traffic approaching from Leeds Road and wanting to turn right on to Brook Street is left stranded unless the vehicle is in the yellow box junction - they then also have to jump the lights or only one vehicle can complete the manoeuvre. If a vehicle doesn't enter the yellow box junction until traffic stops coming from the town direction towards Leeds Road there is no chance of getting through. A filter on the traffic lights enabling the traffic to turn right would be beneficial. Traffic trying to turn right down Scott Road is unable to do so because of the stream of traffic entering Selby town from Leeds Road. A filter on the traffic lights enabling this traffic to turn right before the traffic coming towards them were allowed to move, would also be of benefit. With 500 schoolchildren using the junction twice a day and traffic travelling at at least 40 mph through the junction, safety would be better served with an enforced 20 mph speed limit. I have lived on the section of road between the traffic lights and the High School for almost 45 years and walk into the town every day. Since the road was narrowed to effect the provision of parking bays and pavement widening, congestion has considerably worsened.
No opinion	No opinion	No opinion	No opinion	Agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	The consultation is flawed as it's a four way junction and the questions don't reflect that
No opinion	No opinion	No opinion	No opinion	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Disagree	Disagree	Strongly agree	Disagree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	The amount of motorists who regularly go through the traffic lights at amber and even red is staggering! Also motorists from the main shopping street Gowthorpe to Scott Road regularly filter through after the lights change against them. Particularly at busy times.
Agree	Strongly disagree	Agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	A filter light would make the junction safer
Disagree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Drivers waiting to turn right have to wait for oncoming traffic to go past, they sometimes end up setting off as the lights change to red. As they are not given long enough to get through traffic then builds up on Gowthorpe and drivers then turn as the lights go to red due to having to wait so long - a FILTER traffic light to turn right would definitely help
	Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	A dedicated right turn light from Gowthorpe on to Scott Road would stop a lot of the congestion.
Agree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	The problem with this junction is tht vehicles get caught and backed up due to the roundabouts, raised bumps and parked cars on each of the exit roads. The traffic flow is also impeded due to the lack of filter to turn right from gowthorpe to Scott Road.
Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	The system of traffic management in Selby is outdated and not commensurate with the increased population of the area due to the increase in house building and reduction of public transport. Motorist should not be penalised for poor traffic management systems. This junction needs reviewing regarding better use of traffic light systems especially to allow better flow of traffic.

Agree	Strongly disagree	Agree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	The only way to keep traffic moving, especially when turning right coming from Gowthorpe and also turning right when coming from Leeds road, is to change the light system with arrows, sometimes the ONLY way to turn right at this junction is to sit in the hatching and wait for the oncoming traffic to be stopped by red light, but traffic is dicing as oncoming traffic come through on red which means traffic wanting to turn right are often left sitting in the hatched area when the light system changes allowing traffic to drive from a different direction, SORT the lights out, don't fine people for doing the only thing they can do ( which as you said is NOT illegal if just stopped from turning because if oncoming traffic.
Agree	Disagree	Agree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	This is not needed at all there are much bigger problems with this junction such as the lack of a right turn light on this junction for those turning into Scott road from gowthorpe. This needs resolving to improve traffic flow rather than fines for problems that don't exist. This money can be put to much better use for improving traffic flows but this is not the way to do it whatsoever
Strongly disagree	No opinion	Strongly agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	This is just another money grab by the council, traffic enforcement is the responsibility of the police
Agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	What would make this better would be a filtered traffic light coupled with traffic light sensors detecting vehicles or adjusting the timings. Vehicles travelling through town wishing to turn right into Scott Road have a filter lane, but not a filtered light and cannot see if the exit is clear and more often than not do not have enough time due to oncoming traffic to turn right, therefore have to turn right after the light has changed. A filtered green light would aid this. Often traffic cannot properly enter the filter lane for straight and left due to parked cars obstructing the way which causes traffic to back up through town during busy periods. This should be addressed also. Sometimes, the timing from Scott Road onto Gowthorpe or Brook Street is very short, sometimes very long. A sensor here would work well. You cannot see whether the exit is clear when turning left here. Traffic from Brook Street into Gowthorpe cannot see if the exit is clear properly until entering the box junction. Enforcing the box junction without addressing the traffic signalling is just a money making exercise in my opinion rather than worrying about traffic flow.
Strongly agree	Disagree	Strongly agree	Disagree	Agree	Agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	If this goes through I would hope that timings on the traffic lights is looked at. Sometimes only 2 or 3 cars get through before the lights change. There is also a massive issue with cars turning right from Gowthorpe into Scott Road. The road is often blocked because of parking on the left side of Gowthorpe meaning cars cannot go straight over as they are stuck in the right filter lane. Cars turning right also get frustrated at not being able to turn and so will often turn after the lights have turned red straight into oncoming traffic. I live on Leeds Road and see all these issues on an almost daily basis. I personally think the roads should be on a one way loop. What a difference that would make around the town.
Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Sort out the traffic problems that create back-up/blockages, ie - HGV's making deliveries & creating a one way traffic system down Gowthorpe. Re-mark the hatching for clarity. The motorist is an easy target for offences that are often unavoidable.
Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	If the junction had filter lights enabling the traffic to turn right from leeds road towards the town hall and right turn to Scott road from the town, this would then make sense to stopping cars being in the box. At present if you don't enter the box, the lights is red before you can make those turns.
Agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Before any enforcement measures are even considered, the timing of the lights need altering, as does the delay between one light going red and the other going green. Also, there should be a righth turn light allowing ONLY those vehicles to move at any one time - i.e. 2 'shifts' rather than the current 1: straight ahead & left turners first, then right turners. As it is, the lights are so poorly managed that there is only time for two cars, maybe three, to turn while the light is green, sometimes none. The lights are simply badly thought out. Altering these would be much more effective, as well as easy and cheap.
No opinion	No opinion	No opinion		Strongly agree	Disagree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	The junction needs the traffic lights to be recalibrate and a filter for the right turn into Scott Road. At the moment traffic is backing up Scott Road beyond Leisure centre. When you do get to the lights in question you often have 2 cars turning right into Scott Road after the lights have gone green to exit Scott Road
			Strongly agree	Strongly agree	Strongly disagree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Please can you and the people who decide on what happens at this junction, go at rush hour are other busy times to view the junction. The problem is there is so much traffic trying to turn right into Scott Rd, and because there is no delay on the turn right most of the time you can only get one or two cars though without entering the junction. Please can you get a delay of 15 seconds added to the sequencing on the junction to turn right into Scott Rd, I am sure this would have a positive effect and save the cost of installing a camera. I am sure you will agree if you just spend 10 minutes watching the junction. Many thanks for the consultation.
Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	
Agree	Agree	Agree	Agree		Disagree	Disagree	Disagree	No opinion	No opinion	No opinion	If you just let more traffic through turning from gowthorpe right onto Scott road it wouldn't be a problem. Stop traffic entering selby from the west and allow 20/25 seconds for cars to turn right from the town centre. Sorted.
Agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	This consultation is completely unnecessary. The SOLE problem at this junction is that there is insufficient time between one set of lights changing to red, and the adjacent lights changing to amber/green. Motorists are being blamed for a mistake by Highways in sequencing these sets of traffic lights.
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	I find the problem is more re right turning vehicles who legally enter the box as their exit is clear, but are obstructed by the continuous and late flowing vehicles coming from the opposite direction. Ideally the vehicles needing to cross the traffic flow should have a clear, separate right turn light, to facilitate timing of the crossing of the line of traffic as used in other junctions.
Agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	There is no point in enforcing traffic to stop at the start of the box as drivers coming into Gowthorpe from the High School side speed up so that cars trying to turn right into Scott Road are left stranded by the changes of the traffic lights which has too short a phase to allow more than 2 or 3 cars through at a time. There needs to be a reset of the lights to allow traffic to move out of Gowthorpe to Scott Road which in turn will prevent to congestion that occurs at the present time. The junction is too large for such a short phase of the lights. This problem does not happen at the other junctions and pedestrians are safe as they have the Pelican lights for crossing. I also suggest that words are had at the High School about pupils who dash across rather than waiting for the lights to change. They are causing a hazard to drivers at the end and start of the school day on foot or on bicycles as they have no road sense.
Agree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	
Agree	Agree	Agree	Agree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly agree	Another scheme to raise money from the motorists and waste money implementing the scheme.
Strongly agree	Disagree	Strongly agree	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	I use this junction a lot as a motorist, and I have never seen a situation where a motorist has been left stranded on the yellow grid. However, I do think there is a need for improvement at these lights. If travelling into Selby from the school and turning right, there should be a filter light, otherwise you would only get one car through. Its so busy with cars leaving Selby, by the time the cars in your opposite direction have cleared, the lights change to red. Same can be said for those leaving Selby and turning right onto Scott Road. These cars block the flow of traffic as cars behind them are held up in a queue and so are unable to get to the filter lane to go straight on or turn left. If there was a filter lane that allowed even 10 seconds of traffic to turn right, they would remain stationary and off the yellow matrix until their filter light turned green. This would then reduce the congestion of traffic and enable more cars to flow through. I don't think it's fair to motorists to penalise them when a simple solution is evident. With the filter lights in place, then I can understand the enforcement, but not with the light sequence as it is now.
Agree				Disagree	Disagree	Disagree	Disagree	Disagree	Strongly agree	Disagree	The worst problem I have encountered at this junction was (heading west along Gowthorpe )attempting to turn left into Scott Road. The time allotted by the GREEN light here is mere seconds. There are far more dangerous road features in the district. 1 example : Mini roundabout Church Fenton. Especially at Junior School start / finish. Needs an observer there at such times. I ( and doubtless other drivers ) could probably suggest hundreds more.

Strongly agree	Strongly agree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly agree	Strongly disagree	Strongly disagree	The issue with traffic on this junction is purely down to the phasing of the traffic lights and the lack of a filter light for those wanting to turn right from Gowthorpe to Scott Road. Adding ANPR will not ease this issue, it will simply generate money without solving the problem. With the lack of a right turn filter light and the car parking spaces down Gowthorpe (which only end outside Carol Winn Florists), this causes backlogs throughout the day with traffic wanting to drive straight ahead down Leeds Road or turn left down Brook Street. There is no issue with traffic on the opposite side of the junction with traffic on Leeds Road wanting to turn right down Brook Street. Just spending an hour watching this happen will clearly identify the problem and prove that ANPR cameras will not solve anything other than simply being a money generating exercise.
Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly agree	There are many junctions to which this action should be taken!
Agree	Strongly agree	Strongly agree	Disagree	Strongly disagree	Disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Having lived around the area for many years and used this junction on a regular basis, have rarely if ever witnessed any issues with motorists blocking the right of way when the lights change, etc. Little to no improvement for pedestrians would come given there are already crossing lights here allowing safe crossing at all times. No clear line of sight from entry to turn right from Leeds Road/West side of Gowthorpe into the A19 South but little opportunity to make this better due to physical constraints of the junction. All other exits are clearly visible from their approaches. Really don't see an issue with this junction. Would be worth getting the yellow box repainted and kept well maintained so that it is clearly visible to all road users. Other than that, this seems to be nothing more than an opportunity to fine motorists (which is unlikely to really deter them) and is nothing more than a (cynical) method of generating an income stream.
Agree	Agree	Agree	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Disagree	Disagree	When turning right onto Scott road the lights only stay green for a few seconds meaning that only two or three cars actually manage to turn right as the oncoming traffic into town goes at the same time this causes vehicles to get trapped on the box. The light sequence needs looking at as this would stop the junction getting blocked.
Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Enforcement is not the answer to the problem at the junction, what is required is a filter for the traffic turning off the high street part of Gowthorpe into Scott Road and a filter for the traffic turning from the A1238 onto Brook Street, these filters could come on at the same time and ease the problem of traffic backing up in the high street and give plenty of time for traffic from the A1238 to turn into Brook Street.
Strongly agree	Agree	Strongly agree	Disagree	Agree	Agree	Agree	Agree	Strongly agree	Agree	Agree	
Strongly disagree	Disagree	Strongly agree	Agree	Strongly disagree	Disagree	Disagree	Disagree	Agree	Disagree	Agree	
Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Coming through Gowthorpe & wanting to turn right onto Scott rd is a nightmare. Too much traffic coming from Leeds rd & lights changing back to red meaning Gowthorpe traffic sometimes only 1 car gets through. Either all the roads need to go through the lights separately or Leeds rd needs to go red & Gowthorpe given a couple of extra minutes on green to allow some cars through.
Agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	While I understand the idea of wanting to impose this scheme for this junction, it won't make much difference as all it will do is cause traffic to back up further through Selby town centre, thus causing more congestion and pollution and more annoyance to road users. What the actual issue is here speaking as a road user of this junction is that the traffic signal timings are woefully short around 10 to 15 seconds that that show green to vehicles when approaching from Selby town centre. To add to this there is no right filter arrow for traffic turning right into Scott road. If there was a filter arrow (like there was back in 2008 before the junction was renewed) traffic would not try to sit in the yellow box due to poor timings and continuous traffic coming from Leeds road. To sum up- changing the traffic signals timing and add a right filter arrow will sort this issue, without the need for any enforcement measures.
Agree	Agree	Agree	Agree	No opinion	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	This junction needs a green filter arrow for traffic travelling from Gowthorpe that is waiting to turn right into Scott Road as the traffic from Leeds Road regularly prevents vehicles from doing so. We do not need any camera enforced money making schemes.
Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	The question about being able to see if the exit is clear before entering the box isn't clear, from which direction do you mean? When approaching from the Abbey towards the junction, there needs to be more time on the lights to turn right into Scott Road. Also markings aren't clear they're very faded, would be hard to enforce anything while they are so faint
Disagree	Disagree	Strongly agree	Agree	Disagree	Strongly disagree	Disagree	Disagree	Agree	Strongly disagree	Agree	The only times I have seen cars in this yellow box has been when waiting to turn right onto Scott Road. This is compliant with the Highway Code. Not clear to me why ANPR cameras are required to 'enforce' such actions. My suggestions would be: - repaint the yellow lines (regularly) to make the box more visible - change the sequencing of the traffic lights to minimise time spent waiting to turn right - add traffic filter lights to assist with the above point. In short, ANPR is a sledgehammer to crack a nut!
Strongly agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	The traffic lights should be changed to allow a filter arrow allowing traffic to turn safely
Agree	Agree	Agree	Disagree		Strongly disagree	Disagree	No opinion	Strongly disagree	Strongly disagree	Strongly disagree	Enforcement will make people 'ultra wary' of the junction, leading to longer delays and more pollution in Gowthorpe. More traffic using Finkle st as a 'rat run' joining those (too many) who ignore the meaningless Access only sign. The proposal is ill thought out and will create more problems than it solves. Unless the intent is just to raise money! Will money raised from Selby be spent in Selby? No-one can recall any police involvement at the junction, this needs to be proven.
Agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	There is nothing wrong with this junction other than bad planning on the traffic light system. There are far more dangerous areas that require better planning than this junction.
Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	On the question of can the road user see if the junction is clear from left or right, there metal railings on this junction that blocks the view of the hatched areas! As to making it safer for pedestrians, I've seen a fair few just cross even when the lights are green to cars and not them, ignore the crossings areas! In the last 3 yrs these set of lights have failed to work so what happens then! And lastly the yellow hatched area it's legal as it's faded in parts, completely missing in others! This is clearly a money making scheme again aimed at the motorists! I'd agree in spending this money on road markings for the town center which still are missing, the speed bumps to be a legal height and not causing exhausts and under trays of our cars to scrape them! How about closing off train stations road in to river bank that's highly dangerous as motorists can't see coming out from the train station! Fixing the bypass bridge so it works regularly! Or even put number plate cameras on out going roads from Selby to catch thieves or even man the CCTV system to stop the vandals in the town that's happened 4 times this week alone!
Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	ANPR cameras should be set to catch drivers crossing the red traffic light. Especially drivers coming from Leeds Road into Selby. Its these drivers who prevent people turning right from Gowthorpe into Scott Road.
Strongly agree	Strongly agree	Strongly agree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Agree	Agree	Agree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The council should look at improving the existing traffic light timings, especially for cars turning right from Gowthorpe into Scott Road to improve traffic flow. Drivers coming straight down Gowthorpe travelling west clearly jump red lights which results in drivers who are waiting to turn right in the box junction, then contending with traffic exiting Scott Road.
Disagree	Agree	Agree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The traffic lights timings need amending. Those vehicles turning right onto Scott Road from Gowthorpe have little time to move because of the inadequate traffic light timings. This is why there is congestion through town. As the vehicles build up wanting to turn right, vehicles wanting to move into the lane to turn left are blocked. The council need to look at addressing the problem instead of using it as a way to generate revenue. By undertaking this course of action will push town users to shop elsewhere.
Strongly disagree	Disagree	Agree	Disagree	Strongly agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	A filter light should be added to allow drivers turning right from Gowthorpe on to Scott Road. Drivers turning right are allowed to wait in the yellow markings which is what is happening so enforcing it wouldn't make a bit of difference.
Disagree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	I feel that a filter light system would be more beneficial, the only issue where people end up waiting in the box once the lights have changed is those wishing to turn right on to Scott Road. Putting a filter light to turn right would solve the problems.
Disagree	Disagree	Agree	Disagree	Disagree	Disagree	No opinion	No opinion	No opinion	No opinion	No opinion	Traffic light timings and pedestrian crossing timings should also be reviewed as part of any plans for changes here, traffic seems to be caused by very short green light times rather than people using the box junction area

Agree	Disagree	Agree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	It makes no difference to traffic flow when people stop in the junction as we have to check it is clear on the right before we turn as you cannot see to the left or right from the stopping point behind the white line/traffic lights on gowthorpe. Enforcing will just piss every body in Selby as the junction turning right on to Scott Road is not visible we DO NOT HAVE A CHOICE other than to pull out and stop in the box, we are not making traffic flow worse however you will if you enforce it and we have to stay behind the white lines as no one will be able to turn right because we won't know if the junction is clear and the traffic lights change to quickly. I would instead consider putting in filter traffic lights for the right turn and it would deter people from stopping in the box if they know they can safely turn whilst the lights are on for right turning, I would attach an image of this if I could. It is my belief as well as many others that I have spoken to that this would seriously improve traffic flow because if Scott Road is backed up we only need sensors to tell the traffic lights not to change whilst the congestion dissipates before the lights change to allow more traffic to turn tight. It is hard to explain in writing what I mean I also want to apologies for and spelling mistakes as my dyslexia is very bad
Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree	No opinion	The only thing necessary is a right filter light from gowthorpe into Scott road. Sometimes only one car can get through on each light change.	
Strongly agree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	In my opinion there's far worse junction around Selby, a total waste of time and money. In some cases you have no choice but to sit in the yellow hatched area especially at peak traffic times. Completely unnecessary use of money in the current cost of living crisis.	
Agree	Agree	Agree	Agree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Maybe you could spend council money on something more useful like fixing potholes	
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	No opinion	The problem isn't with the box and cars blocking the junction. It's the cars that are coming across from Leeds rd coming through on red lights and then Scott rd traffic setting off while people are still sat in the box. The lights need a filter light for turning right into Scott rd. The lights also need to be timed better. Sometimes the lights will only stay on for thirty seconds. Not allowing people to enter the box will block town more than it is now.	
Strongly disagree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Agree	The yellow box doesn't need enforcing. Just make the traffic lights 4 way so each road gets its own proceed. This will lessen congestion in the town centre and hopefully lead to cleaner air in the centre	
Strongly agree	Disagree	Disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Traffic would be worse for enforcing the yellow box. The issue is traffic turning right onto Scott road from Gowthorpe, you are lucky to get 2 cars through the lights due to cars coming from Leeds road. 4 way traffic control would clear traffic better.	
Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Efforts would be better spent in installing a filter light to enable traffic from Selby town centre to safely turn right into Scott Road.	
Agree	Agree	Strongly agree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Needs to be a four way light or filter for those turning right as sometimes no cars can turn right due to traffic going straight.	
Agree	Agree	Agree	Strongly disagree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	The issue is not the box it is the ridiculous system for turning right onto Scott Road. It leaves time for 3/4 cars at best therefore people who have already queued down Gowthorpe inevitably take a chance. A new traffic light filter system that allows time for a suitable number of cars to turn right would solve what the ANPR is attempting.	
Agree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	No opinion	We have lived in Selby and not think of a time where there has been an issue at this junction. The cynic in me believes that this is no more than a means to raise revenue.	
Disagree	Disagree	Agree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Try changing the sequence of the lights and give more time for drivers to get through the traffic lights. The issue lies with how quick the lights change not giving drivers time to complete their manoeuvre before other cars are coming towards them. The roads are narrow. If anything put red light cameras on the lights to stop people jumping them leaving people wanting to turn right at the junction leaving drivers stranded. Consider changing the lights to possibly a 4 way so each direction has a clear road without concerns of not being able to get through the lights with lights changing every 1.5 minutes.	
Disagree	Agree	Agree	Agree	Agree	Disagree	Disagree	Agree	Agree	Agree	Agree	Change the lighting sequence to allow people to turn right into Scott Road from Gowthorpe and enforce fines on those running red lights.	
Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Agree	Strongly disagree	Strongly disagree	There should be a filter to turn right from Gowthorpe into Scott Road as that is where the traffic backs up	
Strongly agree	Disagree	Strongly agree	Disagree	Strongly agree	Disagree	Strongly agree	Strongly agree	Disagree	Disagree	Disagree	Enforcing the use of the yellow cross-hatched box would deter cars from sitting here, particularly when waiting to turn from Gowthorpe A19 right on to Scott Rd however introducing a filter light for a right turn would surely be a more efficient option. The main reasons cars are sat here are waiting for oncoming traffic from Leeds Rd to pass before having time to turn, but unfortunately the lights generally only allow one car per cycle to turn. This causes frustration for drivers which is likely the reason they wait in the box for the lights to turn red and then are still turning when the lights turn green for Scott Rd.	
Disagree	Strongly agree	Strongly agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree		
Agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Never seen any issue with this junction in the last 15 years I've lived in selby	
Disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	No opinion	No opinion	Disagree	Disagree	Disagree	It's impossible to turn right to Scott road from gowthorpe if you do not go in the box. There should be the correct traffic lights then traffic would flow.	
Agree	Disagree	Strongly agree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	No opinion	Strongly disagree	No opinion	There are much worse junctions in Selby town centre where the money from this could be spent.	
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly agree		
Agree	Agree	Agree	Disagree	Agree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	The box junction isn't the issue. Only one or two cars are able to turn right onto Scott Road, if they are lucky. How does using cameras and giving fines help that situation? Ask yourself what the actual problem is and work on a solution - the problem being that a filter light is needed for traffic heading from Gowthorpe onto Scott Road. Gowthorpe backs up with traffic purely because very few cars have time to turn on to Scott Road so please address the real issue rather than looking for a way to make money off of people who are already struggling to get around town.	
Strongly disagree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly agree	Lights on this crossroad are incorrectly set, lights should stay on green for traffic from town 5 second longer then for traffic from Leeds direction, this is the only issue and a blind man can see it but not a highway maintenance or who ever is responsible for this.	
Strongly agree	Agree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	This junction gets blocked due to there being no filter light to turn Right making it impossible to turn right, each light cycle you can manage to get 2 cars turning right making people get impatient and skipping through Red lights. Rather than putting cameras up to profit out of this, money would be better spent installing filter lights to ease the congestion instead of turning motorists into criminals. Once this has been done I would fully support cameras to enforce safety and stop people skipping lights and blocking box junctions but the council should start by solving the main problem first	
Agree	Agree	Agree	Agree	Agree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	the timings on all the traffic lights from the toll bridge to Scott road need looking at and improving. what you are proposing will just cause more gridlock in Selby.	
Agree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	If you want to stop people going into the hatched area to turn right onto Scott Road you are going to cause grid lock in town. Town is going to be jammed with traffic as only 1 or 2 cars get through the lights off gowthorpe onto Scott road as vehicles come through amber/red lights on Leeds Road and causes cars not being able to turn. Stopping cars coming onto the hatched area is going to cause more problems and no cars being able to get through the lights on Gowthorpe. Need green right arrows for cars turning onto Scott road from Gowthorpe and for cars turning onto Brook Street from Leeds road	
			Strongly disagree	Strongly disagree		Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	As from your pictures before entering the yellow box which you are allowed to you cannot see right around the corner, the traffic coming from Leeds Road are always jumping the red light so stopping traffic exiting to the right from the junction box. You need to install a filter light for turning into Scott Road or if you wish to be a cash cow council put up cameras for red light traffic offenders but no matter what us locals say you NYCC will take no notice of what we say as we have no representation on NYCC need to vote you all out	
Strongly disagree	Strongly disagree	Agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	This junction should be a four way traffic controlled junction and not an excuse to make money off of road users due to the congestion throughout the rest of the town. A green filter light for those turning right into Scott road from Gowthorpe road would also help	
Strongly agree	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Change the traffic lights if you want to sort the problem rather than fining everyone getting caught out trying to turn right on to Scott road	

Disagree	Agree	Agree	Disagree	Agree	Strongly disagree	Agree	Disagree	Disagree	Disagree	Disagree	I feel enforcing this, will mean some people force their way through. It won't help the flow of traffic as less cars will get through. You need to put a filter light for traffic turning from gowthorpe onto Scott Road. This will stop gowthorpe from backing up. The traffic doesn't build up on the side coking from Leeds Road, so can't see the need to spend money on having a ANPR camera.
Strongly disagree	No opinion	No opinion	No opinion	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Road users being in the box is not the problem. The problem is people going through on red lights and there being no filter light for the road users turning right on to Scott road
Agree	Strongly disagree	Agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The proposal totally misses the issue that the traffic light timings are out of synch hence essentially leaving drivers stuck. If the yellow box was not entered there would be more backlog traffic through town. A filter light from town to Scott Road and also from Leeds Road to Doncaster Road would actually make more sense and be more financially viable.
Strongly agree	Disagree	Agree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	The sequencing of the lights makes it very difficult at busy times of the day for cars to get through - when cars move into the box they use the few seconds during the light change to get through. If drivers hung back before entering the box they would start to cause a blockage back towards the school and back towards the high street which will make those busy roads worse as in some cases no cars would be able to turn, leaving those turning in the queue.
Disagree	Disagree	Strongly agree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	It depends where you're turning from/to as to whether the view is unobstructed or not. It seems like it would create more traffic in the town centre if people turning right towards the leisure centre weren't allowed to even briefly stop - stopping there for a couple of seconds to allow a car coming in the opposite direction to go first doesn't prevent anyone else from going their intended way, apart from people behind them who would be having to wait regardless. Because of the pedestrian crossing, turning right towards the leisure centre from the town centre, the lights are too far back to be able to easily judge and see if the way is clear for you to be able to go without stopping in the yellow lines. Maybe if the crossing was moved back a bit, further away from the crossroads, that would help? Then drivers would be a full car length further forward and would therefore have greater visibility of the junction.
Disagree	Disagree	Agree	Strongly disagree	Disagree	Strongly disagree	Disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	I regularly use this junction and have never seen the junction blocked because of people not abiding by the yellow box junction, on the rare occasion I've seen it block, those that had entered the junction were unable to see the blockage to their left or right. Ignoring the yellow box is NOT the problem at this junction. The problem is primarily those legally entering the yellow box to turn right being blocked by oncoming traffic continuing to drive left or straight when the light is amber or red, leaving drivers stuck in the yellow box once the lights have changed. I have lived near Selby my whole life and 99% of the time that is the issue. If filters were added to allow drivers to turn right without being either stuck in the box junction or having to wait for repeated light changes to turn them the main issue would be resolved. 'Enforcing' the yellow box junction would be pointless and would NOT resolve the problem.
Disagree	Agree	Agree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Clearly just a money making scheme. Stop making an issue where there isn't one. All this junction needs is a turning right into Scott Road filter light.
Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Waste of money
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Agree	In the 25 years I have lived in selby I haven't seen one person block that junction box. This seems like an utter waste of resources. How about fixing parks and giving the area somewhere for children and teenagers to go. Might reduce the amount of reprobate teenagers we have in this town abusing the disabled and destroying shops in the Town centre.
Strongly agree	Agree	Strongly agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Strongly agree	Strongly agree	Strongly agree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The traffic lights in question need a filter system when travelling from gowthorpe onto Scott Road. This is the only reason anyone is ever on the yellow hatching as there isn't enough time for people to turn right at that junction and it let's traffic back up down the high street. A simple filter to turn right would solve all the problems, there is already 2 lanes so it would be easy to implement. Penalising motorists isn't fair when the road is badly designed!
Agree	Strongly agree	Strongly agree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Due to the way traffic flows through this junction, enforcing traffic offences regarding vehicles that enter the hatched area will have a negative effect on road users and the effectiveness of the junction. In order to improve this junction, pedestrian safety and the traffic flow of road users, a filter light should be installed for traffic turning right to give fair opportunity to manoeuvre safely and ensure continual progress of road users in all directions of travel on these roads
Disagree	Disagree	Strongly agree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Use 4 way traffic lights instead of 2 way.... its a simple solution really. Or filter arrow lights. Sometimes you may get stuck in the box by no fault of your own as the corners of the junctions are blocked by shops and it is difficult to see if the path is clear to proceed when turning left. Some people may take liberties but the majority of people genuinely cannot see through brick walls.
Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The yellow box is not the issue with this junction. The issue is the traffic light sequence. The traffic coming from Leeds Road needs to be halted for a period of time whilst the lights on the opposite direction coming from Gowthorpe remain green to allow traffic to turn right. Cars only proceed into the box area because there is no time made available for them to turn right due to the flow of oncoming traffic. The proposed plans will cause horrendous backlogs of traffic through town.
Strongly disagree	Agree	Agree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Maybe before charging in enforcing, a 4 way traffic light system should be put in place first?. Giving all lanes off traffic their own time to get through? Or maybe a green arrow light for those drivers coming from gowthorpe wanting to turn into scott road? Would these options not be cheaper to achieve for the council rather than going straight to new ANPR cameras and fining people?
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	
Agree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	
Agree	Agree		Strongly disagree	Strongly agree	No opinion	Strongly disagree	Strongly disagree	No opinion	No opinion	No opinion	
Agree	Strongly agree	Strongly agree	Strongly agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Instead of wasting money on cameras and bills for catching people being in the yellow box, how about reprogramming the traffic light sequence so that each road has their own green light. The main issue is the traffic from Leeds Road and gowthorpe. They share the same light. Cars from gowthorpe wait in the yellow grid, which is legal as noted in the handbook, however those coming from Leeds Road prevent those from gowthorpe to turn right, thus when those stop on Leeds Road, the red light is on which makes those cars in the box turn onto Scott Road causes slight disruption. I've been caught on the yellow box to turn right from gowthorpe to Scott road and it is daunting, my exit is clear however oncoming cars prevent us to turn. Just reprogramme the lights to allow 4 way traffic lights and not three. Allow the same amount of time for each road.
Agree	Disagree	Agree	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Disagree	Agree	I agree with the council with what they're trying to achieve with the box junction but feel that a numberplate recognition cameras should be a last resort and that they should explore other avenues to achieve the outcome they are seeking. For example installing a filter light system for vehicles turning right when leaving the town centre onto Scott Road therefore giving time to clear the junction and allowing vehicles to negotiate the junction from Scott Road either into the town centre or onto Doncaster Road.

redacted due to abusive response

Agree	Strongly agree	Strongly agree	Agree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Any congestion at this junction is caused by poorly designed traffic lights and their sequencing. Two of the four roads have their own green light. The other two roads - Gawthorpe & Leeds Road, share a green light. Drivers from both these roads sharing the green light and wishing to turn right are often seen pre-empting the green light or setting off after the green light ends, just to make their turn. As a driver myself, I am prepared to stand for longer, waiting for my green light, knowing when my road goes green, I will be able to proceed and turn right, without having to wait for oncoming traffic to clear. The timings seem odd too, providing longer green lights from Scott Road, when compared to Leeds Road. Solution- give each of the 4 roads their own green light, no need to stand in box junction then. The design of road approaching these lights from the town centre causes problems too. The parking bays outside Abbey Fisheries, narrow the road too much. If more than 3 cars are waiting to turn right towards Scott Road, this prevents any car wishing to turn left or travel across to Leeds Rd. Remove the width restriction, install yellow lines further back from the junction, allow more cars to wait side by side. Oddly, some time ago someone installed a left filter light at this side, but cars could not get to the stop line because of cars waiting to turn right. Waste of time. Obviously if the real purpose is to make money by fining motorists rather than sorting the problem and keeping the traffic moving, then enforce a box junction! If this is considered, the same system needs installing at the 3 way traffic lights at the Abbey and the 4 way at the toll bridge.
Agree	Agree	Agree	Agree	Strongly disagree	Disagree			Disagree	Agree	Agree	Same amber light timers here too. Problems at the junction are normally caused by congestion on the high street. The last time it was involved in chaos at the junction it was because an HGV was delivering to Yorkshire Trading blocking traffic on Gowthorpe. Additionally, parking on Gowthorpe to use the cash machines also causes congestion. Make good the passage of vehicles on Gowthorpe and the junction can be left alone. Putting up cameras at the junction won't improve anything. It is Gowthorpe that causes the problem, that's what needs sorting.
Strongly disagree	Agree	Agree	Agree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	I often drive down here and first of all, the box junction is very faded. Secondly, I tend to drive from Gowthorpe and turn right towards the leisure centre. I've never seen anyone blocking the box junction. The issue is that the green light doesn't stay on long enough for traffic to move, only about two/three cars ever get to turn right. If they had a green filter light to turn or kept the green light on slightly longer then it would help traffic flow. I find the oncoming traffic coming from Leeds Road to Gowthorpe, makes it harder to turn right and you end up sitting in the middle of the junction until the last car goes past then turn right on a red so you don't block the middle. The proposal wouldn't solve the issue at all unfortunately- you need a different approach.
Disagree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	It doesn't need ANPR cameras it needs either filter lights or 4 way lights so people have time to go through, we have been asking for the filter lights for years but typical new council comes in and thinks if they fine people it will make traffic flow from that area easier!! I fail to see the logic when residents know there is a delay on the lights coming from Leeds Road which in turn causes problems turning right onto Scott Road, filter lights or switching the delay would solve alot of these problems.
Disagree	Agree	Agree	Disagree	Strongly agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	This action will not work, need to change traffic light sequence to 4 way or put in place a filter light for vehicles turning right into Scott Road from Gowthorpe
Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	A right turn filter arrow from gowthorpe into Scott lane would be a better solution It is difficult to turn right here and this would facilitate the movement and remove the need to enforce the box junction
Strongly agree	Disagree	Strongly agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Agree	Strongly agree	Strongly agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Filter lights would seemingly make more sense and cheaper; rather than alienating an already struggling town. This may make short term Cash to line the councils pockets but that will only last till people get used to it or the last few that actually use the town's dwindling shops to go elsewhere to avoid the hassle; or worse, stay home and shop online. Then in the long term the council will lose business rates from the shops etc. etc. resulting in less money to put back in to selby... in the end the only losers will be the community, then they'll be no traffic to control.
Disagree	Disagree	Strongly agree	Disagree	Strongly disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Disagree	Disagree	The yellow box isn't the issue, I've never seen a vehicle blocking the area apart from those turning right towards leisure centre. The traffic light timings need to be looked at, sometimes you are lucky if 2 vehicles can get through. Those running red lights also cause the issues, same as the toll Bridge and Abbey lights.
Disagree	Agree	Agree	Strongly disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	You just need to add a filter light to the traffic lights for those turning right
Agree	Agree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Traffic lights would be better with a filtering system for people turning right as not always enough time to turn when busy
Strongly agree	Strongly agree	Strongly agree	Strongly agree	Agree	Strongly agree	Agree	Agree	Strongly agree	Strongly agree	Strongly agree	Although I agree this would help greatly, I do think the town centre roads and those directly leading to it Brook street and Gowthorpe should be restricted to vehicles over a certain ton as these equally cause issues with safety.
Strongly disagree	Agree	Agree	Strongly disagree	Agree	Strongly disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	The yellow box at this junction doesn't work effectively. The council should consider alternative options such as a ghost pocket right turn before resorting to additional expense for ANPR equipment that will not have guaranteed effect. There has been no transport assessment to support this proposal so it is unclear where traffic flows are going.
Agree	Strongly disagree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	
Agree	Disagree	Agree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	The box junction is currently been used by motorists as it is intended to be used. Drivers only really enter the box when waiting to turn right from Gowthorpe onto Scott road and are prohibited from doing so due to oncoming traffic from Leeds road heading straight onto Gowthorpe, this means that drivers currently are using the box junction as per current regulation. Vehicles turning left from Gowthorpe to Brook Street do not tend to stop in the box as the way is usually clear and as the lane for turning left onto Brook Street is also used for traffic to continue straight onto Leeds Road traffic does not tend to stop in the box when continuing straight either and would only get blocked when there is a vehicle turning right from Leeds road onto Brook Street however this is a rare occurrence. I do not feel that the use of ANPR cameras in this area would be of any productivity as the box is currently been used as it is designed to be and therefore will only lead to punishing drivers who in a certain circumstance are forced to perform an emergency stop in the box to avoid an accident. A better use of ANPR cameras in the Selby town would be on Finkle Street as this is commonly used as a shortcut despite signage stating that it is for access only.
Agree	Strongly disagree	Agree	Agree	Strongly disagree	Disagree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	The only issues at this junction are for vehicles turning right from Gowthorpe into Scott road. A filter light for right turns would be much more useful. Cars leaving Scott road very rarely if at all block the yellow area. The only conceivable issue leaving Scot road is maybe "amber gamblers" but they never block the road and you can say this about many junctions. If there is any money to be spent this is far down the list in Selby and maybe the junction with park street Bawtry road and station road wants addressing first as it is highly dangerous at any time of day. Kind regards Rob Kennedy r.kennedytm@gmail.com Active transport manager and professional driver of 10 years plus
Agree	Disagree	Strongly agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	I've lived in selby for my entire life, and driven within the town for around 15 years. Yes this junction can get quite congested it's not an issue with people entering the cross hatching. Leaving town and turning right onto Scott Road you can't see if it's clear. If coming from Gowthorpe (leeds road) and turning left onto Scott Road you can't see if it's clear. Better suggestion would be red light enforcement cameras as many people fail to adhere to the red light which leaves vehicles in the hatched area unable to turn before the lights change for another direction.
Strongly disagree	Agree	Disagree	Disagree	Agree	Strongly disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	This junction needs a four way light system or a filter arrow to move onto Scott Road. Enforcing measures are just a money making exercise.
Agree	Strongly disagree	Agree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly disagree	Strongly agree	
Disagree	Agree	Agree	Disagree	No opinion	Disagree	Disagree	Disagree	Strongly disagree	Strongly disagree	Strongly disagree	A sledge hammer to crack a nut! It will only lead to MORE congestion and pollution in Gowthorpe. what reports of fatalities, accidents of any kind are there to back this up? People are stuck in the junction mainly due to unforeseen factors outside thier control, and the bad traffic 'calming' in Gowthorpe, THAT wants seeing too first.
Strongly agree				Strongly agree		Strongly agree		Strongly agree			





<b>Initial equality impact assessment screening form</b>			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Application to Designate North Yorkshire as a Civil Enforcement Area for Moving Traffic Offences		
<b>Officer(s) carrying out screening</b>	David Kirkpatrick		
<b>What are you proposing to do?</b>	Submit an application to the Secretary of State for Moving Traffic Enforcement as provided for in the Traffic Management Act 2004, Part 6.		
<b>Why are you proposing this? What are the desired outcomes?</b>	Obtaining these powers provides NYC with a further mechanism in its management of its highway network and meet its statutory duties of reducing congestion, delay and improving road safety.		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	No		
<p><b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		x	
Disability		x	
Sex (Gender)		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	
Pregnancy or maternity		x	
Marriage or civil partnership		x	
<b>NYCC additional characteristic</b>			
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</b>	No.		
<b>Will the proposal have a significant effect on how other organisations operate? (e.g.</b>	No.		

<b>partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</b>				
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
<b>Reason for decision</b>				
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	17 October 2023			

## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Application to designate North Yorkshire as Civil Enforcement Area for Moving Traffic Offences</b>
<b>Brief description of proposal</b>	<b>Application to Secretary of State to sign a designation order granting NYC civil powers to enforce Moving Traffic Offences in accordance with the Traffic Management Act 2004 – Part 6.</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Traffic Engineering</b>
<b>Lead officer</b>	<b>David Kirkpatrick</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>03/10/23</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

**Do Nothing**

Not applying for a CEA designation order would result in the continuation of congestion, delay and road safety concerns occurring at key locations on the authority network due to poor driver compliance. There would remain a reliance on North Yorkshire Police for enforcement which has limited capacity to do so.

**Do Minimum**

Apply for CEA designation in part. Though the council would be able to enforce in certain areas e.g., a town or the wider locality (former district area), this would limit the ability to deal with all sites in the county and restrict the strategic approach for wider application in meeting its network management duty.

It would and require the full application process to be completed again with a further application to the Secretary of state to change the Designation Order. The advice from the DfT is to designate the whole authority area to avoid the need to reapply.

**Do Something**

Apply for CEA Designation for whole county. This is the proposal and is in line with the previous designation for civil parking enforcement. It allows the county to take a strategic and consistent approach across the entire authority area

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

There will be an initial capital cost for the equipment and for future maintenance and it expected the project would run in deficit in it's first year. It is a requirement however that

How will this proposal impact on the environment?  N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			The enforcement of moving traffic offences should bear positive implications for climate change by improving driver compliance and behaviours and resulting in a more efficient and safer network, reducing vehicle emission, noise and contribute to encouraging active modes of travel such as walking and cycling.		
	Emissions from construction		X		There is no construction requirement for the install of enforcement cameras which are expected to be placed on existing lighting columns.		
	Emissions from running of buildings		X		Enforcement will be included in existing Civil Parking Enforcement operations		

How will this proposal impact on the environment?  N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Other		X				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X				
Reduce <b>water</b> consumption		X				
Minimise <b>pollution</b> (including air, land, water, light and noise)	X			Improving driver compliance will result in a more efficient operation of the junction, reducing congestion and delay and the resulting increase in vehicle emissions. This more efficient throughput of traffic may also reduce noise from vehicles.		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers	X			Carrying out enforcement to reduce congestions, delay and encourage modal shift to sustainable travel options contributes to fewer vehicle miles and emissions and reduced environmental impact. Though the change will		

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</b> There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<b>Positive impact</b> (Place a X in the box below where	<b>No impact</b> (Place a X in the box below where	<b>Negative impact</b> (Place a X in the box below where	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
				<p>not be immediate, there is an expectation that there would be noticeable improvement within 2 years of implementation.</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>	X			<p>Reducing congestion, delay and vehicle emission at this location has a positive benefit to the highway and interfacing environments, and more broadly, an improvement in air quality in the county.</p>		
<p>Other (please state below)</p>		X				

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.



**None**

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

It is considered that there are no negative impacts within the assessment, as the proposal is to carry out enforcement of moving traffic offences with the aim of operating a more efficient network reducing congestion, delay, vehicle emissions and contributing to encouraging sustainable modes of travel.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>David Kirkpatrick</b>
<b>Job title</b>	<b>Traffic Engineering Team Leader</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	<i>D. Kirkpatrick</i>
<b>Completion date</b>	<b>03/10/23</b>

**Authorised by relevant Assistant Director (signature):** **Barrie Mason**

**Date:**