

Appendix B

Moving Traffic Enforcement Survey Objections & Responses

Site 1- Lady Bay Bridge/Radcliffe Road- box junction marking and no left turn.

| | Objection: | Response: |
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| 1. | <p>Before any kind of enforcement is considered, the junction should be improved by timing the traffic lights better, as at the moment cars, busses and pedestrians are left waiting unnecessarily long between changes. Ideally the whole junction should be redesigned since the backups of vehicles are too long which causes more pollution. After this then enforcement should be considered.</p> | <p>Like all major junctions in the County, the Radcliffe Road/Lady Bay Bridge junction uses the latest traffic signals technology to maximise green times for all users of the junction based on flows. The junction begins to fail when drivers do not observe the yellow box marking and queue across this then blocking other arms. This can quickly escalate into an increased number of drivers ignoring red lights and jeopardising road safety as well as significantly increasing congestion.</p> |
| 2. | <p>As per DEFRA 2014 city roadside monitoring report Traffic flow is essential to reduction of all emissions. Stop start driving is responsible for inefficient fuel consumption, greater particulates from road contact and brake dust.</p> <p>The changes made to Radcliffe Road through additional traffic light pedestrian crossings further east and recently the reduction to 30 mph for such a vital road have increased congestion especially at rush hour.</p> <p>The same is true of Lady Bay bridge with reduction to 30 mph and much worse road surface than before repairs in 2022.</p> <p>The changes to the A52 roundabout with huge number of additional traffic lights (never needed before) and single use lanes will increase congestion & pollution further West. There is no evidence of serious accidents in the 25 years of using this road.</p> <p>This appears to be a money-making scheme. The additional infrastructure is not without cost including emissions from supply, installation and unlike conventional road signs, electrical energy.</p> | <p>Radcliffe Road bisects the largely residential area of Lady Bay from the urban area of West Bridgford. Although it carries more than 30,000 vehicles daily there are significant and frequent cross movements of vehicles and pedestrians. Consequently, pedestrian crossings are essential to facilitate this safely. The speed limit reflects the largely residential nature of the road and the number of necessary movements across the main flow.</p> <p>In terms of accidents, in the last 25 years the police records show 1 fatal and 38 serious collisions on Radcliffe Road west of the A52 up to and including the junction with Trent Boulevard. 6 of the serious collisions were at this junction.</p> |
| 3. | <p>In busy traffic it's very awkward to accurately judge the movement of the cars ahead of you as you decide whether or not to go into the Yellow Box.</p> <p>That's partly because there's another junction nearby. I don't believe an enforcement camera would improve road safety here at all. The left turn is poorly signed, lots of drivers just DO NOT SEE the 2 signs prohibiting a left turn. Why do they not see them? Because</p> <p>(1) it's a VERY busy junction with drivers looking in several different directions at the same time.</p> <p>(2) the signs are too small.</p> <p>(3) it's impossible to have adequate signage far enough back from the junction, due to the complicated roads layout.</p> <p>I don't think camera enforcement will reduce the number of drivers who inadvertently turn left. Because the drivers who turn left are probably drivers who don't live in Lady Bay and therefore don't know they need to use the cut-through from Rutland Rd onto Radcliffe Rd instead! Residents know the no-left-turn rule and know the Rutland Rd cut-through. Putting a camera there won't improve road safety. What we really need is a big change to the whole junction layout. It used to work many decades ago, but since then there has been a bug</p> | <p>The box junction is the minimum size to protect movements from all arms and has been relayed in 2022. Additional signs are erected on the approaches reminding drivers not to queue within the markings. The left turn from Trent Boulevard has not only the 'no left turn' sign in advance of the junction and three further signs below the signal heads with additional temporary signs strapped to the pedestrian guard rails. In addition, the geometry of the kerbs is such that the left turn is not physically easy . Awareness of heightened enforcement with camera warning signs will reduce the number of incidents of this dangerous manoeuvre. Traffic levels are constantly rising and there is no viable option to re-engineer the whole junction.</p> |



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| | <p>increase in traffic & the relatively recent use of Lady Bay Bridge as a road.</p> <p>This junction has needed a massive improvement for a very long time. Installing cameras won't improve the junction layout & it will only add more traffic signs on an already complicated busy junction where drivers have to look at other traffic and the traffic signals and make judgements about how to drive their vehicles.</p> <p>I can't be the only person who hates this junction when it's busy. It's the worst junction in the whole of West Bridgford, by a very long way & it desperately needs modernising instead of more signs and new cameras.</p> | |
| 4. | <p>Fix the appalling state of the roads before anything like this - it is an absolute disgrace. Your focus is on entirely the wrong place.</p> | <p>The introduction of camera enforcement is to improve road safety and reduce congestion at these junctions. The maintenance of the public highway has no relevance to this initiative.</p> |
| 5. | <p>As with all of Nottingham's Road improvement plans, this will not help traffic flow and is just a cash cow for the council to fine the motorist. I use that junction multiple times daily and the need is not there. there are plenty of locations in the county where this would make a difference on SAFETY grounds, but i guess they are not as busy so not likely to generate as much money.</p> | <p>All existing moving traffic restrictions were considered for potential enforcement and these sites were considered to be those that offered the biggest potential gain to a lot of motorists in terms of improving congestion at key locations and improving safety.</p> |
| 6. | <p>The junction is very busy during rush hour and there are queues going into and out of the junction. Very few people attempt to turn right due to the volume of traffic coming in the opposite direction. Sometimes, through no fault of your own the traffic backs up faster than anticipated once you have started across the junction. If this happens the cameras will pick this up and a fine will be issued. Cameras will therefore make people over cautious and hesitant to enter the junction until it is clear, this will then cause the traffic to back up even more than it does now and cameras will certainly NOT improve traffic flow. So, what are the cameras other than to be another money-making scheme for the Council. The No left turn on to Radcliffe Road is a joke and makes no sense whatsoever.</p> | <p>The Highway Code is clear that drivers must not enter a yellow box junction until they are sure that their exit is clear. Drivers observing the restriction will ensure that unnecessary queues do not develop on the other arms. The no left turn has been in place for years to allow pedestrians to cross Radcliffe Road whilst traffic is flowing from Trent Boulevard. The alternative would be an all-red period for vehicles to allow the movement that would increase vehicle queues and delays on all approaches.</p> |
| 7. | <p>As a law-abiding citizen it is already very unenjoyable driving around Notts as you are in constant danger of falling fowl of one camera or another enforcing often overreaching rules. If turning left is dangerous then of course enforce it by any means necessary but getting caught in hatched areas especially at busy times does not make you a dangerous driver, cameras are too heavy handed for this.</p> | <p>The yellow box junction is at this location to keep one of the key junctions in the County clear of queuing traffic that would quickly create significant issues over a much wider area particularly in the evening peak period.</p> |
| 8. | <p>I do agree that there is a traffic problem in our area, however it can be very unclear as a driver in rush hour traffic whether you have space to get through the yellow box, or indeed to even see it if the traffic is heavy. I don't think penalising drivers for innocent mistakes is the way forward. Yes, there will be some people purposely offending but I think these are in the minority.</p> <p>If you were to introduce cameras, a possibility would be a warning for the first offence to make drivers aware they were breaking the law. Second offenders could then be fined.</p> | <p>Warning notices would be issued for a short period in accordance with the legislative requirements.</p> |



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| 9. | Typically, it's very difficult for motorists in regular cars to see where box junctions end. Drivers of high vehicles like buses and lorries have a much better view. The yellow markings are often degraded by passage of vehicles. | The yellow box markings were renewed in 2022 and we will monitor these regularly for signs of wear. |
| 10. | It's often very difficult to judge where box junction markings end if one is in a regular car. Being in a high vehicle like a coach or lorry makes things much clearer. Often the yellow markings are degraded by passage of vehicles tyres and this exacerbates the problem. I gather a recent professional survey of box junctions clarified the above comments for the vast majority of box junctions. | The yellow box markings were renewed in 2022 and we will monitor these regularly for signs of wear. |
| 11. | Visibility of the entire junction and associated entries and exits is overall poor, making it likely that many people are likely to make mistakes and be unfairly punished. Better maintenance of markings and signage would be preferred and beneficial. | The yellow box markings were renewed in 2022 and we will monitor these regularly for signs of wear. |
| 12. | Very poor and confusing junction.....needs a redesign rather than cameras to catch people out. The box area is very large which does not help motorists when trying to decide how to proceed. | <p>The box junction is the minimum size to protect movements from all arms and has been relayed in 2022.</p> <p>Additional signs are erected on the approaches reminding drivers not to queue within the markings. The left turn from Trent Boulevard has not only the 'no left turn' sign in advance of the junction and three further signs below the signal heads with additional temporary signs strapped to the pedestrian guard rails.</p> <p>In addition, the geometry of the kerbs is such that the left turn is not physically easy. Awareness of heightened enforcement with camera warning signs will reduce the number of incidents of this dangerous manoeuvre. Traffic levels are constantly rising and there is no viable option to re-engineer the whole junction.</p> |
| 13. | It would appear to be simply another way for you to make money off motorist. | <p>Our experience of enforcement of bus lanes is that using cameras and clearly advertising quickly improves compliance.</p> <p>PCNs fall significantly after the initial period and as warning notices will initially be used, drivers have ample time to readjust their behaviour before any PCNs are issued.</p> |
| 14. | These new powers given to the County Council should be used sparingly. Regularly queuing within the junction marking is not the same as daily or invariably and, in my personal experience of using this junction, I think the problem is being overstated. | Our traffic data clearly shows a significant number of drivers queuing in the junction outbound along Radcliffe Road particularly in the evening peak. |
| 15. | Use better signage. Use better lights timing. More double yellows on Trent Boulevard. Make end of Holme Road one way or a close. | <p>Additional signs have been erected and the lines re-marked recently. The traffic signals are configured with automatic technology to operate as efficiently as possible.</p> <p>Parking restrictions on Trent Boulevard or a one-way Order on Holme Road have no direct relevance to this proposal.</p> |
| 16. | Find a better solution. Help the motorist instead. | The enforcement of these restrictions by the Local Authority rather than the Police will help the vast majority of motorists and pedestrians that use this junction daily. |



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| 17. | You should be doing something about people turning right into the drop off zone at the train station, and causing serious congestion at this point, and put a camera here instead, this would be a cash cow for you!! Instead of just painting ahead only, no right turn which no one takes notice of especially taxi drivers! | This is in the Nottingham City administrative area. |
| 18. | Absolutely don't agree with camera enforcement in yellow boxes. You can quite easily be stuck in one because of someone else's ineptitude. | The yellow box junction is already enforceable by the Police. Drivers should abide by the Highway Code and not enter such a restriction unless they can ensure that they can also exit it without stopping. |
| 19. | There are two lanes that go over lady bay bridge (travelling towards town,) people turning right into Trent boulevard from Radcliffe Road. Just before lady bay bridge have to enter the yellow box because if not, they block the whole lane behind them , there is no filter arrow and this causes cars behind to become irate. | The right turn into Trent Boulevard at this location is not frequent enough to warrant a filter arrow that would add further delays to the junction as a whole. |
| 20. | This is just another money-making scheme by the council. | Our experience of enforcement of bus lanes is that using cameras and clearly advertising the fact quickly improves compliance. PCNs fall significantly after the initial period and as warning notices will be initially, drivers have ample time to readjust their behaviour before any PCNs are issued. |
| 21. | I have lived in the area for 13 years and have never noticed a problem. | Our traffic data indicates a significant number of drivers ignoring the yellow box junction particularly in the evening peak. Counts also show that a smaller number ignoring the banned turn but enough to jeopardise the safety of pedestrians. |
| 22. | Put red light cameras up for all of the red-light jumpers coming from Radcliffe Road towards Radcliffe. Same every day. | Noted-red light cameras are not within the scope of this application. |
| 23. | When this junction is very congested it is difficult to avoid being stuck in the Yellow boxed area. The area must be 50 metres in width and breadth which makes it difficult to judge as a driver when it is safe to enter. At one moment the traffic can be flowing, giving the perception that your exit will be clear and then it can suddenly grid to a halt with you stuck in the boxed area. I do agree with illegal right turn enforcement cameras as this would hopefully prevent cars blocking the exit to the junction by performing illegal U turns and right turns where they are not permitted. | The yellow box junction is already enforceable by the Police. Drivers should abide by the Highway Code and not enter such a restriction unless they can ensure that they can also exit it without stopping. |
| 24. | If a ban is put on a left turn on to Radcliffe Road from Trent Boulevard, this will only push the traffic flow further up Radcliffe Road to the next crossroads which unlike the junction at Trent Boulevard are not traffic light controlled. This in turn will lead to greater congestion and road accidents. Councillors need to remember they exist to serve the taxpayer by making life easier not by punishing motorists going about their lawful business and putting unnecessary obstacles in their way but of course the real reason is to generate more cash by treating the motorists as a cash cow for spendthrift local government. We should all vote against this move to restrict our right of access. We can no longer drive along the Trent Embankment. This is a restriction that no reasonable local person wants or desires but just another politically motivated action against local people and their own means of transport. | The left turn from Trent Boulevard is already prohibited and has been for many years. |



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| 25. | There is already lot of confusion on the roads in that junction. | The enforcement of the yellow box marking in particular should assist drivers negotiating this junction by ensuring the entry points are clear of queuing traffic. |
| 26. | <p>We should be getting support from local authorities for the normal day to day running of services .</p> <p>You state you have not got the time or resources to carry that out properly ,then you try to get more involved in traffic control just leave it the police to do their job you look after your job.</p> <p>Others and I will see this as just another attempt by the local authority to collect more money from the public if anything lobby the Police to do more if it's needed and I would suggest that the accident stats say it's not needed.</p> | The Police fully support this proposed application for enforcement powers that will assist them in delivering their statutory duty. |
| 27. | You will need to ensure there is sufficient signage to inform drivers, far better that the City bus lane signage around the Broadmarsh. Both in terms of information and number of signs. | All signs and markings have been checked and will be renewed as required. |
| 28. | Rather than introducing enforcement cameras, Notts County Council should instead look at traffic light phasing as this contributes to congestion in these, and similar, locations resulting in driver frustration when nothing moves, and box junction contraventions. | The junction already operates using the latest technology to ensure the efficient operation of the signals. |
| 29. | Traffic congestion out of the cricket and rugby ground would be reduced by allowing a left turn. Also reduced traffic in the area. | This manoeuvre would jeopardise the safety of pedestrians crossing Radcliffe Road . |
| 30. | Put those cameras away, I don't want to live in Orwellian Bridgford. | The cameras are ANPR cameras that will only detect traffic contraventions and not record private individuals. |
| 31. | Enforce the no left turn. | This is proposed as part of the engagement. |
| 32. | Yet another money scheme to target motorists. Spend this money on potholes instead. Stop going after easy targets. | The introduction of camera enforcement is to improve road safety and reduce congestion at these junctions. The maintenance of the public highway has no relevance to this initiative. |
| 33. | <p>When travelling towards Notts along Radcliffe Road, if you want to turn right onto Trent Boulevard at that junction, there is no filter light and it is a huge junction with lots of traffic in the same lane trying to go straight on so it is extremely challenging to make it across in time and safely and without blocking lots of other people.</p> <p>Therefore, drivers instinctively enter the yellow box to try to make it across safely and give room for others to pass. These are good drivers who do not usually commit driving offences so I am concerned at them being excessively penalised.</p> | <p>The right turn into Trent Boulevard at this location is not frequent enough to warrant a filter arrow that would add further delays to the junction as a whole.</p> <p>The Highway Code is clear that drivers should never enter a yellow box junction unless they are certain they can safely exit it without stopping.</p> |
| 34. | <p>The road markings (white lane lines and box junctions) in Nottingham are often non-existent, including the box junction in question and also the lane lines around the "roundabout" outside Lady Bay Retail Park. I think we have enough cameras already and with the quality of today's camera I feel personal privacy is being abused.</p> <p>There is a right turn that cars take just after coming through the lights at the Trent Boulevard box junction. If cars cannot</p> | <p>The markings for the yellow box junction were renewed in 2022. Camera enforcement will significantly improve compliance of the restriction which is there to ensure the safe operation of the whole junction for all users.</p> <p>The right turn into Trent Boulevard at this location is not frequent enough to warrant a filter arrow that would add further delays to the junction as a whole. The Highway Code is clear that drivers should never</p> |



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| | <p>pass the car sitting in the right lane, as it is not able to make the right turn, cars have to back up behind it and cars which thought they had a clear passage over the box junction now find they have to stop on the junction.</p> <p>Mark the roads properly before installing expensive and invasive cameras and powers.</p> | <p>enter a yellow box junction unless they are certain they can safely exit it without stopping.</p> |
| 35. | <p>Councils should not be given powers such as these because in my experience they become a money-making scheme and over zealously policed.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety.</p> |
| 36. | <p>We are seeing a general decline in policing with officers being replaced by civilians. I consider that the constant use of cameras is an opportunity for councils to raise cash(accepting</p> <p>I have not checked to see the condition attached to this potential camera enforcement.</p> | <p>Civil enforcement of parking, bus lane and other moving traffic restrictions is proven to be efficient and effective at improving driver compliance of restrictions that are predominantly in place for road safety reasons. The Police fully support the application and it will allow them to apply their resources elsewhere.</p> |
| 37. | <p>I am strongly against this and will look to prioritise my vote at elections against any party that wants to fine road users who are incorrectly obeying the rules of a box junction.</p> <p>Most people do obey the law and this is simply a way to fine people who have made an honest mistake.</p> <p>I am strongly against any camera operated enforcement.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety. The enforcement of the box junction would only apply to those vehicles that are evidenced as stopping within the box in contravention to the Highway Code.</p> |
| 38. | <p>This looks like another way of getting cash from the hard-pressed public</p> <p>It saddens me that it seems a default to raise cash</p> <p>Spend more time helping drivers by way of encouraging good driving practices.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety. Drivers that respect restrictions and the Highway Code will not be impacted by this enforcement.</p> |
| 39. | <p>Stop looking at more ways to raise funds by enforcing unwanted/unwarranted money-making schemes under the guise of safety and start reviewing your own employment practices to cut costs.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety. Most moving traffic restrictions are in place for clear road safety reasons or to reduce congestion at key locations.</p> |
| 40. | <p>Travel this route almost daily and traffic flow is fine and the traffic always keeps on moving. Unnecessary expense.</p> | <p>Our data shows that there are significant queuing issues particularly in the evening peak.</p> |
| 41. | <p>Driving in Nottingham has become a stressful situation due to the amount of bus lanes, average speed check and other cameras throughout the city.</p> <p>You spend more time looking at the Speedo and at the poorly laid road markings to make sure you're not going to receive any fines or tickets.</p> <p>We do not need to add any more to this. So much so I now try and go to other cities over Nottingham.</p> <p>Maybe if the road network was improved, you'd stop people queuing in the box altogether.</p> | <p>The enforcement of bus lanes, speeding and in due course moving traffic restrictions is nationwide. There is no simple alternative to increase capacity at the junctions because of finite space so the most viable option is to ensure that the restrictions</p> |
| 42. | <p>Should look at traffic light timing instead.</p> | <p>The junction already operates using the latest technology to ensure the efficient operation of the signals.</p> |
| 43. | <p>This is not about law enforcement but is simply a way of making easy cash from easy targets, i.e., motorists.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety.</p> |



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| <p>44. This survey is not reliable. It's preamble includes generalisations without specifying the extent of problems allegedly caused or the actual frequency of their occurrence and doesn't say anything about the likely knock-on effect of stricter enforcement and doesn't say anything about where else the cost of this proposed work could be spent. It is just a PR exercise designed to pretend that full and proper public consultation has been conducted.</p> <p>I cross that junction multiple times per week, in every direction and at every time of day, every day of the week. It is actually very rare to see routes blocked by stationary vehicles in the box and when they are it is for only a very short period and the vehicles temporarily held up at those times, when 'released', are very soon at the back of a different queue so their total journey time is not impacted. I know because I have been one such vehicle. This proposed scheme will merely add to frustration and will actually have the net effect of lengthening average journey times by reducing the capacity of the junction. At present drivers are able to apply intelligence to minimise their impact on other road users but strict enforcement of the box will prevent that.</p> <p>Except when large sporting events are 'tipping out' there are very, very few pedestrian uses of the crossing referred to as being a danger to turning left out of Lady Bay and the number of vehicle journeys for which that turn is a logical part are very few - there are much easier ways for most vehicles to head east on Radcliffe Road.</p> <p>There are much bigger dangers on that junction, to pedestrians seeking to cross Radcliffe Road on the West side of the lights, adjacent to Edward Road, the pelican lights for which give approaching drivers a very misleading message as they are not properly coordinated with other lights and they can't see where vehicles are coming from and the lights giving those pedestrians priority can't be seen by traffic emerging from Edward Road.</p> <p>In short, there are bigger problems at that junction and elsewhere in the county that should be addressed, box junction enforcement is a dangerous distraction, a 'solution' in search of a problem and should not be pursued. This survey is not reliable. It's preamble includes generalisations without specifying the extent of problems allegedly caused or the actual frequency of their occurrence and doesn't say anything about the likely knock-on effect of stricter enforcement and doesn't say anything about where else the cost of this proposed work could be spent.</p> <p>It is just a PR exercise designed to pretend that full and proper public consultation has been conducted.</p> <p>I cross that junction multiple times per week, in every direction and at every time of day, every day of the week. It is actually very rare to see routes blocked by stationary vehicles in the box and when they are it is for only a very short period and the vehicles temporarily held up at those times, when 'released', are very soon at the back of a different queue so their total journey time is not impacted. I know because I have been one such vehicle. This proposed scheme will merely add to frustration and will actually have the net effect of lengthening average journey times by reducing the capacity of the junction. At present drivers are able to apply intelligence to minimise their impact on other road users but strict enforcement of the box will prevent that.</p> | <p>The exercise meets the DfT requirements to ensure that the public are engaged with any proposed addition of Local authority enforcement of these restrictions above that already provided by the Police. Our traffic data clearly shows a significant number of drivers queuing in the junction outbound along Radcliffe Road particularly in the evening peak. The pedestrian crossing is configured to work whilst vehicles are moving out of Trent Boulevard to minimise the delays to all users. Any pedestrians crossing whilst a vehicle makes a banned left turn are at risk.</p> |
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In short, there are bigger problems at that junction and elsewhere in the county that should be addressed, box junction enforcement is a dangerous distraction, a 'solution' in search of a problem and should not be pursued.

Site 2 – Portland Street, Newark – No Right Turn

| | Objection: | Response: |
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| 1. | Work with ASDA and council planning department to improve access to this vital service. | The junction was never designed to allow a safe right turn in from Portland Street because of the proximity to the junction. There is an alternative entrance off Lombard Street a few hundred metres away. |
| 2. | Fix the roads - potholes everywhere. | These proposals have no link to highway maintenance. |
| 3. | As with all of Nottingham's Road improvement plans, this will not help traffic flow and is just a cash cow for the council to fine the motorist. there are plenty of locations in the county where this would make a difference on SAFETY grounds, but i guess they are not as busy so not likely to generate as much money. | All existing moving traffic restrictions were considered for potential enforcement and these sites were considered to be those that offered the biggest potential gain to a lot of motorists in terms of improving congestion at key locations and improving safety. |
| 4. | Find a better solution be creative, the issue is not the motorist but the no right turn. The problem has been created by you !. Giving planning to build the supermarket without considering the traffic implications. Take responsibility find a better solution by not penalising the motorist. | The supermarket is relatively new and 2 entrances were needed to ensure the efficient movement of traffic into the site. Motorists were never permitted to turn right at this location when the store opened and would not be penalised if they observed the restriction and used the alternative entrance to the site. |
| 5. | Councils are here to provide services. Police to provide law enforcement. | The Police are fully in favour of this proposal. |
| 6. | I have made this mistake myself many times and have never seen the sign. This consultation is the first time I've realised the mistake I've made. I think before installing enforcement cameras there should be a 612 no right turn, probably at 900mm diameter to be really clear with a supp plate saying no right turn for supermarket, on the right-hand side of the road as when you approach that junction to turn right, that is the side of the road you look at. The sign on the left is too small and next to a directional sign for traffic turning left and so isn't easy to notice. The road markings are often covered by traffic. Enforcement at this stage seems premature or a cash grab trying to prey on motorists who don't know they're doing anything wrong. | The signs and lines depicting the restriction are clear and meet the legal requirements of the Traffic Signs and General Directions. In addition, the geometry of the junction and in particular the kerbs should alert a driver that turning right into the access is prohibited. Camera signs and warning notices will further improve compliance. |



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| 7. | <p>It would be much better to install a short stretch of fencing down the middle of the road to make the unwanted move impossible.</p> <p>This question should not be posed without fuller explanation of all the knock-on issues and alternative responses to the concern and evidence as to how real the problem actually is.</p> | <p>Traffic data shows that this manoeuvre happens many times a day (67 times in a 12-hour count) .</p> <p>These drivers would have to use the main entrance on Lombard Street and apart from a short additional distance to travel, there should not be any impact upon the highway network. The road is not wide enough at this location to install any safety barrier as proposed.</p> |
| 8. | <p>Signage currently could be clearer- the 'no right turn' sign is on the left of the road, away from the relevant junction, and the 'ahead only' writing on the road is ambiguous.</p> <p>Not with standing this, the issue here is one of poor design: travelling south through Newark there is no apparent way to get to the upper Asda car park (to drop off/pick up from here, or to get to the shops here), without performing a turn further along the street to come back and turn left into the junction, something that is inconvenient and even more disruptive.</p> | <p>The signs and lines depicting the restriction are clear and meet the legal requirements of the Traffic Signs and General Directions.</p> <p>In addition, the geometry of the junction and in particular the kerbs should alert a driver that turning right into the access is prohibited. Camera signs and warning notices will further improve compliance. There is a further main entrance to Asda off Lombard Street a few hundred metres from this one on Portland Street.</p> |
| 9. | <p>The traffic is only held up leaving town it doesn't hold up the traffic coming into town it's at a standstill most of the time</p> | <p>Any delays caused by a prohibited turn are unnecessary and cause not only congestion but road safety issues.</p> |
| 10. | <p>Cameras are expensive to install, maintain and monitor. They also invade people's right to privacy. We are turning into a police state. Having visited many parts of China where this police state approach can be visible seen we, the public, need to do all we can to stop the same approach creeping in in the UK.</p> <p>The extra powers that Government and Councils want to "control" the population are the first steps. Mark the road with clear signage and if necessary, get a police presence there at random times to both interact with the public and enforce the correct no turn rules.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety. The no right turn into Asda is clearly signed and that combined with the geometry of the junction should assist drivers in realising that the turn is prohibited. The Police are fully supportive of the Council's application for powers to assist them with enforcement.</p> |
| 11. | <p>As previous, councils should not be given these powers as they overuse them to make money from local people.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety.</p> |
| 12. | <p>Do not know the junction therefore think those more local should comment</p> | <p>Noted</p> |
| 13. | <p>As per previous comment - I am strongly against this and will look to prioritise my vote at elections against any party that wants to fine road users who are incorrectly obeying the rules of a box junction.</p> <p>Most people do obey the law and this is simply a way to fine people who have made an honest mistake. I am strongly against any camera operated enforcement.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety.</p> |
| 14. | <p>I don't live in this area but have used this junction – again why go to default raising cash from drivers encourage good drivers practices.</p> | <p>The proposed application for powers is to support the Councils commitment to reduce congestion and improve road safety. Drivers that respect restrictions and the Highway Code will not be impacted by this enforcement.</p> |
| 15. | <p>Living on the south side of Newark post code NG24 4RY we were very pleased to get a supermarket on our side of the town with easy access.</p> <p>It was always a problem getting to Morrisons when Lombard Street and Castle gate were blocked because of the Castle station crossings.</p> | <p>Although there is a signed restriction to prevent vehicles turning right out of the Asda access off Portland Street, this is not the restriction that we are proposing to enforce namely the no right turn into the supermarket.</p> |



Ever since Asda opened, I have been using that carpark often three times a week. However, in my opinion that junction was a badly thought-out design from the start.

To use the top car park and come out the same way we would have to cut across to the outside lane and then turn right into Albert Street to get home---or go right down to the lower level then out onto Lombard Street involving far more queuing at busy times and two sets of traffic lights.

how can this help congestion ?

When my wife became disabled with spinal cancer, the disabled bays in the top carpark were a godsend but she could not cope with the drive over the speed bumps so we had no option.

Is it possible that drivers trying to right turn to get in may have been directed by sat nav--once they get there where do they go ? In my opinion that should be a hatched box junction and allow traffic in and out either way.