

MOVING TRAFFIC ENFORCEMENT

Consultation Outcome Report

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PROJECT
CENTRE

1. EXECUTIVE SUMMARY

Background

- 1.1 On 31 May 2022, the Government granted powers to make moving traffic enforcement (under Part 6 of the Traffic Management Act 2004) available to local authorities outside London and Wales.
- 1.2 Before this date, enforcement of moving traffic restrictions outside London and Wales such as banned turns, access restrictions, one-way streets and yellow box junctions were only carried out by the Police.
- 1.3 To be granted the powers, local authorities are required to make an application to the Secretary of State requesting for the borough to be designated as Civil enforcement area for moving traffic enforcement. They will also need to demonstrate that they have completed some of the prerequisite requirements set out by the Department of Transport (DfT) within their [published guidance](#).
- 1.4 These include carrying out a six-week consultation with members of the public and clear communication to all residents in the borough setting out the Council's proposals to adopt the powers.
- 1.5 Wokingham Borough Council (WBC) as part of the Moving Traffic enforcement application process completed a six-week consultation with members of the public to obtain feedback on their proposals to adopt moving traffic enforcement powers under Part 6 of the Traffic Management Act (TMA) 2004.
- 1.6 The consultation covered the proposals to adopt the powers to Civil enforce moving traffic enforcement across the borough as well as proposals to enforce 11 keys sites on the Council's Road network.
- 1.7 These sites were selected due to the high level of poor compliance from drivers failing to adhere to the restrictions.
- 1.8 The site locations and restrictions are detailed below:
 - Site 1: Broad Street, Wokingham – banned right turn.
 - Site 2: Barkham Road rail crossing – banned right turn.
 - Site 3: Station Road, Wokingham – banned right turn.
 - Site 4: Wellington Road, Wokingham – ahead only
 - Site 5: Gypsy Lane, Wokingham – weight restriction
 - Site 6: Murdoch Road, Wokingham – keep left.
 - Site 7: Goatley Way, Wokingham – one way street
 - Site 8: Milton Road, Wokingham – vehicles prohibited except buses.
 - Site 9: Easthampstead Road, Wokingham – yellow box junction
 - Site 10: Hyde End Road, Spencers Wood – buses only

- Site 11: Whitlock Avenue, Wokingham – banned right turn.

Consultation process

1.9 The consultation took place between 21 November and 30 December 2022.

1.10 The following channels were used for the consultation period:

- Media release
- Website content, providing background and a survey for responses.
- Social media posts
- Paper consultations on request
- Alternative languages as requested.

1.11 Dedicated webpages were also set up on the Council's consultation pages to host information about the plans and people were encouraged to complete an online survey. A copy of the online portal page has been provided in fig 2 below.

Consultation results

1.12 **566** people completed the surveys. All responses were received via the online survey portal.

1.13 Of those that provided their identity:

- **526** were Wokingham residents,
- **1** was a borough councillor,
- **3** were visitors to the borough and
- **6** were representing groups or individuals.

1.14 Overall, of the **540** responses received, over half (**54%**) supported the Council's proposals. This meant that there was overall support for the proposals for the Council to adopt the powers. Fig.1 below provides a breakdown of the responses received.

1.15 The responses received for each individual site also showed majority support for the Council adopting the powers to carry out civil enforcement at each site. Details of responses received from each site have been provided in the report.



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2. **BACKGROUND.**

- 2.1 On 31 May 2022, the Government granted powers to make moving traffic enforcement (under Part 6 of the Traffic Management Act 2004) available to local authorities outside London.
- 2.2 The purpose of enabling Councils outside London to have enforcement powers is help better manage congestion on their road network and manage specific locations where there may be issues with persistent moving traffic offences.
- 2.3 Wokingham Borough Council (WBC) intends to apply for the powers to enforce certain moving vehicle offences such as vehicle weight limits, no entry and other traffic restrictions. Automatic number plate recognition (ANPR) camera enforcement will be used, and fines issued.
- 2.4 This enforcement would in turn have the consequential benefits of;
 - Improving road safety including for those walking, cycling, and wheeling.
 - Encouraging take up of sustainable travel options,
 - Reducing traffic congestion,
 - Improving journey times for public transport services,
 - Reducing vehicle emissions which in turn improves air quality,
 - Enabling the Police to focus their policing priorities elsewhere and,
 - Making enforcement more consistent, effective and acts as a deterrent to prevent breaches happening in the first place.
- 2.5 Any surplus income, once the operational costs have been met, will be used for highway improvement projects in line with strict government guidelines. This funding will only be used for projects helping to achieve the following objectives:
 - improve road safety,
 - tackle congestion on our roads,
 - increase public transport reliability,
 - improve air quality increase the life span of the highway assets.



3. LOCATIONS PROPOSED FOR ENFORCEMENT

- 3.1 Along with the proposal to apply for a designation order which would allow the Civil enforcement of moving traffic contraventions within all roads in the borough, the Council also proposed 11 sites where they intend to initially rollout the use of moving traffic enforcement powers.
- 3.2 Details of the sites and restrictions to be enforced were also provided as part of the consultation (see fig 2 below) and the public were asked for feedback on these proposals. These have also been provided in table 1 below.

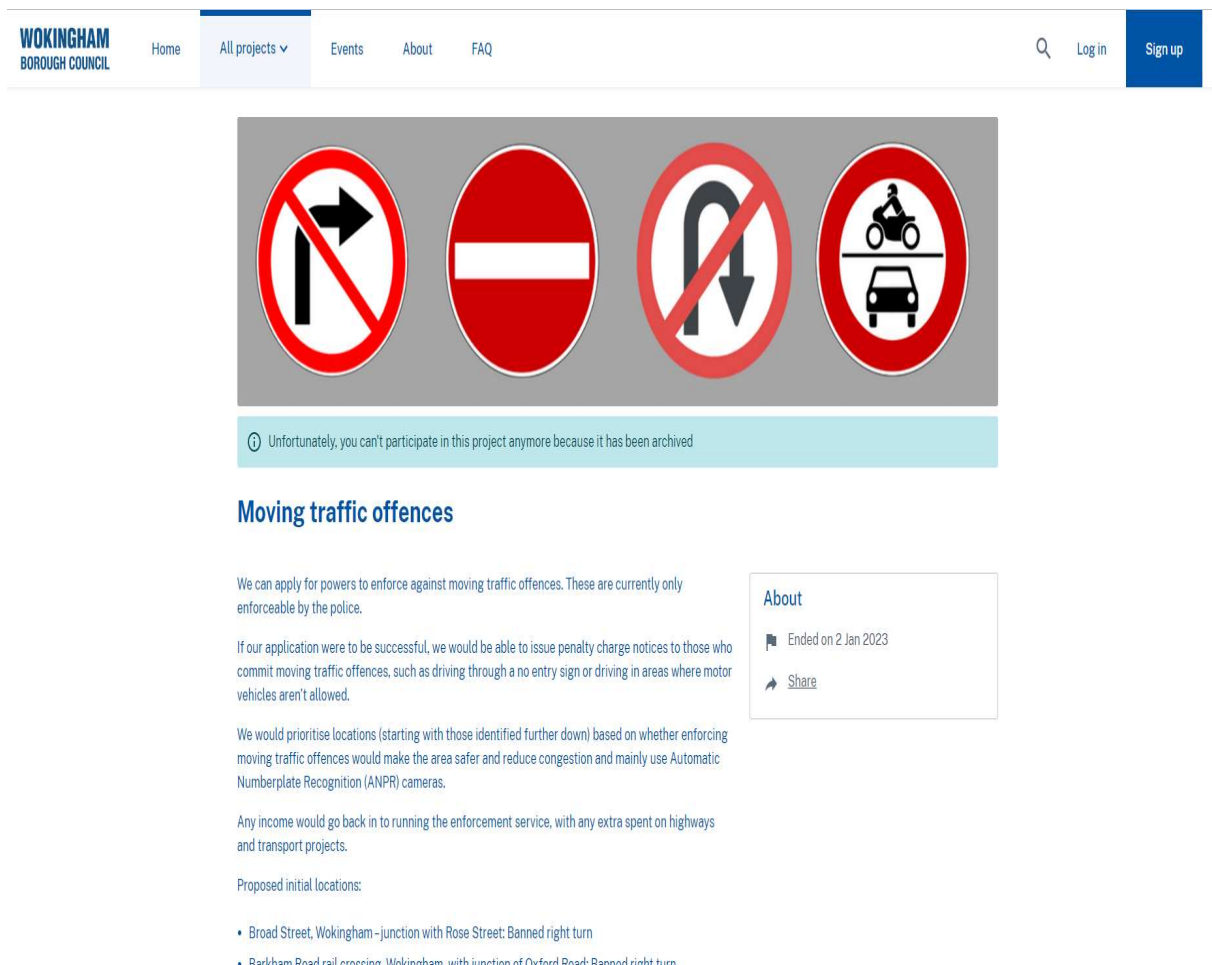
Site	Location	Contravention
1	Site 1: Broad Street, Wokingham	Banned right turn
2	Site 2: Barkham Road rail crossing	Banned right turn
3	Site 3: Station Road, Wokingham	Banned right turn
4	Site 4: Wellington Road, Wokingham	Ahead only
5	Site 5: Gypsy Lane, Wokingham	Weight restriction
6	Site 6: Murdoch Road, Wokingham	Keep left
7	Site 7: Goatley Way, Wokingham	One way street
8	Site 8: Milton Road, Wokingham	Vehicles prohibited except buses
9	Site 9: Easthampstead Road, Wokingham	Yellow box junction
10	Site 10: Hyde End Road, Spencers Wood	Buses only
11	Site 11: Whitlock Avenue, Wokingham	Banned right turn

Table 1. list of proposed sites for moving traffic enforcement

- 3.3 Intelligence was gathered from anecdotal information from enforcement officers and on-site surveys conducted over a seven-day period to record the number of illegal vehicle movements at these locations.
- 3.4 This informed the suitability of the proposed pilot sites for ANPR enforcement and was based on the Department for Transport criteria to select the proposed sites.
- 3.5 During the first six months of the Council taking up the enforcement powers at the locations identified, there will be an introductory period and warning notices will be issued to motorists contravening the restrictions. This will only apply to a first offence and a (Penalty Charge Notice) PCN will be issued if a motorist contravenes the restrictions on further occasions.
- 3.6 The Council will be assessing further locations for moving traffic enforcement as part of later stages of the process, particularly locations where there are incidences of poor driver adherence to traffic restrictions.
- 3.7 In line with DfT requirements, the Council will have to consult the public and consider and objections on any additional sites it proposes to commence enforcement on. It however will not need to apply for another designation order.

4. CONSULTATION PROCESS.

- 4.1 In line with the [Department for Transport guidance](#), before applying for these powers, the Council consulted with the public over a six week period from 21 November to 2 January 2023.
- 4.2 A [dedicated consultation page](#) which provided members of the public with information above was set up. An image of the page can be found below.





Proposed initial locations:

- Broad Street, Wokingham – junction with Rose Street: Banned right turn
- Barkham Road rail crossing, Wokingham, with junction of Oxford Road: Banned right turn
- Station Road, Wokingham, junction with Station Approach: Banned right turn
- Wellington Road, Wokingham: Ahead only
- Gipsy Lane, Wokingham: Weight restriction
- Murdoch Road, Wokingham: Keep left
- Goatley Way, Wokingham: One-way street
- Milton Road, Wokingham: Vehicles prohibited except buses
- Easthampstead Road, Wokingham: Yellow box junction
- Hyde End Road, Spencers Wood junction with Fullbrook Road: Buses only
- Whitlock Avenue, Wokingham: Banned right turn

You can see more detailed information below.

Background	>
What will change?	>
How would we prioritise which sites to enforce?	>
How will offences be enforced?	>
Will drivers be able to challenge PCN's?	>
What will happen to any income generated by PCN's?	>
When would the new powers start?	>
Why your views matter	>

Fig 2. Copy of online consultation page

- 4.3 The consultation page provided the public with details of the proposals including what the proposal involved, how the powers and any revenue will be used as well as details of the 11 sites which would be initially enforced were the powers to be granted.
- 4.4 This enabled people to provide their views on the details of the proposals moving traffic restrictions and helped the Council to better understand enforcement issues that might be present in the eleven locations that have been selected.
- 4.5 In addition to the above, the Council also provided publicity about the proposals before and during the consultation. Various platforms such as press releases [Residents and businesses asked for feedback on new traffic enforcement powers - Wokingham Borough News Centre](#), social media (Facebook and twitter) and email updates were used to publicise and promote the scheme.
- 4.6 During the consultation period, the Council also engaged with emergency services, local councillors, and other key stakeholders such as community groups, business network organisations and special interest groups such as cycling and accessibility organisations.

5. CONSULTATION RESPONSE.

5.1 Online engagement

5.1.1 There was a good level of engagement received to the publicity conducted by the Council. The level of engagement of the various platforms have been provided below.

5.1.2 **566 people** took part and responded to the consultation surveys. This response rate compares well with other local authorities which have conducted similar consultations including West Berkshire (70 responses), Hampshire (468 responses) and Kent (682 responses).

Email bulletins

5.1.3 Traffic and Travel - [Traffic and Travel \(govdelivery.com\)](https://govdelivery.com) – delivered to 12,500, opened by 7,512 and 330 unique link clicks through to the MTO engagement

5.1.4 Residents Round Up 22/11 – [Residents' Round-up \(govdelivery.com\)](https://govdelivery.com) - delivered to 16,068, opened by **9,756 and 439** unique link clicks through to the MTO engagement

Social Media

5.1.5 Facebook 30/12 - [\(13\) Facebook](#) – Post impressions 3,793, post reach 3,793, post engagement 510

5.1.6 Facebook 14/12 - [\(13\) Facebook](#) Post impressions 9,016 , post reach 7,813, post engagement 1,828

5.1.7 Facebook 3/12 - [\(13\) Facebook](#) Post impressions 6,539 , post reach 6,496 , post engagement 1653

5.1.8 Facebook 21/11 - [\(13\) Facebook](#) Post impressions 2,394 , post reach 2,149 , post engagement 296

5.2 Consultation feedback.

5.2.1 In response to the public consultation, **566** respondents completed the online survey. All responses were received via the online platform.

Support for MTE application across Wokingham

- 5.2.2 Of the 566 respondents, only **540** responded to whether they supported the Council’s proposals to adopt the civil enforcement powers for moving traffic contraventions across the borough.
- 5.2.3 Of the 540 respondents that provided feedback to the Council’s proposals, majority (294) supported the Council adopting the powers. This was around **54%** of responses received.

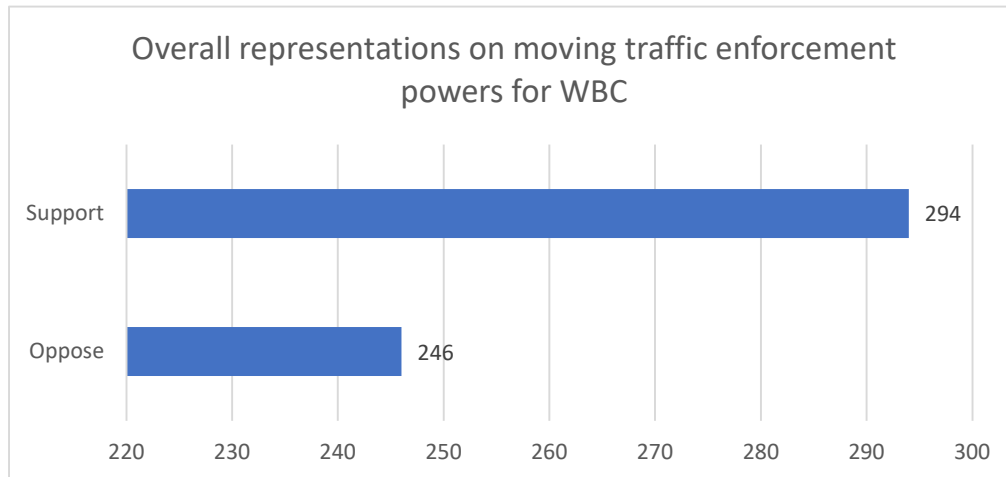


Fig.2 support for MTE powers boroughwide

Feedback received for each site.

- 5.2.4 All comments received regarding each site have been considered and the WBC responses have been detailed below.
- 5.2.5 All proposed sites received majority support in favour of the Council adopting Civil enforcement powers to enforce the existing moving traffic restrictions.
- 5.2.6 The proposal to enforce the restriction banned right turn restriction on Broad Street, Wokingham received the highest number of responses. With 34 respondents providing a response either in support or against the Council’s proposals. Majority of the responses however supported the Council’s proposals to enforce the site.
- 5.2.7 The Banned Turn restriction at the Barkham Road rail crossing site received the highest amount of support with 81% of respondents supporting the Council’s proposal to enforce the restriction.
- 5.2.8 This was followed by the proposals to enforce the 7.5tonnes weight limit restrictions on Gypsy Lane and the ahead only restriction on Wellington Road which was supported by 77% and 75% of respondents respectively.
- 5.2.9 The proposal to enforce the yellow box junction on Easthampstead Road received the lowest percentage support when compared to the number of respondents who responded to the proposals. Only 62% of respondents who

reflected a view supported the Council’s proposals to enforce the scheme.
Table 2 below provides a summary of the support received for each proposal.

Site	Location	Contravention	Support		Against	
			No	%	No	%
1	Site 1: Broad Street, Wokingham	Banned right turn	25	74%	9	26%
2	Site 2: Barkham Road rail crossing	Banned right turn	21	81%	5	19%
3	Site 3: Station Road, Wokingham	Banned right turn	19	73%	7	27%
4	Site 4: Wellington Road, Wokingham	Ahead only	15	75%	5	25%
5	Site 5: Gypsy Lane, Wokingham	Weight restriction	17	77%	5	23%
6	Site 6: Murdoch Road, Wokingham	Keep left	12	67%	6	33%
7	Site 7: Goatley Way, Wokingham	One way street	13	68%	6	32%
8	Site 8: Milton Road, Wokingham	Vehicles prohibited except buses	17	65%	9	35%
9	Site 9: Easthampstead Road, Wokingham	Yellow box junction	13	62%	8	38%
10	Site 10: Hyde End Road, Spencers Wood	Buses only	13	72%	5	28%
11	Site 11: Whitlock Avenue, Wokingham	Banned right turn	10	67%	5	33%

Table 2. responses per site.

5.3 Additional comments

- 5.3.1 Free text comment boxes were also provided to all respondents which allowed them to provide further details regarding their support or objections to the proposals.
- 5.3.2 Not all respondents who provided comments also provided feedback on whether they supported or objected to the Council’s proposals.
- 5.3.3 The comments were either in relation to the application of powers across the borough or site specific in relation to the proposed sites.
- 5.3.4 The comments have been split into either one of these areas.
- 5.3.5 Several the comments received had similar themes. These have been grouped together to allow the Council to respond to each common theme. The breakdown of the comments received against each site and the Council’s responses against each have been summarised below and detailed in Appendix 1.

Comments in relation to application of powers boroughwide

5.3.6 Theme: **Money making scheme**

Officer response: The enforcement of moving traffic restrictions is intended to improve the safety of the highway, ease congestion and help bus journey reliability.

Income raised through fines will go back into funding the operational costs of running the cameras. Any surplus income generated from fines, must be spent in accordance with Section 55 of the Road Traffic Regulation Act 1984.

Any surplus remaining after deduction of costs may to go towards:

- (i) further enforcement sites,
- (ii) (ii) measures to improve public transport or (iii) other highway associated improvements.

5.3.7 Theme: **Enforcement should remain the responsibility of the police**

Officer response: Thames Valley Police will continue to have moving traffic enforcement powers. WBC adopting the same powers will increase the options for ensuring enforcement takes place at the proposed locations.

5.3.8 Theme: **The enforcement of illegal and inconsiderate parking in general**

Officer response: WBC currently enforces parking breaches like

- Parking on double yellow lines
- Double parking or parking across dropped kerbs.
- Parking in a residents parking space without a permit
- Overstaying parking in time-limited bays
- Parking next to yellow lines and obstructing verges or pavements - making things safer for pedestrians and other vehicles.

If you wish to report any illegal or inconsiderate parking, please email: parking.services@wokingham.gov.uk.

This means we can manage better parking schemes for residents and businesses.

5.3.9 Theme: **More money should be spent on the existing infrastructure and maintenance of the existing network**

Officer response: WBC continually check the condition of the borough's roads, using technical surveys, visual inspections, and technical assessments and analysis. This information is used to develop the WBC annual road maintenance campaign.

For planned maintenance work, WBC focus on getting the best long-term value for money. What this means is that all the roads in the borough are considered over a much longer term in relation to one another when deciding which ones to maintain or repair first, rather than automatically fixing the roads which look worst.

Comments related to specific sites.

5.3.10 The proposals on Broad Street received the highest number of comments (89 comments).

5.3.11 The most common comment theme received related to respondents requesting the Council to ensure that there was clear and visible signage for drivers at each site.



- 5.3.12 As part of the process of applying for the powers, the Council have also reviewed each of the proposed sites and taken steps to ensure that the restrictions are visible to drivers.
- 5.3.13 These include a review of all signage at the proposed sites to ensure that there is clear and compliant signage at each site which can be easily seen and understood by drivers. Secondly, where it is also reasonable and compliant to do so, carriageway works will also be completed to help guide drivers away from the restrictions and make the restrictions clearer. Lastly, the Council will also be introducing advance warning signs up until the last exit on approach to any enforced restriction to notify drivers of an enforced restriction ahead.
- 5.3.14 It is hoped the approach above would help educate and deter motorists from contravening the restrictions and the enforcement would act as last resort for drivers who ignored the soft measures introduced.

6. APPENDIX 1 – SITE DETAILS AND RESPONSES RECEIVED.

6.1 Site 1: Broad Street, Wokingham – Banned right. turn.

Proposal: Wokingham Borough Council propose to enforce a no right turn from Broad Street into Rose Street.

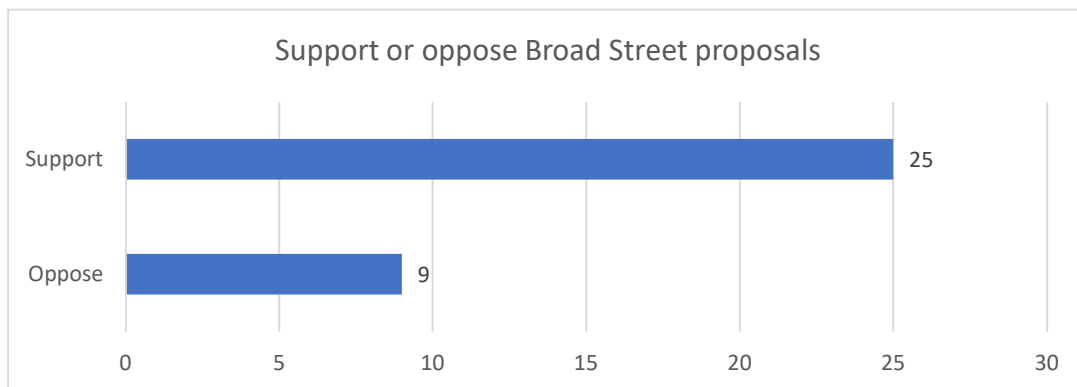


Feedback Received

Support: 25 representations

Oppose: 9 representations

Total comments on site: 89





Objections Received

SITE 1: OBJECTION REMARKS	WBC RESPONSE
<p><i>10 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all sites. Any remedial works for lining and signage that has been highlighted will be completed before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>1 respondent said the yellow box markings require repainting.</i></p>	<p><i>Detailed surveys have been undertaken at all sites and all road markings that require reinstatement will be renewed prior to implementation of the scheme.</i></p>
<p><i>2 respondents said that an exception should be made for cyclists.</i></p>	<p><i>Surveys undertaken at this site indicated a requirement for enforcement and therefore, it would not be advisable to exempt cyclists as road users. We will monitor this site during enforcement to see whether exemptions can be considered.</i></p>
<p><i>5 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>

6.2 **Site 2: Barkham Road rail crossing – banned right turn.**

Proposal: Wokingham Borough Council propose to enforce a no right turn from Barkham Road rail crossing into Oxford Road.

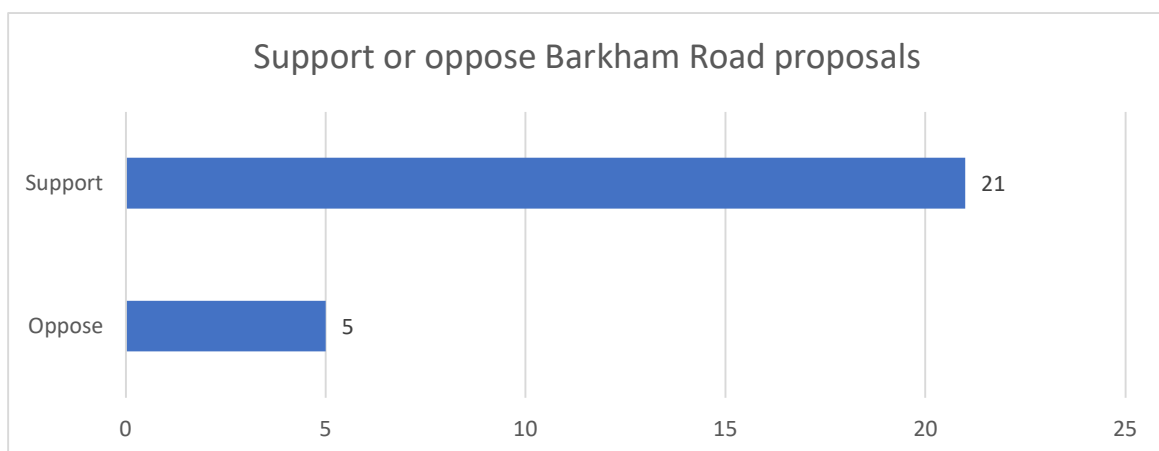


Feedback Received

Support: 21 representations

Oppose: 5 representations

Total comments on site: 68



Objections Received



SITE 2: OBJECTION REMARKS	WBC RESPONSE
<p><i>7 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>1 respondent said they would like to see an exception for cyclists.</i></p>	<p><i>Surveys undertaken at this site indicated a requirement for enforcement and therefore, it would not be advisable to exempt cyclists as road users. We will monitor this site during enforcement to see whether exemptions can be considered.</i></p>
<p><i>1 respondent said they would like to see the enforcement only operate during peak times.</i></p>	<p><i>Compliance surveys were carried out at each location to determine the level of infringement taking place and during which times. Surveys showed that the infringements took place at all times of the day. The restrictions have been proposed to align with these and ensure that the restrictions are always complied with.</i></p>
<p><i>3 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>

6.3 Site 3: Station Road, Wokingham – banned right turn.

Proposal: Wokingham Borough Council propose to enforce a no right turn from Station Road into Station Approach

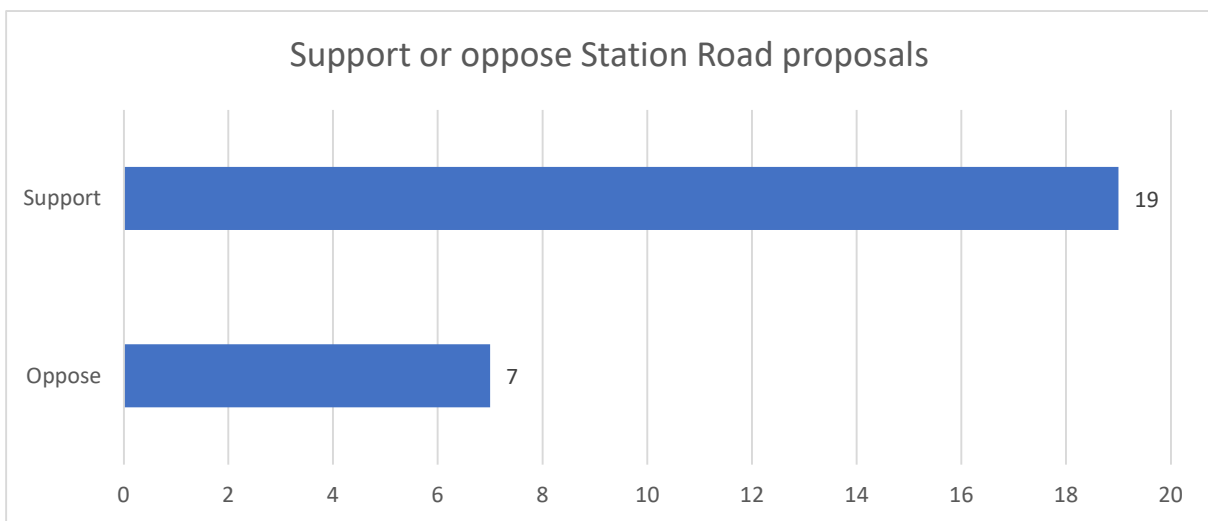


Feedback Received

Support: 19 representations

Oppose: 7 representations

Total comments on site: 71





Objections Received

SITE 3: OBJECTION REMARKS	WBC RESPONSE
<p><i>6 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>1 respondent said they would like to see an exception for cyclists.</i></p>	<p><i>Surveys undertaken at this site indicated a requirement for enforcement and therefore, it would not be advisable to exempt cyclists as road users. We will monitor this site during enforcement to see whether exemptions can be considered.</i></p>
<p><i>1 respondent said they would like to see the enforcement only operate during peak times.</i></p>	<p><i>Compliance surveys were carried out at each location to determine the level of infringement taking place and during which times. Surveys showed that the infringements took place at all times of the day. The restrictions have been proposed to align with these and ensure that the restrictions are always complied with.</i></p>
<p><i>3 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>2 respondents want to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>

6.4 **Site 4: Wellington Road, Wokingham – ahead only.**

Proposal: Wokingham Borough Council propose to enforce the ahead only restriction on Wellington Road.

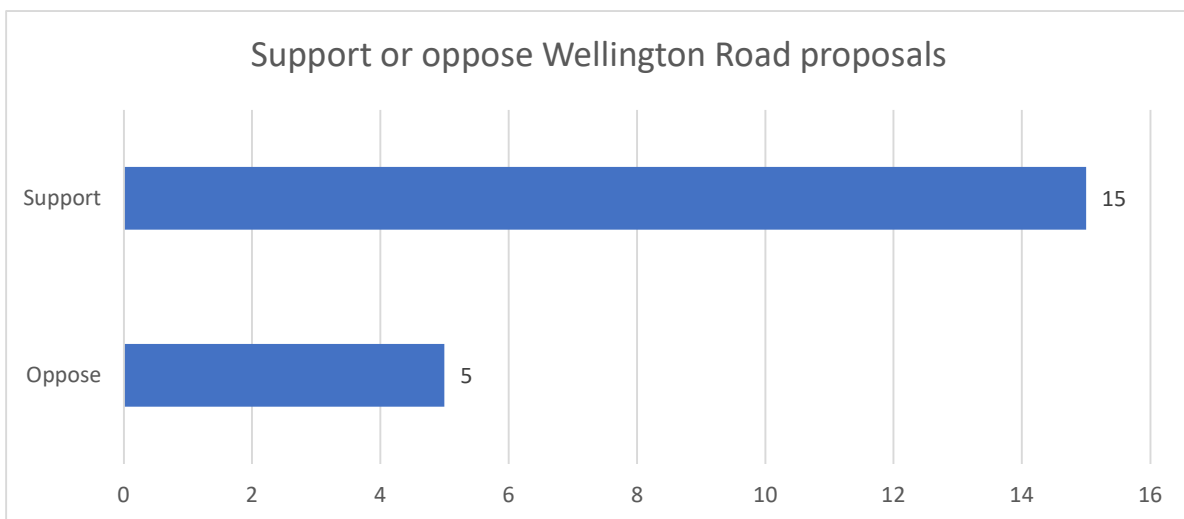


Feedback Received

Support: 15 representations

Oppose: 5 representations

Total comments on site: 62





Objections Received

SITE 4: OBJECTION REMARKS	WBC RESPONSE
<p><i>6 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>1 respondent said they would like to see an exception for cyclists.</i></p>	<p><i>Surveys undertaken at this site indicated a requirement for enforcement and therefore, it would not be advisable to exempt cyclists as road users. We will monitor this site during enforcement to see whether exemptions can be considered and included at a later time.</i></p>
<p><i>1 respondent said they would like to see the enforcement only operate during peak times.</i></p>	<p><i>Compliance surveys were carried out at each location to determine the level of infringement taking place and during which times. Surveys showed that the infringements took place at all times of the day. The restrictions have been proposed to align with these and ensure that the restrictions are always complied with.</i></p>
<p><i>3 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>2 respondents want to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>

6.5 Site 5: Gypsy Lane, Wokingham – weight restriction.

Proposal: Wokingham Borough Council propose to enforce a 7.5T weight restriction on Gypsy Lane.

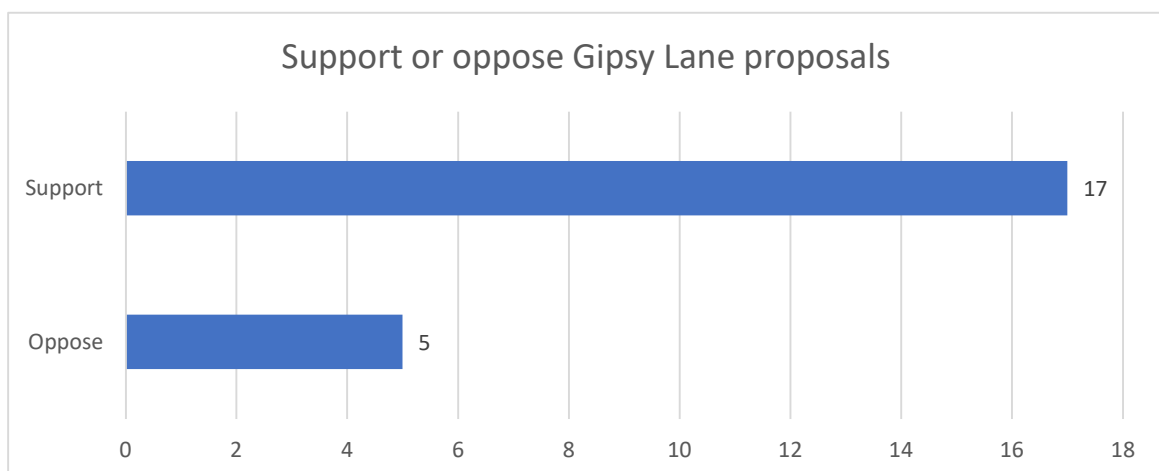


Feedback Received

Support: 17 representations

Oppose: 5 representations

Total comments on site: 62



Objections Received



SITE 5: OBJECTION REMARKS	WBC RESPONSE
<i>7 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<i>3 respondents said that the road layout should be engineered so that infringements are not possible.</i>	<i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i>
<i>2 respondents want to see evidence that there is an issue with non-compliance at this site.</i>	<i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i>
<i>1 respondent asked how the ANPR cameras will know what the weight of a vehicle is and whether it is permitted on the road.</i>	<i>The 7.5tonne weight limit is mainly restricted to heavy goods vehicles which can be easily identified by the ANPR cameras. In addition, details of the vehicles are checked with the DVLA to confirm this before any Penalty Charge Notices (PCNs) are issued.</i>
<i>1 respondent said that as this site is a country lane, there should be a width restriction also and remove all heavy lorries</i>	<i>A specific weight limit enforcement has been proposed at this site and we will continue to monitor conditions and consider whether any further enforcement is required here.</i>
<i>1 respondent asked about receiving deliveries at their home from large delivery vehicles that may be over the weight restriction.</i>	<i>Only large goods vehicles over 7.5 tonnes will be prohibited from accessing the road. This has been proposed to improved road safety in the road for pedestrians and drivers as the nature of the road is unsuitable for Heavy goods vehicles. The restrictions are currently in place and delivery companies have a duty to ensure they check that the sites</i>



	<p><i>are suitable for large vehicles. In the case the site isn't suitable they have a duty to use smaller more suitable alternatives to make the delivery.</i></p>
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6.6 **Site 6: Murdoch Road, Wokingham – keep left.**

Proposal: Wokingham Borough Council propose to enforce a keep left on Murdoch Road.

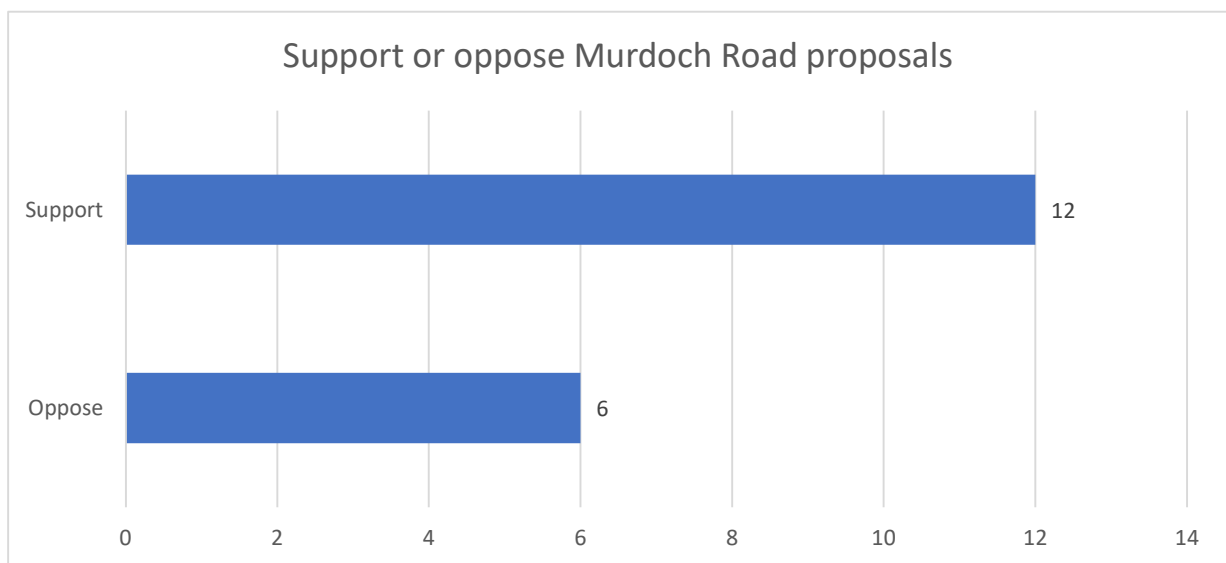


Feedback Received

Support: 12 representations

Oppose: 6 representations

Total comments on site: 57





Objections Received

SITE 6: OBJECTION REMARKS	WBC RESPONSE
<p><i>6 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>2 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>1 respondent wants to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>1 respondent said that the restriction should be the same size on both sides of the road.</i></p>	<p><i>A specific keep left enforcement has been proposed at this site to address the issues identified here. We will continue to monitor conditions and consider whether any further enforcement is required here.</i></p>
<p><i>1 respondent said that the width should be made slightly bigger for larger cars.</i></p>	<p><i>The width restriction has been designed to accommodate majority of cars but deter larger commercial vehicles. From our review of most private passenger vehicles were seen to be able to access and travel through the width restriction.</i></p>

6.7 Site 7: Goatley Way, Wokingham – one way street

Proposal: Wokingham Borough Council propose to enforce a one-way restriction on Goatley Way.

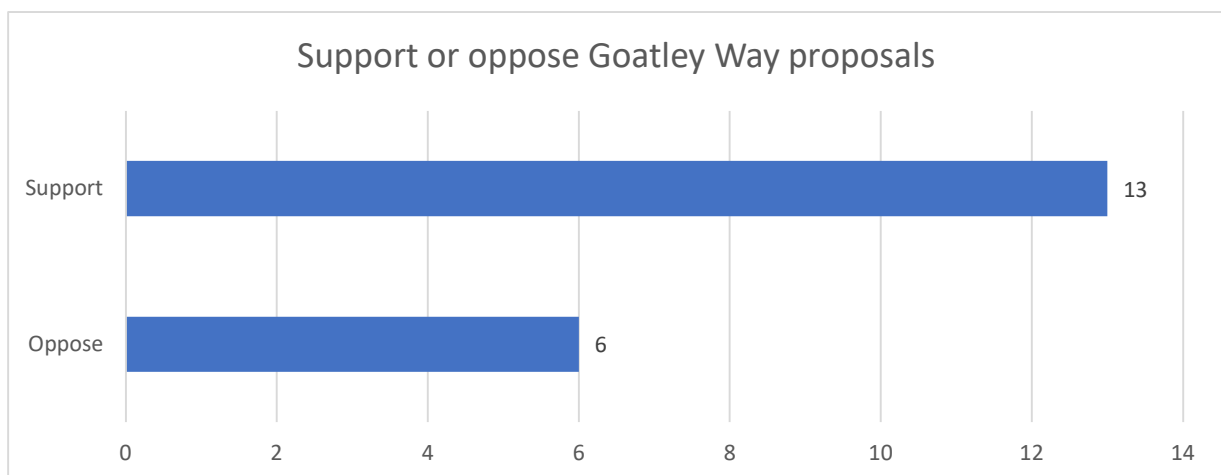


Feedback Received

Support: 13 representations

Oppose: 6 representations

Total comments on site: 57



Objections Received



SITE 7: OBJECTION REMARKS	WBC RESPONSE
<p><i>6 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>2 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>1 respondent wants to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>1 respondent asked for allowing a contraflow for cyclists.</i></p>	<p><i>Surveys undertaken at this site indicated a requirement for enforcement and therefore, it would not be advisable to exempt cyclists as road users. We will monitor this site during enforcement to see whether exemptions can be considered.</i></p>

6.8 **Site 8: Milton Road, Wokingham – vehicles prohibited except buses.**

Proposal: Wokingham Borough Council propose a prohibition of vehicles except buses on Milton Road.

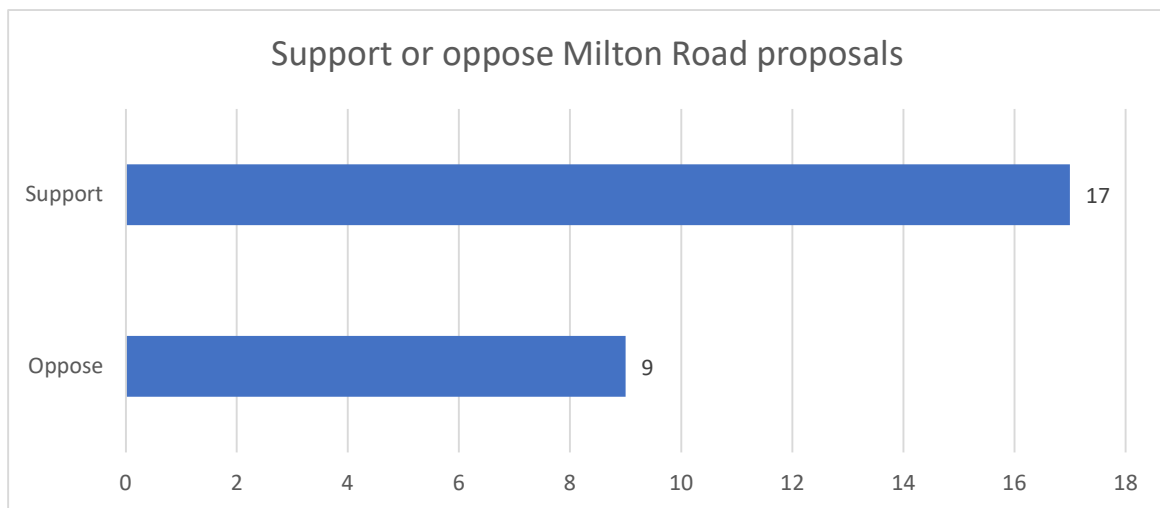


Feedback Received

Support: 17 representations

Oppose: 9 representations

Total comments on site: 69





Objections Received

SITE 8: OBJECTION REMARKS	WBC RESPONSE
<p><i>6 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>2 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>1 respondent wants to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>1 respondent said that the restriction should be the same size on both sides of the road.</i></p>	<p><i>A bus only enforcement has been proposed at this site to address the issues identified here. We will continue to monitor conditions and consider whether any further enforcement is required here.</i></p>
<p><i>1 respondent said that the width should be made slightly bigger for larger cars.</i></p>	<p><i>The width restriction has been designed to accommodate majority of cars but deter larger commercial vehicles.</i></p> <p><i>From our review of the sites, the majority of vehicles were seen to be able to access and travel through the width restriction.</i></p>

6.9 Site 9: Easthampstead Road, Wokingham – yellow box junction.

Proposal: Wokingham Borough Council propose a yellow box junction on Easthampstead Road.

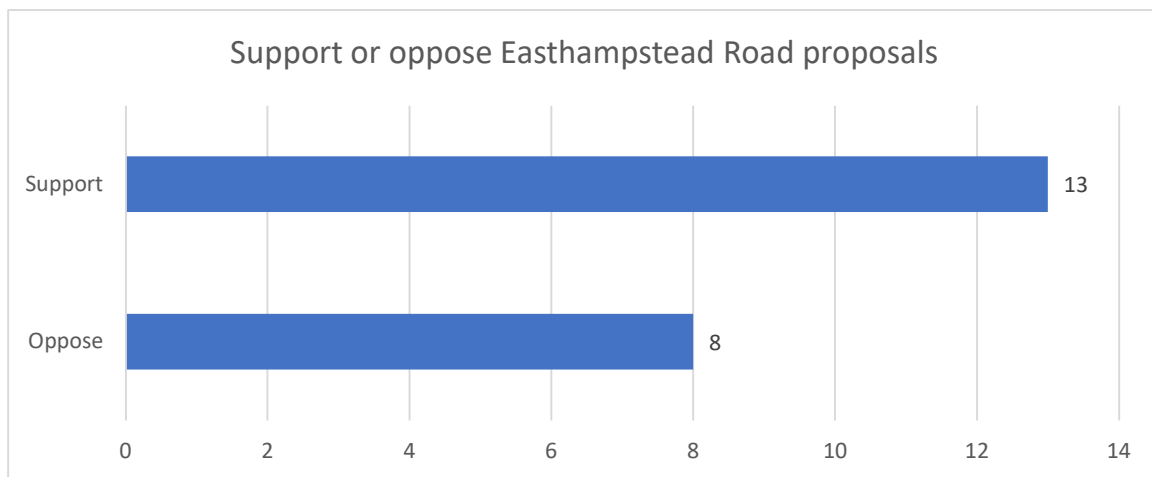


Feedback Received

Support: 13 representations

Oppose: 8 representations

Total comments on site: 62





Objections Received

SITE 9: OBJECTION REMARKS	WBC RESPONSE
<p><i>8 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>2 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>1 respondent wants to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>4 respondents said that pedestrians crossing could mean that vehicles get stuck on the yellow box junction.</i></p>	<p><i>The box junction restriction has been introduced at that section to ensure that there is adequate clearance outside the Fire station for emergency vehicles to exit the station during emergencies.</i></p> <p><i>Traffic monitoring completed showed vehicles frequently stopped in the box junction. A review of the site shows that there is adequate space for circa 2 vehicles to stop and wait between the zebra crossing and the box junction restrictions meaning that the risk of vehicles being trapped in the box junction is limited. Any further vehicles following this will need to ensure that their exit is clear before entering the box junction restriction</i></p>
<p><i>2 respondents said the traffic light timings need attention.</i></p>	<p><i>Any required alterations to traffic signal timings will be carried out before enforcement commences.</i></p>



<p><i>4 respondents said that the yellow box junction needs to be clearly marked and maintained.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p>
<p><i>1 respondent said that the enforcement should only apply at peak times</i></p>	<p><i>Compliance surveys were carried out at each location to determine the level of infringement taking place and during which times. Surveys showed that the infringements took place at all times of the day. The restrictions have been proposed to align with these and ensure that the restrictions are complied with at all times.</i></p>

6.10 **Site 10: Hyde End Road, Spencers Wood – buses only.**

Proposal: Wokingham Borough Council propose a bus only restriction on Hyde End Road at the junction with Fulbrook Road, Spencers Wood.

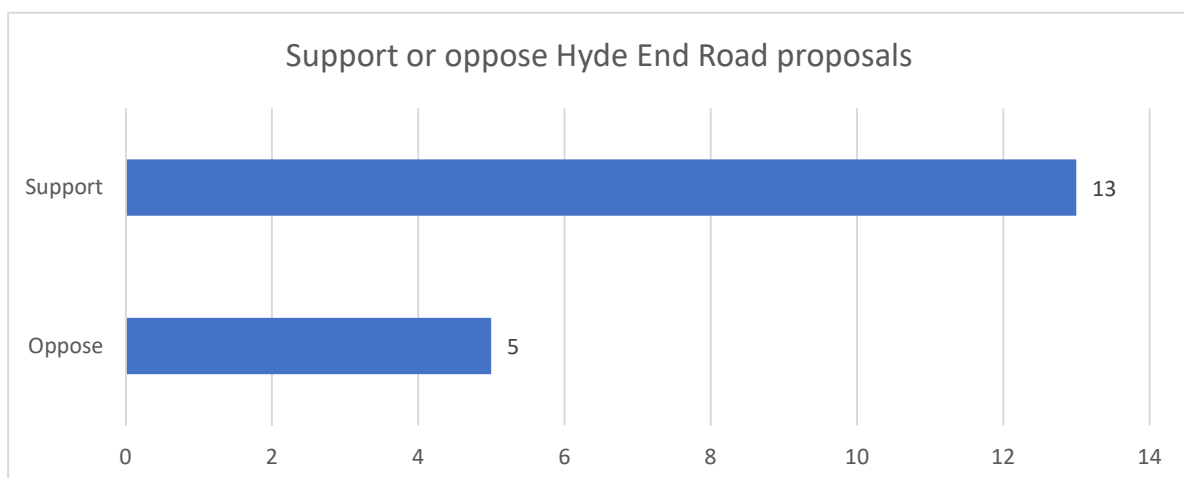


Feedback Received

Support: 13 representations

Oppose: 5 representations

Total comments on site: 54



Objections Received



SITE 10: OBJECTION REMARKS	WBC RESPONSE
<p><i>7 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>1 respondent said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>2 respondents want to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>1 respondent said that the yellow box junction needs to be clearly marked and maintained.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p>

6.11 **Site 11: Whitlock Avenue, Wokingham – banned right turn.**

Proposal: Wokingham Borough Council propose a banned left turn from Whitlock Avenue to A329.

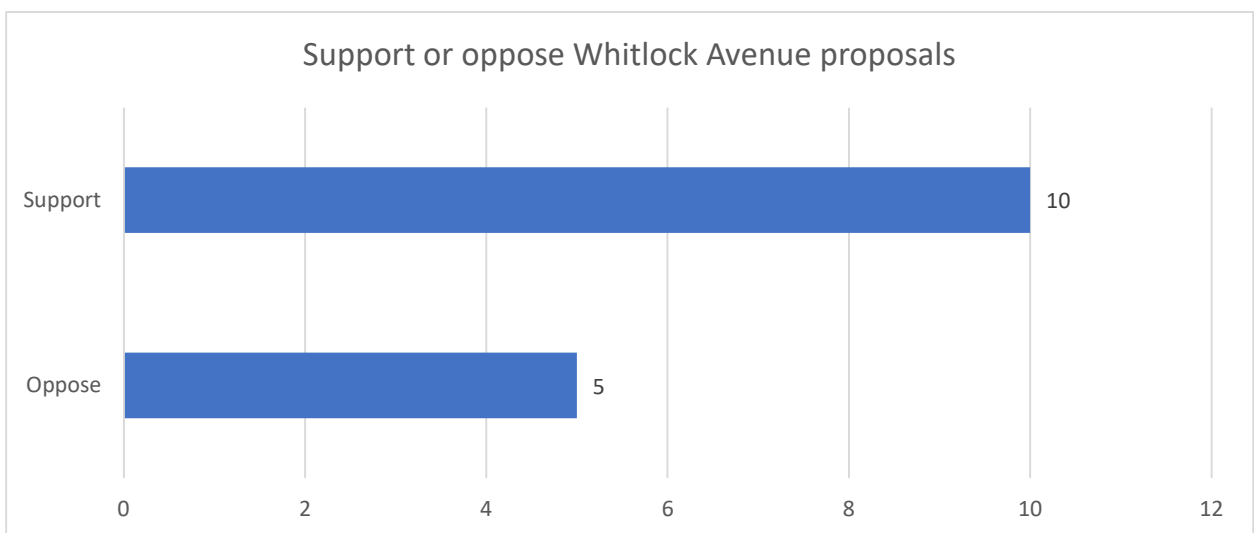


Feedback Received

Support: 10 representations

Oppose: 5 representations

Total comments on site: 54





Objections Received

SITE 11: OBJECTION REMARKS	WBC RESPONSE
<p><i>5 respondents said that signage should be clear so motorists can adhere to the enforcement restrictions.</i></p>	<p><i>Detailed site surveys have been undertaken at all seven sites. Any remedial works for lining and signage that has been highlighted will be carried out before enforcement commences.</i></p> <p><i>The Council will also introduce advance warning signs at each site to ensure drivers are made aware of each restriction before they reach the location.</i></p>
<p><i>4 respondents said that the road layout should be engineered so that infringements are not possible.</i></p>	<p><i>Detailed surveys have been undertaken at all sites which includes consideration of the road layout, and any required changes will be made prior to implementation of the scheme.</i></p>
<p><i>2 respondents want to see evidence that there is an issue with non-compliance at this site.</i></p>	<p><i>Surveys and monitoring have been undertaken at this site and these indicate a requirement for enforcement.</i></p>
<p><i>1 respondent said that this site should be made an LTN and remove vehicle access.</i></p>	<p><i>A specific banned turn enforcement has been proposed at this site to address the issues identified here. Before the Council can introduce a low traffic neighbourhood in this area, a wider assessment of traffic movement and displacement will need to be completed. We will continue to monitor conditions and consider whether any changes to the restriction is required here</i></p>

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Certifications



Accreditations



Memberships



info@projectcentre.co.uk • www.marstonholdings.co.uk/projectcentre

London • Slough • Kent • Brighton • Manchester • Edinburgh

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