

## **Appendix 1 – HTW-12-23** **Moving Traffic Enforcement - Consultation Summary report**

### **1. Consultation**

The application to the Department for Transport (DfT) for the powers to enforce moving traffic offences requires a six-week public consultation on the suitability of the sites proposed for automatic number plate recognition (ANPR) camera enforcement. Following identification of six potential sites, a public consultation exercise was carried out from 17<sup>th</sup> May to 28<sup>th</sup> June 23.

The survey was launched with a press release, social media campaign on Facebook and Twitter, and publication in the Members' newsletter, the Town and Parish newsletter and the Residents' newsletter, which is sent to around 27,000 Wiltshire residents. A separate email address was set up to manage additional enquiries and hard copies were made available on request.

The consultation document provided details of the proposed sites and restrictions that would be enforced via ANPR. Respondents were asked whether they agreed or disagreed with the proposed sites, whether they had any comments on the suitability of each individual site, along with a further question asking for any recommendations for sites that may benefit from ANPR enforcement in the future.

This summary report provides a detailed overview of the responses received.

### **2. Overall summary**

A total of 595 online survey responses and 4 hard copy responses were received.

Alongside the agree / disagree option, each respondent had the opportunity to provide additional comments on all six sites, therefore enabling a maximum of 3600 comments. Not every respondent replied to all questions.

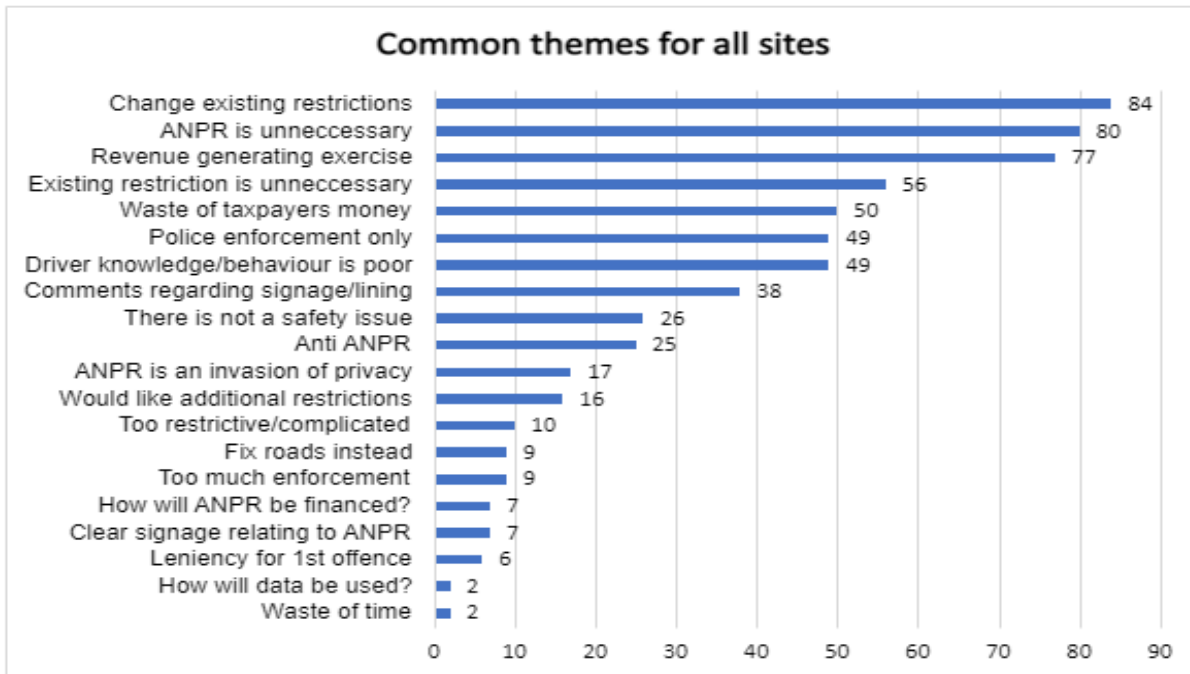
A total of 2882 responses were received to the agree/ disagree section. Of which 1990 were in support and 892 disagreed with the proposals. An additional 1148 comments were received across all sites.

All six sites proposed received a majority level of support. There were additional queries from residents regarding the Hollows Close and Saxon Road sites in Salisbury and an evening meeting was attended by officers to respond to specific questions.

There were a number of general comments regarding ANPR enforcement which came out across all sites. Officer's responses to these are detailed in the following section, shown in Table 1.

Due to the high volume of responses, individual comments fully in support of the proposals have not been included in this report. Officers have analysed the comments disagreeing with, or querying the proposals and summarised them into key themes.

### 3. Responses common to all sites.



### Common comments received not in support of proposals for all sites.

*\*All tables referring to number of responses are the number of times the comment was made. i.e., a single respondent often referenced the same comment for all sites.*

**Table 1**

Comment / Question	No.	Officer response
This is a waste of taxpayers' money.	50	The scheme costs are expected to be low as the Council already own the hardware, there would be minimal costs involved in installation and signage improvement.
Spend money on roads instead.	9	There are other budget allocations for road improvements.
Purely a revenue raising exercise by the Council.	77	Evidence shows that within 6 months of camera enforcement compliance increases to 90%. The scheme is therefore not expected to generate significant income and could potentially run at a cost to the Council.
Enforcement should be left with the police; the Council should not have these powers.	49	The government has enabled all local authorities to apply for these powers and Wiltshire Police have confirmed their support for the proposal.
Who will be handling the data and what will you do with the data from the cameras?	2	Only those vehicles contravening the TRO will be processed. Footage will be reviewed by trained officers and vehicle keeper details obtained from DVLA through secure file transfers as per our current processes which are heavily audited.
People do make mistakes - Will people get a warning first? Can there be a trial period?	6	Warning notices will be issued for first time offences in the first six months of any new camera enforcement site.
Impact on elderly, vulnerable and disabled persons.	5	There are no proposed changes to the restrictions already in place, it is only the enforcement method that is changing.

<b>Comment / Question</b>	<b>No.</b>	<b>Officer response</b>
Concerns over privacy regarding camera enforcement.	17	Only vehicles captured contravening the restriction will be processed and authorised vehicles will be dismissed. The camera does not permit live viewing by individuals. Any areas of scope which aren't required will be pixellated for privacy.
How will this be financed?	7	The scheme costs are expected to be low as the Council already own the hardware, there would be minimal costs involved in installations and signage improvement.
Will there be additional signage to warn of camera enforcement?	7	Additional signage will be erected as necessary prior to any camera enforcement commencing.
Need to see evidence of offences over the last fifteen years to see if this is warranted or not, or whether it is a waste of taxpayers' money. Signage has been ample to date.	10	The sites have been selected based on reports of regular contravention. Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support of this proposal.
Are blue badge holders exempt?	6	There are no changes to the existing traffic regulation orders or restrictions. Blue badge holders are not exempt from moving traffic offences.
Generally, against any ANPR cameras in any form / big brother approach/ overreach of authority/ why should councils have same powers as the police, more ways to hit unsuspecting motorists.	74	The government has enabled all authorities to apply for these powers and Wiltshire Police have confirmed their support for the proposal. Only vehicles captured contravening the restriction will be processed and authorised vehicles will be dismissed. The camera does not permit live viewing by individuals. Any areas of scope which aren't required will be pixellated for privacy.
Signage and road markings needs to be clearer	38	All signs and road marking will be checked for compliance to required standards prior to any camera enforcement.
Enforcement with ANPR cameras not necessary / too much enforcement.	89	The sites have been selected based on reports on regular contraventions, Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support of this proposal. The consultation responses have indicated a strong level of support for ANPR enforcement at these locations.
This is not a road safety issue	26	The restrictions would have been designed to control a specific issue and would have been subject to public consultation prior to implementation. Contravention of any legal traffic restriction presents road safety issues.
Questioning need for restriction that is in currently in place.	56	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of public consultation prior to implementation.
Drivers don't understand the restriction.	49	All signs and road marking will be checked for compliance to required standards (TSRDG) prior to any camera enforcement. Drivers are expected to understand and comply with all mandatory road traffic signs.
How will emergency vehicles be managed?	4	Emergency vehicles are exempt from restrictions when carrying out emergency responses.
Requesting changes to and/ or new restrictions.	84	Outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for

Comment / Question	No.	Officer response
		review.
Can ANPR 22be used to enforce smoking, using mobile phones and not wearing seatbelts?	1	ANPR enforcement is only for the offence of failing to comply with a moving traffic restriction.
Fine should be a percentage of wealth to be effective.	1	Fine levels are set by government.

#### 4. Responses per site.

##### **Site 1 - Market Street / Castle Street, Trowbridge - No left turn except buses, taxis and cyclists**



Market Street Trowbridge	Count	Percentage
Agree	322	67.93%
Disagree	152	32.07%
<b>Grand Total</b>	<b>474</b>	

Summary of responses

**Total additional support comments - 35**

##### **General comments received (excluding comments of support)**

Table 2

Comment / Question	No.	Officer response
Taxis should not be included.	2	Taxis are exempt to encourage better use of public transport and reduce the reliance on private car use.
Cyclists ignore signs and should be subject to the controls.	1	The legal order applies to all motor vehicles, which does not include cyclists. Cyclists should however obey all traffic signs. ANPR camera cannot enforce cyclist's movements, this would be a matter for the police.
Request 20mph speed limit in Town centre with speed cameras.	1	Comments noted. Requests for additional measures are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review. Moving traffic enforcement does not currently cover speed limits.
Request that residents from Silver Street are exempt from the restriction.	4	Comments noted. Requests for additional measures are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Why is this a no left turn, it forces traffic into congested busy area of town?	27	The restriction is designed to discourage drivers from using Silver Street/ Market Street by restricting the movement out of Market Street / Castle Street. Forcing drivers to turn right actively discourages through traffic movements.

Comment / Question	No.	Officer response
Why are buses exempt?	2	Buses are exempt to encourage better use of public transport and reduce the reliance on private car use.
Don't see why enforcement is necessary, the restriction is already signed, people don't turn left.	10	The sites have been selected based on reports on regular contraventions, Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support for this proposal. The consultation responses have indicated a strong level of support for ANPR enforcement at this location.
Could the restriction times be changed to peak periods. At other times it would keep the carbon footprint down as vehicles would not have to travel so far to get into Castle Street.	2	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.

## **Site 2 - Town Bridge, Bradford on Avon - 18t weight limit**



Town Bridge, BoA	Count	Percentage
Agree	443	86.69%
Disagree	68	13.31%
<b>Grand Total</b>	<b>511</b>	

Summary of responses

**Total additional support comments - 133**

### **General comments received (excluding comments of support)**

Table 3

Comment / Question	No.	Officer response
How will a camera know the vehicle weight. It is not fair to presume guilt based on the number of wheels a vehicle has. This will be an unjust burden on struggling businesses.	5	ANPR automatically checks the vehicle weight with the DVLA. Any suspected contravention of the weight limit will subsequently be passed to our Parking Services Team for further investigation.
Concerns around the aesthetics of the camera in the local conservation area.	3	The cameras are no more intrusive than a standard streetlamp fitting but consideration will of course be given.
Will there be more signs warning of ANPR and weight limit further on the outskirts of Bradford on Avon? By the time a lorry exceeding 18 tons reaches the camera at the bridge the chaos has already been caused.	9	There are advance warning signs of the weight restriction deployed further out on the road network to advise and deter overweight vehicles. All signage will be reviewed for compliance and additional signage erected as necessary prior to any enforcement action commencing.
This should be managed by the Lorry Watch Scheme.	1	The Lorry Watch scheme is run by volunteers and they are fully supportive of the proposal to enforce the weight limit

<b>Comment / Question</b>	<b>No.</b>	<b>Officer response</b>
		with ANPR cameras.
Agree if the weight limit is for structural reasons.	3	The DfT does not currently allow the ANPR enforcement powers to extend to structural weight limits.
This is not a road safety issue. Surely there are locations in the county which have much higher road safety problems.	3	The sites have been selected based on reports on regular contraventions. Contravention of any legal traffic restriction presents road safety issues. Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support of this proposal. The consultation responses have indicated a strong level of support for ANPR enforcement at these locations.
There should be traffic lights on the bridge as it should be one way at a time then pavements could be widened. It is quite dangerous walking across the bridge whether elderly or pushing a child's buggy or anyone especially when it's busy.	1	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Traffic signals are likely to have a negative impact on traffic flow in this location. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Can the weight limit be lowered?	2	Requests for additional measures are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Support only if there is a viable option for HGV's.	3	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation.
There should be a height and width restriction as well.	1	Requests for additional measures are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Will buses still be able to use the road?	2	The restriction applies to HGVs. Buses are classified as PSV's (Public service vehicle's) and are therefore not included in the restriction.

### **Site 3 - Roundstone Street, Trowbridge - Prohibition of vehicles except buses, taxis and cycles**





Roundstone Street, Trowbridge	Count	Percentage
Agree	334	71.83%
Disagree	131	28.17%
<b>Grand Total</b>	<b>465</b>	

Summary of responses

**Total additional support comments - 43**

**General comments received (excluding comments in support)**

Table 4

Comment / Question	No.	Officer response
Taxis and buses should not be allowed.	6	Buses and taxis are exempt to encourage better use of public transport and reduce the reliance on private car use.
How does this address road safety.	5	The restriction is designed to reduce traffic levels through the town centre and would have been subject to a public consultation prior to implementation. Contravention of any legal traffic restriction presents road safety issues.
Are blue badge holders exempt?	2	There are no changes to the existing traffic regulation order or restrictions. Blue badge holders are not exempt from moving traffic offences.
How will deliveries be managed?	1	There are no changes to the existing traffic regulation order or restrictions which have been in place for some time.
Unnecessary restriction, it should be removed to allow traffic through.	9	The restrictions are designed to reduce through traffic and would have been subject to a public consultation prior to implementation. Requests for changes to the restriction are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Residents near Silver Street should be exempt.	3	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.

**Site 4 - Hollows Close, Salisbury - No vehicles Mon-Fri 7.30am -9.30am and 2pm -6pm except permit holders**



Hollows Close, Salisbury	Count	Percentage
Agree	304	65.94%
Disagree	157	34.06%
<b>Grand Total</b>	<b>461</b>	

Summary of overall responses

Hollows Close residents	Count	Percentage
Agree	33	75.00%
Disagree	11	25.00%
<b>Grand Total</b>	<b>44</b>	

Responses from residents of Hollows Close (Post codes SP2 8JX, SP2 8JU and SP2 8LG)

## Total additional support comments - 70

### General comments received (excluding comments in support)

Table 5

Comment / Question	No.	Officer response
The council needs to ensure that residents can easily renew and update their permits.	1	The permit issuing and renewal process will follow the same process as our other virtual permits via MiPermit. We currently have over 3600 residents using our online portal, however we recognise that not everyone will be able to manage their account online themselves and we have a team available for calls to assist.
Impact on elderly. Carers should get permits.	3	Residents will be able to log the registration of their carer's vehicles on the app until midnight of that day or via a phone call to Parking Services before 5pm.
Should be prohibited to traffic for 24hrs except permit holders. Additional comments received requesting changes to times of restriction.	5	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Will make life more difficult for residents. How will visitor and tradesperson and deliveries access be managed, currently permits can be issued on arrival and displayed in windscreen, how will this work with ANPR?	44	<p>If a car is not registered via the permit system, the owner will be issued with a PCN which they will be able to challenge.</p> <p>Delivery vehicles are exempt from the current restrictions. An obviously branded delivery vehicle will not receive a PCN. Any other vehicle being used for delivery purposes is likely to receive a fine and will be able to use the appeal process, providing evidence of which property they visited and the reason.</p> <p>Every resident will be able to log the registration of their visitors/tradespersons/carers on the app until midnight of that day or via a phone call to Parking Services before 5pm.</p>
How will this apply to Blue badge holders?	2	There are no changes to the existing traffic regulation order or restrictions. Blue badge holders are not exempt from moving traffic offences.



<b>Comment / Question</b>	<b>No.</b>	<b>Officer response</b>
Will ANPR remove the need for resident parking permits?	3	Parking permits will still be required.
The parents at the local school won't be the ones punished. Totally unfair and a complete restriction on freedoms and liberties. These cameras are ruthless, the companies that run them are mercenaries, and there is only black and white with them, no exceptions or exemptions made.	8	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Only vehicles captured contravening the restriction will be processed and authorised vehicles will be dismissed. Footage will be reviewed by trained officers. The camera does not permit live viewing by individuals. Any areas of scope which aren't required will be pixellated for privacy.
This is a residential street we should be using them on busier roads which have a greater impact.	1	Comment noted. These initial sites have been selected based on reports on regular contraventions. Contravention of any legal traffic restriction presents road safety issues. Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support of this proposal. Should the application be successful, ANPR enforcement can be introduced at additional sites. Part of this consultation exercise is designed to capture feedback on suitable future sites.
The problem with people using the road for school drop off is that there isn't anywhere to park apart from a small car park on the cricket pitch that could easily be extended. Please think about the root cause and solving the problem.	5	Parking has been provided on Old Blandford Road for parents to use when dropping off and collecting their children from the schools in Harnham. The car park at the cricket pitch is owned by Salisbury City Council and any requests should be directed to the City Council.
ANPR is extremely privacy intrusive and we would need to see the DPIA for this.	1	A full DPIA will be carried out if we are successful in obtaining the MTE powers from DFT.
If you don't want traffic to use a public road invite the residents to purchase it and repair it their own expense.	1	Comment noted. There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation.
Too controlling for motorists and restrictions are too confusing with different times.	6	There are no changes to the existing traffic regulation order or restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation.
The restriction is not necessary.	5	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
This will move the problem onto other streets.	5	There are no changes to the existing traffic regulation order or restrictions which have been in place and would have been the subject of a public consultation prior to implementation. Should ANPR be introduced at this location the impact will be monitored.
There's no data whatsoever to evidence that it's dangerous for pedestrians. Residents don't want cars parking on their street. Make half of the green area in Parsonage Road a car park, it provides a long-term solution that will benefit all residents and visitors, not just appease those who live in Hollows Close and Saxon Road.	5	The sites have been selected based on reports on regular contraventions, Wiltshire Police have limited resources to actively enforce all sites regularly and have confirmed their support of this proposal. Contravention of any legal traffic restriction presents road safety issues.  Parsonage Green is owned by Salisbury City Council, as such any requests to construct a car park on any part of it

Comment / Question	No.	Officer response
		would need to be directed to Salisbury City Council.
Far too complicated for non-locals and the amount of signage means a significant impact on drivers having to read and digest a significant amount of information.	3	All signs and road markings will be checked for compliance to required standards (TSRDG) prior to any camera enforcement. Drivers are expected to understand and comply with all mandatory road traffic signs.

### **Site 5 - Market Street, Bradford on Avon -Yellow Box marking.**



Market Street, Bradford on Avon	Count	Percentage
Agree	287	56.05%
Disagree	225	43.95%
<b>Grand Total</b>	<b>512</b>	

Summary of responses

**Total additional support comments – 83**

### **General comments received (excluding comments of support)**

Table 6

Comment / Question	No.	Officer response
As long as you control cyclists as well - they tend to ignore yellow boxes without exception.	1	ANPR cameras work on number plate recognition and are therefore unable to enforce against cyclists contravening the legal order.
There needs to be some education around what this box means and how it should be used. Drivers believe that you should not enter the box when there is an oncoming vehicle or that they have right of way if they enter the box first. It will make getting through the town much slower, with queues in both directions.	44	There are no changes to the restriction currently in place. The rules governing yellow box markings are clearly laid out in the Highway Code. You must not enter the box until your exit is clear. This is a universally understood road marking and drivers are expected to understand and comply with all mandatory road traffic signs .
One-way system would be much better.	35	Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Restriction unnecessary as there is enough room for 2 cars to pass.	18	The box marking was introduced as the road width at its narrowest is below 4.5m which can make it difficult for two larger vehicles to pass.
Concern over visual impact of camera in conservation area.	1	They are no more intrusive than a standard streetlamp fitting but consideration will of course be given.
A “priority to oncoming vehicles” might be a	2	Requests for changes are outside of the scope of this

Comment / Question	No.	Officer response
better solution, forcing vehicles to stop when they come down the hill.		consultation. Comments have been collated and will be sent to the appropriate officers for review.
Potentially a waste of money before traffic modelling is done and the results of it correlated and acted on.	2	Commented noted. We are aware of preliminary discussions regarding traffic proposals in Bradford on Avon, the results of which will be taken into account.
Traffic signals would be better at this location.	8	Traffic signals are likely to have a negative impact on traffic flow in this location. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
Box was reinstalled after covid and was much bigger than before. The legality of a yellow box means really it should only be the size of where the road is at its narrowest - the original yellow box was half the length of the current one.	1	All road markings will be checked for compliance to required standards prior to any camera enforcement. The Regulations governing box markings enable them to be used on a length of road when the narrowest point is below 4.5m. The physical markings will clearly need to extend beyond the narrowest point to accommodate vehicles that may need to wait before entering the box junction.

### **Site 6 - Saxon Road, Salisbury - No vehicles Mon-Fri except Permit holders**



Saxon Road, Salisbury	Count	Percentage
Agree	297	65.27%
Disagree	158	34.73%
<b>Grand Total</b>	<b>455</b>	

Summary of responses

Saxon Road residents	Count	Percentage
Agree	13	76.47%
Disagree	4	23.53%
<b>Grand Total</b>	<b>17</b>	

Responses from residents of Saxon Road (Post code SP2 8JZ)

**Total additional support comments - 58**

### **General comments received (excluding comments of support)**

Table 7

<b>Comment / Question</b>	<b>No.</b>	<b>Officer response</b>
The Council needs to make it easy for people to renew their permits.	1	The permit issuing and renewal process will follow the same process as our other virtual permits via MiPermit, we currently have over 3600 residents using our online portal, we recognise that not everyone will be able to manage their account online themselves and we have a team available for calls to assist.
How will visitors, deliveries, carers and workman be managed?	41	<p>If a car is not registered via the permit system, the owner will be issued with a PCN which they will be able to challenge.</p> <p>Delivery vehicles are exempt from the current restrictions. An obviously branded delivery vehicle will not receive a PCN. Any other vehicle being used for delivery purposes is likely to receive a fine and will be able to use the appeal process. providing evidence of which property they visited and the reason.</p> <p>Every resident will be able to log the registration of their visitors/tradespersons/carers on the app until midnight of that day or via a phone call to Parking Services before 5pm.</p>
If cameras are installed this will move the problem to adjacent streets.	4	There are no changes to the existing traffic regulation order or restrictions which have been in place and would have been the subject of a public consultation prior to implementation. Should ANPR be introduced at this location the impact will be monitored.
It's a public highway, not a private road. If they want a private road they should pay directly for its upkeep. If it's a parking issue zone it as such.	9	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. It is only the enforcement method that would be changing.
ANPR should not operate in school holidays and bank holidays.	3	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. The current controls do not apply on public holidays. Requests for changes are outside of the scope of this consultation. Comments have been collated and will be sent to the appropriate officers for review.
What happens if a parent has to pick a child up from school urgently? If a child is injured and unable to walk short term?	2	In the case that a child would be unable to walk short term, the school will be able to register the vehicle online or by telephone call to Parking Services. For ad hoc visits to pick a child up from school, a PCN may be received which can then be appealed though the usual process.
Concern that once ANPR is in place, the parking permit fees will go up.	3	Parking permits will still be required, there are no current plans to increase the existing permit fee.
How should those without a computer/ smartphone and who are IT illiterate deal with the ANPR solution if they have friends/ family/ carers/ suppliers coming to their house?	1	The permit issuing and renewal process will follow the same process as our other virtual permits via MiPermit, we currently have over 3600 residents using our online portal, we recognise that not everyone will be able to manage their account online themselves and we have a team available for calls to assist.
It is a wholly inappropriate solution for a privately owned, residential estate on the outskirts of a city.	3	The road is public highway and not privately owned. The sites have been selected based on reports on regular contraventions, Wiltshire Police have limited resources to

		actively enforce all sites regularly and have confirmed their support of this proposal. Contravention of any legal traffic restriction presents road safety issues. There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation.
The school already has too many permits and cars going up the road. There are too many staff parking on the street creating issues for residents. There is definitely a problem with cars entering the road without a permit during school start and end times.	2	We are currently reviewing all access permits to ensure they have been issued correctly. The allocation of permits for the school is an administration issue which will be addressed.
Could restriction be changed to cover school times and not 24hs?	2	There are no proposals to amend the current restrictions which have been in place for some time and would have been the subject of a public consultation prior to implementation. Requests for changes are outside of the scope of this consultation Comments have been collated and will be sent to the appropriate officers for review.
If these cameras are approved at Saxon Road, how long will it be before the far away politicians in Trowbridge decide to install more of them throughout Salisbury, citing this as a precedent?	1	Initial sites are subject to a six-week public consultation period where all responses received will be considered prior to submitting a report for Cabinet Member consideration. Any future sites considered will be subject to a full consultation.

## 5. Requests for future sites.

Town/village	Road	Restriction	No. of requests
Barford St Martin	B3089	School Keep Clear (with traffic calming)	1
Bradenstoke	Clack Hill	one-way restriction	12
Bradford on Avon	B3107 Holt Road/Woolley Street	No right turn	1
Bradford on Avon	Wine Street	One-way restriction	1
Bromham	Durlett Road/Hawkstreet	7.5t weight limit (Except for access)	1
Chapmanslade	A3098	18t weight limit (Except for loading)	24
Chippenham	Park Lane	No U-Turn	1
Chippenham	London Road	7.5t weight limit (Except for access)	2
Chippenham	High Street	No delivery vehicles except bullion vans	1
Chippenham	New Road, Park Lane	Cycle Lanes	1
Corsham	Station Road/B3353 South Place	No right turn	1
Corsley	A362	18t weight limit (Except for access)	9
Corsley	A362 Whitbourne Springs	One-way restriction	1
Devizes	Southbroom Road	Box marking at roundabout with A361	1
Dilton Marsh	B3099 High Street	7.5t weight limit (Except for loading)	1
Great Ashley	Little Ashley South to Winsley	7.5t weight limit (Except for access)	1
Hilperton	Hilperton Village	7.5t weight limit (Except for loading)	1
Landford	B3079 and New Road	7.5t weight limit (Except for loading)	1
Little Ashley	Ashley Green	7.5t weight limit (Except for access)	1
Ludgershall	High Street/Butt Street	7.5t weight limit (Except for access)	3
Maiden Bradley	B3092	7.5t weight limit (Except for access)	1



Town/village	Road	Restriction	No. of requests
Malmesbury	Burnivale/Bristol Street	No right turn	1
Malmesbury	Market Cross/High Street	No right turn	1
Melksham	Semington Road	Bus gate	5
Melksham	High Street	7.5t weight limit (Except for access)	1
Melksham	High Street/Church Street	No right turn	2
Melksham	Spa Road/Market Place rdbt	Box marking	1
Melksham	Westlands Lane, Beanacre	7.5t weight limit (Except for access)	1
North Bradley	Woodmarsh	7.5t weight limit (Except for access)	2
Purton	Restrop Road	7.5t weight limit (Except for access)	1
Quidhampton	A3094 Netherhampton Road/A36	No right turn	1
Salisbury	Milford Street/ Brown Street	No right turn	3
Salisbury	Milford Mill Road	7.5t weight limit (Except for loading)	4
Salisbury	High Street	pedestrian zone (Except for access before 10am & after 4pm)	1
Salisbury	Church Lane, Lower Bemerton	7.5t weight limit (Except for loading)	3
Salisbury	Estcourt Road/ St Marks Road	Keep Clear	1
Salisbury	Folkestone Road, Harnham	Would like the same restrictions as Hollows Close, Salisbury	5
Salisbury	A345 Castle Road	Box marking at junction with Cornwall Road	1
Salisbury	Friary Lane/St Ann Street	No right turn	1
Salisbury	Friary Lane	One-way restriction from jct Blackfriars Way - Brown Street	1
Salisbury	General	Bus lanes	2
Salisbury	Tollgate Road/A36	No right turn	2
Trowbridge	Dursley Road/County Way	No right turn	7
Trowbridge	Fore Street	Pedestrian Zone	4
Trowbridge	West Street	No vehicles (Except for access)	1
Trowbridge	West Street	7.5t weight limit (Except for access)	1
Trowbridge	Westbourne Gardens	No vehicles (E Except for access)	4
Trowbridge	Stallard Street	Box marking	2
Trowbridge	Church St/Duke St	One-way restriction	1
Trowbridge	A361 County Way	No U Turn by Tesco Extra	1
Trowbridge	Bradley Road	No right turn from Halfords/B7Q and Spitfire Retail Park	3
Trowbridge	A361 Hilperton Road/ Rugby Football Club	No right turn	1
Trowbridge	Broad Street	No vehicles (Except for access)	1
Trowbridge	Broad Street	One-way restriction	
Westbury	Edward Street	One-way restriction	2
Westbury	B3097 Station Road	7.5t weight limit	3
Wilcot/Manningford Bruce	Hare Street	Unsuitable for HGVs	1
Wilton	North Street	One-way restriction	1
Wlton	A30 Silver Street	Box marking	3