

Adoption of Moving Traffic Enforcement Powers

Meeting:	Cabinet
Date:	13th January 2026
Cabinet Member	Cllr Crook
Key Decision Eligible for Call In	Yes Yes
<p>Purpose of Report The purpose of this report is to provide an update to Cabinet on Moving Traffic Enforcement (MTE), the results of the application from Kirklees to the Department for Transport (DfT) to apply for trial MTE powers, including the outcome of public consultation and subsequent approval by DfT for Kirklees to begin utilising these powers. Approval is sought to progress with enforcement.</p>	
<p>Recommendations It is recommended that Cabinet:</p> <ol style="list-style-type: none"> 1. Note the contents of this report. 2. Approve the introduction and trial of MTE powers (introduction would be subject to receiving external funding) using Automatic Number Plate Recognition (ANPR) cameras now that the Council has been granted powers from the Secretary of State – per DfT approval in October 2025. 3. Delegate authority and the decision to begin enforcement to the Executive Director for Place, in consultation with the Service Director for Finance and the Portfolio Holder for Transport, once necessary financial and operational matters on implementation are in place. 4. Delegate authority to the Service Director for Legal, Governance and Commissioning to enter into on behalf of the Council any associated legal formalities including any external funding agreements 5. Delegate authority to the Executive Director of Place, in consultation with the Service Director for Finance and the Portfolio Holder for Transport, the introduction, implementation and enforcement in relation to MTE powers. These delegations include authority to continue with the MTE powers following any trial, discretion over; future site selection, review periods, relocation of cameras, cost, procurement of equipment, key decisions involving ticketing and disputes, entering into funding agreements and spending of surplus revenue generated by ticketing, in line with strict DfT mandate on appropriate use of surplus, as outlined herein. 6. Subject to Recommendations 2 & 3, approve the trial of the civil enforcement powers coming into place at the three proposed locations, as submitted within the Kirklees application to DfT in July 2025. The three locations being <ul style="list-style-type: none"> • Armitage Bridge – HGV weight limit no entry through the village, • Barnsley Road, Flockton – one way (eastbound) HGV weight limit • Heckmondwike Bus Station – no stopping 2 yellow boxes, at the bus station entrance 	

7. Approve the proposed approach set out in Section 2.3 below for the introduction and use of moving traffic enforcement at appropriate future locations as identified in accordance with the same process as the trial.

Reasons for Recommendations

This will support Council Plan aims and objectives including wellbeing, safety and the environment, as well as the Kirklees Transport Strategy, WY Vision Zero, and emerging West Yorkshire Local Transport Plan. It responds to the community consultation on the initial 3 MTE trial sites as well as the traffic contravention counts and technical feedback. It allows for future enforcement to support council aims and local transport / public realm / regeneration projects.

Resource Implications:

No additional staffing resource is expected to be required. Time from existing Major Projects, Highways/Road Safety, and Parking Enforcement teams will be required to commence enforcement at the 3 sites listed previously, subject to delegated decision by Executive Director of Place.

Headline costs for the trial are estimated to be;

- Yr 1 £260,000 (£240,000 Capital + £20,000 Revenue)
- Yr 2+ £70,000 (Revenue)

The capital and revenue costs for years 1 and 2 will be sought from West Yorkshire Combined Authority (WYCA) – there is a precedent of WYCA funding trials of this nature in other WY districts from which we can absorb learning. The trial would help test the assumption that this can operate on a cost neutral basis with any surplus ringfenced (per DfT specific terms on use of surplus) from year 3 onwards. The financial breakdown and assumptions can be found in Appendix 1.

Highway Safety engineering team resource will be required to procure and support ongoing use of the cameras, for TRO audit, check signs & lines, and check road layout. Parking Enforcement team resource will take on ongoing responsibility to enforce.

New sites to be added only where there is operational capability and financial viability to do so, and at the discretion of the Executive Director of Place, in consultation with Director for Finance and Portfolio Holder for Transport. Resource requirements will be reviewed and thoroughly assessed throughout the trial period. New sites will only be added within the scope of council capabilities and where resource can be identified to do so.

West Yorkshire Police retain the ability to enforce in addition to the Council with each enforcement agent retaining and spending any surplus they collect separately.

Date signed off by Executive Director & name

David Shepherd – 11/12/2025

Is it also signed off by the Service Director for Finance?

Kevin Mulvaney– 11/12/2025

Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?

Sam Lawton – 11/12/2025

Electoral wards affected: Trial site locations are in Holme Valley North, Kirkburton & Heckmondwike. Potential to impact all other wards should future sites come forward.

Ward councillors consulted: All elected members as part of public consultation exercise in June 2025.

Public or private: Public

Has GDPR been considered? Yes. No personal data is presented as part of this report.

1. Executive Summary

Local Authorities in England can apply to the Department for Transport (DfT) for trial powers to enforce moving traffic offences. These powers enable councils to enforce restrictions such as banned turns, one-way streets, yellow box junctions, and HGV access limits using Automatic Number Plate Recognition (ANPR) cameras.

Historically, enforcement of these restrictions has been the responsibility of the Police, for whom this is not a core priority. Civil enforcement will allow the Council to improve road safety, reduce congestion, support active travel, and contribute to carbon reduction objectives. It also aligns with the Kirklees Transport Strategy and Vision Zero Policy.

Kirklees Council applied to the DfT for trial powers at three sites: Armitage Bridge, Barnsley Road (Flockton), and Heckmondwike Bus Station, following a 6-week public consultation and technical review. These sites are described in Appendix 2. Approval was granted by the DfT in October 2025.

The trial will be supported by the West Yorkshire Combined Authority and will incorporate learning from other authorities. 6-12 months after the start of the initial trial, a review will be undertaken and a decision will be taken on whether to continue with the use of MTE powers.

Future enforcement locations will be identified through a structured process, including public consultation, TRO audits, and evidence-based assessment of contraventions. Camera deployment will be proportionate, transparent, and focused on compliance rather than revenue generation. Surplus income, if any, will be ring-fenced for transport and environmental improvements in line with statutory requirements.

Financial implications for the trial are estimated at £260,000 in Year 1 and £70,000 annually thereafter, with initial costs funded through external grants. Enforcement will be managed within existing resources, with a 6-month warning notice period at new sites to support driver education.

WYCA are yet to identify which grant will support this work however they have supported other WY authorities with start-up costs for this enforcement work and so there is high confidence this will be identified soon. The council will only commence the trial once a grant funding agreement is in place.

The recommended option is to proceed with the trial and delegate authority for future implementation to the Executive Director for Place, in consultation with the Service Director for Finance and Portfolio Holder. This approach will deliver safer roads, improved network efficiency, and enhanced sustainable travel choices for Kirklees residents.

(Existing bus lane enforcement powers and parking powers are unaffected by these moving traffic enforcement powers).

2. Information required to take a decision

2.1 Background

Historically, outside of London and Wales moving traffic enforcement (MTE) of restrictions such as banned turns; driving in formal cycle lanes; one-way streets; yellow box junctions; and some access restrictions was carried out only by the Police. However, the enforcement of moving traffic restrictions is not a core priority for the Police who often have other higher priority needs. MTE will help Kirklees Council to meet statutory traffic management needs, improve road safety and reduce congestion at proposed locations which may also help to reduce carbon emissions.

The Government confirmed its intention through the introduction of new regulations - *The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022*. The regulations came into force on 31st May 2022, instructing that MTE powers are to be made available to all local authorities in England allowing civil enforcement to be undertaken using the Traffic Management Act 2004 (TMA 2004). A full list of the restrictions that are included within these powers is included within Appendix 3.

Traffic enforcement could be used to enforce a variety of highway restrictions to help improve safety and reduce congestion. MTE can help implement the Kirklees transport strategy aimed at improving infrastructure for buses, cycles and pedestrians. It is anticipated that the benefits of camera enforcement could be utilised for a number of purposes including:

- Road Safety Schemes – engineering measures alone aren't always able to reduce casualties at specific locations and traffic enforcement could be used to reinforce restrictions and prohibitions (e.g. banned turns etc).
- Environmental protection – traffic cameras could be used to enforce HGV restrictions or other traffic prohibitions.
- Congestion reduction – cameras could help make yellow box markings and some clearways more effective.
- Active travel schemes/cycle lanes – enforcement may be required to prevent parking and driving on cycle routes or in pedestrian areas.
- Liveable/School Streets – enforcement could be used to open streets up to vulnerable road users while facilitating legitimate vehicular access.

Acquiring the powers to enforce moving traffic offences will allow the Council and partners to more effectively use collective resources to tackle persistent contraventions. Enforcement cameras could be used to enforce a variety of highway infringements/illegal manoeuvres on Kirklees roads thereby increasing the effectiveness of measures developed in the new Transport Strategy and Vision Zero Policy aimed at improving safety, reducing congestion and upgrading infrastructure for buses, cycles and pedestrians.

Civil enforcement action by the Council will be in line with the approach to bus lanes using Automatic Number Plate Recognition (ANPR) cameras, which the council is exploring for implementation of MTE. Each recorded contravention will be subject to further review by an officer to ensure that action taken is proportionate and not automatically generated. Civil

Enforcement also introduces a legal right of appeal (that does not involve the courts) following the issue of a Penalty Charge Notice (PCN) to motorists, this supports our educational approach to driver behaviour change. This right of appeal is not available with Police enforcement action which may also result in later prosecution.

The introduction of new regulations also brings the enforcement of bus lanes and bus gates within the TMA 2004. This will improve the robustness of cases defended by the Council at the Traffic Penalty Tribunal (the independent national PCN appeals service) and is also anticipated to improve compliance with drivers.

2.2 Application for trial

Kirklees Council selected and submitted 3 sites to trial the adoption of the additional powers. These are:

- Armitage Bridge – HGV weight limit no entry through the village,
- Barnsley Road, Flockton – one way (eastbound) HGV weight limit
- Heckmondwike Bus Station – no stopping 2 yellow boxes, at the bus station entrance

The DfT has published statutory guidance that local authorities must follow when deciding to apply for powers to use traffic enforcement cameras. 'Traffic Management Act 2004: statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions' was Updated 21 October 2022 and is available online¹.

Below is a summary of the considerations that lead to the decision to apply to the DfT for these powers so that the Council may use them to improve the management and safety of the road network, particularly in locations where enforcement action by Police may be deemed impractical or a low priority.

Requirements for the application included:

- A survey of the existing road layout particularly road signs and markings to determine if they are visible or potentially confusing to motorists. This should also determine whether the restriction can be readily adhered to. Additional to the DfT requirements Kirklees Council has undertaken an audit of existing TRO at each site for efficacy in implementation and enforcement.
- A determination of compliance levels observed or recorded at the location. This could come from a number of sources including accident data, police records or surveys. It would not be necessary or cost effective to install a potentially expensive camera in a location if compliance levels were already generally good. This came from count data.
- A minimum 6-week public consultation about the placement and use of each proposed enforcement camera is required in advance of each new site identified for future enforcement. This could also pick up feedback and observations from the public/highway users about traffic behaviour at the location and might indicate alternative solutions would be preferable. The consultation for the trial was undertaken between 26th May and 6th July 2025. The outcome of the consultation was part of the case made to DfT in application for civil powers of enforcement.

¹ <https://www.gov.uk/government/publications/bus-lane-and-moving-traffic-enforcement-outside-london/traffic-management-act-2004-statutory-guidance-for-local-authorities-outside-london-on-civil-enforcement-of-bus-lane-and-moving-traffic-contravention#introduction>

The Council applied for the trial powers, covering the 3 sites, in July 2025 and was granted powers in October 2025. The process for how a trial will be conducted at the 3 chosen locations is clearly defined in *'The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022'*.

This trial is supported by the West Yorkshire Combined Authority and will incorporate learning from neighbouring local authorities. The report also outlines the Council's approach to the consideration of locations for moving traffic enforcement using ANPR enforcement cameras in line with regulations (under Part 6 the Traffic Management Act 2004) and Secretary of State Guidance. This process will apply in the enforcement of all future locations.

On commencement and completion of this trial, a subsequent report will be presented to the Executive Director for Place detailing the outcome of the trial and presenting a methodology for how future/additional sites are requested, considered, and evaluated.

As these are new enforcement powers to the Council, and their use is expected to be unfamiliar with many local drivers, logging experiences from enforcement at these initial sites is key to the continued development of internal operational policies.

2.3 Approach to future sites

Now that the Council has obtained the powers from the Secretary of State it will not need to reapply to implement MTE at other locations. Instead, the Council must undertake a public consultation of at least 6-weeks before camera enforcement is implemented and follow the same requirements on verifying TRO status, road layout and evidence around contraventions. DfT guidance recommends that themes such as engineering and education (signage) are considered prior to enforcement.

Locations where these powers can be applied are at the Council's discretion and the use of camera enforcement is to achieve greater compliance with the restriction and not intended for the purpose of raising revenue. Whilst most restrictions will be in place for safety reasons, it is not expected that all existing or future restrictions will have cameras installed. At sites where the council does not instate camera enforcement the police will still be able to enforce as they do now.

The desire to enforce at new locations will need to be balanced against the cost of doing so. It may be that the trial determines minimum thresholds of suitability. Desires to enforce at new locations will be subject to financial viability and operational capability.

Continual and dynamic review of camera performance would be necessary to maximise the effectiveness of cameras at any one location. When enforcement is deemed to have made sufficient impact in reducing infringements, it will become necessary to move cameras to new locations, on approval from the delegated authority. Periodic reviews will be undertaken with escalation for decision to the Executive Director for Place.

It would not be financially viable to sustain cameras at one location indefinitely if there are no ongoing infringements. Continuous monitoring and response will be required through the trial period, and thereafter, to maximise efficiency and effectiveness of this new technology and ensure deployment only where necessary and effective. Minimum viability thresholds for installation will be part of the exploration during the trial period.

The process to select new sites will involve a periodic review by Highways Road Safety and Transport Strategy & Policy, of issues raised (e.g. by members of the public, or elected members) and consideration of the following site selection criteria;

- the scale of the issue identified (captured by contravention count)
- the level of harm (or potential for harm) to persons and/or property
- TRO robustness and technical review
- the appropriateness and effectiveness of the technology in resolving the issue identified
- Financial viability (cost vs. cost recovery)
- Where (or not) moving traffic enforcement can be embedded into major projects/highways projects to improve the effectiveness of physical measures
- Learning from the trial, and from West Yorkshire district peers, to inform use of ANPR enforcement
- Consultation feedback

Officers will need to manage requests from elected members and the public, who may wish to see this enforcement applied at additional locations. This feedback is already being logged, during and since the consultation in July 2025. There is an email on the council website page devoted to Moving Traffic Enforcement consultation that will be available for contact throughout.

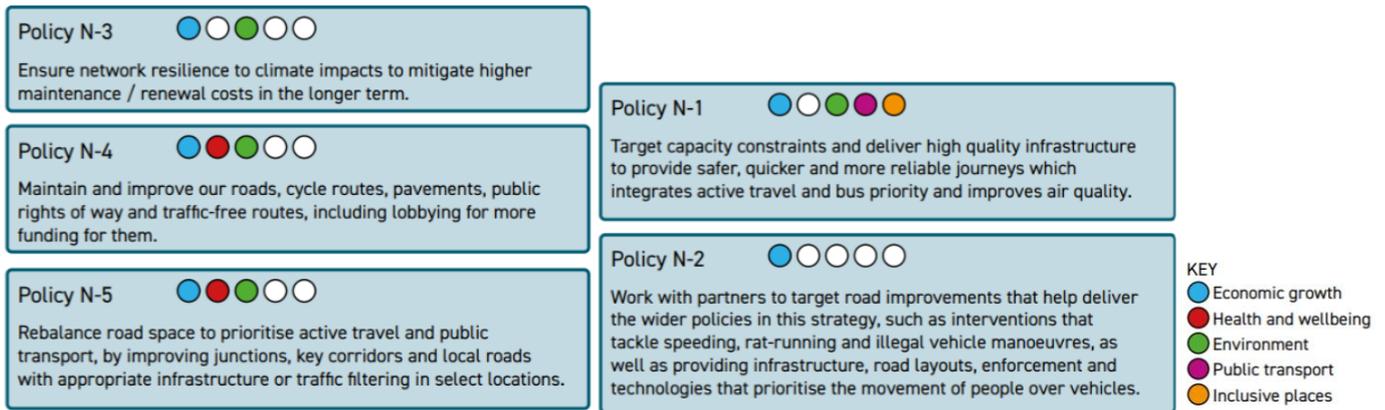
3. Implications for the Council

3.1 Council Plan

This proposal supports a number of Council Plan priorities, including:

- **Shaped by People** – trial sites have been based off consultation feedback. Future sites will be reviewed subject to consultation requirements.
- **Sustainable Economy** – Can promote highways network management to respond to network issues
- **Safe and Cohesive** – the powers seek to enforce what are currently illegal manoeuvres undertaken by motorists which create safety issues. Enforcement will lead to safer roads.
- **Clean and Green** – Enforcement of these powers and proposed approach towards the selection of future sites can help resolve promote sustainable travel

Furthermore, in September 2025, Kirklees Council adopted a new Transport Strategy for the district. Within this strategy the council set out clear priorities and policy areas related to Efficient Network Management. The aim being to ensure our network operates as efficiently as possible. This means our residents and businesses get the maximum possible from our highways assets. The Transport Strategy sets out five policies, shown below, as regards Efficient Network Management and aligning to the key corporate objectives shown in the key. Moving Traffic Enforcement supports all five policies and priorities.



3.2 Financial Implications

The income from traffic related contraventions should be used to cover all costs including overheads (net nil ambition) and any surplus will be used as prescribed in s31 of TMA 2004 as below and in line with ‘*The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions) (England) Regulations 2022*’.

No additional staffing resources are expected to be required, at this time, to apply to adopt these powers. The Council’s Parking Enforcement Team will add this work at small scale initially (3 sites) alongside their work on Bus Gate enforcement.

Initial infrastructure (cameras, road signs, operational infrastructure etc) required to support the implementation and enforcement of powers in years 1 and 2, is intended to be covered by grant funding from external sources (e.g. WYCA).

Operating costs have been estimated on the basis of advice from WYCA and peer districts within West Yorkshire who have already implemented these powers. Detailed costings are being prepared following the DfT decision at the start of October. Headline costs for the trial are estimated below with the financial breakdown and assumptions in Appendix 1;

- Yr 1 £260,000 (£240,000 Capital + £20,000 Revenue)
- Yr 2+ £70,000 (Revenue)

Depending on the location and type of restriction to be enforced, traffic enforcement cameras can cost between £35,000 and £40,000. There are additional costs associated with dealing with representations against PCNs and adjudication. Some types of restriction might also require more than one camera for effective enforcement. Should Kirklees require additional street furniture for one site this will be at an estimated cost of £4,000.

Ongoing renewal and operating costs, including the capital costs of any additional equipment is anticipated to be derived from income generated from PCNs issued with operations running on a net nil basis (used for ongoing renewal of equipment and operational costs).

Enforcement cameras are anticipated to be self-financing (i.e. the fines will cover the costs associated with operating them), but this may not always be the case. The Council will therefore need to ensure that its site selection criteria also consider the business case for the installation and particularly, the financial implications involved. For example, at a site with very poor compliance levels a camera could potentially be justified and is likely to cover its costs from the fines issued.

Our approach allows for equipment to be relocated to new locations identified for enforcement, reducing the future requirement to purchase new equipment.

For all new locations where these powers are implemented, a warning notice (with no penalty charge) will be issued for the first contravention during the initial 6-month period of enforcement to serve as a further educational measure to help promote compliance and help motorists understand the new enforcement arrangements.

The monitoring of contraventions once camera enforcement is in place is proposed to determine the success of MTE at a given location as follows:

- Sustained compliance - Where driver behaviour is improved it may be appropriate to pause enforcement action or relocate the camera temporarily.
- High non-compliance - Where evidence shows that driver behaviour has not improved, the measures at the locations should be re-evaluated in line with the hierarchy presented above.

Where enforcement action is successful in achieving the objective of sustained compliance with a restriction, PCN income at that location will be reduced and therefore rotating cameras between different locations is a sensible and proportionate approach.

Overall, the Council would aim to manage this new function on a cost neutral basis with the income from penalties covering all costs. Any surplus income generated as a result of MTE will, by law, need to be allocated towards transport or environmental improvement schemes, in a similar way to parking enforcement surplus. Statutory guidance advises appropriate use in regulation 26 SI 2022/71 of '*Civil enforcement of road Traffic Contraventions (Approved Devices, Charging Guidelines and General provisions (England) regs 2022*'.

Receipts from PCN income is to be ring fenced to fund scheme full operating costs and meet regulatory requirements as set out by DfT. Future locations will benefit from the reuse of existing equipment in line with our approach outlined above.

Due to the small number of locations and the outlined approach (through education with monitoring and evaluation) to achieve compliance, the review of contraventions and processing of PCNs (including appeals) is expected to be undertaken with existing back office resources within Parking Services.

Periodic review will be necessary at each location including consideration of cost vs. benefit. The scale of need, reduction of violations, and potential to move equipment to new location will all be closely observed. The moving of enforcement cameras must be balanced with having to follow prescribed processes, outlined above, and the enforcement having sufficient time to make impact on driver behaviour. The experience from enforcing these locations will be key to a future decision to continue enforcement, identifying future locations and resources required.

3.3 Legal Implications

Part 6 of the Traffic Management Act 2004 ("TMA") provides for civil penalties for road traffic contraventions. Section 72 of the TMA allows regulations to be made for or in connection with the imposition of penalty charges for road traffic contraventions subject to civil enforcement.

New regulations came into force on 31st May 2022 which, together with additional new representations and appeals regulations provide for the civil enforcement of, inter alia, bus lane contraventions and moving traffic contraventions in England but outside Greater London.

Local authorities have a network management duty under section 16 of the TMA 2004.

All legal orders (TRO) were audited as part of the DfT application to ensure their compliance for implementation of enforcement. Kirklees Council undertake to audit TROs for all additional enforcement sites in future.

Any procurement of equipment must be in accordance with the Council's Contract Procedure rules and the Procurement Act 2023.

Acceptance of any external funding will be in accordance with the Council's Financial Procedure Rules.

The Council before making any decisions must have regard to its Public Sector Equality Duty under section 149 of the Equality Act 2010.

3.4 Climate Change and Air Quality

Moving Traffic Enforcement seeks to improve performance and reduce congestion on the highway network with the aim of reducing emissions. Additionally, improving road safety outcomes increase the attractiveness of active and sustainable travel choices. Air quality will be considered as part of the rationale for future site selection.

3.5 Risk, Integrated Impact Assessment (IIA) or Human Resources

3.5.1 Charging, Ticket Handling and Surplus Revenue

There is risk of reputational risk around charging and the Council being seen to be raising revenue, although it must be noted that use of these trial powers seeks to reduce existing traffic contraventions (illegal movements).

During the initial 6-month period, warning notices will be issued for first-time contraventions, rather than PCNs this helps to promote compliance and helps motorists understand the new enforcement arrangements.

DfT rules around ringfencing any revenue raised provides further mitigation.

There is a risk that enforcement will cost more than income generated. This will be closely monitored, and a decision could be made to cease enforcement in the case that a site is not financially viable.

It will therefore be critical to ensure each camera is deployed in appropriate circumstances following the Council's own procedures and the statutory guidance prescribed by the DfT covering usage. Key steps in the camera placement decision making process outlined in DfT guidance, including Scale of Contravention, Audit of Road Layout, Audit of TROs, Consultation and Evaluation will be key to ensuring future enforcement is proportional and justified.

Kirklees Council will follow statutory processes in either collection of penalty charges and/or dealing with appeals against penalty charge notices and appeals.

3.5.2 Integrated Impact Assessment

Persons with protected characteristics are not unduly disadvantaged by this change. Only drivers who contravene the laws set out in the Traffic Management Act 2004 will be subject to

impact from this change, however, Integrated Impact Assessments will be undertaken prior to enforcement commencing.

4. Consultation

The council undertook a 6-week public consultation which opened on 26th May and closed on 6th July 2025, including engagement with elected members in all wards for their feedback, and an email alert was sent to special interest groups of key concern. The statutory process for consultation was prescribed by DfT, and followed, the process was also informed by the examples of Leeds and Calderdale who have consulted on the same issue. This consultation featured on the Council's Involve page. The Council website hosts a live page describing the consultation which was predominantly online (using SNAP) with paper survey offered via the library service. Elected members for all wards were contacted by email for their comments and special interest consultees (those normally consulted for highways concern) were also invited to comment by email.

A total of 448 people responded to the public consultation. This was higher than neighbouring districts in the WY region who have consulted on the same topic and so deemed to be a good response rate. 94% of respondents were car drivers and 44% walking or wheeling respondents (pedestrians).

Widespread public support for enhanced enforcement was demonstrated, with strong support for intervention in Kirkburton ward in particular (66% of respondents contributed for this site alone - from 6 sites initially consulted upon). 93% of respondents supported that camera enforcement would improve safety for all road users. 56% supported that congestion would be reduced. 55% supported council enforcement to free up police time. 48% agreed enforcement would improve journey times.

In addition to the consultation, contravention counts were undertaken to explore the scale of infringement at each site. A technical review of road layout, road markings and signage was undertaken, along with audit of TROs to ensure compliancy.

Utilising analysis from the response to the consultation, and technical knowledge, 3 of the 6 initially proposed sites have been identified as suitable to move ahead into trial. 3 sites did not demonstrate a high level of contraventions when monitored (Milnsbridge, Lindley and Roberttown).

In July 2025 a DfT application for additional powers of enforcement was made on the basis of an initial trial at these 3 sites; thereafter the council could enforce on a more widespread basis across the district. The scale of this enforcement is at the discretion of the council. It is proposed the initial trial of the 3 identified sites go ahead, and that learning from the Kirklees trial, and other West Yorkshire trials be reviewed, before additional sites are considered.

For any additional future sites, the council will need to repeat the steps outlined above - consultation, contravention counts, and full technical review (of the highway layout and TROs). Consultation on all new future sites will allow the council to understand public support and priority will be given to cases where there is a concern for public safety.

A dedicated mailbox has been made available for stakeholders to use where they required clarification on any element of the proposals. (Transport.Strategy@Kirklees.gov.uk)

An email of support from the Chief Constable of West Yorkshire Police was submitted along with the application to DfT for the use of ANPR cameras to enforce the moving traffic restrictions at the Wards affected. Elected members and Statutory Consultees have also been consulted, as well as key stakeholder of special interest (e.g. West Yorkshire Active Travel Advisory Panel).

The approval from DfT was issued in October 2025 via email.

5. Engagement

A press release was prepared ahead of this cabinet process to inform the public about this new enforcement approach and to encourage any feedback. Elected members in the key wards immediately impacted have been contacted as a priority and wider all member communication was issued. Prior to enforcement commencing, additional member and public engagement is proposed. Announcements will also be made in key stakeholder meetings as these arise. FAQ's and process outline are present on the council website and will be refreshed and communicated, and the website will be refreshed and kept current as a location for signposting of information

6. Options

6.1 Options considered

The options which have been considered are:

- (Recommended) To progress with the trial of MTE powers and delegate the Executive Director for Place, in consultation with the Service Director for Finance and Portfolio Holder to oversee all decision making for future implementation of these new powers of enforcement, using ANPR cameras, now that the Council has received the powers from the Secretary of State.
- That the Council do not progress with the introduction and use of moving traffic enforcement powers, allowing the powers to remain solely with the Police.

6.2 Reasons for recommended option

It is anticipated that Kirklees Council will see improved compliance of, existing, illegal manoeuvres and moving traffic violations. This will help contribute to reducing congestion and improving air quality, while promoting the attractiveness of active travel, e.g., by keeping vehicles out of cycle lanes and other parts of the road where vehicles are prohibited. In addition, by enabling Kirklees Council to use such powers to keep junctions clear, the policy also aims to improve punctuality of bus services contributing to making sustainable travel a more attractive choice. Increasing compliance through targeted enforcement at problem locations, will also bring benefits to the experience of pedestrians including people with sensory impairments, older people, children, those looking after children, as well as carers.

The enforcement of moving traffic restrictions is not a core priority for the Police who often have other higher priority needs. MTE will help Kirklees Council meet statutory traffic management functions, improve road safety and reduce congestion at proposed locations which may also help to reduce carbon emissions from transport.

7. Next steps and timelines

Proposed timescales are indicated below:

Phase	Timing
DfT application for powers	July 2025
DfT decision to award powers	Oct 2025
Agree External funding source and seek approval to proceed	February 2026
Commence Trial (6-month warning period, without penalty for first-time contraventions)	Summer/Autumn 2026
Continue Trial (with penalties for first-time offences)	6 Months Post Trial Start
Evaluation and review	6-12 Months Post Trial Start
Consideration of new future sites	12 Months Post Trial Start

8. Contact officer

Ilyas Ramjan, Head of Major Projects

9. Background Papers and History of Decisions

- Statutory guidance: Traffic Management Act 2004: statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions. Updated 21 October 2022²
- Consultation page www.kirklees.gov.uk/moving-traffic

10. Appendices

Appendix 1: Financial breakdown and assumptions

Appendix 2: List of proposed sites for trial

Appendix 3: List of Traffic Offences which Kirklees now has power to enforce

11. Service Director responsible

David Wildman, Service Director for Skills & Regeneration

² <https://www.gov.uk/government/publications/bus-lane-and-moving-traffic-enforcement-outside-london/traffic-management-act-2004-statutory-guidance-for-local-authorities-outside-london-on-civil-enforcement-of-bus-lane-and-moving-traffic-contravention#setting-charges>