

# Moving Traffic Enforcement (MTE)

Scrutiny 17/03/2026



# Background

- Historically enforcement of movements at banned turns, one-way streets, yellow box junctions, and HGV access limits using Automatic Number Plate Recognition (ANPR) cameras, was a matter for police. Since 2022, Local Authorities in England can apply to the Department for Transport (DfT) for trial powers to enforce.
- Legislation requires ring-fencing of revenue generated for enforcement and projects relating specifically to highways, transport or the environment.
- Leeds and Bradford have MTE powers. Calderdale expected in 2026.

## Timeline

- **May-July 2025:** 6-week consultation on enforcement of MTE at trial sites and audit of site suitability, including FAQs.
- **Summer 2025:** Kirklees Council application to DfT for trial powers at three sites.
- **October 2025:** Approval (by DfT) granted to enforce at trial sites.



# Background



Armitage Rd,  
Armitage Bridge



Heckmondwike Bus  
Station

Images from Google



Barnsley Road, Flockton

# January 2026 Cabinet Approval

At January 2026 Cabinet, Cabinet:

- approved the use of MTE at trial sites using ANPR, subject to funding.
- delegated authority to begin enforcement to Exec Directors/Directors
- delegated authority to Exec Directors/Directors in consultation with Portfolio Holder, introduction, implementation and enforcement of MTE: continuation of powers following the trial, discretion over; future site selection, review periods, camera relocation, cost, procurement of equipment, key decisions involving ticketing and disputes, entering into funding agreements and spending of surplus penalty revenue, in line with strict DfT mandate on appropriate use of surplus.



# January 2026 Cabinet Approval

## Approach towards enforcement at future sites:

- **Requirements:** 6-week public consultation, TRO status, signage, layout and contravention counts.
- **Process:** Periodic review by Highways Road Safety and Transport Strategy & Policy, of issues raised (by public, members or other projects/consultations) and following criteria; scale of the issue (counts), level of harm, TRO robustness, appropriateness of MTE to resolve issues, financial viability.



# January 2026 Cabinet Approval

## Current Uses for Moving Traffic Enforcement – as shown within Cabinet Approval Appendix

Description	Sign	Description	Sign
Vehicular traffic must proceed in the direction indicated by the arrow.		Motor vehicles prohibited.	
Vehicular traffic must turn ahead in the direction indicated by the arrow.		Motor vehicles except solo motorcycles prohibited.	
Vehicular traffic must keep to the left/right of the sign indicated by the arrow.		Solo motorcycles prohibited.	
No right turn for vehicular traffic.		Goods vehicles exceeding the maximum gross weight indicated on the goods vehicle symbol prohibited.	
No left turn for vehicular traffic.		One-way traffic.	
No U-turns for vehicular traffic.		Buses prohibited.	
Priority must be given to vehicles from the opposite direction.		Route for use by buses, pedal cycles and taxis only.	

Description	Sign	Description	Sign
No entry for vehicular traffic (when the restriction or prohibition is one that may be indicated by another traffic sign subject to civil enforcement).		Route for use by tramcars only.	
All vehicles prohibited except non-mechanically propelled vehicles being pushed by pedestrians.		Route for use by pedal cycles only.	
Entry to and waiting in a pedestrian zone restricted.		Entry to and waiting in a pedestrian and cycle zone restricted.	
Route for use by pedal cycles and by pedestrians only.		With-flow cycle lane.	
Route comprising two ways, for use by pedal cycles and pedestrians only.		Contra-flow cycle lane.	
Box junction markings.			

Part of the carriageway outside an entrance where vehicles must not stop when the marking is placed in conjunction with the prescribed upright sign which includes the symbol at Schedule 4, Part 3, item 10.

# Status Update since January 2026 Cabinet

Kirklees Council officers are working with West Yorkshire Combined Authority to determine the most appropriate funding stream to support commencement of the trial. These discussions are ongoing. The approved trial will commence after these discussions have concluded and relevant back-office functions and ANPR infrastructure have been established.

Prior to enforcement commencing, members of the public will be informed via an awareness campaign. A 6-month warning period will then be in place without penalties for first-time contraventions. Penalties will be processed in line with Council data protection policies and any surplus revenue will be used in line with government guidance.

The trial will then be evaluated and reviewed prior to the consideration of MTE powers at other locations.