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KIRKLEES COUNCIL

ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Tuesday 17th March 2026

Present: Councillor Andrew Cooper (Chair)
Councillor Musarrat Khan
Councillor Matthew McLoughlin
Councillor John Taylor

Co-optees

In attendance: Rory Davis
Ilyas Ramjan, Head of Major Projects (Interim)
David Wildman, Service Director - Skills & Regeneration

Observers:

Apologies: Councillor David Longstaff
Kevin Evans (Co-Optee)

1 Membership of the Panel

Apologies for absence were received on behalf of Councillor David Longstaff and Kevin Evans (co-optee).

The Panel welcomed the attendance of Chloe Baldry as an observer. It was noted that Chloe would be formally appointed as a Co-optee to the Panel at the next Annual Meeting of the Council

2 Minutes of the Previous Meeting

RESOLVED –

That the Minutes of the meeting held on 11th February 2026.
be approved as a correct record.

3 Declaration of Interests

No interests were declared.

4 Admission of the Public

All agenda items were considered in public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Moving Traffic Enforcement

The Panel considered an update in respect of Moving Traffic Offences which was introduced by Councillor Moses Crook, Deputy Leader and Transport and Housing who highlighted the key focus on increasing safety and resident experience for all using the road network.

Rory Davies, Transport and Policy Lead gave a presentation, and the Panel were advised that:

- Enforcement of banned turns, one-way streets, yellow box junctions and HGV restrictions had historically been the responsibility of the police.
- Since 2022, local authorities in England had been permitted to apply to the Department for Transport (DfT) for trial enforcement powers.
- Revenue from Moving Traffic Enforcement (MTE) had been required to be ring-fenced for highways, transport or environmental purposes.
- Leeds and Bradford already held MTE powers, and Calderdale was expected to obtain them in 2026.
- A six-week public consultation on potential trial sites and site suitability took place between May and July 2025.
- Kirklees Council submitted its application to the DfT for trial powers during summer 2025.
- Approval to enforce at the three identified trial sites was granted in October 2025.
- In January 2026, Cabinet approved the use of ANPR-based MTE at the proposed trial sites, subject to funding.
- Cabinet delegated authority was granted to Executive Directors and Directors to commence enforcement.
- Cabinet also delegated authority for decisions relating to future site selection, review periods, camera relocation, procurement, ticketing and dispute processes, and spending of surplus revenue in line with DfT requirements.
- It was outlined that future enforcement sites would require a six-week public consultation, assessment of Traffic Regulation Orders (TRO's) robustness, appropriate signage and layout, and analysis of contravention counts.
- Periodic review of issues raised by the public, councillors or other projects would be undertaken by Highways Road Safety and Transport Strategy and Policy teams, considering the scale of issues, level of harm, TRO robustness, suitability of MTE as a solution and financial viability.
- Examples of current uses of MTE elsewhere included enforcement at bridges, bus stations and problem junctions.
- Officers had been working with the West Yorkshire Combined Authority (WYCA) to determine the most appropriate funding source to enable the start of the trial, and these discussions remained ongoing.
- The trial was scheduled to begin once funding arrangements, back-office systems and ANPR infrastructure had been finalised.

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- It was confirmed that an awareness campaign would take place before enforcement commenced.
- A six-month warning period would operate initially, during which no penalty would be issued for first offences.
- Surplus revenue from enforcement would be used strictly in line with government guidance.
- The trial would be evaluated following completion before any consideration of rolling out MTE powers to additional locations.

The Panel noted the presentation and during the discussion to follow the following points and questions were raised:

- In response to a question from the Panel in relation to potential traffic displacement caused by enforcement, such as HGVs seeking alternative non-enforceable and problematic routes, it was advised that the Council would not be able to monitor movements where vehicles were not contravening the law; however, the need to monitor any displacement impact was acknowledged. It was confirmed that evidence gathering before and after the introduction of powers would be key, and agreement had been reached to collect data on changes in vehicle patterns following implementation.
- In response to a question from the Panel in relation to understanding the number of contraventions prior to the trial, it was advised that survey work had been undertaken before the trial and a database existed against which pre-trial levels could be referenced. This work formed part of the evidence base required within the funding application.
- In response to a question from the Panel in relation to whether funding would support future expansion to additional areas following the trial, it was advised that the funding bid related specifically to the three trial locations. Although other sites had been considered during the public consultation in the summer, several were discounted due to low contravention numbers. It was confirmed that if the scheme proved successful, further consideration could be given to expanding using future funding opportunities.
- In response to a question from the Panel in relation to the process for expanding the trial and whether further DfT approval would be required, it was advised that the initial funding request covered only the three trial sites. Work was ongoing with the WYCA regarding the integrated settlement and distribution of transport funding across West Yorkshire for the next five years. Senior officer support for the current sites and for potential future expansion had been noted. It was confirmed that should the initial trial be successful, there would be no requirement to return to the DfT for further approval. Kirklees Council would be able to propose additional sites through Executive Director decision-making in consultation with the relevant Cabinet Member.
- In response to a question from the Panel in relation to the timescales for the trial and the commencement of enforcement, it was advised that officers were working with the WYCA to secure funding as soon as possible. Once secured, infrastructure could be installed and road safety benefits delivered through enforcement.
- In response to a question from the Panel in relation to how repeat offenders would be managed, it was explained that during the initial six-month warning

period a first contravention would generate a warning letter, with subsequent contraventions resulting in the issue of a penalty notice. After the six-month period, a first contravention would then result in a penalty notice.

- In response to a question from the Panel in relation to the practical mechanisms for enforcement, including monitoring camera feeds and system scalability, it was advised that enforcement would rely on ANPR cameras, which could be installed as static units or used flexibly across sites to reduce cost. Back-office technology and systems were currently under review, and learning was being taken from other West Yorkshire authorities. Viability work had also been undertaken on different suppliers and technologies and consideration was being given to the future potential role of the WYCA in managing wider network powers, which could support cost efficiencies.
- In response to a question from the Panel in relation to scalability, it was advised that each additional site was expected to have a lower marginal cost due to the ability to utilise existing systems and infrastructure.
- In response to a question from the Panel in relation to the ambition for the scheme to be cost-neutral and the associated financial risk, it was advised that the benefit of the DfT trial period was that it allowed authorities to assess viability. Costs and revenues would be reviewed throughout the trial, and depending on performance, Kirklees could decide either to continue enforcement at the three sites or redeploy equipment flexibly across other locations. Following the trial, the Council would also have the option not to proceed with the powers. The trial period would therefore allow assessment of the scheme's success as a road safety measure and determine longer-term financial viability.
- In response to a question from the Panel in relation to the possibility of sites becoming ineffective over time, it was advised that deterrence was a core aim of the scheme and aligned with the Council's Vision Zero commitment. If a site reached a position where contraventions fell significantly, the equipment could be relocated to areas where behavioural change could be further supported.
- In response to a question from the Panel in relation to engagement with elected members and raising awareness of the new powers, it was acknowledged that elected members possessed strong insight into issues affecting their communities. It was emphasised that it was importance to balance this insight with the data and relate to evidenced issues to ensure installations were effective and appropriate.
- In response to a question from the Panel in relation to concerns about HGV-related damage to listed bridges and the cost to of repair, it was acknowledged that significant damage had occurred as a result of HGV collisions. It was advised that safety remained a priority and that, where applicable, repair costs could be recovered through insurance.

RESOLVED: The Panel noted the Moving Traffic Offences Update, and it was recommend that:

- (1) Work be undertaken to collect data on changes in vehicle patterns following implementation

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The Panel noted the Work programme, and it was suggested that there be a strong focus on the Council's progress to achieving climate targets through its own operations and within the wider community

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