Brighton & Hove City Council

Cabinet Agenda Item 89

Subject: **Managing the Transport Network**

Date of meeting: **12 November 2026**

Report of: **Cabinet Member for Transport and City Infrastucture**

Lead Officer: **Corporate Director for City Operations**

Contact Officer: **Name: Tracy Beverley**
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Ward(s) affected: **All**

Key Decision: Yes

Reason(s) Key: Is significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions (wards).

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For general release

1 Purpose of the report and policy context

1.1 The Council has a statutory duty as Highway Authority to manage and maintain the highway network and secure the expeditious movement of traffic. Effective network management is essential to support public safety, facilitate the movement of people and goods, maintain access to homes, businesses and services, and enable sustainable economic growth.

1.2 A well-managed transport network helps Brighton & Hove City Council (BHCC) to manage its transport network in line with our 10-year City Transport Plan 2035 and to achieve the City's ambition to create a 'City to be proud' of by delivering an accessible, clean and sustainable environment making it easier and safer for people to move around the city.

1.3 Moving Traffic Enforcement is one way in which the council can manage the transport network. This involves the use of enforcement cameras to detect illegal movements. If illegal maneuvers are detected on the road network the council can issue penalty charge notices to deter this behavior.

1.4 This report seeks approval to implement Moving Traffic Enforcement at the first five locations identified following consultation and to agree a strategic approach for the identification and implementation of future Moving Traffic Enforcement locations.

1.5 The report also provides Cabinet with an update, for information only, on other initiatives that support effective management of the transport network,

including Lane Rental, the Digital Twin project and anticipated pavement-parking enforcement powers.

2 Recommendations

2.1 That Cabinet notes the outcome of consultation on the first five Moving Traffic Enforcement locations, (outlined in section 3 and detailed in Appendix 2) and approves the implementation of Moving Traffic Enforcement at those locations.

2.2 That Cabinet approves the strategic approach to the identification, prioritisation, consultation, implementation and review of Moving Traffic Enforcement locations, summarised in section 3 and set out in Appendix 1.

2.3 That Cabinet delegates authority to the Corporate Director for City Operations to approve and implement future Moving Traffic Enforcement locations in consultation with the lead Member for Transport.

2.4 That Cabinet notes the updates on School Streets, Lane Rental, the Digital Twin project and anticipated pavement-parking enforcement powers set out in section 3 of this report.

3 Context and background information

3.1 BHCC takes its statutory duties seriously and through a range of policies and initiatives works hard to keep our transport network safe, accessible and moving. This is highlighted as a priority for the city in our council plan particularly aligned with a city to be proud of maintaining and developing an accessible, clean and sustainable City and making it easier for people to move around the city. Closely aligned with delivering our Accessibility Strategy and supporting wider active travel choices and continuing to work towards carbon net zero.

3.2 This is further set out in our adopted City Transport plan 2035 which identifies six objectives from increasing public transport use, delivering a safe, inclusive and integrated transport system and promoting active travel, technology and well-maintained streets and pavements.

3.3 This report sets out a coordinated approach to managing the transport network to achieve the objectives of the City Transport Plan and the Council's vision. It summarises several initiatives which will be used to manage the network and initiatives to help the council achieve its ambition for transport and the wider councils goals.

Moving Traffic Enforcement Powers

3.4 Moving Traffic enforcement is introduced to improve road safety and reduce congestion. By enforcing illegal manoeuvres such as banned turns and

access restrictions we can reduce the risk of collision and fear of collision this is particularly important where illegal manoeuvres affect our vulnerable road users such as the elderly, disabled, children, pedestrians and cyclists. Enforcement is carried out using specialist cameras on site which can detect number plates.

3.5 In December 2025 BHCC was awarded powers to enforce Moving Traffic offences by the Secretary of State, previously these were held by the Police. These devolved powers under the Traffic Management Act 2004 (Part 6) allow the council to manage the transport network improving road safety, managing congestion, and supporting sustainable transport

3.6 The focus for the initial use of these powers has been on supporting our School Streets schemes, designed to keep our school children safe at drop off and pick up times whilst encouraging and supporting active travel and removing traffic congestion outside of the school gates. Cameras and signage have been implemented at School Street Sites to enable enforcement to be implemented these sites.

3.7 Early monitoring at School Streets sites indicates a clear downward trend in drivers not complying with the no entry at school pick up and drop off. Following a peak of 894 contravention observations during the week commencing 7 September, two weeks later this was reduced to 693 (22.5%). Since the cameras have been introduced all monitored locations have either improved or remained stable. This notable improvement is all prior to implementation of the enforcement. We will build on the success of these schemes with the intention of introducing enforcement to all our existing School Street sites, subject to consultation. The School Streets programme is an existing initiative and no further approval in relation to the current trial is sought through this report. The results of the trial will inform the future approach to enforcement at existing School Street sites, with any further consultation or approvals undertaken as required.

3.8 Looking ahead we have developed a strategic approach to the identification, delivery and implementation of Moving Traffic Enforcement across the city. This is set out in Appendix 1. This policy establishes a data-led approach and mandates that enforcement should only be used where there is evidence of non –compliance on existing banned movements.

3.9 The policy also sets out the selection criteria for new sites including collision history, evidence of persistent non –compliance and/or congestion issues. It identifies the steps required for engagement and consultation and the process for ongoing review.

3.10 By enforcing a range of banned movements on the highway we can keep our network safe and reduce congestion. This approach sets out how we will use a data-led transparent approach, to identify enforcement locations, deliver these sites and monitor effectiveness and will support other initiatives such as School Streets and Safer, Better Streets.

3.11 An initial 5 sites have been identified using the process and have undergone an initial consultation. The full consultation results are in appendix 2 and shows at all sites a majority in favour of enforcing existing banned movements.

Phase 1 Moving Traffic Enforcement Locations.

1. Carden Avenue onto Carden Crescent **one way street**
2. London Road **prohibited left turn** onto New England Road
3. Ditchling Road **prohibited left turn** onto Baker Street
4. West Street **prohibited right turn** onto Rottingdean High Street
5. Ditchling Road into Francis Street motor vehicle **prohibition (except for access)**

3.12 These five initial locations have been identified through the assessment process and have subsequently been subject to public consultation. A total of 704 responses were received across the five proposals. 403 responses were in support, 253 against and 48 responses were neutral. At each separate location the majority of responses were in favour.

3.13 The principal issues raised by respondents who did not support the proposals related to access arrangements and the use of camera technology. Officers have considered these representations and consider the use of cameras follows strict data protection rules and is only used for the purpose of enforcement. A summary of the consultation, including the results for each location and the Council's response to the principal issues raised, is provided at Appendix 2.

3.14 Having considered the consultation responses, officers consider that enforcement remains justified at each of the five locations. Subject to Cabinet approval, Moving Traffic Enforcement will therefore be introduced at these locations and its effectiveness monitored in accordance with the strategic approach set out in Appendix 1.

3.13 The following initiatives form part of the Council's wider approach to managing the transport network. They are included to provide Committee with the wider strategic context and no decisions are sought in relation to these matters through this report.

Updates on Other Network Management Initiatives

3.14 The proposed Lane Rental Scheme would introduce charges for works undertaken on the most traffic-sensitive parts of the highway network at the busiest times. Its purpose is to incentivise those undertaking works to minimise disruption and reduce the impact of roadworks on the most congested parts of the network.

3.15 Cabinet approved the development, application to the Secretary of Sate and implementation of the Lane Rental scheme in February 2026. A Lane Rental Development group has been created to support the scheme design,

comprising of industry volunteers and the required formal consultation has taken place. The scheme documentation is being developed following this consultation. We are on track with our original programme to issue this scheme to the Secretary of State in November this year and subject to required approval to initiate this scheme in spring 2027.

Digital Twin

3.16 The Council is currently developing a digital traffic twin focused on improving bus reliability and network performance across key corridors including Lewes Road, Preston Circus and Valley Gardens. This project utilises live traffic signal detectors and bus data within a real-time operational and planning platform, enabling improved monitoring, forecasting and signal timing decision making to reduce bus and vehicle delay across the modelled network.

3.17 A bid was submitted to the Sussex Strategic Authority on 21 September 2026 which, if successful, would accelerate the project and extend its roll-out across the wider city. This would provide additional data and modelling capability to support more proactive management of the transport network.

3.18 Officers are also monitoring the development of new pavement-parking enforcement powers. These are expected to provide additional tools to address pavement obstruction and support safe and unimpeded pedestrian movement, particularly for disabled people, older people, people with visual or mobility impairments and those using wheelchairs or mobility aids.

3.19 Two separate civil enforcement powers for local authorities to manage pavement parking are currently at different stages of introduction. The first is expected to be introduced late in 2026. Proposed enforcement will be for ‘unnecessary obstruction of the pavement’. This will enable authorities to respond to instances of pavement parking without the need to introduce separate Traffic Regulation Orders. We will be reviewing the potential application of these new powers, as soon as the secondary legislation has been passed and Statutory Guidance has been published.

The second power is ‘Area wide prohibitions on pavement parking’. Schedule 32 of the English Devolution and Community Engagement Act gives the highest tier of authority in each area the power to impose an area wide prohibition in pavement parking. The legislation for these new powers will follow at a later date.

3.20 Officers will assess the implications for Brighton & Hove once the relevant legislation and statutory guidance are in place and will bring forward any necessary recommendations through the appropriate decision-making process.

4 Analysis and consideration of alternative options

4.1 Managing the city's Transport Network is a fundamental requirement of the Local Highway Authority and these proposals support the Councils' statutory duties to maintain a safe network and expeditious movement across its network. The recommendations within this report support this.

4.2 The strategic approach for the delivery of Moving Traffic Enforcement has considered learning to date, feedback from initial trials and is in line with best practice and government guidelines.

4.3 A do-nothing approach would limit the council's ability to take action at locations where congestion, obstruction and unsafe vehicle movements are affecting bus services, emergency access, road safety and the efficient operation of the highway network.

5 Community engagement and consultation

5.1 The strategic approach for the introduction of Moving Traffic Enforcement includes appropriate engagement and consultation at key stages providing the opportunity for the community to respond to proposals so that these can be considered.

5.2 The council will continue to use the consultation portal Your Voice to deliver full consultations on sites due to progress and formal Traffic Regulation Order consultations will be carried out where changes to the regulations on the highway apply.

5.3 Consultation results from the first 5 sites is outlined in Section 3.12-3.14. with majority in support of the introduction of moving traffic enforcement at all sites. Full consultation summary can be seen in appendix 2

6 Financial implications

6.1 The revenue costs associated with the recommendations of this report will be contained within existing Parking Services budgets and funded from any additional enforcement income generated. There are no new staffing requirements or additional contract pressures associated with the implementation of these 5 zones.

6.2 Projected costs of camera installation for all 5 of the sites outlined is projected at £94,000, this can be contained within the CCTV Capital programme set up for this purpose, which is funded by borrowing.

6.3 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the direct costs of traffic management have been met, the use of surpluses is legally ringfenced to the provision of public transport services and to road, air quality and environmental improvements.

Name of finance officer consulted: David Wilder Date consulted (27/10/2026):

7 Legal implications

7.1 The Council is the local highway authority and is subject to the network management duty under the Traffic Management Act 2004, which requires it to secure the expeditious movement of traffic on its road network. Following designation by the Secretary of State, the Council now has power to undertake civil enforcement of moving traffic contraventions.

7.2 The recommendations in the report will enable the Council to exercise its enforcement powers in relation to the 5 locations identified and to adopt a strategic policy for future implementation. In exercising these powers the Council must have regard to the relevant statutory guidance, consultation and ensure any restrictions are supported by required traffic orders and signs.

7.3 The Council must also comply with its public sector equality duty and regard should be had to the equality impact assessment when considering this report and recommendations.

Name of lawyer consulted: Katie Kam Date consulted (27/10/2026):

8 Risk implications

The following risks and corresponding mitigations have been identified and are in place: -

Ref	Risk	Impact	Rating	Action to reduce risk	Owner
R1	Committee does not approve the proposals	Schemes are delayed and existing congestion and safety issues continue	High	Provide a clear evidence-based report explaining the benefits and consequences of not progressing	Project Lead
R2	Public opposition to individual sites	Delays, complaints and reputational damage	High	Consult clearly, respond to concerns and explain the reasons for each site	Project Lead
R3	Legal or statutory requirements are not followed	Legal challenge, delay or additional costs	High	Obtain legal advice and complete all statutory processes	Project Lead
R4	Traffic or parking moves to nearby roads	Congestion or parking problems occur elsewhere	Medium	Monitor surrounding roads and review schemes after implementation	Traffic Manager
R5	Scheme costs exceed the available budget	Sites may be delayed or reduced in scope	Medium	Update cost estimates and monitor spending regularly	Programme Manager
R6	Signs, cameras or systems do not work correctly	Incorrect enforcement, complaints or appeals	High	Test equipment and complete checks before enforcement begins	Enforcement Manager

R7	The scheme affects disabled people, residents or businesses unfairly	Equality impacts, complaints or legal challenge	High	Complete equality assessments and consider loading and access needs	Project Lead
R8	The scheme is seen as being about income rather than safety and congestion	Loss of public confidence and reputational damage	High	Clearly communicate the purpose, evidence and expected benefits	Communications Lead

9. Equalities implications

9.1 A full EQIA for the delivery of Moving Traffic Enforcement can be seen in Appendix 3. Moving Traffic Enforcement is a tool to help manage the city transport network to help prevent illegal movements that put our most vulnerable residents at risk**.**

The outcome of the initial EQIA has heighted a number of actions to undertake as part of the introduction of MTE this includes ensuring all consultation remains accessible for all users, monitoring impact of enforcement at junctions to ensure fair and inclusive system for all and to introduce a 'warning' period to provide a fairer approach.

10. Sustainability implications

The initiatives set out above contribute to improving the transport network for all including those most vulnerable road users. The initiatives will contribute towards a more reliable public transport service and reduce collisions which in turn will support active and sustainable travel

11. Conclusion

11.1 The recommendations, set out in section 2 are aligned with council priorities and help the council deliver a safe, accessible transport network, making it easier for everyone to move around. The risks related to these recommendations have been considered and with mitigations in place are limited.

Supporting Documentation

12. Appendices

1. Moving Traffic Enforcement Policy 2026
2. Summary of consultation on 5 Moving Traffic Enforcement sites

3. Moving Traffic Enforcement Equalities Impact Assessment

13. Background documents

1. Background documents Brighton & Hove City Council - Agenda for Environment, Transport & Sustainability Committee on Tuesday, 22nd June, 2021, 4.00pm Item 15 Brighton & Hove City Council - Agenda for Transport & Sustainability Committee on Tuesday, 5th December, 2023, 4.00pm Item 46

2. Full consultation results report available on request.