November 2026

Strategic Approach to Moving Traffic Enforcements

1. Overview

1.1. BHCC approach to moving traffic offences is strategic, targeted, and safety-led, using devolved powers under the Traffic Management Act 2004 to manage the transport network improving road safety, managing congestion, and prioritising sustainable transport. This forms part of our wider strategic approach to managing transport in our City and works towards delivering the objectives in our City Transport Plan 2035.

1.2. BHCC became a civil enforcement authority for moving traffic contraventions in December 2025, following approval by the Secretary of State and statutory consultation processes.

1.3. This strategic approach sets out how BHCC will apply these powers inline with The Traffic Management Act 2004. Part 6 section 87 which details how authorities should develop, implement, operate and review moving traffic enforcement regimes.

2. Policy and Context

2.1. The use of these powers is a mechanism for BHCC to manage its transport network in line with our 10-year City Transport Plan 2035 and to achieve the Cities 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.

2.2. By introducing moving traffic enforcement, we can Improve road safety – by reducing illegal manoeuvres such as banned turns on the public highway we will reduce the risk of collision particularly in areas where turning manoeuvres are banned due to for vulnerable users (children, pedestrians, cyclists) in the road.

2.3. Early use of the powers has been gained specifically to support the delivery of School Streets following Government Best Practice and to improve compliance and reduce dependence on volunteers at these sites.

2.4. These powers will also be used further to support banned movements to improve the safety of our transport network, reduce congestion and walking and cycling by protecting those most vulnerable and helping to keep the network moving.

2.5. BHCC enforcement powers under this approval covers the following moving traffic contraventions (banned movements);

- Stopping in yellow box junctions
- Banned right or left turns
- No entry contraventions
- Banned u –turns
- Driving the wrong way in a one-way street.
- Vehicles entering restricted streets – e.g. School Streets.

3. Steps Required to identify locations

3.1. A central principle of the strategy is to ensure targeted enforcement; not blanket coverage, enforcement will be considered the last approach and will only be applied where there is poor compliance on existing banned movements.

3.2. Enforcement of these banned movements will only be considered once the correct Traffic Regulation Order is confirmed to be in place and the supporting signage and lining implemented in line with government guidance, specifically Traffic Signs Regulation and General Directions (TSRGD 2016).

3.3. Before enforcement is considered there must be at least one of the following;
Police recorded data showing collisions as a result, likely as a result of non-compliance
Specific reports / evidence of persistent illegal movements deemed likely to cause road safety issues
Specific reports / evidence of persistent illegal movements deemed likely to cause and /or congestion.

3.4. Before enforcement is considered officers must consider all other deterrents to non-compliance including additional clear signage, and minor adjustments to the road layout.

3.5. Enforcement cameras are a significant investment so a cost benefit analysis for each site must also be considered alongside

3.6. Officers will consult with the lead member for transport and seek approval to move to the next stage.

3.7. Following site selection and prior to delivery we will carryout the following steps;

- Consultation with Chief of Police followed by a 6-week public consultation, setting out the rational for enforcement.
- Public communication campaign setting out setting out the councils proposals

3.8. Once the camera is installed

3.9. A 6-month warning notice period will be enacted, during which time the first offence is issued a warning only, within the 6 month period. A second offence at the same location may lead to a (Penalty Charge Notice (PCN) being issued

3.10. Officers will also review new enforcement sites on an annual basis. A full review of the enforcement sites will be carried out and reported in the Annual Parking Report. Where sites are consistently reaching significant, improved compliance officers will consider removing and relocating cameras on a temporary basis.