

Place and Resources Overview Committee

26 March 2026

Civil Enforcement of Moving Traffic Contraventions

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All

Senior Leadership Team:

J Britton, Executive Director for Place Services

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Statutory Authority: Traffic Management Act 2004

Report status: Public (the exemption paragraph is N/A)

1. Executive summary (maximum of 500 words)

- 1.1 The committee is invited to consider the potential application of civil enforcement of moving traffic contraventions in Dorset, hereafter known as Moving Traffic Enforcement (MTE), and to provide feedback on priority areas and opportunities for implementation. This early feedback will be used to ascertain member priorities and will inform the development of a policy and corresponding future activity in this area.
- 1.2 MTE can be used to reduce reliance on the police to enforce moving traffic offences, such as making banned right turns, entering a yellow box junction

when the exit is not clear or driving through a bus gate or pedestrianised area. Used appropriately MTE supports council priorities on

- climate and air quality
- public transport and active travel
- road safety
- traffic flow and congestion

- 1.3 An order laid by Parliament designating Dorset as a civil enforcement area for moving traffic contraventions came into force in December 2025. This designation does not change the types of restrictions that Dorset Council can put in place but does provide an opportunity to improve compliance by increasing the council's ability to detect and penalise contraventions.
- 1.4 It is proposed to integrate moving traffic enforcement policy into the existing Civil Enforcement Policy for parking contraventions and to develop a business case setting out the costs, benefits, procurement pathway and general resource implications of introducing MTE in Dorset for consideration and approval by Cabinet.
- 1.5 In Spring 2025 Dorset Council consulted on the use of camera enforcement at the School Street in St Martins Road, Upton. The proposal was well supported by the public. It is therefore proposed that this should be considered as a pilot location for camera enforcement in the county.

2. Recommendation(s)

- 2.1 Consider the ways in which the enforcement of moving traffic offences would benefit communities and residents in Dorset, and whether there are any concerns about such enforcement.
- 2.2 Review and provide feedback on skeleton proposals for a moving traffic enforcement policy
- 2.3 Support the development of a formal policy as an amendment to the existing parking policy, and a business case to cover procurement of cameras and the allocation of staff resource for Cabinet approval.
- 2.4 Endorse the selection of Upton School Street as the location for a pilot scheme to inform the policy and business case.

3. Reason for the recommendation(s)

- 3.1 To encourage greater compliance with traffic regulations for the benefit of road safety, bus priority, local environmental quality and active travel.
- 3.2 To reduce reliance on Dorset Police to enforce moving traffic contraventions.
- 3.3 To increase public confidence in the enforcement regime.

4. The report

Introduction

- 4.1 Dorset Council has a statutory duty to manage its road network efficiently. Traffic regulation orders (TROs) are one of the tools available to do this. Historically local transport authorities (upper tier and unitary councils) enforced static orders on the highway, chiefly parking, while the enforcement of moving traffic offences was the responsibility of the police.
- 4.2 The Traffic Management Act (2004) enabled local authorities to be designated as civil enforcement areas for some types of moving traffic offences.
- 4.3 Moving traffic offences include:
- entering yellow box junctions when the exit is not clear
 - driving through a 'No Entry' sign
 - turning left or right when instructed not to do so
 - driving where and when motor vehicles are prohibited
 - driving on routes that are for buses and taxis only
 - going the wrong way in a one-way street
 - ignoring a Traffic Regulation Order (TRO)
- 4.4 This type of enforcement is through specially certified cameras only. Penalty Charge Notices (PCNs) are issued to the registered keeper of the vehicle after footage of a suspected contravention has been reviewed by a trained officer. PCNs may not be issued at the time of the offence even if witnessed by a civil enforcement officer. **Speed limit enforcement remains the sole responsibility of the police.** This type of camera enforcement may not be used to enforce parking contraventions.
- 4.5 An order laid by Parliament designating Dorset as a civil enforcement area for moving traffic contraventions came into force in December 2025. This designation does not change the types of restrictions that Dorset Council can put in place but can improve compliance by increasing the council's ability to detect and penalise contraventions.

Purpose

- 4.6 The objectives of civil enforcement of moving traffic offences are to:
- Improve traffic flow and reduce congestion
 - Enhance road safety
 - Support climate goals by reducing emissions
 - Encourage sustainable travel modes such as walking and cycling
 - Reduce reliance on Dorset Police for enforcement

Benefit to Council Priorities

- 4.7 MTE can support council priorities in the following ways, although this list is not exhaustive.

Suitable Housing Moving Traffic Enforcement (MTE) can ensure the safer use and operation of new neighbourhoods whether through bus priority measures, school streets, or other traffic management measures to support accessible and prosperous places.

Grow our economy MTE can improve the town centre environment by encouraging greater compliance with traffic restrictions, for example in pedestrianised areas supporting local high streets. It can also be used to improve network efficiency and reduce localised congestion and delays.

Communities for all MTE can be used to improve road safety by supporting School Streets and other local interventions. MTE can also address local traffic concerns for example use of inappropriate roads by large vehicles.

Climate and Nature MTE can contribute to our response to the Climate and Nature crisis by supporting sustainable travel through, for example, bus priority measures or traffic restrictions to create a safer environment for walking and cycling for local journeys.

Use cases

- 4.8 The following scenarios illustrate some potential applications of MTE.

Scenario 1: Pedestrian zones. There are repeated reports of drivers ignoring traffic restrictions in a pedestrian area in a town centre. The town council does not have staff to open and close the gate at the start of every day to allow deliveries in permitted hours, therefore the gate remains open and compliance is low. The use of cameras in this case removes the need for a gate.

Scenario 2: Bus Priority. A bus gate is installed in a new development. Without effective enforcement, traffic rises on the protected route, putting vulnerable road users at risk. The police cannot prioritise these contraventions consistently. Camera enforcement would be an effective and proportionate means of ensuring compliance, without reliance on the police.

Scenario 3: School Streets. A school contacts Dorset Council about implementing a school street to achieve a calmer and safer environment at school drop off and pick up time. The school lacks the staff to enforce road closures which means the school cannot participate. By using cameras to enforce school streets, more schools and communities will be able to benefit.

Scenario 4: Town Centre Traffic Management and Road Safety. A box junction near a busy supermarket is widely ignored, causing localised congestion at

peak times and driver frustration leading to risky driver behaviour. As above, the use of cameras can improve network efficiency and road safety in the absence of police enforcement.

Draft policy framework

- 4.9 Parliament designated the civil enforcement area subject to specific conditions being met for each new location where enforcement is to take place. It is therefore proposed that these conditions should provide the basic framework for Dorset Council's approach to MTE.

National guidance

- 4.10 The conditions are that the Council should

- (1) consult the appropriate Chief Officer of Police
- (2) carry out a suitable public engagement exercise, for the requisite minimum six-week period, on the location(s) and type(s) of moving traffic restriction selected by the local authority as appropriate for enforcement action
- (3) set out rationale for, and benefits of, moving traffic enforcement to local residents and businesses, and provide the opportunity for them to raise any concerns
- (4) take appropriate steps, as it considers reasonable, to resolve all objections
- (5) carry out effective public communication and engagement, using the full range of media available, as the Council considers appropriate
- (6) Continue public communication and engagement up to the start of enforcement and for a reasonable period thereafter
- (7) Ensure that enforcement of all moving traffic restrictions will be underpinned by accurate Traffic Regulation Orders, where applicable, and indicated by lawful traffic signs and road markings.
- (8) Ensure all the relevant equipment has been certified by the Vehicle Certification Agency (VCA) specifically for moving traffic contraventions.
- (9) Carry out all of the above steps in respect of any new camera location in the future.

Initial considerations

- 4.11 The suggested starting point is to integrate the moving traffic enforcement into Dorset Council's existing civil enforcement (Parking) policy. This will be based on steps 1-9 above, tailored to the Dorset context where appropriate.
- 4.12 The method of enforcement will be through camera equipment that has been certified for moving traffic contraventions. This equipment may be fixed or rotated between different locations.
- 4.13 The procedure for issuing or appealing a ticket is similar to that for issuing a parking ticket. Under the legislation, footage must be reviewed by a trained officer and the PCN sent to the home address of the registered keeper of the

vehicle. Typically, there is a six-month grace period for first offences when cameras are introduced to acclimatise drivers to the new system. Appeals follow the same process as for parking PCNs.

4.14 A skeleton policy for feedback from the committee is included as Appendix 1.

Proposed pilot location – St Martins Road Upton, Upton Junior School Street

4.15 The Department for Transport advises local authorities to pilot the use of these powers in a chosen location to allow processes to be refined before wider implementation, and to consult on that pilot location as part of the designation assessment.

4.16 Between 10th April 2025 and 25th May 2025, Dorset Council consulted residents and the school community on their views on using camera enforcement for the existing School Street in St Martins Road, Upton. In summary, the public showed strong support overall with 67% of the total respondents agreeing or strongly agreeing with the proposal. 27% of respondents disagreed or strongly disagreed.

4.17 Since that exercise was undertaken, the school has struggled to staff the barrier restricting traffic consistently, resulting in poor compliance. The School Street may be unsustainable without camera enforcement; for this reason, it is recommended that the committee endorse the selection of this location as the preferred pilot.

4.18 It is proposed that a funding be made available from the Local Transport Grant (formerly the Local Transport Plan) for the purchase of one set of cameras including maintenance package to install and operate the trial.

5. Alternative options considered

5.1 The alternative would be not to implement the powers at all, or to defer a decision to a future date.

6. Legal considerations

6.1 The legal implications are consistent with that of our existing parking policy. The use of these powers, as with all civil enforcement, is highly regulated by the following acts of parliament and regulations:

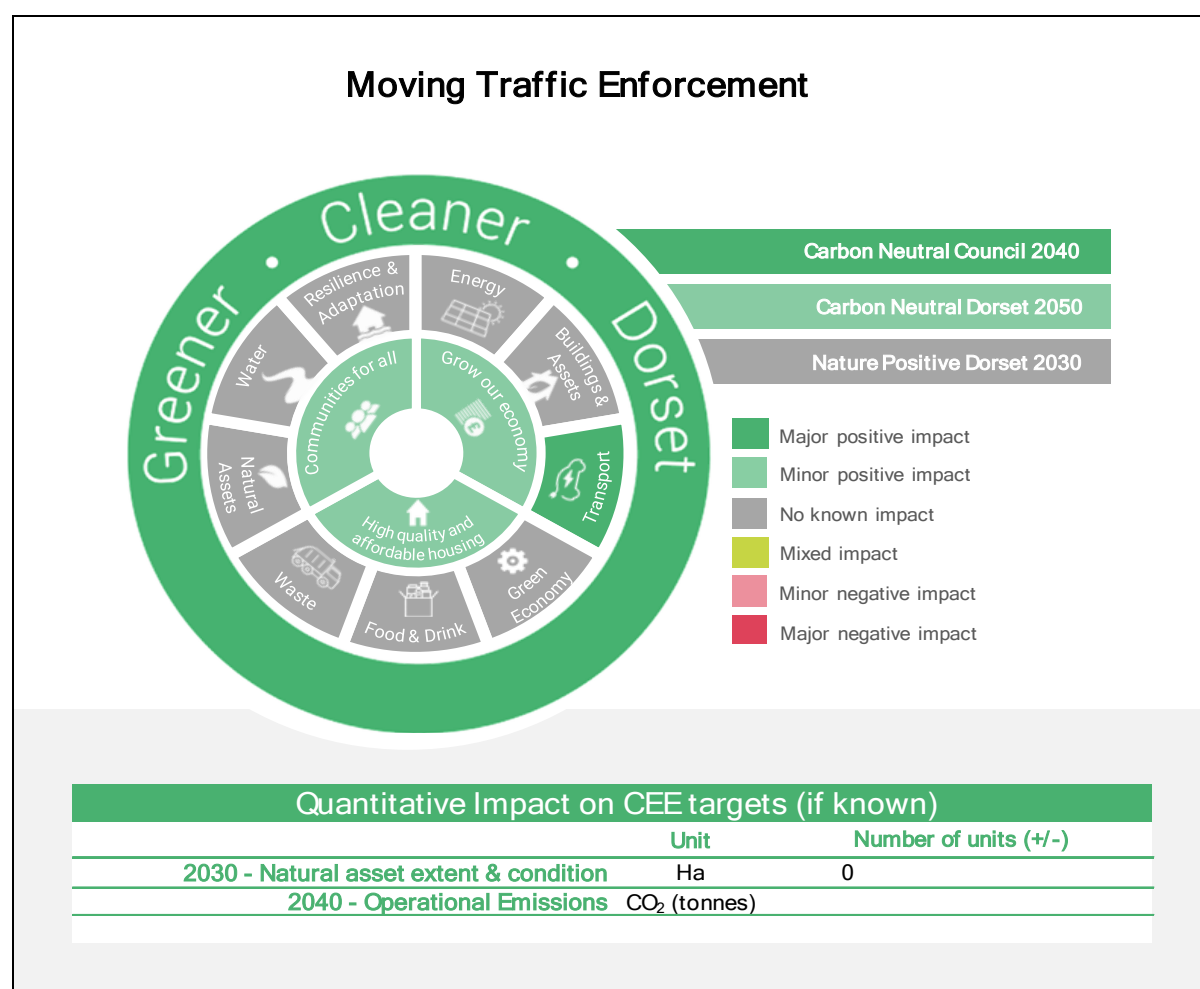
- Road Traffic Regulation Act 1984 – basis for making Traffic Regulation Orders (TROs) and Off-Street Parking Orders.
- Traffic Management Act (TMA) 2004 – Part 6 provides the statutory basis for civil enforcement of both parking and moving-traffic contraventions.
- Civil Enforcement of Road Traffic Contraventions (England) Regulations 2022 – governs approved devices, postal Penalty Charge Notices (PCNs), representations and appeals.

7. Financial implications

- 7.1 It is recommended that Local Transport Grant (Local Transport Plan) funding is made available to establish the trial. This is for the purchase of one set of cameras including maintenance plus associated installation costs.
- 7.2 If the principles above are supported, it is proposed to develop a policy with accompanying business case for Cabinet approval with scalable options for investment and a detailed picture of the revenue implications.
- 7.3 It is to be noted that while contraventions will generate some income which can be used to support further enforcement activity, the purpose is to encourage compliance rather than raise revenue. The Council will need to decide what scale of enforcement it wishes to commit to and correspondingly how much resource to make available.

8. Natural environment, climate & ecology implications

- 8.1 MTE has potential benefits to public transport, sustainable travel, road safety and air quality supporting climate goals.



9. Well-being and health implications

- 9.1 MTE can be used to create safer environments in town centres, near schools and in residential areas. It can be used to support active travel, with the accompanying physical and mental health benefits. By supporting efforts to create more pleasant places, it can indirectly enhance people's sense of wellbeing.

10. Other implications

- 10.1 Public opinion on camera enforcement is mixed. In certain specific circumstances where there is clear evidence of a problem, the public can favour the use of camera enforcement, as in Upton. The enforcement regime will need to be seen to be appropriately and fairly applied if it is to retain public confidence.

11. Risk implications

- 11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Low

12. Equalities

- 12.1 Older and younger people, people with disabilities and those on low incomes are disproportionately impacted by the negative impacts of traffic in terms of the number and severity of collisions and the environmental and health impacts of traffic. These groups are also more likely to use public transport, walking, wheeling (including wheelchairs and mobility scooters) and cycling. Where restrictions are put in place for reasons of road safety or local environmental quality these groups will benefit.
- 12.2 While care should be taken that enforcement is fair, there are no equalities impacts from the principle of enforcement itself as the law applies equally to all.

13. Appendices

13.1 Appendix 1 Dorset Civil Parking and Moving-Traffic Enforcement Skeleton Policy

13.2 Appendix 2 Climate Wheel Accessible Table

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	major positive impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Grow our economy	minor positive impact
High-quality and affordable housing	minor positive impact
Communities for all	minor positive impact

14. Background papers

14.1 Not applicable

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)

Appendix 1

Dorset Civil Parking and Moving-Traffic Enforcement Skeleton Policy

1. Introduction

- 1.1 This skeleton policy sets out how Dorset could integrate moving-traffic contraventions with the existing parking policy. This document is not intended as a complete or final policy but a framework for the development of one.
- 1.2 It proposes to merge:
 - the Civil Parking Enforcement Policy – Part 1 (Dec 2024), and
 - the Moving-Traffic Enforcement Addendum (implementing Part 6 of the Traffic Management Act 2004 and the Civil Enforcement of Road Traffic Contraventions (England) Regulations 2022).
- 1.3 This would create a single consolidated policy for all civil enforcement activities. The focus of this paper is on additions to the existing enforcement policy i.e. those relating to moving traffic offences only although reference will be made to parking policy where relevant.

2. Policy Objectives

- 2.1 The objectives of this policy are to
 - Encourage a high level of compliance with moving traffic restrictions.
 - Integrate traffic management policies with effective enforcement.
 - Improve road safety, reduce congestion and support the free flow of traffic.
 - Ensure fairness in the management of roadspace.
 - Provide a framework for managing exemptions where appropriate (residents, disabled users, businesses).

3. Legal & Technical Framework

- 3.1 The policy is framed by the following legislation, regulations and guidance
 - Road Traffic Regulation Act 1984 – basis for making Traffic Regulation Orders (TROs) and Off-Street Parking Orders.
 - Traffic Management Act (TMA) 2004 – Part 6 provides the statutory basis for civil enforcement of both parking and moving-traffic contraventions.

- Civil Enforcement of Road Traffic Contraventions (England) Regulations 2022 – governs approved devices, postal Penalty Charge Notices (PCNs), representations and appeals.
- Department for Transport Statutory Guidance (31 May 2022) – issued under s.87 TMA 2004.

4. Scope of Enforcement

4.1 It is proposed that Dorset should enforce:

- All on-street and off-street parking restrictions (as described in the original Part 1 policy)
- Moving-traffic contraventions defined in Schedule 7 TMA 2004, including
 - failing to comply with “proceed in direction” signs,
 - no-entry or banned turn restrictions,
 - vehicle-class restrictions
 - yellow box junctions,
 - pedestrian zones and active travel corridors, and
 - other prohibitions created by TROs or the Traffic Signs Regulations and General Directions (TSRGD).

5. Enforcement Method

- 5.1 Civil Enforcement Officers (CEOs) enforce parking contraventions by patrolling and issuing PCNs. Moving-traffic contraventions must be detected by Vehicle Certification Authority (VCA) approved cameras, listed on the Approved Device Register and subject to calibration and audit.
- 5.2 For the first six months at each new moving-traffic site Dorset will issue warning notices only for a motorist’s first contravention.
- 5.3 Evidence should be reviewed by trained officers prior to the issue of the PCN and posted to the home address of the registered user of the vehicle. CEOs may not issue moving traffic PCNs on-street.

6. Lines, Signs and TROs

- 6.1 All restrictions must be supported by a valid TRO where necessary and TSRGD-compliant signage/markings.
- 6.2 Regular audits should ensure defects are recorded and enforcement suspended where signs/lines are non-compliant.
- 6.3 CEOs should report any deficiencies immediately for remedial action.

7. Parking Enforcement Practices (Part 1)

- 7.1 No changes

8. Moving-Traffic Enforcement Process

- 8.1 PCNs will be served by post with photographic/video evidence.
- 8.2 The statutory process for representations and appeals is the same as for parking PCNs and follows the following steps
 - informal representations to the Council,
 - formal representations following a Notice to Owner,
 - appeal to the Traffic Penalty Tribunal.

9. Data Protection & Surveillance

- 9.1 Enforcement must comply with the Surveillance Camera Code of Practice and ICO CCTV guidance.
- 9.2 A Data Protection Impact Assessment (DPIA) will be completed for each camera site.
- 9.3 There must be appropriate, compliant signage at camera locations.
- 9.4 The council must define the camera evidence retention period.
- 9.5 The council must identify the Governance Lead / Senior Responsible Officer.

10. Charges and Use of Income

- 10.1 Penalty charge levels to follow those authorised under the 2022 Regulations.
- 10.2 Any surplus income will be ring-fenced for transport and highway improvements as required by Section 55 of the Traffic Management Act 2004.

11. Communications and Stakeholder Engagement

- 11.1 Before enforcement begins at any site the Council will:
 - Consult with Local Ward Members, town and parish councils, the Police and other emergency services, and the public.
 - Publish an Initial Enforcement Plan with site maps.
 - Provide clear information through the Council website and other communication channels and local media.

12. Training & Quality Assurance

- 12.1 Staff reviewing camera evidence receive specialist training in evidential standards and discretion.

13. Monitoring and Reporting

- 13.1 An annual enforcement report will be published detailing:

- number and type of contraventions,
- income and expenditure,
- outcomes of representations and appeals.

13.2 Internal governance arrangements for reporting to elected Members will be specified within the policy

14. Areas Needing Definition

Area	Why
List of roads/junctions to be enforced	Must be published before go-live
Penalty charge band (A or B)	Required under 2022 Regulations
Camera evidence retention period	Needed for ICO compliance
Governance lead / Senior Responsible Officer	Required by Surveillance Camera Code
Internal signage/TRO audit process	Must be documented to defend appeals
Training syllabus & Quality Assurance frequency for back-office reviewers	Needed for consistency and DfT guidance
Public communications strategy	To meet statutory consultation duties

Moving Traffic Contraventions Enforceable by CCTV (Outside London)

14.1 This table lists the contraventions enforceable by CCTV under Part 6 of the Traffic Management Act 2004 and the Civil Enforcement of Road Traffic Contraventions (England) Regulations 2022 for authorities outside London. All CCTV-enforced contraventions use the suffix 'j'. Bus lane contraventions are also included.

Code	Description	Suffix for CCTV
29	Failing to comply with a one-way restriction	j
31	Entering and stopping in a box junction when prohibited	j
32	Failing to proceed in the direction shown by the arrow on a blue sign	j
33	Using a route restricted to certain vehicles (e.g., buses, cycles, taxis)	j
34	Being in a bus lane (bus lane contravention)	j
36	Being in a mandatory cycle lane	j
37	Failing to give way to oncoming vehicles	j
38	Failing to comply with a sign indicating traffic must pass to the specified side	j
48	Stopped in a restricted area outside a school, hospital, or emergency service station when prohibited	j
50	Performing a prohibited turn (no left/right/U-turn)	j
51	Failing to comply with a no entry restriction	j
52	Failing to comply with a prohibition on certain types of vehicle (e.g., goods vehicles, motor vehicles)	j
53	Failing to comply with a restriction on vehicles entering a pedestrian zone	j
54	Failing to comply with a restriction on vehicles entering and waiting in a pedestrian zone	j