

Moving Traffic Enforcement Frequently Asked Questions for Consultation/Engagement

Q1. What is moving traffic enforcement (MTE)?

Moving traffic enforcement is a way of managing traffic flow on the road network by issuing Penalty Charge Notices (PCN's) under civil law by the Local Authority to any motorist who is in breach of the road restrictions that are in place. This is usually a road sign and/or an associated road marking.

The power to enforce moving traffic contraventions currently lies with the police however the Council is seeking to draw down these powers from the Department for Transport (DfT).

Q2. What sort of restrictions require enforcement?

Typical examples of moving traffic contraventions include performing a banned turn, driving through a no entry, entering a pedestrianised zone, and stopping on yellow box junctions.

The Council will also be seeking powers to enforce “school streets” to reduce the burden on school staff, who manually manage this through road closures.

Q3. Why does the Council want to adopt these enforcement powers?

Some of the benefits of enforcing moving traffic offences include:

- Improving road safety for those who walk, cycle and are disabled.
- Reduce the level of traffic congestion at key junctions resulting in improved traffic flow.
- More reliable journey times for public transport services.
- Reducing harmful vehicle emissions which contributes to an improvement in air quality.
- Makes moving traffic enforcement more effective and reduces the number of repeat offences in future.
- Enables the police to focus on their priorities elsewhere.

Implementing moving traffic enforcement powers supports the Council's objectives to encourage behavioural shift towards sustainable travel choices, helps to improve air quality through reduced traffic congestion within the 5 Air Quality Management Areas (AQMA's) by keeping junctions and cycle lanes clear of obstructing vehicles and supports the bus services in the town.

These are also in line with the Council's wider objectives set out in the Council's local transport plans 2011 - 2026 and air quality action plan 2025 which aim to;

- Manage the impact of congestion on the highways network,
- Encourage alternative modes of travel,
- Achieve a reduction in CO2 emissions,
- Improve road safety.

Q4. Which locations will have an enforcement camera installed?

| Site | Location | Contravention/Restriction |
|------|-------------------------------------|---------------------------|
| 1 | Windsor Road service road | No Entry |
| 2 | Stoke road/ Stanley cottages | Yellow box junction |
| 3 | High Street/Alpha Street North | No Entry |
| 4 | Tuns Lane junction | Yellow box junction |
| 5 | Park Street/High Street | No Entry |
| 6 | Dennis Way | School Street |
| 7 | Wexham school | School Street |
| 8 | Holy Family school | School Street |
| 9 | Langley Road/London road | Yellow box junction |
| 10 | High Street, Langley/A4 London Road | Yellow box junction |
| 11 | Farnham Road/Sheffield Road | Yellow box junction |
| 12 | Farnham Road/ Buckingham Avenue | Yellow box junction |

Q5. How will the Council enforce these offences?

Automatic Number Plate Recognition (ANPR) and contextual cameras will be installed on existing furniture such as suitable lamp columns. If existing infrastructure is not suitable for mounting camera equipment, a post will be installed.

A review of potential contraventions captured by the enforcement cameras will be undertaken by qualified Civil Enforcement Officers employed by the Council's contractor.

Confirmed contraventions will be issued as PCNs by post to the registered keeper of the vehicle.

Q6. Is there a recommended period for the issue of warning notices prior to the issue of PCNs?

In line with the guidance from the DfT, "Warning notices" will be issued for the first contravention to a vehicle at each new location for a period of six months.

The warning notice will advise that any further moving traffic contravention at the same camera location would result in the issue of a penalty charge notice. PCN's will be issued for the second or more contraventions at a site by the same vehicle within the six-month period.

PCN's will be issued to all vehicles after the six-month period regardless of how many times they have been in contravention.

Any new sites will be subject to the same requirements above.

Q7. What will happen to the money from PCNs?

Safety and traffic flow is our priority. We are applying for these powers to make a difference on our highway network rather than as a source of financial income.

Surplus income, once the operational costs have been met, will be used for highway improvement projects in line with strict government guidelines. This funding will only be used for projects helping to achieve the following objectives:

- Improve road safety.
- Tackle congestion on our roads.
- Increase public transport reliability.
- Improve air quality.
- Increase the life span of highway assets.

Q8. Will this cost me money?

No – the schemes are funded by the Council. It will only cost members of the public, money if they are served a PCN for not complying with the restrictions and fail to successfully appeal.

Q9. Can I appeal a PCN?

You can [find details on how to appeal a PCN on our Challenge a parking fine page.](#)

You will need to submit:

- The PCN Number,
- Vehicle registration,
- Copies of pay and display tickets - if applicable (please keep originals for your records),
- Any other supporting evidence.

If an informal challenge is received within 14 days of the PCN being issued, any applicable discount will be frozen until the Council has considered the case. If the challenge is refused the Council will offer an extended discount period of 14 days for payment to be made.

Q10. How did the Council decide which sites should be enforced?

Along with intelligence gathered from anecdotal information, on-site surveys were conducted to understand the number of illegal vehicle movements. The sites were also assessed in terms of the number of collisions and dialogue with Thames Valley Police. This process is supported by the Department for Transport's selection criteria.

Criteria include:

- All moving traffic restrictions to be enforced must be underpinned by accurate traffic regulation orders where applicable and indicated by lawful traffic signs and road markings.
- Officer intelligence regarding contraventions identified through feedback and prioritised considering safety concerns identifying a range of different moving traffic offences to pilot sites are enforceable by ANPR cameras.

Q11. When will the Council start enforcement powers at the pilot locations?

The start date is subject to an approval from the Secretary of State for Transport. It is expected that approval will be granted after October 2025. Further updates on the locations will then be added to the Council's website and signs displayed at the specific site before enforcement commences.

Q12. Will there be any advance warning signs notifying drivers of MTE in advance of the restrictions being implemented?

Providing motorists with advanced warning signs has been included in our designs. Supporting motorists to move around the borough in a compliant manner is a key outcome of any scheme.

Q13. Why are you consulting people on the intention to adopt these powers?

Due consideration has been given to the need for those living, working, and visiting the borough. Only restrictions which prohibit unsafe movements on the borough's roads have been identified and selected.

As part of the process and DfT guidance, the public are being consulted for 6 weeks on the proposals to adopt the powers before submitting the application to the DfT. The statutory consultation is being undertaken from 25 April 2025 to 6 June 2025. The consultation is intended to understand issues and concerns for each of the locations/sites and not to object to the powers as a general response.

The Chief of Police will also be consulted on the proposal and their response will be included in the application to the DfT.

Q14. Will there be more sites added to the current enforcement sites in the future?

The Council will be assessing further locations for moving traffic enforcement as part of later stages of the process, particularly locations where there are incidences of poor driver compliance to traffic restrictions. This will also include more school streets and potential restrictions near new developments.

Q15. What do the Automatic Number Plate Recognition (ANPR) enforcement cameras look like?



This is a photo of an ANPR and contextual camera fixed onto a lamp column, located at traffic signals where it would record vehicle details at an enforcement location. A contextual camera allows data to be added such as the time, date and location of the contravention.

Q16. Are authorities allowed to certify the signs and traffic orders for a scheme?

Each local authority is responsible for ensuring the signage, road markings and the relevant traffic regulation orders, are compliant.

Q17. Will local authorities need to go through the advised consultation process for each moving traffic scheme introduced once the powers have been granted?

Yes – any new scheme not included in the initial consultation will follow the prescribed consultation with the public to notify their intentions and reasons for introducing new schemes these will normally be done in phased batches.

Q18. Can you use moving traffic contraventions in off street locations?

No – the relevant signs prescribed are for use ‘on street’ only.

Q19. Once powers are enacted to enforce moving traffic contraventions, will the Police cease to enforce these in the borough?

The Police still retain the powers to enforce moving traffic contraventions; in effect they will become dual enforced. If a motorist is issued a Fixed Penalty Notice (FPN) for the same contravention, “double jeopardy” applies and the Police’s FPN takes precedence over the PCN which will be cancelled by the Local Authority on production of evidence.

Q20. Will local authorities be able to enforce restrictions by CCTV that were removed when the Deregulation Act 2015 was enacted?

No – the DfT confirmed there are no changes planned at this time to re-introduce the option for authorities to enforce non-compliant parking issues using CCTV. Authorities can however use CCTV to enforce kerb restrictions where this is within a mandatory cycle lane; at school keep clear markings, Bus lanes (including red routes) and Bus stop/stand clearways.

Q21. Will examples of any improvements in driver behaviour following the introduction of camera enforcement be published?

Each new scheme introduced will have its own set of outcomes due to the potential variables between location and types of contraventions. Reporting on changes in vehicle movements, number of PCN’s issued, and cancellations are all important factors that will help demonstrate the scheme design is achieving expected outcomes and will be reviewed to assist in the continued enforcement and additions to the schemes in place.

Q22. Are the Traffic Penalty Tribunal (TPT) aware of these changes and a potential increase in appeals?

Yes – TPT are aware of our application to introduce moving traffic enforcement and are working with the council to ensure they are ready for any increased volumes of cases that may arise. Compliance with the restrictions will avoid the need to make such applications.

Q23. Is there any scope to apply moving traffic contraventions to someone cycling through a restriction?

There are no plans to include enforcement of cycles using CCTV. However, this would not prevent the police using their powers if cyclists are not exempt from the traffic order process.

Q24. Are there any plans to digitise the Blue Badge scheme to allow exemptions for Blue Badge holders?

The moving traffic contraventions we have implemented in this phase are for prohibition of turning, prohibition of vehicles, or width/weight restrictions and Blue badge holders are not exempt from these restrictions.

Q25. What does it mean by drivers are not permitted to Stop in Yellow Box junctions?

A vehicle/motorist is permitted to enter a junction which has a yellow box providing during the allotted "Green" time the vehicle can complete its intended manoeuvre and exit the junction. If the vehicle is still in the yellow box when the lights change to "Red" then a PCN will be issued as this vehicle is now obstructing the other arms of the junction. Sufficient time is provided at each junction through detectors and specialist software so if a motorist is not sure if they can clear the junction then it is advisable to wait until the exit is clear.