



Wokingham Borough Council

Moving Traffic Enforcement Frequently Asked Questions

Q1. What is moving traffic enforcement (MTE)?

Moving traffic enforcement is a way of managing traffic flow on the road network through issuing Penalty Charge Notices (PCN) under civil law by the Local Authority and Fixed Penalty Notices (FPN) under criminal law by the Police to motorists who breach the road restrictions that are in place.

The power to enforce moving traffic contraventions currently lies with the police however the Council were recently granted powers by Central government to also enforce these restrictions in July 2023.

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.

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

Some of the benefits of enforcing moving traffic offences include;

- Improved road safety including for those walking, cycling, and wheeling.
- Reduced traffic congestion and improved traffic flow.
- Quicker journey times for public transport services.
- Reduced vehicle emissions which in turn improves air quality.
- Enabling the police to focus their policing priorities elsewhere.
- Economic benefits of reducing road traffic accidents which includes the costs to the NHS and the Police to attend and manage road traffic accidents.
- Makes moving traffic enforcement more effective and reduces the number of repeat offences in future.

Implementing moving traffic enforcement powers recognises the dual imperatives to improve air quality through reduced traffic congestion, and to encourage behavioural shift towards sustainable travel choices by keeping junctions and cycle lanes clear of obstructing vehicles to improve bus reliability.

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 2018 which aim to;

- Manage the impact of congestion on the highways network,
- Encourage alternative modes of travel,



- Achieve a 20% reduction in CO2 emissions,
- Improve road safety.

Q4. Which locations will have an enforcement camera installed?

Site	Location	Contravention
1	Broad Street, Wokingham	Banned right turn
2	Barkham Road rail crossing	Banned right turn
3	Station Road, Wokingham	Banned right turn
4	Wellington Road, Wokingham	Ahead only
5	Gypsy Lane, Wokingham	Weight restriction
6	Murdoch Road, Wokingham	Keep left
7	Goatley Way, Wokingham	One way street
8	Milton Road, Wokingham	Vehicles prohibited except buses
9	Easthampstead Road, Wokingham	Yellow box junction
10	Hyde End Road, Spencers Wood	Buses only
11	Whitlock Avenue, Wokingham	Banned right turn

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.

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

Q6. Is Wokingham Council the only authority who were granted the powers by DfT?

No. Including Wokingham, a total of 52 other Councils have been granted Moving Traffic Enforcement powers since July 2022 and more Councils are expected to be granted the powers to enforce moving traffic restrictions next year.

Q7. Is there a recommended period for the issue of warning notices prior to the issue of PCNs?

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. PCNs will be issued for the second or more contraventions at a site by the same vehicle within the six-month period.

PCNs 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.

Q8. What will happen to the money from PCNs?

Safety 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.

Q9. 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.

10. Can I appeal a PCN?

You may appeal a PCN you have received by visiting <http://parking.wokingham.gov.uk/>

You will need to submit:

- The PCN Number,
- Vehicle registration,
- Any other supporting evidence.

You must pay the Penalty Charge or make representations to the Council within 28 days from the Date of Service of the Notice.

PAYMENT: The Penalty Charge is £70 and must be paid within 28 days from the Date of Service of this Notice.

IF PAYMENT OF THE PENALTY CHARGE IS RECEIVED BY THE COUNCIL WITHIN 21 DAYS FROM THE DATE OF SERVICE OF THIS NOTICE A REDUCED AMOUNT OF £35 IS PAYABLE.



Q11. How did the Council decide which sites should be enforced?

Along with intelligence gathered from anecdotal information, on-site surveys were conducted over a seven-day period to record the number of illegal vehicle movements. This informed the suitability of locations for moving traffic enforcement which was 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.

Q12. When will the Council start enforcement powers at the pilot locations?

The start date is September 2023 which is currently widely publicised across the borough.

Q13. 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.

Q14. Did you consult 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 were consulted for 6 weeks on the proposals to adopt the powers before submitting the applications to the DfT. The statutory consultation was undertaken from 21 November 2022 to 2 January 2023. The majority of the feedback received supported the proposals to adopt and use the powers.

The Chief of Police was also consulted on the proposal and provided feedback in support.

Q15. 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.

Q16. What do the 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.

Q17. 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.

Q18. 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.

Q19. Can you use moving traffic contraventions in off street locations?

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

Q20. 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 FPN for the same contravention, double jeopardy applies and the Police FPN takes precedence over the PCN which will be cancelled by the Local Authority on production of evidence.

Q21. 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.

Q22. 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.

Q23. 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.

Q24. 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.

Q25. 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.