

**To:** Ashford Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 7 March 2023  
**Subject:** Moving Traffic Enforcement Update  
**Classification:** Information Only

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Summary: This report updates Members on KCC's Moving Traffic Enforcement project

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## 1. Context

- 1.1 As the Local Transport & Highway Authority, Kent County Council has a statutory duty to ensure the effective discharge of the 2004 Traffic Management Act to help ensure safe passage for all road users and secure the provision of public passenger transport services within the county which would not be met without financial input from KCC.
- 1.2 Part 6 of the Traffic Management Act allows the highway network to be more effectively managed by the Highway Authority, allowing the civil enforcement of a variety of moving traffic contraventions whilst maintaining national standards to improve road safety, pollution levels, journey time reliability and public realms in locations with low compliance.

## 2. Moving Traffic Enforcement - Background

- 2.1 In September 2020, the Department for Transport announced that they would be fully enacting the elements of the Traffic Management Act which transfer moving traffic offences from criminal law to civil law, which can be granted to Local Highway Authorities.
- 2.2 This came into force on 15<sup>th</sup> July 2022, with the passing of ['The Civil Enforcement of Moving Traffic Contraventions Designations and Miscellaneous Amendments Order 2022'](#).
- 2.3 As these powers have not previously been available to KCC, there is no existing contract in place that gives KCC access to the necessary hardware and processing infrastructure to enforce moving traffic offences and issue Penalty Charge Notices. A new service provision is therefore being procured to deliver the requirements of the Traffic Management Act.
- 2.4 Moving traffic contraventions relate to traffic controls through signing and lining in the Highway Code and include the following:
  - Driving through a 'No Entry' sign
  - Turning left or right when instructed not to do so
  - Entering yellow box junctions when your exit is not clear
  - Driving where motor vehicles are prohibited
  - Driving a private vehicle on a route for buses only

**2.5** Assessing whether a contravention has occurred will be achieved using the latest Automatic Number Plate Recognition (ANPR) camera technology. KCC will then be in a stronger position to manage and improve the road network, being able to deliver the key objectives of:

- Improving road safety
- Reducing network congestion
- Increasing public transport reliability
- Improving air quality
- Increasing the lifespan of highway assets

**2.6** Moving Traffic Enforcement will only be applied where action is needed to meet one of these objectives.

**2.7** After some delay whilst the project was scrutinised internally for financial viability, the tender process has now begun. The Selection Questionnaire – the first stage of the tender process - is out now for consideration by interested parties. The contract is expected to be up and running in August 2023.

### **3. Ashford Moving Traffic Enforcement Schemes**

**3.1** Several schemes across Kent have been identified with KCC officers and Borough Council Officers (Alison Oates for ABC) for delivery in the first tranche roll out. Three of these are in Ashford:

- Beaver Road bus gate between South Stour Avenue and Godfrey Walk, Ashford
- Bridge between Sackville Crescent and Carlton Road, Ashford
- Bridge between Bluebell Road and Finn Farm Road, Ashford

**3.2** Site assessments and scheme designs are being undertaken by the KCC Highway Improvements team. Each site will have at least one ANPR enforcement camera to capture contraventions. Images will then be processed, checked by KCC officers and cross referenced with registered owner details from the DfT before a Penalty Charge Notice is issued where justified.

**3.3** All 3 of the Ashford bus gates allow taxis to use the route. This is set out in the Traffic Regulation Order for each site. The legal terminology is 'Hackney Carriages' which does not include private hire taxis. It is not proposed to change this: private hire taxis will not be able to use the bus gates.

**3.4** The Beaver Road bus gate has been abused for a number of years, and owing to the temperamental bollard system it has proved difficult to enforce this route for buses, taxis and pedal cycles only. The proposed scheme alters the carriageway layout, removing the current build outs to enable two vehicles to pass at the same time. ANPR enforcement cameras and new signing will be located at both ends of the short stretch of bus gate. The scheme has been through a road safety audit and signing has been enhanced at each end as a result. The latest scheme proposal can be seen in appendix A.

**3.5** The Sackville Crescent and Bluebell Road bus sites will also have enhanced signing in line with legal requirements, and an ANPR camera at each end. The plans for this are in progress and will be shared at a later date.

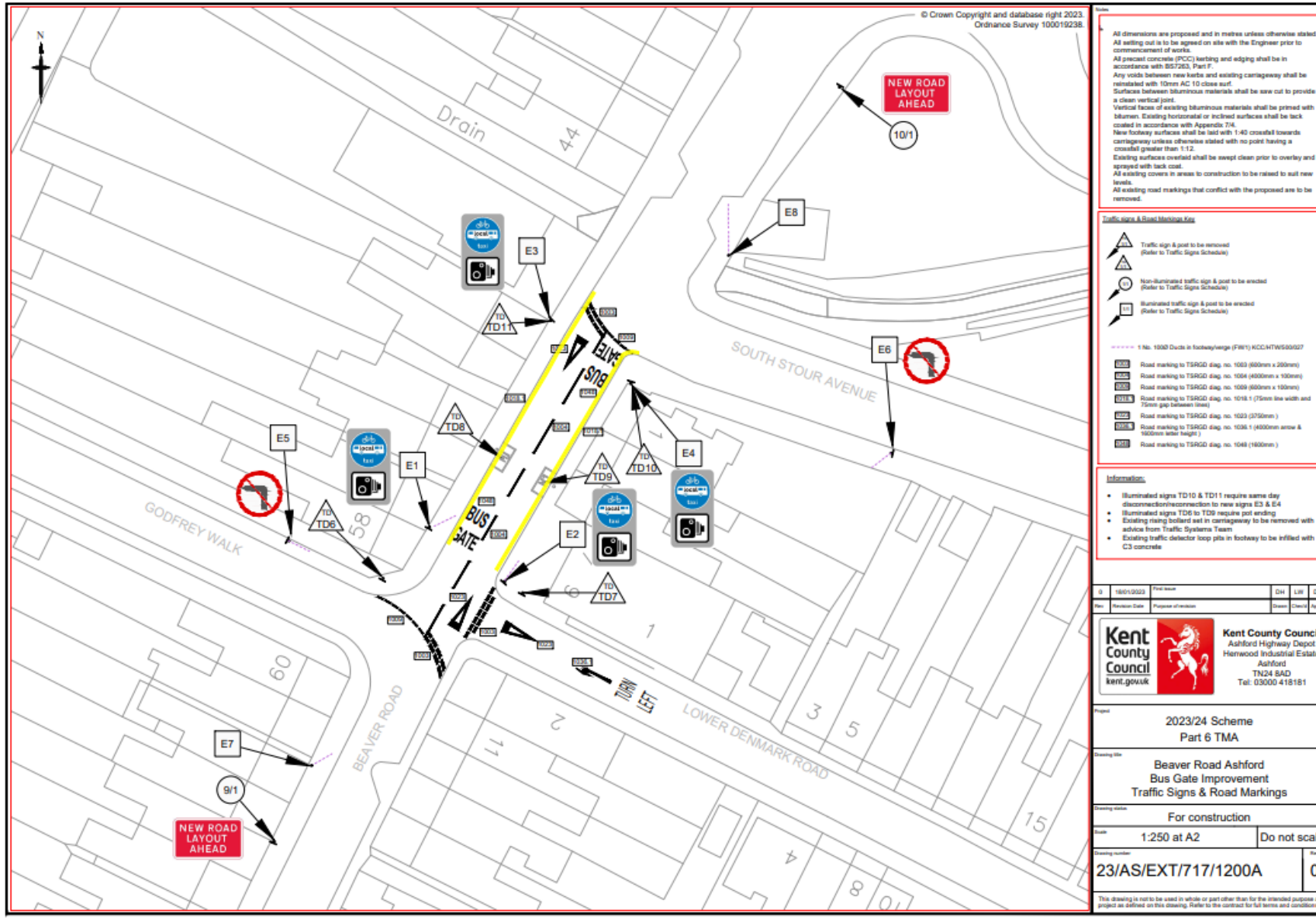
#### **4. Next Steps**

- 4.1** Work will continue internally on preparing the three Ashford sites for moving traffic enforcement. ABC will advise whether planning permission is required for any of the three schemes, and if so, KCC will apply. Consultation on the principal of KCC gaining moving traffic enforcement powers across Kent and at the first tranche sites (including the Ashford locations) was undertaken in March-May 2022, in line with government guidance. Consultation on the specific changes proposed in Ashford will be undertaken locally at each site later this year when designs are finalised. KCC will confer with ABC on the suitable scale of consultation.
- 4.2** KCC will continue with the procurement process, aiming for the three Ashford moving traffic enforcement sites to be operational by late summer 2023.

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# Appendix A – Beaver Road bus gate: Draft scheme proposal



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Ordnance Survey 100019238.

All dimensions are proposed and in metres unless otherwise stated.  
All setting out is to be agreed on site with the Engineer prior to commencement of works.  
All precast concrete (PCC) kerbing and edging shall be in accordance with BS7263, Part 1.  
Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.  
Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.  
Vertical faces of existing bituminous materials shall be primed with bitumen. Existing horizontal or inclined surfaces shall be back coated in accordance with Appendix 74.  
New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated with no point having a crossfall greater than 1:12.  
Existing surfaces overlaid shall be swept clean prior to overlay and sprayed with tack coat.  
All existing covers in areas to construction to be raised to suit new levels.  
All existing road markings that conflict with the proposed are to be removed.

- Traffic signs & Road Markings Key**
- Traffic sign & post to be removed (Refer to Traffic Signs Schedule)
  - Non-illuminated traffic sign & post to be erected (Refer to Traffic Signs Schedule)
  - Illuminated traffic sign & post to be erected (Refer to Traffic Signs Schedule)
  - 1 No. 1000 Ducts in footway/verge (FWR) KCC:HTW50007
  - Road marking to TSRGD diag. no. 1003 (600mm x 200mm)
  - Road marking to TSRGD diag. no. 1004 (400mm x 100mm)
  - Road marking to TSRGD diag. no. 1009 (600mm x 100mm)
  - Road marking to TSRGD diag. no. 1016.1 (75mm line width and 75mm gap between lines)
  - Road marking to TSRGD diag. no. 1023 (3750mm)
  - Road marking to TSRGD diag. no. 1036.1 (4000mm arrow & 1600mm letter height)
  - Road marking to TSRGD diag. no. 1048 (1800mm)

- Information:**
- Illuminated signs TD10 & TD11 require same day disconnect/connections to new signs E3 & E4
  - Illuminated signs TD6 to TD9 require pot ending
  - Existing rising bollard set in carriageway to be removed with advice from Traffic Systems Team
  - Existing traffic detector loop pits in footway to be infilled with C3 concrete

0	18/01/2023	Final issue	DR	LW	DB
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd

**Kent County Council**  
Ashford Highway Depot  
Herwood Industrial Estate  
Ashford  
TN24 8AD  
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2023/24 Scheme  
Part 6 TMA

Beaver Road Ashford  
Bus Gate Improvement  
Traffic Signs & Road Markings

For construction  
Scale: 1:250 at A2 | Do not scale

Drawing number: 23/AS/EXT/717/1200A | Rev: 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.