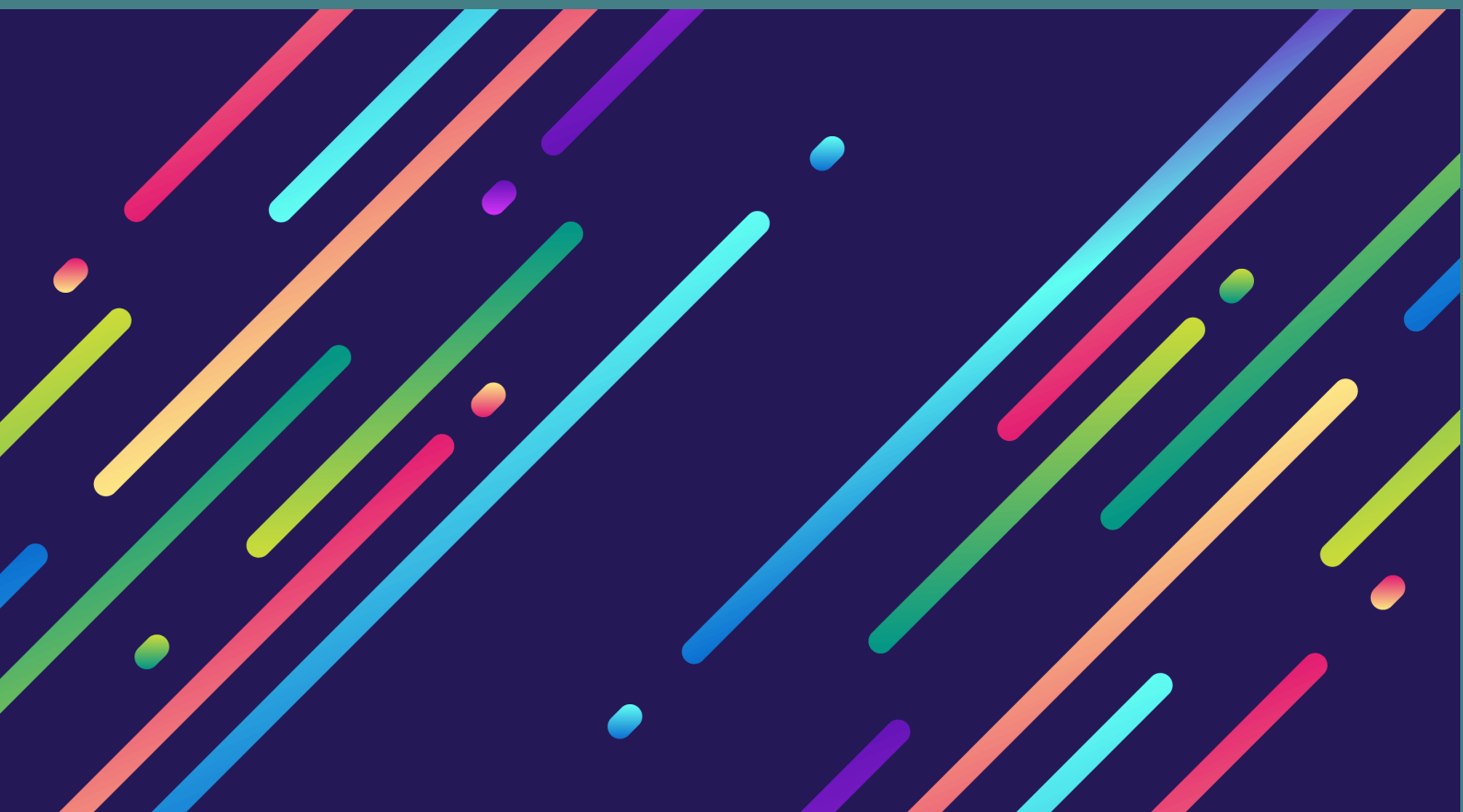




**Traffic Penalty
Tribunal**
England and Wales

Annual Report

2023–24



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Background

The Traffic Penalty Tribunal (TPT) decides motorists' appeals against penalty charge notices (PCNs), issued by local authorities and charging authorities in England (outside London) and Wales, for traffic contraventions.

This includes appeals against PCNs issued by over 300 local authorities in England and Wales for **parking, bus lane** and **moving traffic** contraventions, as well as for **Clean Air Zones** and **littering from vehicles** (England only).

The TPT also decides appeals against penalties from other road user charging schemes in England, including the Dartford-Thurrock River Crossing ('**Dart Charge**') and the Mersey Gateway and Silver Jubilee Bridge Crossings ('**Merseyflow**').

Appeals to the TPT are decided by 24 part-time Adjudicators, together with the Chief Adjudicator, Caroline Hamilton. All the adjudicators are wholly independent lawyers, whose appointments are subject to the Lord Chancellor's consent. They are supported by a team of administrative staff.

The independent TPT is funded by a Joint Committee of the 300+ authorities that enforce the traffic restrictions: **Parking and Traffic Regulations Outside London (PATROL)**. These authorities are fulfilling a statutory duty to make provision for independent adjudication against the civil enforcement penalties they issue.

- The TPT decides appeals against ~26,000 PCNs each year.
- ~85% of appeals are completed fully online, with attendance hearings (via telephone or video) available, if necessary.
- Appellants unable to get online receive Assisted Digital support by phone, Live Chat or post for appeals to be completed 'by proxy'.
- 40% of cases are completed within 14 days, with 75% within 28 days.



Chief Adjudicator's Foreword

Caroline Hamilton

It has been another busy and productive year at the Traffic Penalty Tribunal. With more council authorities electing to enforce moving traffic contraventions by way of a civil penalty and Clean Air Zones having expanded further, our case numbers have in turn increased. Despite the expansion to our jurisdictions, in line with our published 2022–2023 aims the dedicated independent expert adjudicators and case support teams have continued to work together, providing efficient and effective access to justice to our users, with timely and proportionate resolutions to appeals. The Tribunal's appeal volumes and outcomes can be seen at Page 6.

Appraisal

Adjudicators who were cross deployed from London Tribunals, having now been in post at the Traffic Penalty Tribunal for a year, took part in their first appraisal. This provided an opportunity for adjudicators to discuss their work, ensuring that the Tribunal's own automated appeal system was being used optimally and our case management processes uniformly applied. This year, to maintain the same high standards and to allow for a consistent application of the law and regulations, the exercise was undertaken jointly with the Environment and Traffic Adjudicators at London Tribunals. More information on the appraisal scheme and this joint initiative can be found at Page 21.

The experienced cohort of cross-deployed London adjudicators are now firmly embedded at the Traffic Penalty Tribunal, bringing their knowledge and experience in determining moving traffic and road user charging appeals with them and fully contributing to the Tribunal's ability to deliver justice.

Training

The adjudicators took part in a training conference in Cardiff in November 2023. Training events allow the independent, impartial adjudicators (who all work independently and remotely) to meet and share experiences, as well as to confirm best practices. The training meeting is also an opportunity to discuss appeals generally, with a focus on interpretation of the law and regulations, ensuring that we all work cohesively with consistent application. This year, in furtherance of our commitment to mirror the 'One Judiciary' project that encourages and supports the exchange of experience and expertise between jurisdictions, we were pleased to be joined by Chief Adjudicator Anthony Chan from London Tribunals and Judge Alexander Green, the Chamber President of the General Regulatory Chamber of the First-tier Tribunal for Scotland. Further details of our training meeting can be found at Page 21.

Key cases website

We were pleased to launch our 'key cases' website, *Traff-iCase* (www.keycases.info) in March 2024 (see Page 18). The overriding objective of civil enforcement of traffic management measures is to achieve compliance, but compliance can only be realised when there is a clear understanding of requirements and responsibilities. A large number of contraventions reaching appeal arise through error or misunderstanding, rather than the result of an intentional breach. Further frustration can be caused when the appellant motorist (who is generally not legally represented at the Tribunal) does not accept or endorse the limitations of the statutory appeal process. The aim of the *Traff-iCase* site is to provide clear and accessible information regarding the law and regulations, clarifying issues that frequently confuse or perplex motorists.

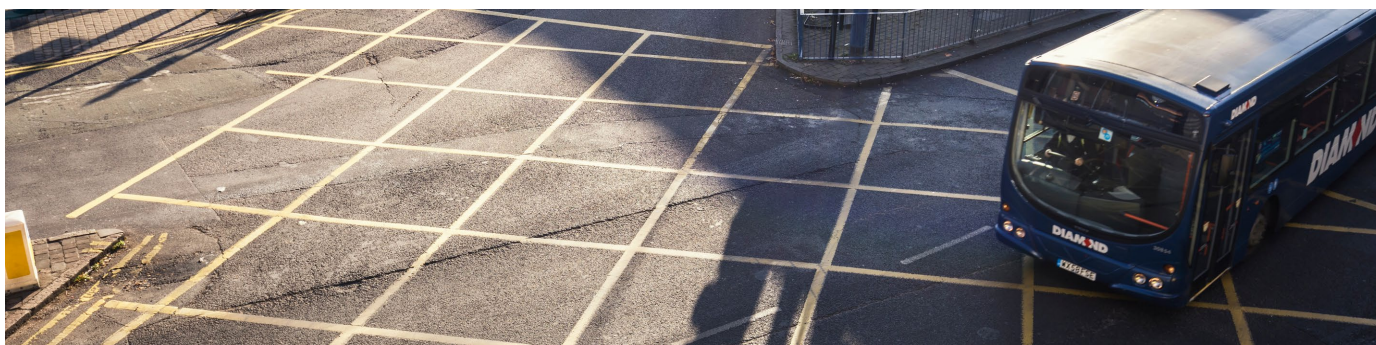
The site publishes key cases from the various independent adjudicating bodies for civil traffic appeals in one place for the first time. This user-friendly, 'one-stop' website allows all tribunal users to benefit from consistent information, based on case outcomes, putting an end to appeals that are pursued as a result of mistaken or out-of-date beliefs, gleaned from inaccurate, if well-meaning, content; for example, published by newspapers or appearing on online forums.

The site is designed to evolve and reflect current law, with the aim of providing an up-to-date analysis of case law and regulations in straightforward terms, allowing all users to have a better understanding of civil traffic regulations, enforcement and appeals. To this end, the *Traff-iCase* site includes a comprehensive, interactive library of legislation and regulations, as well as a repository of Frequently Asked Questions (FAQs).

Acknowledging our responsibility to provide timely, open and user-friendly access to justice, as well as our shared aim to improve the efficiency and cost efficiency of the administration of justice, the adjudicators are pleased to present our 2023–2024 annual report to the PATROL Joint Committee.

Caroline Hamilton
June 2024





1. Workload

1.1 New schemes

The jurisdiction of the adjudicators at the Traffic Penalty Tribunal continued to increase in the reporting year, with growth in the number of Clean Air Zones in operation and more local authorities commencing enforcement for moving traffic and bus lane contraventions.

The function of the adjudicator is to assess evidence, make findings of fact and apply the relevant law to an appeal brought by the recipient of the statutory Notice of Rejection of Representations document issued by an enforcing authority, further to its consideration of formal representations. The adjudicators play no part in decisions as to where or whether restrictions should be introduced, nor are they responsible for fixing charges or penalty amounts.

Clean Air Zones

The adjudicators now determine appeals from zones in Bath, Birmingham, Bradford, Bristol, Newcastle/Gateshead, Oxford (Zero Emission Zone) Portsmouth and Sheffield.

There are four types of Clean Air Zones:



A: Applying to buses, coaches, taxis and private hire vehicles (PHVs).

B: Applying to buses, coaches, taxis, PHVs and heavy goods vehicles (HGVs).

C: Applying to buses, coaches, taxis, PHVs, HGVs, vans and minibuses.

D: Applying to buses, coaches, taxis, PHVs, HGVs, vans and minibuses, as well as private cars (there is also an option to include private motorcycles under this zone marking).

All current zones fall under types B–D. Further information can be accessed at:

<https://www.gov.uk/guidance/driving-in-a-clean-air-zone>

Moving traffic and bus lanes



Moving traffic restrictions are now enforced in the following local authority areas outside London: Buckinghamshire, Derby, Durham, Hampshire, Liverpool, Luton, Manchester, Oxfordshire, Reading, Walsall, West Berkshire and Wokingham. A further 11 authorities are due to start enforcement in the coming year. Authority areas that commenced bus lane enforcement in the reporting year are: Adur and Worthing, Blackpool, Bolton, Hampshire, Norfolk, North Somerset, South Cambridgeshire and Watford.

Littering from vehicles



Littering from vehicles restrictions are currently enforced in: Bradford, Canterbury, Carlisle, Charnwood, Dorset, Hartlepool, Leicester, Mole Valley, Newcastle, North West Leicester, Stroud, Telford and Wrekin, Wigan and Wychavon. 28 further councils are working towards adopting the powers.

1.2 Appeal volumes and outcomes

The number of appeals registered in the reporting year has increased slightly, reflecting an increase in the operation of Clean Air Zones that can take some time to achieve compliance. As more schemes are put in place, motorists become more familiar with the self-declaratory nature of the schemes, so the appeals based on a lack of knowledge or understanding of the requirements generally fall away.

Total appeals, 2023–24 (previous year shown in brackets)

- Appeals registered by adjudicator: 22,176 (22,063)
- Statutory Declarations / Witness Statements: 2,226 (1,648)
- Appeals (PCNs) determined: 25,649 (31,427)
- Appeals allowed: 10,428 (16,549), of which 7,545 (12,245) were not contested
- Appeals refused: 7,519 (6,621), of which 197 (226) were withdrawn

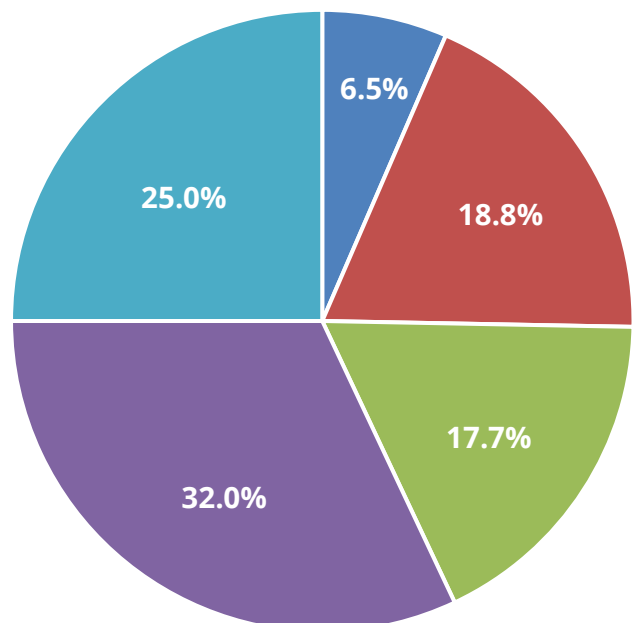
A note on the data

The perceived discrepancy in the number of appeals received and determined is explained by appeals received and registered in April 2024 due for determination in the following reporting period, as well as the number of 'multiple PCN' cases received. These are cases where one motorist repeats a transgression over a period of time, resulting in a series of penalties being issued that are usually the subject of one appeal, but generating the need for a number of decisions. This typically arises when a vehicle has been stolen or cloned, the driver in such cases having no interest in complying with traffic or parking regulations. Multiple PCN cases may also arise with road user charging, due to motorists' initial unfamiliarity with the scheme before a series of PCNs may be issued by post.

The Traffic Penalty Tribunal does not have a backlog of cases. Once the appeal has been registered and the parties have submitted their evidence, the majority of appeals are determined within 28 days (see chart right).

Cases that take longer are generally delayed only while further evidence or a response to a query raised to the parties is sought. Appeals may be rescheduled or adjourned at the request of either party for a limited period, but it is generally not proportionate to delay the outcome of an appeal for a considerable time.

Data: Number of days cases are open



- 0-1 Day
- 2-7 Days
- 8-14 Days
- 15-28 Days



Appeals process

In order to initiate an appeal, the prospective appellant must meet the requirements of Part 2 of Schedule 1 to:

[**The Civil Enforcement of Road Traffic Contraventions \(Representations and Appeals\) \(England\) Regulations 2022**](#), Part 2 of: [**The Road User Charging Schemes \(Penalty Charges, Adjudication and Enforcement\) \(England\) Regulations 2013**](#), applying to road user charging, or Part 2 of: [**The Littering From Vehicles Outside London \(Keepers: Civil Penalties\) Regulations 2018**](#), which apply to littering from vehicles contraventions.

A further 1,247 appeals to those cited on Page 6 were received at the Tribunal in the reporting year, but were not registered by the Proper Officer or independent adjudicator. These appeals did not meet the requirements of the regulations and were rejected with reasons provided, identifying the deficiency to allow for correction and re-submission, where appropriate.

Some appeals are not contested by the enforcement authority. The expectation is that motorists will provide evidence to support their representations directly to the authority prior to the receipt of a Notice of Rejection of Representations.

Evidence in support of a vehicle's sale, hire agreements, evidence of payments or in support of extenuating circumstances are, however, often only provided for the first time with the Notice of Appeal.

The appeal is an ongoing process of review, with authorities considering late evidence and – if the reasons for rejecting representations no longer apply – they may indicate that the appeal is not contested, or offer to accept a reduced penalty amount (or payment of an entry / crossing charge, in the case of road user charging schemes).

Withdrawal of an appeal is also an option for appellants who, having had an opportunity to view the authority respondent's submitted evidence and case summary, may have a clearer understanding of the contravention. For example, this can arise in cases where the authority submits its evidence of signs and road markings, causing the motorist to have a better overview of the restrictions in place. The appeal may be withdrawn at any time prior to determination by the adjudicator. Once withdrawn, the penalty is payable to the authority within 14 days.

Consent Orders can also be achieved between the parties, using the appeal portal that allows queries to be raised and comments on evidence entered. Adjudicators can facilitate this process by asking for evidence regarding any exemption claimed or clarifying any misunderstanding regarding the law or regulations prior to the formal determination of the appeal.

1,830 Consent Orders were issued in the reporting year.

Orders issued by the Traffic Enforcement Centre (TEC) are referred to the adjudicator under Regulation 23 of: [**The Civil Enforcement of Road Traffic Contraventions \(Approved Devices, Charging Guidelines and General Provisions\) \(England\) Regulations 2022**](#) or Regulation 19 of the 2013 Road User Charging Regulations.

The Order of the County Court does not cancel the PCN. On receipt of the referral, the adjudicator will determine whether the matter should be listed for an appeal or whether any other direction should be issued, such as a payment direction or costs order. **1,824 (1,492) payment directions were made further to the referral of an Order issued by the TEC.**

The individual appeal types (parking, bus lane, moving traffic, Clean Air Zones, road user charging and littering from vehicles) had the following numbers and outcomes (previous year shown in brackets).

Parking



Appeals received:	7,655 (8,033)
Appeals allowed:	3,429 (4,011) , inc. 1,863 (2,028) not contested
Appeals refused:	3,440 (2,176) , inc. 45 (62) withdrawn

Bus Lane



Appeals received:	3,704 (4,144)
Appeals allowed:	1,592 (2,586) , inc. 1,071 (1,741) not contested
Appeals refused:	1,596 (1,638) , inc. 57 (71) withdrawn

Moving Traffic



Appeals received:	129 (83)
Appeals allowed:	54 (31) , inc. 41 (19) not contested
Appeals refused:	67 (48) , inc. 3 (5) withdrawn

Clean Air Zone



Appeals received:	7,806 (6,507)
Appeals allowed:	3,865 (6,259) , inc. 3,159 (5,046) not contested
Appeals refused:	2,244 (1,220) , inc. 66 (44) withdrawn

Dart Charge



Appeals received:	3,361 (2,883)
Appeals allowed:	1,063 (3,285) , inc. 1,025 (3,043) not contested
Appeals refused:	66 (604) , inc. 22 (28) withdrawn

Merseyflow



Appeals received:	738 (404)
Appeals allowed:	408 (372) , inc. 380 (366) not contested
Appeals refused:	95 (267) , inc. 4 (15) withdrawn

Durham RUC* Zone



Appeals received:	5 (0)
Appeals allowed:	2 (0) , inc. 2 (0) not contested
Appeals refused:	2 (0) , inc. 0 (0) withdrawn

Littering from Vehicles



Appeals received:	25 (9)
Appeals allowed:	15 (5) , inc. 4 (2) not contested
Appeals refused:	9 (3) , inc. 0 (1) withdrawn

* RUC: Road User Charge

1.3 Method of decisions

The automated case management system

The Traffic Penalty Tribunal's ability to provide a reliable and accessible online appeals system and remote hearings continues to deliver efficient, effective access to justice. This allows for the timely and proportionate resolution of appeals currently under the jurisdiction of the adjudicators.

The user-friendly digital platform has been embraced by Tribunal users, but the adjudicators still recognise that some motorists prefer to submit an appeal by post or email. This remains an option and 4.15% of appeals were lodged in this way. On receipt of appeals correspondence in these formats, the Tribunal will create an appeal 'by proxy' on the online case management system, allowing the council authorities to access the appeal via the portal in the usual way, but with corresponding communications for the appellant sent by post or email.

Once the appeal is registered, the parties are provided with an opportunity to select their preferred hearing type.

e-Decisions: 11,286 in the reporting year (18,043 in 2022–23)

e-Decisions (referring to a decision processed through the Tribunal's digital case management system) are determined by the adjudicator on the evidence provided by each party to the appeal, without further oral evidence or submissions.

Parties to the appeal may, however, prefer to present evidence orally. This can be efficiently and justly achieved by attendance at a hearing by telephone or via video (facilitated through the popular Microsoft Teams platform).

Telephone / Video Attendance Hearings: 3,321 in the reporting year (2,137 in 2022–23), of which attendance by telephone: **2,230** (1,493) and via video: **1,091** (644).

The adjudicator is responsible for managing the hearings and, under the 2022 Appeals Regulations and the 2013 Road User Charging Regulations, must conduct proceedings

'in the manner most suitable to the clarification of the issues and generally to the just handing of the proceedings...' The regulations also provide the adjudicator with the power to require the attendance of 'any person including a party to the appeal'.

Full written reasons for the decision reached by the adjudicator are provided to the parties, even if the decision is given orally at the end of the hearing.

1.4 Costs

Appellants pay no issuing fee to submit an appeal to the independent adjudicator and under the regulations governing the Traffic Penalty Tribunal, the adjudicators must not normally make an award of costs or expenses.

The adjudicator may, however, exercise the powers conferred under the relevant regulations on the application of a party, or of the adjudicator's own motion. An order can be made only if the adjudicator considers that the party has acted 'frivolously or vexatiously', or the party's conduct in making, pursuing or resisting an appeal was 'wholly unreasonable'. There is no power to make an award of compensation. The high threshold for such an award is reflected by the limited number of orders made.

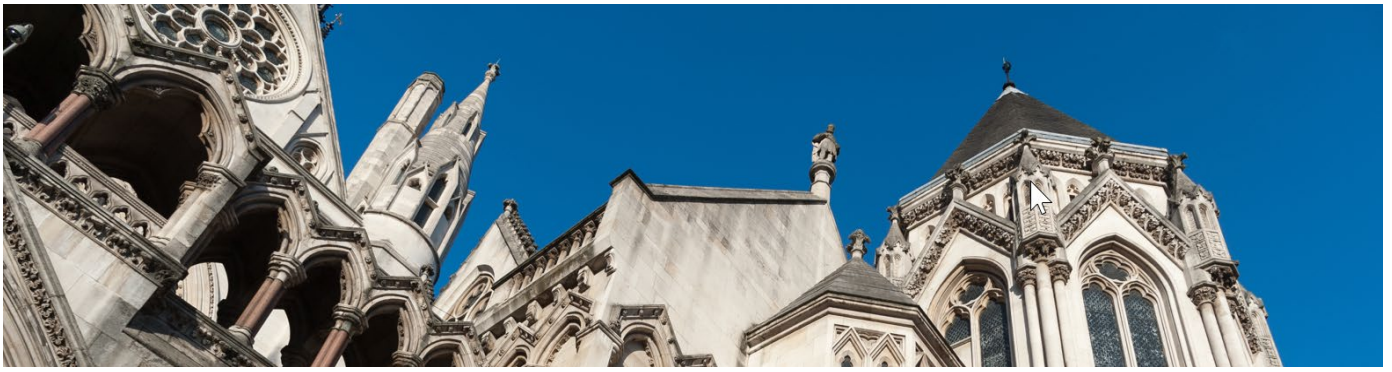
Applications for costs (2023–24)

	Appellant	Authority	TOTAL
Costs applications made	120 (108)	1 (2)	121 (110)
Costs awarded	1 (1)	1 (0)	2 (2)

Want to find out more?

Further information on the Tribunal's work, as well as comprehensive information on the enforcement and appeals process for different penalty types can be found at:

www.trafficpenaltytribunal.gov.uk/



2. Judicial Review

The adjudicators are the expert statutory tribunal in place to determine civil penalty traffic appeals. Once a party has exhausted their remedy before the independent adjudicator, however, a further challenge may be made through an application to the High Court for permission to seek a judicial review.

The High Court Judge will review the lawfulness of the decision. Decisions of the High Court are in turn appealable on a point of law to the Court of Appeal (and beyond). The adjudicators remain charged with making findings of fact on the evidence submitted by the parties, but they are bound by any decision of the Courts regarding the application or interpretation of the law. Judgments of the Courts are therefore invaluable to the adjudicators, providing firm clarity on the interpretation of regulations, obligations and responsibilities, and ensuring that the law is applied consistently.

Over the years, the Courts have determined a number of crucial issues, clarifying or confirming the application of the law regarding a number of issues relating to traffic appeals; for example: owner liability (*London Borough Of Wandsworth, R (on the application of) v Parking Adjudicator [1996] EWCA Civ 869*); mitigation (*Walmsley v Transport for London & Others [2005] EWCA Civ 1540*); the required level of compliance with regulations (*R (Herron) v Parking Adjudicator [2011] EWCA Civ 905*), and procedural impropriety (*R (Bedi) v Traffic Adjudicator [2022] EWHC 1795 (Admin)*). These cornerstone decisions remove uncertainty, to the benefit of motorists generally, as well as our Tribunal users.

The 2023–24 reporting year saw a number of judicial review applications.

2.1 Outcomes – permission granted

No application received permission to proceed to judicial review in this reporting year.

2.2 Applications – permission refused

The King on the application of Gary Parkin v The Adjudicator and Nottingham City Council (interested party CO/1050/2023)
Parkin v Nottingham City Council (TPT NG00375-2211)

The appeal decision

The appeal was refused by the independent adjudicator for the following reasons:

- “
1. *This matter was determined after a telephone hearing on 3 March 2023. Mr Parkin represented himself and the Council did not take part.*

2. *Mr Parkin commenced the hearing by stating that he had not yet received the evidence from the Council. He stated that he had attended the Council offices on three occasions demanding that the papers be handed to him in person, but this was refused.*
3. *The Council initially sent the evidence by first class post on 29 November 2022. At an earlier stage of this appeal, I initially directed the Council to resend the evidence, as I was concerned that Mr Parkin may not have received it. After some further discussion regarding Mr Parkin's need for paper evidence, and the possible effect of the postal strike, the Council did send out a further copy of the evidence by first class post on 13 February 2023.*
4. *I find it highly unlikely that two sets of evidence sent by Royal Mail first class post to the same person would both go missing. I acknowledge that the first set may have been delayed by the Royal Mail strikes, but the same reasoning would not apply to the second posting. I therefore find it more likely than not that Mr Parkin has received the evidence.*
5. *In any event, looking at the evidence that the Council has provided, Mr Parkin has always accepted driving through this tram gate. In his formal representations he simply stated that he was not aware of having done so, and in any event was being 'cut up' by another motorist. He therefore calls into question the adequacy of the signage, which is a matter I can assess from looking at the evidence provided.*
6. *Looking at the Council's photographs and video evidence, I can see that the signs on either side of the entry point are lit at night. There is also advance warning signage further back down the road. In addition there is the wording on the road surface at the entry to the tram gate. Looking at the situation as a whole, I am satisfied that the driver is given adequate warning about the tram gate in time to take avoiding action.*
7. *At a later stage in the proceedings, Mr Parkin also stated that he was in a medically urgent situation, 'literally going to the toilet' at the time. However, as the Council has pointed out, Mr Parkin could have stopped his car before arriving at the tram gate. More importantly this factual issue was not raised when he made his formal representations. I would have expected such a fact to have been included in his early representations, if it were true.*
8. *In summary, I find this tram gate adequately signed and marked, even at night time, as the signage is lit. Mr Parkin may not have seen it, but it was there to be seen. I do not accept that it was more likely than not that Mr Parkin was experiencing any kind of medical emergency which might have justified him passing through the tram gate. I therefore find that the contravention occurred, and I am satisfied that this matter has been dealt with in accordance with The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022.*
9. *This appeal is dismissed, and I direct that the penalty of £70 be paid within 28 days."*

The application for review

The reviewing adjudicator identified no ground for review under the regulations and rejected the application.

The application for judicial review

The application was refused. The adjudicator having made the findings that he did was entitled to proceed with the hearing without adjourning and the decision to do so involved no arguable procedural irregularity or other unfairness. The adjudicator was entitled to dismiss the appeal and confirm the PCN for the reasons given. The Claimant's application for an oral renewal hearing was refused.

**The King (on the Application of Brown) v Traffic Penalty Tribunal
and Doncaster Metropolitan Borough Council CO/1621/2023**
Brown v Nottingham City Council (TPT DN00067-2212)

The appeal decision

The appeal was refused by the independent adjudicator for the following reasons:

“

1. *Mr Brown accepts he had parked on a single yellow line in High Street when the PCN was issued and when he accepts he should not have parked there, he had just gone to the shop but he appeals on the basis the council does not have the power to change the law or the power to issue PCNs. In this respect Mr Brown said in his representations to the council he had not contracted with the council and that a parking contravention was still a parking offence that, I infer, he believes the police have the power to deal with and not the council.*
2. *Following the hearing Mr Brown sent me the following message, 'What I was trying to say in the meeting was the 1984 road traffic regulation act and the 1991 traffic act are still in force today. The wording that is on there is still in force today. The permitted parking area order 2005 Doncaster is in force today. The point I'm making is how can two laws be in force if they do the opposite of each other. It's impossible. It's like saying I'm going forward at the same time as backward. One law says they can issue penalty charges one law says it can't'*
3. *It is true to say there are some parts of the Road Traffic Regulation Act 1984 and the Road Traffic Act 1991 that are still in force today but large parts of both acts have been repealed or modified by subsequent legislation. This is the nature of our legal system as law develops over time.*
4. *However, if Mr Brown was referring in his representations specifically to section 5 (1), Road Traffic Regulation Order 1984, "A person who contravenes a traffic regulation order, or who uses a vehicle, or causes or permits a vehicle to be used in contravention of a traffic regulation order, shall be guilty of an offence."*
5. *This provision, whilst still on the statute book, was modified by the Road Traffic Act 1991. The Road Traffic Act 1991 made provision for traffic regulation orders outside Greater London and permitted and special parking areas outside London at section 43 and Schedule 3 and Schedule 6 contained the provisions for dealing with parking penalties.*
6. *In 2004 the Traffic Management Act 2004 decriminalised parking enforcement and provided at section 72 as follows,*

Civil penalties for road traffic contraventions

- (1) The appropriate national authority may make provision by regulations for or in connection with—
 - (a) the imposition of penalty charges in respect of road traffic contraventions that—
 - (i) are subject to civil enforcement (see section 73), and
 - (ii) are committed in an area that is a civil enforcement area for contraventions of that description (see section 74), and
 - (b) the payment of such penalty charges.

7. Sub section 3 provides,

The regulations shall include provision in respect of any description of conduct for which a penalty charge may be imposed—

- (a) prohibiting criminal proceedings or the issuing of a fixed penalty notice in respect of conduct of that description, or
- (b) securing that a penalty charge is not required to be paid, or is refunded, where the conduct is the subject of criminal proceedings or of a fixed penalty notice.

8. *Sections 76 and 78 deal with the appointment of civil enforcement officers and the notification of penalty charges and Schedule 7 Part 1, provides a list of offences now known as parking contraventions, section 4 is as follows,*

- (1) Outside Greater London there is a parking contravention in relation to a vehicle if it is stationary in circumstances in which any of the offences listed below is committed.
- (2) The offences are—
 - (a) an offence under section 64(3) of the Local Government (Miscellaneous Provisions) Act 1976 (c. 57) of causing a vehicle to stop on part of a road appointed, or deemed to have been appointed, as a hackney carriage stand;
 - (b) an offence under section 5, 11, 16(1) or 16C of the Road Traffic Regulation Act 1984 (c. 27) (contravention of certain traffic orders) of contravening a prohibition or restriction on waiting, or loading or unloading, of vehicles;
an offence committed in England under section 25(5) of the Road Traffic Regulation Act 1984 of contravening paragraph 1 or 3 of Part 5 of Schedule 14 to the Traffic Signs Regulations and General Directions 2016 (S.I. 2016/362);
 - (c) an offence under section 25(5) of the Road Traffic Regulation Act 1984 of contravening regulation 18 or 20 of the Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997 (S.I. 1997/2400) (prohibition on stopping vehicles on or near pedestrian crossings);
 - (d) an offence under section 35A(1), 47(1) or 53(5) or (6) of the Road Traffic Regulation Act 1984 (offences in connection with parking places);
 - (e) an offence under section 61(5) of the Road Traffic Regulation Act 1984 (parking in loading areas); an offence under section 30(1) of the Exeter City Council Act 1987 (c. xi) (prohibition of parking vehicles on verges, central reservations and footways).
 - (f) an offence under section 6(6) of the Essex Act 1987 (c. xx) of leaving a vehicle on any land in contravention of a prohibition under that section (prohibitions relating to verges and certain other land adjoining or accessible from highway);
an offence under section 19 of the Road Traffic Act 1988 (c. 52) (parking of HGVs on verges, central reservations or footways);
 - (h) an offence under section 21 of the Road Traffic Act 1988 (offences relating to cycle tracks) of parking a vehicle wholly or partly on a cycle track;
an offence committed in England under section 36(1) of the Road Traffic Act 1988 (failure to comply with traffic sign) of failing to comply with a sign of the type referred to in—
 - (i) item 51 or 53 in the table in Part 2 of Schedule 14 to the Traffic Signs Regulations and General Directions 2016, where that sign is placed for the purposes of a signal-controlled crossing facility or a parallel crossing as defined by Schedule 1 to that Instrument; or
 - (ii) paragraph 1 of Part 6 of Schedule 7 to that Instrument (bus stop or bus stand clearway markings);]
 - (i) an offence under section 36(1) of the Road Traffic Act 1988 (failure to comply with traffic sign) of failing to comply with a sign of a type referred to in—
 - (i) regulation 10(1)(b) of the Traffic Signs Regulations and General Directions 2002 (S.I. 2002/3113) (zig-zag lines relating to certain crossings), or
 - (ii) regulation 29(1) of those regulations (bus stop or bus stand markings).

9. *Section 74 and Schedule 8 Part 2 of the Act contains the power to designate civil enforcement areas for parking contraventions outside London upon the application of a local authority and the Order designating the Metropolitan Area of Doncaster as a Permitted Parking Area and Special Parking Area can be seen in its entirety at evidence tab 11. This Order came into force on 4th July 2005 and as such, when the civil enforcement officer observed Mr Brown's vehicle on a single yellow line, he was entitled to issue a PCN and when the PCN was not paid the council was entitled to take enforcement proceedings.*

10. *When Mr Brown parked his vehicle in High Street he had not entered into a contract with the council to do so but he was subject to the traffic regulation order, a copy of which is provided at evidence tab 10 and having parked on a clear single yellow line during the restricted hours, something Mr Brown accepted he should not have done, I find the contravention occurred.*

11. *The council quite rightly say there were no mitigating circumstances to consider and as such, I find Mr Brown was not entitled to park as he did when the PCN was issued and his appeal is accordingly refused."*

The application for review

The reviewing adjudicator identified no ground for review.

The application for judicial review

The application did not address the review decision in any way, but merely repeated arguments previously made to the parking adjudicator that were rejected. No public law challenge had been identified and there were no arguable grounds on which to challenge the decision reviewer. Further the application was not brought promptly. The Claimant's application for a renewal hearing was refused on 21 December 2023.

The King on the application of Thomas Campbell v Bedford Borough Council (CO/2708/2023)

Thomas Campbell v Bedford Borough Council TPT BF00014-2304

The appeal decision

The appeal was refused by the independent adjudicator for the following reasons:

“

- 1. The penalty charge notice (PCN) alleges stopping on a restricted bus stop on Friday 24 March 2023 at 15:55. The Council must prove the contravention (they have the burden of proof). Mr Campbell raises a number of issues and my decision is therefore more detailed than is typical for an appeal against a parking PCN.*
- 2. For the reasons set out below, I conclude that Mr Campbell has not shown a reason to win his appeal and that the contravention is proved. I say at the outset that I accept his evidence 'I was not aware that any special restrictions applied to stopping at bus stops' (representations at evidence 3) and that it was not a deliberate misuse of the restricted bus stop.*

The statutory framework for enforcement under the civil law

- 3. In the past, parking restrictions were enforced under the criminal law but some years ago this changed to enforcement under the civil law by local authorities. The current statutory framework is The Traffic Management Act 2004 and The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 ("the 2022 Regulations"), replacing earlier 2007 regulations.*
- 4. As the adjudicator, I must assess all the evidence that is relevant to the alleged contravention, apply the law, decide if the contravention is proved and decide whether or not Mr Campbell has shown a reason to win his appeal under The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022 ("the 2022 Appeals Regulations"). The grounds of appeal are set out in regulation 5(4) and my role is set out in regulation 7.*
- 5. My role does not extend to a consideration of policy in relation to the siting of restricted bus stops (Mr Campbell's evidence 11 and 22).*
- 6. Because this is a civil law matter, if there is an issue of fact for me to resolve, I must decide what is more likely than not based on the evidence that is available to me.*

Camera enforcement

- 7. The Council rely on video evidence of this area of the public highway, filmed by an approved camera system and fixed camera (evidence 18). An officer reviewed the footage (evidence 13).*

8. *Gathering evidence by an approved camera system as the basis for issuing a PCN for stopping on a restricted bus stop is permitted by the 2022 General Regulations. I refer to regulation 4 and schedule 1 and to regulation 10(2)(a), regulation 10(3)(b), regulation 11(1)(b) and regulation 11(2).*
9. *Mr and Mrs Campbell chose to drive his car on the public highway. Google November 2021 shows a sign to warn of traffic enforcement by camera on the approach to the bus stop. The presence of this sign is described in the email dated 26 April 2023 from Mayor Dave Hodgson provided by Mr Campbell (evidence 22). My understanding is that Mr Campbell does not dispute the presence of this sign to warn of camera enforcement. I find that it is more likely than not that it was present on 24 March 2023.*
10. *Mr Campbell chose to start this appeal to this Tribunal. In order to carry out my role as an adjudicator under the 2022 Appeals Regulations, I have watched the video.*

The circumstances

11. *Mr Campbell accepts that his vehicle stopped in a bus stop at the time alleged. He says that his wife was driving but started to feel unwell and so they decided to swap for safety and to do that in the bus stop. He says that after swapping, he drove off and the event lasted about a minute and they did not obstruct a bus. His account of their actions is consistent with the video and I accept it.*
12. *The circumstances that he describes are not a defence. The prohibition against stopping in a restricted bus stop means exactly that. The prohibition is stricter than 'no waiting' shown by single or double yellow lines, where some exemptions apply, for example to let a passenger get in or out, to load or to allow the holder of a disabled blue badge to park. In a restricted bus stop, there are no such exemptions, not even for a blue badge holder.*
13. *The source of the prohibition against stopping is statutory. There is no longer a need for a traffic regulation order to create a restricted bus stop. I refer to The Traffic Signs Regulations and General Directions 2016 at Schedule 7-3-3, S7-4-9, S7-6-1 and S7-6-4 and to DfT Circular 01/2016 at 3.48. I refer to these regulations as "TSRGD 2016". The statutory basis is described at 13.24.1 of the Traffic Signs Manual, Chapter 3 2019 (available at gov.uk) which I refer to as "TSM". I note that the presence of this restricted bus stop is shown in the Tile P20 Plan that is part of a 2009 traffic regulation order (evidence 7).*
14. *The law does give an exemption if the vehicle has to be stopped in a restricted bus stop in order to avoid injury or damage to persons or property (TSRGD 2016 at S7-6-4(2)(b)). It would be for Mr Campbell to prove the exemption. The account he gives of their decision to swap and the video evidence of his wife getting out of the driver's seat and walking unaided round to the passenger side is not consistent with a medical emergency sufficient to establish this exemption. I find that such an exemption is not proved.*

The yellow markings and sign

15. *Mr Campbell describes the yellow sign 'No stopping 7am-7pm except buses' on the lamp-post beside the bus stop which he saw on his return visit on 1 April (evidence 3). The sign is visible in his video filmed on 5 May 2023 (evidence 28). He objects that this sign is not sufficiently visible when approaching and is not fit for the purpose of warning drivers not to stop. He says that it should be turned through 90 degrees to face oncoming traffic.*
16. *He also puts in issue the presence of the sign on 24 March 2023. He says that the sign is not visible in the video of his car on 24 March 2023 and the Council's extra photos at evidence 14, 15 and 17 are not dated.*

17. *I find that the video establishes that on 24 March 2023 there was only one lamp-post along the length of the bus stop. The presence of one lamp-post is consistent with the photos at 14, 15 and 17. The presence of one lamp-post is consistent with Google which shows the location as at November 2021, with the yellow sign in place on the lamp-post. It would be more helpful if the Council showed the date of their extra photos. On the basis of Google as at November 2021 and Mr Campbell's evidence that the sign was present on 1 April, I find that it is more likely than not that it was present on the lamp-post on 24 March 2023. The field of view of the camera is such that the yellow sign was side on to it, facing the road, and this is why it is not prominent.*
18. *Mr Campbell is correct to identify the need to communicate a parking restriction to drivers. The law imposes a statutory duty on the Council to provide adequate information about a parking restriction created by a traffic regulation order (regulation 18 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996) and this standard of 'adequate information' is applied by analogy by adjudicators to restrictions that are imposed directly by statutory regulations.*
19. *The Council does not have a free hand in how they communicate a restriction of the public highway. They must use the surface markings and signs set out in TSRGD 2016.*
20. *For a restricted bus stop, the yellow markings are prescribed by TSRGD 2016 S7-4-9 (diagram 1025.1) and see S7-6-1 and S7-6-4 (Mr Campbell refers to this at evidence 25). The yellow sign is prescribed by Schedule 4 at S4-3-2 and see also TSM at 13.24.6, Figure 13-72 and 13.24.9 (Mr Campbell refers to this at evidence 23).*
21. *Paragraph 13.24.9 gives guidance about the siting of the sign. It explains that the sign for a restricted bus stop need not face oncoming traffic because of the 'clearway' information that is communicated by the broad yellow line at the edge of the carriageway, which is visible as traffic approaches.*
22. *I agree with Mr Campbell that the yellow sign would not be immediately visible to a driver when approaching in a moving vehicle. The key point is that the yellow markings convey the 'clearway' status of the bus stop and warn drivers 'no stopping' even before the supporting yellow sign is seen. The yellow markings are visible to drivers as they approach. The broad yellow line next to the kerb means 'no stopping' and alerts drivers that this is a restricted bus stop, even if they have not yet had an opportunity to check the supporting yellow sign.*
23. *In terms of how drivers are reasonably expected to know this, The Highway Code at page 116 shows a diagram of the yellow markings with the broad yellow line and refers readers to rule 243 which says 'DO NOT stop or park at or near a bus or tram stop or taxi rank'. There is also a publication 'Know Your Traffic Signs' (2007 hard copy or available on gov.uk) which at page 34 explains that the broad yellow line means that stopping is prohibited.*
24. *I accept Mr Campbell's evidence that he was not aware that stopping is prohibited in this type of bus stop, but the markings and sign were there to be seen. The video shows the car approach the empty bus stop and pull into it and stop before the large surface lettering 'BUS STOP' (evidence 18). I find that the broad yellow line that means that the area is restricted as a 'no stopping' clearway was sufficiently visible as they approached.*
25. *The law is clear that when assessing the adequacy of information for drivers about a parking restriction, it is necessary to consider the markings and sign as a whole in their context and determine if they substantially comply with the regulations (Court of Appeal in R v the Parking Adjudicator and Sunderland City Council ex parte Herron and another [2011] EWCA Civ 905).*
26. *I find that the markings and sign for this bus stop considered as a whole sufficiently comply with the regulations and are adequate to inform drivers of the prohibition against stopping. Unfortunately, Mr and Mrs Campbell made a mistake by deciding to stop in the bus stop to swap places. Mr Campbell has not shown a reason under the law to win his appeal. The contravention is proved.*

27. *When a contravention is proved, the Council have a discretion to take into account all the circumstances in relation to their decision to enforce. As set out in regulation 7(8) of the 2022 Appeals Regulations, I have a discretionary power to refer a case back to the Council with a recommendation that they use their discretion to cancel if I am satisfied that there are compelling reasons to do so. I do not find compelling reasons in this case.*
28. *The amount for this contravention starts at £70. The law requires the Council to offer a 50% discount in the PCN, but after that any later discount is only at their discretion. They offered another chance to pay 50% in the Notice of Rejection but Mr Campbell did not take that offer. Mr Campbell as registered keeper is liable to pay £70.*
29. *I make no comment on the different vehicle that was filmed by Mr Campbell on a different date (evidence 28) because it is outside the scope of my determination of this appeal."*

The application for review

The reviewing adjudicator identified no ground for review.

The application for judicial review

In this case, proceedings were brought against the council authority.

The Claimant's appeals to the adjudicator were refused. The judicial review proceedings targets the PCN, but that remedy had been used at the Tribunal. Judicial review proceedings would amount to a collateral challenge to the established and appropriate method of disputing a PCN. Permission must be refused for this reason alone. Further, the Claimant has not identified any arguable grounds to challenge the decision. The application was refused with an order of costs granted to the council.

The outcome of a renewal application on the issue of costs is pending.

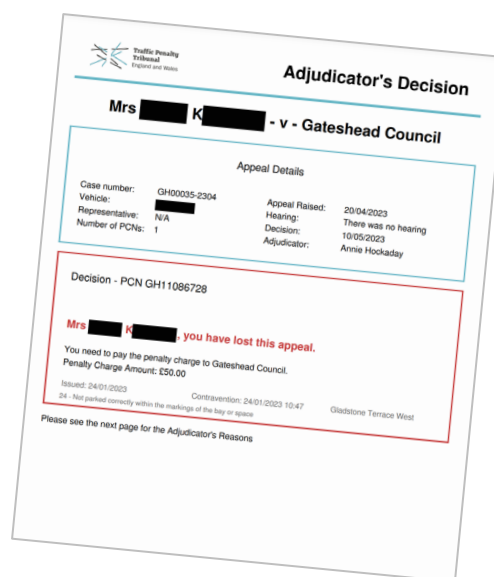
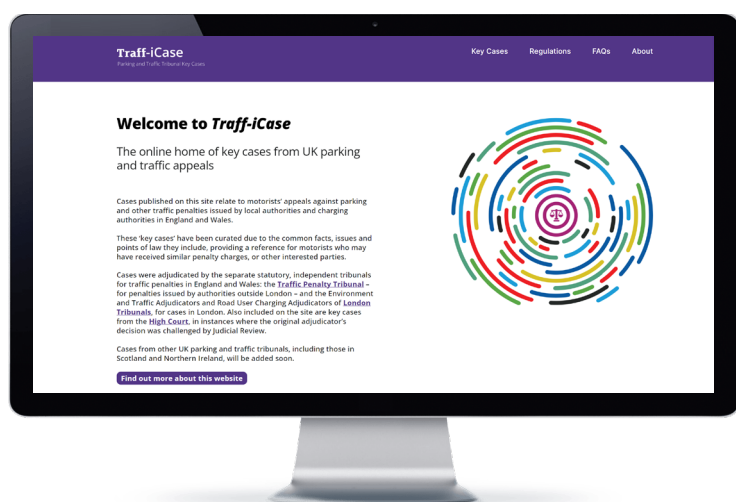
2.3 Applications – awaiting permission

AC-2024-LON-000953 Robert White v Traffic Penalty Tribunal and Adur and Worthing Councils (interested party)
White v Adur and Worthing Borough Council TPT UW00002-2401

3. Key Cases

The Traffic Penalty Tribunal launched a key cases website (*Traff-iCase*, available at www.keycases.info) in March 2024. The site brings together key cases from the different UK traffic tribunals in one place for the first time as a 'go-to' resource, providing clear and accessible information to motorists and other stakeholders.

Through reference to binding and previous adjudicator decisions and legal judgments, the *Traff-iCase* website's core purpose is to remove uncertainty and facilitate a better understanding of traffic enforcement, the issues involved and the implications for challenges. By making clear, unequivocal information publicly available, the hope is that the site will alleviate frustrations and resolve misunderstandings. The site provides direct access to the relevant regulations, with key requirements (e.g. statutory time limits) highlighted.



Key features of the site

- Key cases selected and curated to explain and clarify the law / issues that confuse, divide opinion and that are often misinterpreted
- Cases published, searchable by penalty type and issue, alongside common facts, FAQs and points of law
- All applicable legislation, regulations and requirements, accessible in a single user-friendly, interactive portal
- Motorists benefit from searching for cases involving similar issues to their PCN, allowing for an informed decision on next steps
- Other interested parties; for example, media / motorist groups, can improve the accuracy and relevance of content

Which cases are included?

Cases relate to appeals against traffic PCNs issued by English and Welsh, as well as Scottish and Northern Irish (later phase) local authorities, together with charging authorities such as Transport for London, for a range of contraventions. These include: parking, bus lanes, moving traffic and road user charging (including the London Congestion Charge and Clean Air Zones outside London).

Cases are curated by the Traffic Penalty Tribunal based on their individual merits in explaining and clarifying issues, with a neutral stance on the adjudicating body. Cases are in the public domain.

3.1 Example case search functionality

Site users can look for key cases using separate filters for contravention type and issue, or by entering key words into a free-text search box. The below example demonstrates how key words facilitate a user’s search.

Search word: ‘50% discount’

Keycases > Archives > 50% discount

Mr H – v – Nottingham City Council
(NG00056-2402)

Parking50% DiscountAccuracyBlue Badge

Council discretionGrace PeriodIncomplete paperwork

Observation PeriodSigns / LinesStandard / burden of proof

Stopping / WaitingStrict LiabilitySubstantial compliance

Time limits

Traffic Penalty Tribunal

Decision Date: 2024-03-13

Outcome: Dismissed

This case highlights and clarifies a number of issues:

- Signs and lines must adequately advise the motorist of the restriction, but do not need to be in pristine condition. Substantial compliance with the regulations is sufficient, but signs must not mislead or fail to inform.
- There is no requirement on the civil enforcement officer to record the model of the vehicle.
- The blue badge concession does not apply when waiting restrictions are in force. When no waiting restrictions are in force, the clock must be set to the time of arrival and three hours parking time is permitted.
- There is no right to an observation period or period of grace.
- The 50% discount is offered to the penalty charge notice only – any further discount is at the council's discretion.
- The authority has a period of six months to serve the Notice to Owner.

Read adjudicator's decision in full

Mrs K – v – Gateshead Council
(GH00035-2304)

Parking50% DiscountGrace PeriodObservation Period

Pay & Display

Traffic Penalty Tribunal

Decision Date: 2023-05-10

Outcome: Dismissed

There is no period of grace – any observation period is to collect evidence of an exempt activity. The penalty does not increase after 14 days, the Council must, however, accept a reduced amount (50% discount) if a payment is made closing the case within 14 days.

Read adjudicator's decision in full

Mr R – v – Manchester City Council

Traffic Penalty Tribunal

The website provides the user with a number of cases that address the 50% discount period, providing a summary of each case and identifying the issues the decision covers; for example: *‘There is no period of grace – any observation period is to collect evidence of an exempt activity. The penalty does not increase after 14 days, the Council must, however, accept a reduced amount (50% discount) if a payment is made closing the case within 14 days.’*

The user can then select and read the full decision, either as a formatted PDF version of the original, taken from the relevant Tribunal's appeals system (see below example), or via a direct web link to the judgment in the cases of High Court decisions.

Adjudicator's Decision

Adjudicator's Reasons

1. The penalty charge notice (PCN) is for not parking correctly within the markings of the 2 hour parking bay. Mrs K [REDACTED] wrote the same day to object that a minimum of 5 minutes observation was not given and they were doing a delivery and had to park safely. They say that they were gone within 5 minutes and offer to provide a delivery note. They query why the silver car behind in the disabled bay, which did not appear to have a blue badge, did not receive a PCN.
2. The officer noted 'straddled across two bays' and took photos. The officer logged Mrs K [REDACTED]'s car at 10:46 and issued at 10:47. Photos at 10:48 and 10:49 show the PCN served to the windscreen. I find that the rear (about a quarter of the length) was parked in the disabled bay. She does not claim that a valid disabled blue badge was on display. The lettering 'DISABLED' along the edge was in good condition and clearly visible, as was the corner and end line that marks the boundary before the start of the adjoining bay that offers 2 hours' parking.
3. There is no right under the law to a minimum number of minutes on arriving and parking at a location before a PCN can be issued for an alleged contravention. There is a wide range of parking restrictions and potential contraventions. Whether or not an officer will in practice observe for some minutes depends on what restriction is in place and whether observation would be relevant.
4. For example, if the underlying traffic regulation order creates an exemption for loading activity, such as the loading exemption to 'no waiting' yellow lines, an officer will usually in practice observe for about 5 minutes to watch for loading (but is not required by law to do so). The purpose of this observation is to gather evidence about whether or not a relevant exemption applies. The longer an officer waits without seeing activity, the more the driver will have to explain the period of the absence. The observation avoids creating situations where an officer issues immediately on yellow lines, but the driver returns within 2 minutes carrying heavy items to load into the vehicle and the vehicle is clearly entitled to the exemption.
5. For a bay that is restricted to vehicles displaying a disabled blue badge, a vehicle that parks inside it without a blue badge is in contravention of that restriction. There is not an exemption for loading by a vehicle that is not displaying a blue badge. The purpose of the bay is to keep the bay available for use by disabled badge holders. The Highway Code at rule 241 is clear '*You MUST NOT park in parking spaces reserved for specific users, such as Blue Badge holders, residents or motorcycles, unless entitled to do so*'.
6. As for the other silver car in the disabled bay, the photos do not show the dashboard. I do not have all the relevant evidence about the circumstances of that car and cannot comment on whether or not it was parked in contravention of the bay. In any event, its status is not directly relevant to the contravention by Mrs K [REDACTED]'s car. She expresses a feeling of being targeted by the officer but there is no evidence to support that claim. There is no evidence of any encounter between the officer and the driver of Mrs K [REDACTED]'s car on arrival to form the basis for the officer then to target them while they were absent by issuing a PCN.
7. I find that a significant amount of Mrs K [REDACTED]'s car was parked outside the marking of the 2 hour bay and inside the disabled bay. It was parked in the disabled bay without justification. The contravention is proved. Mrs K [REDACTED] has not shown a reason to win her appeal.
8. The contravention starts at £50. The law requires the Council to offer a 50% discount in the PCN. After that, any later discount is only at the Council's discretion. They extended the chance to pay 50% by letter 2 February but that offer passed. Mrs K [REDACTED] is liable to pay £50.
9. I note that the amount would have been higher (£70) if the officer had used the alternative contravention of parking in a disabled bay without displaying a valid badge.

Annie Hockaday
Adjudicator
10/05/2023

The *Traff-iCase* website is an evolving tool and will be periodically updated with new key cases, the latest legislation and regulations, as well as further FAQs and other useful content. The site is developed by the Traffic Penalty Tribunal with funding provided by Parking and Traffic Regulations Outside London (PATROL).

4. Training and Appraisal

4.1 Training

Adjudicators attended a training day in Cardiff on 30 November 2023 and were pleased to be joined by Anthony Chan, Chief Environment and Traffic Adjudicator at London Tribunals, and Judge Alexander Green, the Chamber President of the General Regulatory Chamber of First-tier Tribunals for Scotland. Sharing our training day with the judicial leaders in our sister tribunals supports the 'One Judiciary' initiative first spearheaded by the Lord Chief Justice, allowing tribunal users throughout the jurisdictions to benefit from a more cohesive and consistent approach to the application of the regulations and the interpretation of the law, promoted through the sharing of skills, knowledge and expertise.

The training programme included a presentation from the President of Welsh Tribunals, The Right Honourable Sir Gary Hickinbottom, who started his judicial career as a fee-paid parking adjudicator. With his expert knowledge of administrative law and his own experiences of the challenges that adjudicators face, Sir Gary was well placed to provide adjudicators with firm guidance as to the function and role of the independent adjudicator, focusing on areas of law and regulations that require a more complex analysis.

The training day also covered Clean Air Zones, a growing area of the Tribunal's work (see Page 8 for appeal numbers), and the General Data Protection Regulations (GDPR). The afternoon session focused on equality and diversity, with effective communication and conflict resolution as key issues. Adjudicators discussed ways that the Tribunal could improve its skills. This included the provision for better case management by communicating clear decisions that bring proceedings to a close, meaning both parties have an understanding and acceptance of the outcome, thereby reducing post-appeal correspondence or applications for review.

Training meetings allow adjudicators to explore their skills, abilities and capabilities, bringing the cohort together to discuss experiences and share efficiencies observed from sitting at the Traffic Penalty Tribunal, as well as other courts and tribunals. The learning experience includes interaction and feedback from our administrative support team members, allowing each arm of the Tribunal to share best practice and explore innovations and improvements.

4.2 Appraisal

Appraisal is mandatory at the Traffic Penalty Tribunal. Appraisal not only ensures that standards are maintained and the law and regulations are applied consistently, but also assists in maintaining public confidence in judicial performance.

The appraisal scheme implemented by the Tribunal reflects and aligns to the competencies identified by the Judicial Studies Board and the Judicial Skills and Abilities Framework, endorsed by the then Lord Chief Justice and the Senior President of Tribunals, but adjusted to reflect the specific needs and requirements of the adjudicators' particular jurisdictions.

The appraisal of all adjudicators sitting at the Traffic Penalty Tribunal took place between July 2022 and September 2022. The further cohort of adjudicators, cross assigned from London Tribunals were appraised in the first quarter of 2024.

To reflect our aim to provide a single high standard across the separate tribunals engaged in civil penalty appeals, the appraisal was overseen by both this tribunal and London Tribunals (Environment and Traffic). This joint initiative allowed the appraisal of adjudicators sitting in London and at the Traffic Penalty Tribunal, ensuring a consistent approach and the application of a clear statement of expectations in respect of both.

Thanks are extended to London Chief Adjudicator Chan and Michael Greenslade, the senior Environment and Traffic Adjudicator responsible for the implementation and successful completion of this latest round of appraisals.

At appraisal, hearings are observed and written determinations discussed, with a number of competencies assessed.

TPT appraisal competencies

A: Knowledge and values

A suitable level of knowledge of the jurisdiction, law and procedure of tribunals, and an understanding of the appropriate principles and standards of the Tribunal.

B: Communication

Effective communication between the adjudicator, parties and members of staff.

C: Conduct of cases/case management

Fair and timely disposal of appeals.

D: Evidence

All relevant issues are addressed by eliciting and managing evidence, applying the relevant burden and standard of proof.

E: Decision making

Effective deliberation, structured decision making and timely disposal of the case

At the conclusion of an appraisal, the adjudicator takes part in a meeting with the Chief Adjudicator to discuss strengths, assess any development needs and consider career progression. This provides an opportunity for the adjudicator to give and receive feedback, raise queries and make suggestions that can benefit the efficiency of the Tribunal. Appraisal and discussions are also used to inform the training programme, so that training provided can be relevant to any needs identified of the adjudicators.

Appraisal is carried out on a three-year cycle. The next round will start from July 2025.

5. The Adjudicators

5.1 Changes and current list

In this reporting year, Philippa Alderson was appointed a fee-paid Road User Charging Adjudicator at London Tribunals, joining her colleagues Joanne Coombe, George Dodd, Natalie Goffe and Belinda Pearce. Adjudicators sitting in all three tribunals (the Traffic Penalty Tribunal and London: Environment and Traffic and Road User Charging) are well placed to share best practice and promote the unified approaches that this Tribunal is striving to achieve, and we congratulate Philippa on her appointment.

Mirroring the cross-ticketing exercise carried out last year, a number of this Tribunal's adjudicators have been appointed to sit as Environment and Traffic Adjudicators at London Tribunals.

Current full adjudicator list:

Philippa Alderson*
Andrew Barfoot
Davin Binns
Teresa Brennan*
Michael Burke*
Katherine Cartwright
Joanne Coombe*
George Dodd*
Gillian Ekins*
Cordelia Fantinic*
Bhopinder Gandham
Joanne Garbett
Natalie Goffe*
Toby Halliwell
Caroline Hamilton*
Martin Hoare*
Annie Hockaday
Judith Ordish
Belinda Pearce*
James Richardson*
Mackenzie Robinson*
Timothy Thorne*
Sarah Tozzi
Rhys Williams
Jill Yates

* Environment and Traffic and / or Road User Charging Adjudicator at London Tribunals



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