

Overview and Scrutiny – Outside Organisation Update from the Council's appointed representatives

Councillor David Palethorpe

Organisation: PATROL (Parking and Traffic Regulations Outside London)

The Council's representatives are invited to report on any meetings of the appointed outside organisation, the role the organisation(s) they represent plays in promoting and aligning with the Council's priorities, policies and strategies, their impact and results, and advising on partnership discussions which are open and in the public domain. Feedback is scheduled across a full year cycle once per annum for most organisations and twice where meetings are more frequent (greater than 5).

Purpose of the Organisation:	<p>PATROL (Parking and Traffic Regulations Outside London) – Summary Report to Overview and Scrutiny Committee</p> <p>Date: October 2025</p> <p>Purpose of the Report</p> <p>This report provides an overview of the Parking and Traffic Regulations Outside London (PATROL) Joint Committee, its governance and functions, current policy issues including pavement parking, and Teignbridge District Council's role as a member authority. It also outlines recent discussions and developments, including funding, appeals data, and the implications of potential regulatory changes.</p> <p>Background on PATROL</p> <p>PATROL is a national Joint Committee of over 300 local authorities across England (outside London) and Wales, enabling member authorities to carry out civil enforcement of:</p> <ul style="list-style-type: none">• Parking restrictions• Bus lanes• Moving traffic offences (England & Wales)• Clean Air Zones (England only)• Littering from vehicles (England only)• Road user charging schemes (e.g., Dartford Crossing, Mersey Gateway, Silver Jubilee Bridge) <p>PATROL supports the Traffic Penalty Tribunal (TPT), which handles appeals against Penalty Charge Notices (PCNs) and is responsible for upholding fairness and independence in adjudication.</p>
Attendance requirements/ meetings attended:	<p>PATROL meet twice a year in February and October in London and Birmingham with Executive and sub-committees meeting as required to conduct the business of the organisation</p>

Feedback:	<p>The Committee's work is underpinned by:</p> <ul style="list-style-type: none"> • Traffic Management Act 2004 • Transport Act 2000 • Relevant supporting regulations <p>The host authority for PATROL since 2013 has been Cheshire East Council, though this may be reviewed under local government reorganisation.</p> <p>Governance and Membership</p> <ul style="list-style-type: none"> • Teignbridge District Council is a full member of PATROL. • The Joint Committee appoints an Executive Subcommittee annually, which oversees policy, adjudication strategy, and legal compliance. • I have been invited to join this Executive Subcommittee as TDC's representative. • An Advisory Board comprising judicial and consumer representatives supports the committee's strategic development. <p>Funding Model</p> <p>PATROL is funded through a levy on PCNs issued by member authorities. The current rate is £0.25 per PCN, which applies to:</p> <ul style="list-style-type: none"> • Parking, bus lane, and moving traffic contraventions • Clean Air Zone and road user charges (England only) • Littering from vehicles (England only) <p>A separate Memorandum of Understanding exists with National Highways, who are not Joint Committee members.</p> <p>Concerns have been raised by member authorities regarding:</p> <ul style="list-style-type: none"> • Inadequate PCN levels failing to deter contraventions • Lack of national review of penalty levels since 2008 (outside London) • Over 40% of local authorities reportedly running their parking services at a financial loss <p>PATROL, with support from the Local Government Association and British Parking Association, is recommending that the Joint Committee be empowered to set PCN rates nationally, similar to arrangements in London.</p> <p>Pavement Parking – Ongoing Policy Concern</p> <p>This is one of the most pressing issues reported by residents, particularly in villages and market towns with narrow roads and limited parking an issue of significant concern to Teignbridge residents.</p> <p>Three policy options under consideration by the UK Government (consultation response pending):</p> <ol style="list-style-type: none"> 1. Outright ban on pavement and footway parking 2. New contravention for obstruction added to enforcement powers 3. Reforming Traffic Regulation Order processes to allow local discretion <p>The Welsh Government has legislated for pavement parking enforcement, though implementation has been delayed due to resourcing concerns.</p> <p>TDC should note the additional safety risks posed to:</p> <ul style="list-style-type: none"> • Visually impaired residents • Wheelchair users • Parents with pushchairs <p>Charity organisations such as Guide Dogs UK have strongly advocated for urgent action.</p> <p>A possible approach modelled on the Park Safe scheme would involve public reporting (with photographic evidence) of parking offences via a digital</p>
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	<p>platform. These would be triaged and used as evidence for enforcement. This has strong support among member councils and may be worth exploring locally.</p> <p>Appeal Trends and Costs</p> <ul style="list-style-type: none"> Approximately 40,000 appeals are made to the Traffic Penalty Tribunal each year. The number of appeals is increasing by around 20% annually. Only 3.87% of appeals are upheld. The operational cost of managing appeals is substantial, particularly those requiring a full hearing. <p>Despite the low success rate of appeals, the system remains essential for ensuring public confidence in civil enforcement.</p>
Examples of where the brief above has been followed:	<p>Broader PATROL Functions</p> <p>PATROL supports member authorities in several other ways:</p> <ul style="list-style-type: none"> Driving Improvement Awards to recognise best practice Stakeholder engagement with central government, local authorities, and industry groups Regional user groups and workshops to share updates, enforcement tools, and data insights Monitoring and reporting on enforcement effectiveness and legal compliance
Additional information relevant to Overview & Scrutiny including the value that TDC brings to this organisation and/or why this organisation needs TDC:	<p>Summary for Teignbridge District Council</p> <ul style="list-style-type: none"> TDC is a full PATROL member, benefitting from shared legal, financial, and enforcement expertise. Pavement parking remains a major concern, and TDC should be prepared to engage with national reforms or develop its own local responses as powers evolve. There is an urgent case for national PCN rate reform to ensure financial sustainability and public confidence. TDC may wish to explore schemes such as Park Safe and contribute further evidence to PATROL's data collection exercises. <p>Conclusion</p> <p>PATROL plays a critical role in enabling local authorities to fairly and consistently enforce traffic and parking regulations. With increasing vehicle numbers and mounting concerns about pavement parking, especially in rural and constrained areas, its work is more important than ever.</p> <p>TDC's involvement, helps ensure our local voice is heard nationally and that we stay informed of forthcoming policy changes.</p> <p>Recommendations to Overview & Scrutiny to Consider</p> <ol style="list-style-type: none"> Note the update on PATROL's governance, funding, and enforcement remit. Support continued TDC participation in PATROL. Endorse engagement with future national proposals on pavement parking enforcement and PCN rate reviews. Request a further report in 12 months outlining any national policy changes and the implications for Teignbridge enforcement and compliance operations.