

# Nottingham City Council

## Civil Enforcement Annual Report

2024 – 2025



Nottingham

City Council



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## Overview

Nottingham is a Core City and plays a leading role in contributing to the national economy. It is an established international business location, home to more than 50 regional and national headquarters including Experian, Alliance Boots, E.ON, and Capital One. With two high-performing universities attracting over 65,000 students each year, and with world-class cultural and sporting facilities, the city relies on a high-quality and effective transport system to support a successful and vibrant economy.

Local civil enforcement activities are a crucial part of delivering corporate objectives, including those set out in the Nottingham Economic Growth Plan, which supports local economic development, and the statutory Nottingham Local Transport Plan 2011–2026, which aims to deliver a world-class, sustainable transport system. Civil enforcement enables efficient management of the highway network and optimises conditions for traffic movement, particularly for public transport services.

This work is a key component of the City Council's network management duties under the Traffic Management Act 2004 and supports the Traffic Manager in fulfilling statutory responsibilities. Core enforcement activities include the effective management of waiting and loading restrictions, as well as designated areas such as bus lanes and parking. Enforcement also protects areas reserved for priority users — such as Blue Badge holders and loading needs — while helping to remove obstacles for vulnerable users including pedestrians and cyclists.

The City Council manages and enforces a range of parking facilities, including:

- Multi-storey, underground, and surface car parks in the City Centre, maintaining a sustainable balance between long- and short-stay parking. This is supported by a pricing policy designed to encourage shorter stays.
- District-free car parks are maintained by the Council to support parking needs in outer shopping areas.
- Park and Ride sites served by the Tram and high-quality bus services, providing an alternative to City Centre parking and helping to reduce congestion.
- On-street parking places with maximum stay limits to promote short-stay use and ensure the most efficient turnover of local parking provision.
- Approximately 163 residents' parking schemes, providing households in areas affected by commuter parking with the assurance that they can park close to their homes.

# Parking provision in Nottingham City

## City Centre Parking

The Council operates three multi-storey pay-on-foot car parks, one underground car park, three surface pay-and-display car parks, and one permit-holder car park within the City Centre. Additional parking facilities are provided by private operators such as NCP, Euro Car Parks, and Metro. The City Centre also contains approximately 1,136 on-street parking spaces served by around 76 solar-powered pay-and-display machines. This number fluctuates over time due to permanent and temporary changes arising from City Centre developments and modifications to the highway network.

Nottingham introduced its first Clear Zone in the City Centre in 1993, and this has since expanded. The Clear Zone keeps the city's core free from unnecessary congestion by restricting non-essential traffic from key streets while ensuring essential users — including buses and Blue Badge holders — can still access these areas easily. By reducing traffic levels during busy daytime periods, pollution has decreased, resulting in a safer, cleaner, and more attractive environment that encourages people to visit the City Centre more frequently.

To support the Clear Zone, streets are broadly categorised as either pedestrian or restricted.

### **Pedestrian streets**

These are clear of traffic during core times (except trams and buses in some cases).

Blue Badge holders and loading are permitted access outside core times only. A 'no waiting at any time/no loading during core times' parking restriction applies.

### **Restricted streets**

Blue Badge holders, hackney carriages and private hire vehicles are always allowed access (as are buses and trams where applicable).

Loading is permitted outside core times only. A 'no waiting at any time/no loading during core times' parking restriction applies.

On-street parking in the City Centre is designed to provide convenient parking for shoppers and visitors. Tariffs are set to encourage short-stay, high-turnover parking, with those wishing to stay longer directed to off-street car parks.

Changes have been made to better support Nottingham's evening economy by extending on-street parking charges and adjusting stay limits. Most City Centre pay-and-display bays no longer have a maximum stay period; vehicles may remain parked for the full charging period provided the appropriate tariff is paid.

Pay-and-display parking within the City Centre now operates Monday to Sunday, 8am to 10pm, replacing the previous Controlled Parking Zone. The small number of remaining single yellow lines are individually signed, which has improved clarity for motorists by providing restriction information directly at the point of control rather than at remote entry signs.

Restrictions now apply on Sundays due to visitor numbers being comparable to Saturdays. This ensures turnover in on-street bays, improving access to parking for both visitors and businesses.

The former limited-stay requirement for bays has been removed, allowing users to park all day if they choose. All pay-and-display bays are compatible with RingGo, which continues to grow in popularity. In some locations outside the City Centre, the demand for cashless payment has increased to the extent that these bays are now pay-by-phone only, with no physical payment machine provided.

Overall, the City Centre pay-and-display scheme covers approximately 691 streets.

## Outside the City Centre

Outside the City Centre, the Council operates several district car parks where parking is provided free of charge.

Concerns have been raised that some of these locations are being used as unofficial commuter Park & Ride sites. These issues are currently being investigated, and the findings may lead to a review of how these car parks are managed in future.



## Park and Ride

There are nine Park & Ride sites serving Nottingham: seven linked to the NET tram network and two tendered, bus-based sites at Queen's Drive and Nottingham Racecourse. Together, they provide almost 7,000 parking spaces and have played an important role in encouraging car users to transfer to public transport for part of their journey. This helps improve accessibility to the City Centre and reduces traffic volumes on key radial routes experiencing congestion.

The pricing strategy for Park & Ride services is designed to be competitive with City Centre parking charges, and integrated ticketing arrangements offer flexibility and easy interchange with other bus services and the NET tram network.

The authority also undertakes Blue Badge compliance checks at all Park & Ride sites to ensure appropriate use of designated bays.



More information about Park and Rides can be found online:  
[www.nottinghamcity.gov.uk/parkandride](http://www.nottinghamcity.gov.uk/parkandride)

## Blue Badge Parking

The City Council recognises that providing appropriate access and parking for Blue Badge holders is a key part of its commitment to equality, diversity, and inclusive mobility.

The Council actively promotes benefits for Blue Badge holders through exemptions from certain waiting restrictions and through designated parking provision in Council-managed car parks. Enforcement activity is prioritised to prevent misuse of these facilities, ensuring that Blue Badge bays and concessions remain available to those with genuine need.

## Residents' Parking Schemes

The City Council operates approximately 163 residents' Parking Schemes. These schemes protect residential areas from extraneous parking associated with the City Centre, district centres, and major employment sites.

Demand for such schemes continues to grow as pressure increases on unrestricted parking areas. The primary aim is to protect access for residents while encouraging commuters to adopt more sustainable modes of travel.

## Arterial Routes

Arterial routes serve a critical function in enabling traffic to move efficiently into and out of the city. These corridors are essential for public transport operations, and it is vital that road space is protected to manage congestion and support the movement of buses and other key services.

Road space on these routes is actively managed to meet these objectives. Peak-period waiting and loading restrictions are enforced, supported by vehicle removal where necessary. At the same time, arterial routes also accommodate residential areas, businesses, and local centres. To meet these needs, on-street parking is managed to facilitate accessibility and loading where possible, using a combination of restricted and unrestricted parking, along with on-street Blue Badge provision.

Nottingham has also recognised the benefits of safeguarding strategic road space through the use of Red Routes. Queens Road, adjacent to Nottingham Railway Station, has been designated in this way to address issues caused by stationary vehicles dropping off and picking up passengers. This improvement has helped reduce obstructions along the sensitive Southern Relief Route and is enforced using CCTV.



## Cycle Routes

Nottingham City Council continues to make substantial investment in developing safe, convenient, and high-quality cycling facilities, enabling more people to travel by bike for work, education, and leisure.



Nottingham now benefits from a complete east-west corridor of high-quality cycling infrastructure, following the delivery of a continuous route through the City Centre. An extensive programme of improvements is ongoing to enhance cycling connectivity across the city, linking homes, businesses, schools, and other key destinations.

Nottingham introduced an e-scooter rental scheme in October 2020 as part of the Government's national trial to test new forms of sustainable transport. Since launch, the scheme has been extended several times and is now planned to run until May 2028. The trial was temporarily paused at the end of 2024 following the previous operator's withdrawal from the market. Nottingham's e-scooter rental scheme will return in March 2025, with Dott appointed as the new provider.

Around 1,300 e-scooters will be available across the city, offering a convenient, fun, clean and affordable travel option. The scheme aims to reduce reliance on car journeys and help lower harmful emissions.

## The services we provide

### Pay to Park

The City Council operates one underground and three surface pay-to-park car parks in the City Centre, along with one permit-holder-only car park. In addition, there are approximately 1,136 on-street parking spaces across 234 streets. These are supported by 76 solar-powered pay-and-display machines, all maintained by the Parking Team.

The Council has used the RingGo mobile phone payment system in the city for over a decade. RingGo allows users to pay for parking using their mobile phone and a credit or debit card, providing added convenience and improving the customer experience. For those without access to a mobile phone, payment can also be made at local PayPoint outlets. Currently, around 80% of all on-street pay-and-display transactions are made through RingGo.

For the citizen, the benefits of RingGo include;

- ✓ No more searching for change or;
- ✓ dealing with tickets on windscreens or;
- ✓ worrying about getting back to their vehicle in time.
- ✓ Providing more choice, as payment can either be by coin or credit/debit card and;
- ✓ VAT receipts can be provided for expense claims.

### On Street Parking Permits

There are approximately 163 residential parking schemes within the boundaries of Nottingham City. Households and businesses located within these schemes are entitled to the following permits:

#### Residents

Three permits (combination of resident and visitor permits) valid for one year.

#### Business

Three permits (any combination) valid for one year.

#### Students

Three permits (any combination) valid for one year.

#### Permit charges

##### Residents

First and \*exemptions - free  
Second - £35 per year  
Third - £50 per year

##### Business Permits

£200.00 per permit

##### Business Visitor Permits

£225.00 per permit

##### Student & Student Visitor

£100.00 per permit

\*Exemptions

Blue Badge holders and Carers

## Additional Information

Revenue generated from the sale of permits contributes towards the cost of administering and enforcing the residential parking schemes.

Some new developments receive planning permission subject to conditions that restrict occupants from generating additional parking demand within the site or surrounding streets. In these cases, residents of those developments are not eligible to apply for permits.

## Dispensations

In certain circumstances, dispensations may be issued to motorists who meet specific criteria - for example:

- Contractors undertaking works at properties
- Landlords who are unable to obtain a visitor permit

## Charges

<b>1 Year</b> £300	<b>6 months</b> £175	<b>1 day</b> £25
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For permits valid for six months or one year, up to three vehicle registration numbers may be displayed to provide operational flexibility.

Information and application forms can be found at:



[www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/parking-permits/residents-parking-permit-information](http://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/parking-permits/residents-parking-permit-information)

## Compliance of permit use

Residential permits are subject to specific terms and conditions, which can result in enforcement action, or a permit being revoked if citizens are found to be misusing them. If an Officer or citizen suspects misuse is taking place, they can submit a report to our Compliance and Fraud team for further investigation.

Regular day and 'weeks of action' take place to ensure the schemes are not being abused.

### Compliance Patrols found:

- 2 fraudulently changed permits
- 220 cancelled permits still in use and
- 68 fake permits being used.

### Sanctions included

- 163 Warnings
- 35 permits revoked
- 42 permits were seized or surrendered



Nottingham City Council has created an online form to report potential misuse and abuse using the following link:

[https://myaccount.nottinghamcity.gov.uk/service/report\\_a\\_permit\\_misuse](https://myaccount.nottinghamcity.gov.uk/service/report_a_permit_misuse)

## The National disabled Blue Badge Scheme

The Parking Regulation and Compliance service has dedicated staff who issue Blue Badges in accordance with guidelines set by the Department for Transport.

The purpose of the Blue Badge scheme is to help people with severe mobility issues - including both visible and non-visible ("hidden") disabilities - access goods and services more easily by allowing them to park closer to their destination. The scheme applies to eligible individuals whether they are travelling as a driver or as a passenger and provides a consistent set of on-street parking concessions nationally.

Local authorities are responsible for the day-to-day administration and enforcement of the scheme. This includes determining applications, carrying out assessments, and implementing enforcement procedures in line with the governing legislation. It is our duty to ensure that badges are issued only to residents who meet one or more of the eligibility criteria set out in the legislation.

All staff who work directly with applicants or badge holders receive Disability and Equality Awareness training. This ensures they understand the significance of the scheme to those who depend on it to access essential services.

Nottingham City Council currently has over 11,500 Blue Badges in circulation.

Approximately 5608  
badges were ordered in  
2024/2025

65% of successful  
applications were made  
online

3213 applications were  
made under the 'without  
further assessment'  
eligibility.



A citizen can apply online at [www.gov.uk/apply-blue-badge](https://www.gov.uk/apply-blue-badge) and find out further information about the scheme here

[www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/disabled-blue-badges](https://www.nottinghamcity.gov.uk/information-for-residents/transport-parking-and-streets/parking-and-permits/disabled-blue-badges)

## Misuse and Abuse of the Blue Badge scheme

Although the Blue Badge scheme was created to improve access for disabled people, the high monetary value of a badge in some areas has increased both the demand for badges and the incentive to misuse them or commit fraud. Any misuse undermines the integrity and intended benefits of the scheme.

Nottingham City Council is committed to protecting the scheme from misuse and abuse. Our Compliance and Fraud Officer works closely with Parking Enforcement Teams, Community Protection Officers, the Police, and partners including other local authorities,

private car park operators, and charities, to reduce the misuse and illegal use of Blue Badges within Nottingham City.

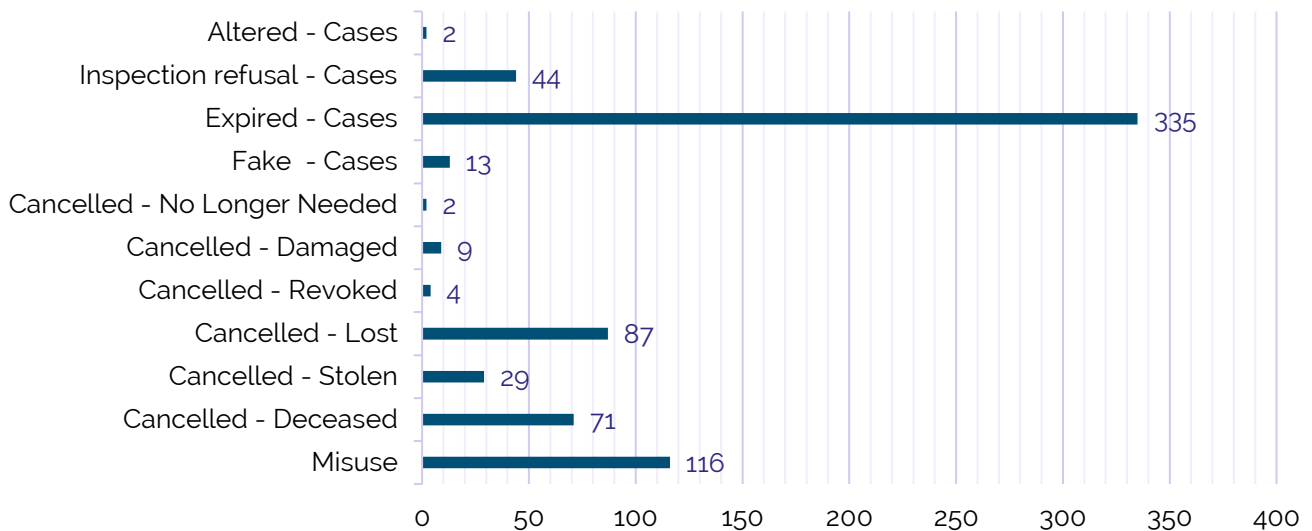
Thirty-five officers and colleagues are authorised and trained to identify and report Blue Badge misuse and abuse. In addition, more than 150 frontline and processing colleagues have received bespoke in-house training delivered by the Compliance and Fraud Officer to support enforcement efforts. This training is also available to other local authorities for a fee.

Officers have mobile access to the national Blue Badge database, enabling them to instantly check the validity of a badge. This capability has proved extremely valuable in identifying badges that have been cancelled or reported lost or stolen.

Follow the work of the team on X (formerly Twitter): <https://twitter.com/CaFNottmCity>

During 2024/2025 compliance activities found 715 cases of misuse and abuse. The department for Transport defines misuse and abuse as the following: Misuse by a non-eligible person (friends or family), altered, expired, fake cancelled (or replaced) and refused an inspection request.

■ 24/25



90% of all defined misuse and abuse was found by Civil Enforcement Officers.



## City Centre Car Parks

Name	Operator	Type	Parent child spaces	Disabled spaces	Capacity	Opening times	Payment	CCTV?	Security
Broad Marsh Car Park and Bus Station	Nottingham City Council	Multi-Storey	25	38	1304	24 hours	On foot	Yes	24hr
Victoria Centre	Capital Shopping Centres	Multi-Storey	Unkno wn	123 total	2,700 total	24 hours	On foot	Yes	Yes
Curzon Street	Nottingham City Council	Basement	0	8	100	7am to 10pm (Mon to Sun)	Pay and Display	Yes	Core hours
Sneinton Market Square	Nottingham City Council	Surface	0	2	40	24 hours	Pay and Display	No	No
Manvers Street	Nottingham City Council	Surface	0	None	44	Contract Parking only	Contract only	No	No
Stoney Street	NCP	Multi-Storey	0	n/a	350	24 hours	Pay on exit	N/a	N/a
Lace Market	Nottingham City Council	Multi-Storey	10	18	524	24 hours	On foot on Exit	Yes	Yes
Train Station	East Midland Railway	Surface	Unkno wn	N/a	500	24 hours	Pay and Display	Covers part	No
Sovereign House, Queens Bridge Drive	NCP	Multi-Storey	Unkno wn	N/a	405	24 hours	Pay on exit	N/a	N/a
Nottingham Castle	Nottingham City Council	Surface	0	None	58	24 hours	Pay and Display	No	No
Arndale (Broad Marsh)	NCP	Multi-Storey	Unkno wn	n/a	412	24 hours	Pay on exit	N/a	N/a
St James Street	NCP	Multi-Storey	0	N/a	475	24 hours	Pay on exit	N/a	N/a
Mount Street	NCP	Multi-Storey	Unkno wn	N/a	514	24 hours	Pay on exit	N/a	N/a
Euro Car Park (Upper Parliament Street)	Euro Car Parks	Multi-Storey	0	14	221	24 hours	Pay on exit	N/a	N/a
Royal Moat House	Royal Moat House Hotel	Multi-Storey	Unkno wn	N/a	625	24 hours	On foot	N/a	N/a
Talbot Street	Pickerings	Multi-Storey	Unkno wn	4	510	24 hours	On foot	Yes	Yes
Trinity Square	Nottingham City Council	Multi-Storey	6	27	440	24 hours	On foot, on exit	Yes	Yes
Racecourse Park & Ride	Nottingham City Council	Surface	10	10	470	Mon-Sat 7am- 7.30pm	Pay for bus only	Yes	No
Queens Drive Park & Ride	Nottingham City Council	Surface	15	18	950	Mon-Fri 5:30am-8.30pm .6am Sat	Pay for bus only	Yes	Yes
Forest Park & Ride	Tramlink Nottingham Ltd	Surface	13	24	982	6am-1am	Pay for tram only	Yes	Yes
Wilkinson St Park & Ride	Tramlink Nottingham Ltd	Surface	12	27	590	6am-1am	Pay for tram only	Yes	Yes
Phoenix Park & Ride	Tramlink Nottingham Ltd	Surface	0	19	667	6am-1am	Pay for tram only	Yes	Yes
Moorbridge Park & Ride	Tramlink Nottingham Ltd	Surface	0	6	119	6am-1am	Pay for tram only	Yes	Yes
Hucknall Park & Ride	Tramlink Nottingham Ltd	Surface	6	16	427	6am-1am	Pay for tram only	Yes	Yes
Toton Lane Park & Ride	Tramlink Nottingham Ltd	Surface	10	43	1,302	6am-1am	Pay for tram only	Yes	Yes
Clifton South Park & Ride	Tramlink Nottingham Ltd	Surface	10	45	1,004	6am-1am	Pay for tram only	Yes	Yes

## Parking Enforcement during 2024/2025

Nottingham City Council assumed responsibility for enforcing Pay and Display spaces in April 2001 under the provisions of the Road Traffic Regulation Act 1984. Initially, enforcement was delivered by a private contractor; however, in 2012 the service was brought in-house. The Council now directly employs staff to carry out enforcement operations and manage the appeals process.

In October 2002, the Council expanded its parking enforcement activities under the Road Traffic Act 1991, with enforcement and appeals processing continuing as previously established.

Between April 2024 and March 2025, Nottingham City Council deployed 35 Civil Enforcement Officers (CEOs) across the city. In addition, five Senior Officers patrol daily, supported by two vehicle removal trucks used to remove vehicles parked in contravention of restrictions.

Civil Enforcement Officers currently patrol Monday to Saturday from 8am to 10pm and Sundays and Bank Holidays from 8am to 7pm. Officers are available to support the Nighttime Economy with patrols until 4am.

From an enforcement perspective the City can be divided into several different aspects:

City Centre	Off Street Car Parks	Suburban Shopping Areas	Residential Areas
Bus and Tram Corridors	School Locations	Disabled parking provisions	Major Arterial routes

Since April 2012, Parking Enforcement has operated in-house under the umbrella of Growth and City Development. The team works closely with Parking Services, Planning and Transport, Community Protection Officers, Nottinghamshire Police and PCSOs Councillors, Citizens and the Wider council services.

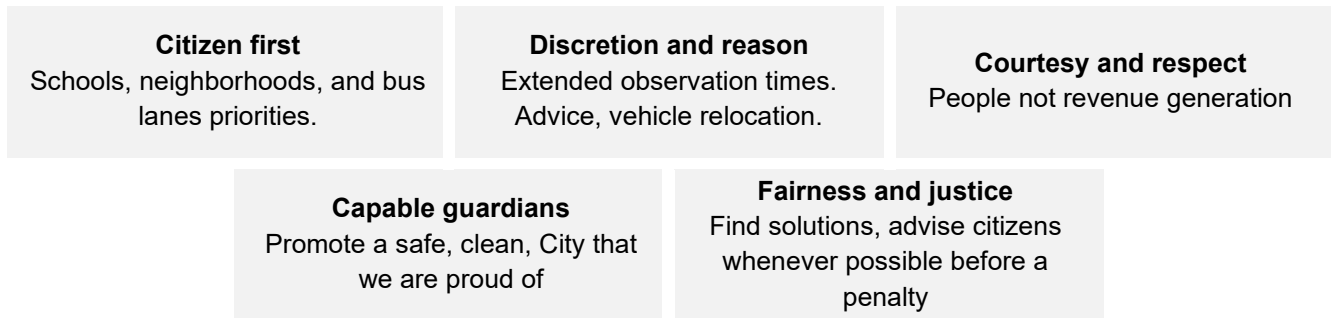
The service aims to deliver high-quality enforcement and prevention, following a model of "advise, warn, and enforce", ensuring citizens remain at the centre of everything we do.

Parking enforcement in Nottingham is primarily governed by the Traffic Management Act 2004 (Parts 6 and 7). The purpose of this legislation is to:

- Secure the expeditious movement of traffic across the road network
- Prevent or reduce road congestion
- Maintain the free flow of traffic
- Support Nottingham's extensive public transport network

Parking enforcement plays a crucial role in achieving these aims and is regarded as much more than simply issuing Penalty Charge Notices (PCNs).

Parking Enforcement core values are:



## Training and Quality of Service Delivery

Nottingham City Council operates a structured recruitment, training, and performance programme for Civil Enforcement Officers (CEOs). All CEOs receive regular six-month performance reviews and ongoing refresher training to maintain high standards of service delivery.

### Recruitment Process

#### 1. Online Application

Candidates submit an online application, after which suitable applicants are shortlisted for the Assessment Centre.

#### 2. Assessment Centre

Shortlisted candidates complete a series of practical tests and role-play exercises. Successful candidates progress to the interview stage.

#### 3. Interview Stage

Candidates are interviewed by a panel and assessed through a further set of structured questions. The panel then determines which applicants will be appointed.

### 12-Week Probation and Training Programme

Successful candidates follow a comprehensive training programme during their 12-week probation period, which includes:

- Legislative and operational training, including:

Traffic Management Act 2004	Contraventions and procedures	Use of enforcement equipment
Pocket Notebooks (PNB)	Blue Badge enforcement	First Aid
'Prevent' training	Equality and Diversity	Mental Resilience

- Attendance at conflict management training
- A six-week shadowing period alongside an experienced CEO on street
- Weekly performance and development meetings with their Line Manager

## Body Worn Video Camera's

During 2024/2025, body-worn video cameras continued to be used by all Civil Enforcement Officers to capture real-time evidence when they encounter difficult or challenging situations.

These cameras have proven highly effective in moderating aggressive behaviour from some individuals and in addressing complaints relating to alleged inappropriate conduct by officers. Their use has contributed to a measurable reduction in assaults, aggressive behaviour towards officers, and customer complaints.

## R.E.A.C.T

The Regulation, Enforcement and Compliance Team (REACT) is a non-geographical tasking and response team consisting of twelve specialist officers.

The team operates across the Nottingham city conurbation, responding to issues such as anti-social parking behaviour, environmental crime, and wider community concerns.

During the 2024/2025 period, REACT issued a total of 31,425 Penalty Charge Notices (PCNs), of which 499 were issued outside schools.

Follow the work of REACT on X (formerly Twitter): <https://twitter.com/REACTNottingham>

## Vehicle Pound

The Nottingham Vehicle Pound operates its own vehicle removal service and maintains a secure pound where all removed vehicles are stored.

The fleet consists of two Euro 6 Volvo FL removal units, which operate daily to support the enforcement of parking restrictions in accordance with the Traffic Management Act 2004. Priority is given to maintaining bus lanes, as well as supporting enforcement around highways works (Temporary Traffic Orders) and major events such as Goose Fair.

The Vehicle Pound relocated to larger premises in Bulwell in October 2017. It is open Monday to Friday and on Saturdays for customers reclaiming their vehicles. Customers wishing to collect a vehicle must make an appointment by calling 0115 876 1861. They must bring the vehicle key (which must open the vehicle) and provide the following identification; A valid driving licence or passport; A utility bill or bank statement dated within the last three months and/or Proof of insurance

## Untaxed Vehicles (DVLA)

In 2014, Nottingham City Council signed a Memorandum of Understanding with the DVLA, granting devolved powers to remove untaxed vehicles under The Vehicle Excise Duty (Immobilisation, Removal and Disposal of Vehicles) Regulations 1997.

These powers help reduce the unlawful use of untaxed vehicles and improve the quality of life for residents. They also contribute to improved road safety across Nottingham. The Council works closely with Nottinghamshire Police and other partner agencies when exercising these powers.

## Abandoned Vehicles

The Council inspects, enforces, and removes abandoned vehicles under the Clean Neighbourhoods and Environment Act 2005.

Abandoned vehicles can be a nuisance, are often unsightly, and may attract vandalism or arson. To address this, Nottingham City Council works in partnership with other local authorities to support the safe removal of such vehicles.

A shared amnesty scheme operates jointly with Nottinghamshire County Council, allowing citizens to request the removal and appropriate disposal of unwanted vehicles.



More information about the Nottingham Vehicle Pound can be found online:

[www.nottinghamcity.gov.uk/vehiclepound](http://www.nottinghamcity.gov.uk/vehiclepound)

Follow the work of the Pound on 'X' (formerly Twitter):

[https://twitter.com/CP\\_VehiclePound](https://twitter.com/CP_VehiclePound)



## ANPR Bus Lane Enforcement and No Stopping Enforcement

Nottingham City Council began enforcing bus lanes in January 2008 following an initial period of warning notices. Prior to launch, the Council spent three years planning and implementing a digital enforcement system that shares the same back-office software platform as Parking Regulation & Compliance. This system uses a secure DVLA gateway to process registered keeper details and financial transactions and interfaces with a DFT-approved digital capture system.

Over time, the scheme has expanded significantly. The Civil Enforcement of Road Traffic Contraventions (Approved Devices) operation now utilises a comprehensive network of certified attended and Automatic Number Plate Recognition (ANPR) devices to enforce parking, bus lane, and moving-traffic restrictions at key priority locations across Nottingham.

### Bus Lanes, Bus Gates and Tram Gates

There are 61 bus lanes and bus gates within Nottingham. Most operate during weekday peak times (Monday–Friday, 7:30 am–9:30 am and 4:00 pm–6:00 pm), although some operate with dual-peak restrictions or 24-hour enforcement depending on local traffic needs.

There are also several tram gates, all operational 24 hours a day, supporting tram priority and safeguarding dedicated tram corridors.

The Council enforces 33 bus lane restrictions, each with varying operational hours and traffic-flow requirements, all designed to Keep Nottingham Moving.

Key enforcement areas include:

- Inbound and outbound bus lanes (peak-time and 24-hour sites)
- Bus gates, tram gates, and bus-only streets (24/7)
- Motor-vehicle prohibitions (24/7)
- Red Route Clearways (24/7)
- School “Keep Clear” zig-zag markings (Monday–Friday, 8:00 am–9:30 am and 2:00 pm–4:00 pm)

The enforcement network comprises:

- 44 unattended ANPR LaneWatch Approved Devices
- 2 mobile enforcement vehicles fitted with mast-mounted attended and unattended devices
- 3 Pan-Tilt-Zoom (PTZ) attended devices

These devices operate at fixed locations or are deployed on a mobile basis to capture video evidence of contraventions.

The system uses the same secure back-office software provider as Parking Regulation & Compliance, including DVLA integration for registered keeper data and fully integrated financial management tools. This platform interfaces directly with the DfT-approved digital capture system.

#### Red Route Enforcement

ANPR and CCTV are used to enforce the Southern Relief Red Route, with cameras positioned at:

- Queens Road
- Station Street
- Trent Street

These locations ensure high-priority routes remain clear and traffic flow is maintained across the southern edge of the city centre.

## Parking Regulation and Compliance

When fully staffed, the Parking Regulation and Compliance team consists of 31 FTE Processing and Enforcement Officers (including Bus Lane Enforcement). These officers manage enquiries from citizens by telephone, process first-stage challenges and formal representations, handle statutory declarations/witness statements, prepare appeals for the Traffic Penalty Tribunal, and carry out tasks such as cash receipting and banking.

The Civil Enforcement of Road Traffic Contraventions (Approved Devices) Scheme is supported by a dedicated team comprising one Senior Technical Officer and four Technical Officers.

The service includes 9 Permit Support Officers responsible for issuing Blue Badges and on-street permits. Additional support staff manage all incoming correspondence to the Parking Regulation and Compliance team, including sorting and distributing mail, recording payment receipts, scanning, and franking outgoing mail.

Payment of Penalty Charge Notices can be made via the City Council's website, by 24-hour automated telephone payment system, over the telephone, by post, the Post Office and Pay Point.

With regards to the Informal challenges against PCN's can be made in writing via post, or via our website or by e mailing: [parkingappeals@nottinghamcity.gov.uk](mailto:parkingappeals@nottinghamcity.gov.uk). Formal challenges against PCN's can be made in writing or by using the website.

## Online Case Management System

Since the introduction of bus lane enforcement there has been a clear objective to provide as much information to the citizen who has received a PCN as possible.

Through the On-Line Case Management System, a citizen can view all the information relating to the PCN they have received.

This includes photographs and the moving footage associated with bus lane contraventions. It allows them to make an informed judgment whether to pay, challenge or make representation against the issuing of the PCN.



[www.nottinghamcity.gov.uk/pcn](http://www.nottinghamcity.gov.uk/pcn)

## Workplace Parking Levy (WPL)

A Workplace Parking Levy (WPL) is a charge on employers who provide workplace parking spaces for their staff, whether on their own premises or at alternative locations. All revenue generated by the scheme is reinvested into improving Nottingham's local transport network.

Since its introduction in 2012, the WPL has raised approximately £108 million, enabling significant inward investment and contributing to major transport improvements across the city.

Workplace Parking Levy Officers (WPLOs), supported by newly appointed WPL Support Officers, continue to work closely with employers to ensure correct licensing and to assist them with managing their workplace parking needs. Employers who fail to comply with WPL requirements may be subject to enforcement action and penalties. However, consistently high compliance levels mean that no civil or criminal prosecutions have been necessary.

The scheme has already supported major transport projects, including the redevelopment of Nottingham Station and the expansion of the tram network - two of the top priorities identified by the Nottingham business community. The WPL also continues to fund Nottingham's Link Bus Network, which serves key employment destinations such as hospitals, universities, and Park & Ride sites.

WPLOs also introduce employees to the Workplace Travel Service (WTS), which helps organisations reduce travel costs, promote active travel, improve staff wellbeing, and ease local congestion. In some cases, improvements made through the WTS have enabled employers to reduce their WPL liability.

Nottingham's WPL is the first of its kind in the UK. Officers involved in developing the scheme continue to share their expertise with other local authorities considering or developing similar schemes. This consultancy work helps offset Nottingham's scheme development costs and reinforces the City Council's reputation as a national leader in transport innovation.

The WPL scheme has received several national awards, including:

- The CILT Award for Excellence in Transport Policy and Planning
- The Conduent Transportation Congestion Reduction Award
- The Road User Charging Award

## Workplace Parking Charge (WPC)

The Workplace Parking Charge (WPC) is Nottingham City Council's internal colleague parking scheme. Revenue raised through the WPC helps offset the Council's own WPL liability.

The WPC is a voluntary, opt-in scheme for colleagues who choose to park at work, and it currently has over 1,400 members, including staff based at Local Authority-maintained schools. The Flexible Working Scheme remains popular, allowing colleagues to participate in the WPC while only paying for the days they use Council parking facilities.

Active enforcement continues across all WPC locations. Numerous first warnings and Penalty Charge Notices (PCNs) have been issued to address non-compliance. The newly introduced WPL Support Officer role provides important day-to-day oversight, management, and enforcement of the scheme..

## Other parking changes

Planning & Transport colleagues continue to review Traffic Order articles to ensure they are up to date, legally compliant and reflect any changes to primary and secondary legislation.



## New Developments and Initiatives

### Powers under Traffic Management Act Part 6 (Moving Traffic Offences)

Nottingham City Council has adopted additional Moving Traffic Enforcement powers under Part 6 of the Traffic Management Act (TMA) 2004. These powers are seen as an additional tool in managing safety and congestion on the highway network.

### Bus Lane Contraventions

The Traffic Regulation Orders specifically state that it is an offence to "enter or proceed in a bus lane".

When Nottingham City Council made the Orders, we intentionally excluded all non-permitted vehicles during the periods of the restrictions. An offence has therefore been committed when an unauthorised vehicle enters or proceeds in a bus lane irrespective of traffic conditions, the presence of a bus or the distance travelled.



## Service Delivery Targets

### Permits /Blue Badge Applications

Year on year applications for permits have increased due the introduction of new residential parking schemes. During September, there is an influx of applications from students in time for the new university year. Permits and blue badge applications are being issued within 14 working days.

All Penalty Charge Notices challenges, and representations have a maximum of a 14-day turnaround.

## Financial Information

The income and expenditure for Parking Regulation and Compliance in addition to Parking Services for the financial year 2024/2025 was as follows:

Financial income and expenditure 2024/2025

Description	Value £
Parking Income	12,898,741.04
Penalty Charge Notice Income	3,556,724.88
Workplace Parking Levy Income	10,956,502.17
Total Income	27,411,968.09
<b>Expenditure</b>	
Employee Costs	2,176,851.77
Running Costs	1,409,555.37
Total Expenditure	3,586,407.14
Operating Surplus	23,825,560.95
Overhead Allocation	1,034,028.17
Net Surplus	22,791,532.78

The income and expenditure for Bus Lane enforcement for the financial year 2024/2025 was as follows:

Description	Value £ (Accounting)
Total Income	3,295,854.21
<b>Expenditure</b>	
Employee Costs	796,418.52
Running costs	1,354,648.57
Total Expenditure	2,151,067.09
Operating Surplus	1,144,787.12
Net Surplus	992,696.38

## Statistics

**Table 1.0 - Number of Penalty Charge Notices issued by contravention in 2024/2025**

01 – Yellow Lines 1 or 2	14036	46 – Stopped where prohibited	2442
02 – Loading/Unloading	9340	47 – Parked in bus Stop	269
05 – Expired Pay & Display Ticket	2323	48 – Outside school (incl CCTV issues)	706
11 – Parked without Payment	13956	56 – Parked in contravention of a commercial vehicle waiting restriction	5
12 – Residents or Shared Place	21917	61 – HGV on Footway	60
14 – Parked in an electric vehicle charging place	2	62 – Wheels on Footpath	39
16 – Not displaying permit	27	70 – Parked in a loading place or bay during restricted hours without loading	12
18 – Parked offering or exposing for sale of goods	6	71 – Parked in electric vehicle charging place during restricted hours without charging	0
19 – Displaying Invalid Permit	74	73 – Parked without payment	1585
22 – Return within time	3	81 – Parked in restricted area	132
23 – Wrong class of vehicle	317	82 – Expired P&D Ticket	137
24 – Incorrectly Parked	357	83 – No valid P&D Ticket	0
25 – Parked in Loading Bay	1038	83. – Blue Badge Overstay	0
27 – Adjacent dropped footway	388	85 – In Permit section	213
28 – Parked on raised crossing	13	86 – Out of Marked Bay	13
30 – Parked longer permitted	2474	87 – Parked in Disabled person's space with no valid Blue Badge	8
40 – Disabled <i>persons space</i> – No <i>valid</i> Badge	4166	91- Parked in a car park not designated for that class of vehicle	17
42 – Parked in a police space	0	95 – Parked for a purpose other than designated	1
45 – Parked in Taxi Rank	519	99 – Pedestrian Crossing	1134

**Table 1.1 – reasons for cancellation of Regulation 9 Penalty Charge Notices issued and cancelled between 1 April 2024 and 31 March 2025**

APPALLOW – appeal to adjudicator allowed	27	C36 – P & D Not Working	2
C05 – Cancelled – PD Machine Faulty	32	C41 – System Error	71
C06 – Cancelled – Inadequate Signing	1	C43 – Medical Reasons	45
C07 – Cancelled – Loading Unloading Evidence	227	C44 – Incorrect Signs/Lines	38
C08 – Cancelled – Police / Emergency Vehicle	35	C45 – Incorrect Street location description	3
C09 – Cancelled – Vehicle Broken Down	104	C48 – Cancel – CEO Re-Issued	2
C10 – Stolen Vehicle	2	C50 – CEO Incorrect Street	10
C102 – CEO Re-Issue Wrong Code	21	C51 – CEO Incorrect Location on Street	7
C109 – CEO Error – Insufficient Photos of contravention	8	C52 – CEO Incorrect VRM	37
C11 – Cancelled – Valid Pay and Display Ticket	192	C53 – CEO Insufficient Time Observations	12
C110 – Cancelled – Blue Badge Clock Incorrect (1st Occasion)	91	C55 – CEO no Backlog entry in Pocket book	1
C112 – Cancelled Emergency Works H&S	28	C56 – Invalid Blue Badge (no clock displayed)	70
C115 – Procedural Impropriety	6	C58 – CEO Incorrect contravention code	21
C120 – Cancelled – Double Jeopardy	7	C59 – Ringo Permission	23
C121 – Training PCN	25	C60 – Valid Ringo Payment	100
C125 – CEO Error – Incorrect VRM re-issue	2	C63 – CEO error in notebook	1
C126-Traffic Management Permission to Park	3	C67 – Arrested and Unable To Remove Vehicle	1
C127 – CEO Re-issue Incorrect Street	74	C70 – Wollaton Park	4
C128 – CEO Error incorrect street	8	C74 – CEO Error, Contradictory Evidence	1
C132 – Ringo off-line	1	C76 – CEO Error Valid Permit	3
C135 – Police on Call	1	C78 – CEO Error – Not in contravention	129
C137-Leaves Covering Restriction	2	C80 – CEO Error Insufficient Information	18
C146 – Permit Issue Error	185	C81 – Not Adopted Highway	1
C147 – RingGo Connection Error	30	C85 – WPL Instruction	2
C152 – Reported to Police – Stolen Vehicle	2	C86 – CEO error, Regulation 9 issued, should be Regulation 10 VDA	15
C155 – Traffic Management Error	7	C89 – Commercial Services error	1
C161- Network Management Error	2	C92 – P&E Administration Error	10
C171- RingGo Incorrect Digit	486	C93 – Hand Held Crashed	2
C172- RingGo wrong vehicle chosen	67	C96 – CEO error – Procedural Error	11
C20 – Cancelled – Special Circumstances	39	C97 – Enforcement Supervisor Error	1
C201 – Blue Badge – Displayed on Visor and Not Clear	8	C98 – Printer Error - PCN would not print	1
C202 – Blue Badge – Illegible Badge Displayed	17	C99 Test Notice	1
C203 – Blue badge – parked on drop Kerb	1	CEO-Spoiled Ticket	829
C204 – Blue Badge – Proven to be Misused or Abused	12	Ceo Error	294
C205 – Blue Badge – Clock Displaying The Incorrect Time	9	DR Batch Time out	12
C218 – Reg 9 Issued, Should Be Reg 10 Vda	1	Dvla – Ncc Decision	1
C219 – Ceo – Ringgo Unchecked	1	DVLA No Traces – Invalid VRM WO	6
C221 – Cloned Vehicle	2	Dvla No Trace Wo	1584
C23 – Cancel – Valid Residents' Permit Produced	7	DVLA No Traces – Foreign Vehicle WO	1
C235 – Vda – Accept Representation	1	Dvla No Traces No Current Address Wo	17
C236 WPL Instruction	3	Letpdtkt04 – Cancel – PCN to be Cancelled	1
C24 – Cancel – Valid Visitor's Permit Produced	16	System Error	1
C25 – Cancel – Valid Disabled Badge Produced	113	Ncc Decision	4
C28 – Cancel – Permission To Park Given	2	NTO Batch – Timeout	55
C33 – Cancel Valid permit in Car Park	2	Scottish Post code	1
C34 – Council Decision	329	Dvla Vq5 – Manual Redact	8
C35 – Cancelled – Duplicate PCN	8		
<b>Total</b>	<b>4576</b>		

**Table 1.2 – Locations of Penalty Charge Notices issued for contravening Bus Lanes/Bus Gate restrictions in 2024/2025**

Alfreton Road	0	Hockley (Bus Gate)	1804
Arkwright Street (Southbound Bus Gate)	717	Hucknall Road o/s City Hospital	2141
Arkwright Street (Northbound Bus Gate)	4076	Hucknall Road nr Hamilton Road	103
Arleston Drive (No Stopping – School)	0	Hucknall Road nr Mansfield Road	211
Aspley Lane (Eastbound)	464	Hucknall Road	0
Aspley Lane (Westbound)	0	Ilkeston Road Inbound	0
Beck Street Bus Gate	5982	Lower Parliament St (Westbound)	3682
Canal Street Nr Albion St E Bound	8165	Mansfield Rd Near Burnham Street	150
Canal Street Nr Greyfriar Gate (EB)	0	Mansfield Rd Nr Mapperley Rd	1068
Canal Street Near Middle Hill	3559	Mansfield Rd Nr St Andrew's Rd	0
Canal Street Near Middle Hill	15182	Mansfield Road	0
Cantrell Road (No Stopping – School)	0	Market Street Bus Gate	3037
Carlton Road, Inbound Bus Lane	1376	Milton St (Southbound)	2337
Carlton Road Outbound	0	Milton Street	0
Carlton Street	1487	North of Bluecoat Street	0
Carrington St BG near Canal St	690	North of Queens Road	0
Carrington St BG near Station St	1288h ah	North of Woodborough Road	0
Carrington Street Northbound	607	Nottingham Road	0
Cheapside / Poultry Bus Gate	6284	Nottingham Rd Near Valley Rd	723
Cranbrook St (northwest bound)	0	Nuthall Road (near Whitemoor Ave)	642
Derby Road (East of Park St)	0	Outside Victoria Centre	0
Derby Road (Hermon St)	0	Queens Road Red Route	331
Derby Road (Triumph Road)	734	Shakespeare St O/s Library E	102
Derby Road (Near Wollaton Hall Drive)	184	Shakespeare St O/s Library W	240
Daleside Road Inbound / Trent Lane	380	Sneinton Boulevard	0
Daleside Road Inbound / Racecourse	330	South Sherwood Street	0
Daleside Road Outbound / Racecourse	440	Station Street Red Route	1825
Daleside Road O/B / Candle Meadow	412	The Wells Road	0
Edwards Lane (Southbound)	0	Trent Street Red Route	196
Friar Lane Bus Gate	3140	Windmill Lane	0
Goldsmith Street (2 Cameras Nth and	3377	Wollaton Road	876
Greenwood Road	0	Wollaton Road Nr Canterbury Road	306
Harrow Road	0	Woodborough Road Bus Lane	291
Victoria Embankment (north of War Memorial)	717	Victoria Embankment (south of War Memorial)	686
Total School Keep Clear	0		
Total BLE	76403		
Total Red Route	2021		

Table 1.3 – Cancellation of Bus Lane Penalty Charge Notices issued and cancelled between 2024/2025

Appeal to adjudicator allowed	<b>19</b>	Ceo Error	<b>2</b>
Authorised Vehicle	<b>657</b>	Ceo Error Double Capture	<b>4</b>
C07 – Loading / Unloading Evidence	<b>1</b>	CEO Error	<b>294</b>
C08 – Cancelled – Police / Emergency	<b>14</b>	CEO Error Already on White List	<b>10</b>
C09 – Cancelled – Vehicle Broken Down	<b>2</b>	DVLA No Trace – No Current Address	<b>1</b>
C10 – Cancelled – Stolen Vehicle	<b>6</b>	MTE Warning Notice	<b>1327</b>
C135 – Police on Call	<b>1</b>	Exempted Police Vehicle	<b>1</b>
C156 – Boarding / Alighting	<b>1</b>	Incorrect Vrm	<b>20</b>
C20 – Cancelled – Special Circumstances	<b>16</b>	Ncc Decision	<b>24</b>
C221 – Cloned Vehicle	<b>25</b>	NTO Batch Timeout	<b>121</b>
C25 – Cancelled – Valid Disabled Badge	<b>879</b>	Registered Bus	<b>1</b>
C34 – Council Decision	<b>2</b>	Special Circumstances	<b>462</b>
C35 – Cancelled – Duplicate PCN	<b>1</b>	System Error	<b>4</b>
C43 – Medical Reasons	<b>3</b>	Traffic Manager Instruction	<b>219</b>
C52 – Incorrect Vrm	<b>5</b>	Scottish post Code	<b>29</b>
C58 – CEO error Incorrect Contravention Code	<b>1</b>	U turn Immediately after bus gate	<b>1</b>
C78 – Not in Contravention	<b>10</b>	Twoc	<b>3</b>
C99 – Test Notice	<b>1</b>	U Turn After Contravention	<b>2</b>
		Wheelchair Accessible Taxi	<b>3</b>
<b>Total</b>	<b>4170</b>		

Table 1.4 – Vehicle Pound statistics 2024/2025

	Parking			Abandoned		DVLA	
	Lifted	Released	Reports	Lifted	Released	Lifted	Released
Apr-24	43	37	958	2	0	41	18
May-24	20	16	757	0	0	33	17
Jun-24	11	10	703	2	0	33	17
Jul-24	39	29	961	4	1	46	29
Aug-24	38	33	757	1	0	63	39
Sep-24	80	67	1077	1	0	48	30
Oct-24	61	58	1534	4	0	38	1138
Nov-24	38	37	1203	1	2	30	25
Dec-24	40	29	795	5	0	10	8
Jan-25	41	37	953	0	0	33	22
Feb-25	10	11	782	0	0	12	5
Mar-25	39	40	598	13	0	29	15
Totals	<b>460</b>	<b>404</b>	<b>11078</b>	<b>33</b>	<b>3</b>	<b>416</b>	<b>1363</b>

## Parking PCN's – 2024/2025

	Total	Off-Street	On- Street
Number of Higher Level PCNs issued	60,360	457	59903
Number of Lower Level PCNs issued	20,74922,858	2279	19,65120,579
Number of PCNs fully paid	64783	2174	62609
Number of PCN's unpaid	7011	131	6880
Number of PCNs paid at discounted rate	50211	1905	45,51548306
Number paid at full rate	10,252	165161	7,74710,091
Number of PCN's paid after the Charge Certificate has been served	4320	108	1,3394212
Number of PCN's Debt Registered at the Traffic Enforcement Centre	12550	224	12326
Number of PCNs against which formal & informal representations were made	9519	396	9,2709,123
Number of PCNs cancelled as a result of formal or informal representation	1277	120	1157
Number of PCN's written off	3,5874769	7059	3,54710

### Bus Lane PCN's

In accordance with the Transport Act 2000, Penalty Charge Notices are being issued for Bus Lane contraventions, currently set at £70 but if paid within 14 days are discounted to £35.

### Bus Lane Penalty Charge Notice's 2024/2025

	Total
Number of PCN's issued	74,807
Number of PCN's paid	65,300
Number of PCN's paid at discounted rate	58,095
Number of PCN's paid at the full rate	1,906
Number of PCN's paid after the Charge Certificate has been served	5,299
Number of PCN's Debt Registered at the Traffic Enforcement Centre	11,355
Number of PCN's paid at Debt Reg or higher	2432
Number of PCN's against which formal representations were made	9393
Number of PCN's cancelled as a result of formal representation	2415
Number of PCN's written off	4,4714

## Traffic Penalty Tribunal

The following statistics shows those citizens who have appealed to the Traffic Penalty Tribunal for 2024/2025 for parking contraventions

PCN's referred to TPT <b>223</b>	PCN considered an appeal <b>211</b>	PCN's issued <b>83,218</b>
Not contested by NCC <b>40</b>	Allowed by Adjudicator <b>26</b>	Total allowed including not contested by NCC <b>66</b>
Refused by Adjudicator including out of time and withdrawn by appellant <b>141</b>	Consent order <b>6</b>	Awaiting decision incl. other decided <b>0</b>

The following shows statistics for those citizens who have appealed to the Traffic Penalty Tribunal for 2022/2024 for bus lane contraventions

PCN considered an appeal <b>185</b>	PCN's issued <b>74,807</b>	Not contested by NCC <b>63</b>	Allowed by Adjudicator <b>23</b>
Total allowed including not contested by NCC <b>85</b>	Refused by Adjudicator including out of time and withdrawn by appellant <b>108</b>	Consent order <b>2</b>	Awaiting decision incl. other decided <b>0</b>

## Glossary of Terms

Abbreviation	Term	Explanation
	Bus Gate	An area of road where only Buses and certain other classes of vehicle (as signed) may travel. Other vehicles must take an alternative route which will be signed in advance of the Bus Gate.
	Bus Lane	A lane along a road where only buses and certain other classes of vehicle may travel. Other vehicles must use the alternative lane, usually running parallel to the bus lane.
	Challenge	A challenge is an objection made against a Penalty Charge Notice (PCN) which has been affixed to a vehicle or handed to the driver before the issue of a Notice to Owner.
CEO	Civil Enforcement Officer	CEO's are the people who carry out enforcement of the parking restrictions on behalf of the local authority.
CPE	Civil Parking Enforcement	Parking enforcement carried out by local authorities under the Traffic Management Act 2004 which is civil (rather than criminal) law.
	Contravention	A contravention is failure by a motorist to comply with traffic or parking regulations.
CPZ	Controlled Parking Zone	An area in which parking restrictions are in place, usually including parking bays which have restricted use at certain times. A single yellow line in the area covered by a CPZ means "no waiting" during the period that the zone is in operation. Motorists need to check the zone entry signs which show the hours of operation of the zone.
DfT	Department for Transport	The government department which is responsible for transport issues, including the issue of Statutory and Operational guidance in relation to CPE.
DVLA	Drivers & Vehicle Licensing Agency	The agency responsible for maintaining records relating to vehicles and drivers in the UK.
NTO	Notice To Owner	A Notice to Owner is a statutory notice served by the authority to the person they believe is the owner of a vehicle which has been issued with a Penalty Charge Notice. This notice is served for parking contraventions where a penalty issued by a CEO remains unpaid after 28 days. Within 28 days of the Notice to Owner, the owner is required to either make payment of the full penalty charge or make representations against liability for the charge.

P&D	Pay & Display	The means of paying for parking, whereby a ticket is purchased from a nearby machine and is then displayed on the vehicle, as proof of payment. The ticket shows the expiry time of the period for which parking has been paid.
PCN	Penalty Charge Notice	The notice which is issued when a parking contravention has taken place. A PCN can be affixed to the vehicle, handed to the driver, or in certain circumstances issued by post to the registered keeper of the vehicle.
	Registered Keeper	This is the person or organisation recorded at the Driver and Vehicle Licensing Agency (DVLA) as being the keeper of a vehicle. Under the concept of owner liability, the registered keeper is presumed to be the owner of the vehicle for the purposes of enforcement, appeal and debt recovery action.
TPT	Traffic Penalty Tribunal	The independent tribunal which has been specifically set up to decide appeals against parking and certain other traffic penalties, when the appellant's representations to the local authority which issued the penalty, have been rejected.
TRO	Traffic Regulation Order	The legal document which puts in place a parking or other traffic restrictions. The signs and lines or road markings which denote restrictions must be supported by a TRO to enable enforcement to take place.
TTO		A Temporary Traffic Regulation Order. Implemented for events, maintenance or building works where parking a stopping is needed to be banned.
W/O	Write Off	A PCN is written-off when we are unable to pursue the penalty and close the case without accepting payment. This may be when the DVLA has no information about the registered keeper, or even after our bailiff companies have attempted to collect the debt without success.

