

**Presentation to
London Group
on behalf of BPA on
TMA Reporting Issues**

By

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British Parking
Association

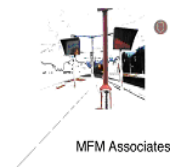
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Overview

- The intentions of the TMA and OG
- The conflict between extensive references to data in OG and DfT's comments
- The relative lack of specific statistical requirements

Purpose of AR

- What is it for?
- For whom is it intended?
- What might it be used for?
- What is important the spirit or law?



AR Objectives

- To explain how LIP achieved
- How relevant is the enforcement regime?
- Comments made by Caroline Sheppard in NPAS 2006 report include road safety, congestion etc.
- Parking is only a supporting role not a prime mover – look at LB Camden's report

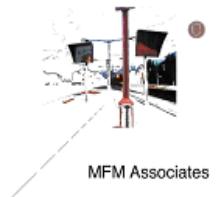
Report Contents

- Should AR include non-parking items?
- If not what are the risks?
- How else will information be published?
- What will the media and others think?
- What are expectations or perceptions?



What OG says

- 4.6 (Authorities) should tell the public about any changes to detailed operational policies
- 4.15 Reporting is an important part of accountability
- 4.16 The report should cover financial, statistical and other data set out below:
- 4.18 include information that allows their performance to be measured over time
- 4.21 Authorities should measure their parking enforcement performance to show that it is just for traffic management purposes



What OG says (2)

They might include management information such as:

- Reducing public transport journey times
- Reducing the number and severity of road traffic casualties
- Reducing congestion
- Performance against any targets (as part of LIP?):
- Compliance? Modal transfers? Air quality?



BPA's draft PPN includes the following comments:

- “Essentially the OG leaves a lot to the individual authority in terms of what to include. Given that the overriding aims of the TMA and related guidance were to provide transparency, fairness, accountability and consistency it seems therefore that any report must be capable of delivering these objectives.”
- “In paragraph 4.2 the OG states that “appraisals should take account of **any relevant** (my emphasis) information that has been collected as part of the parking enforcement process, in particular the effectiveness of the scheme”.”

BPA's draft PPN includes the following comments:

- The OG also states **“As far as possible, the performance of contractors and of staff should be judged according to how far desired transport objectives have been achieved.”**

Statistical

- The TfL report 2004-7 has a considerable number of additional statistics to those specifically mentioned in OG – compliance, PCN issue rates, journey times and so on.
- The NPAS 2006 Report lists many additional areas – and of course their annual report summarises appeals by reason code as well.
- The PPN includes a suggested stats table

Factors to consider (1)

Issues that might indicate the scope of the report:

1. Attitude of members to a report
2. Availability of management information
3. Extent of current internal reporting
4. The level of FoI questions
5. Relationships with the media

Factors to consider (2)

- Many statistics – road safety, congestion, air quality are not normally a 'parking remit
- Timetable for approval and by whom?
- Feedback
- Date for statistics? – 1st July?

Challenges

I have included a number in various published articles already -

- Definitions
- Year on year comparatives – does first year need comparatives?
- Explanations for differences?
- How to achieve a standard approach – via BPA PPN? These groups? Is this desirable?
- How to deliver the politicians' promises for TMA – fairness, transparency, consistency and accountability?

NPAS 2006 (1)

NPAS 2006 Report extract on Reporting Requirements

As well as providing information parking arrangements and restrictions in their own area, the following is a suggested framework for local authority annual reports although it is recognised that local authorities, in addition, may have local issues they wish to report on.

1. Introduction setting out the local policy and objectives in relation to Decriminalised Parking Enforcement (DPE).
2. How information about parking and parking enforcement is made available to local residents?

NPAS 2006 (2)

3. The location of parking including disabled spaces and charging information
4. Financial accounts and use of any surplus
5. Arrangements for the local handling of representations
6. Referrals to NPAS and their outcome
7. Results of any public consultation
8. An assessment of how far have local DPE objectives been achieved?
9. Areas identified for improvement and development

NPAS 2006 (3)

10. Operational statistics including:

- Number of Penalty Charge Notices (PCNs) issued
- Number of Notice to Owners (NTOs) issued.
- Percentage of PCNs paid at the reduced rate without challenge
- Percentage of PCNs paid at the reduced rate following a challenge.
- Percentage of PCNs paid at the full rate pre NTO
- Percentage of PCNs paid at the full rate post Notice of Rejection.
- Percentage of PCNs paid at the full rate post appeal.
- Percentage of PCNs paid at Charge Certificate.

NPAS 2006 (4)

- Percentage of PCNs taken to Court Order.
- Percentage of PCNs where informal representations are made.
- Percentage of informal representation dismissals that go on to NTO stage.
- Percentage of informal representation dismissals that settle after dismissal.
- Percentage of formal representations that go to appeal.
- Issues/grounds of appeal at informal and formal representation stage.
- Percentage of representations which the Council allowed because it was agreed that the appellant wasn't liable or decided it couldn't discharge the burden of proving liability.

NPAS 2006 (5)

- Percentage of representations which were allowed as a result of the Council exercising discretion.
- Percentage of PCNs allowed/dismissed at appeal
- Percentage of PCNs cancelled at any stage.
- Reasons why the council decides to no contest appeals

NPAS 2006 (6)

Clearly local authorities will wish to report on their individual local circumstances and it is not possible to address here all the issues which this might include. However, the Adjudicators firmly believe that published information addressing these points will help to increase the public's understanding of civil parking enforcement at a local level.

The Adjudicators would also take this opportunity to give encouragement to the publishing of all Traffic Regulation Orders and policies on the local authority website.

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