



Notes of the Local Authorities Special Interest Meeting

Held on: 26 October 2017

At: County Hall, Cardiff

Item	Notes	
1.	<p>Helen Crozier welcomed everyone to the meeting and thanked the LA SIG sponsors Just Park, Startraq, Stripe Consulting and Videalert for their continued support.</p> <p>Peter Lowe, BPA President, gave a short welcome note and discussed one of his key aims of improving consistency across the parking sector.</p>	
2.	<p>Moving Traffic Enforcement in Cardiff</p> <p>Tom Walker from Cardiff City Council gave a presentation about experiences to date with moving traffic enforcement. Cardiff is the first, and only, council outside of London to gain the powers to enforce moving traffic contraventions</p> <p>Tom discussed the implementation process the council have gone through between 2014 and now and gave attendees an illustration of some of the main sites they are operating in the city via video captured by the traffic cameras.</p> <p>Tom confirmed that overall moving traffic enforcement has been better received than parking enforcement with the public more clearly understanding the links with road safety.</p> <p>After a long process the council are now able to register moving traffic enforcement debt with TEC. As Cardiff is the only council outside of London operating moving traffic they have relied upon the experiences of the London Boroughs which has caused issues with adjudication as TPT adjudicators have different views from the London tribunals, particularly with regard to yellow box junctions.</p> <p>Click here for presentation slides.</p>	
3.	<p>Parking Machine Thefts and Damage</p> <p>Ali Tooze, Membership Manager for the BPA, introduced this topic and shared results of research conducted amongst BPA members. The research showed that machine thefts and damage is widespread across the UK and incidents are happening with alarming frequency. The BPA now operates a machine theft alert system which members can subscribe to upon which they will be kept informed of any thefts reported to the BPA. Ali also encouraged LA members to notify her if they have been victims of theft. Please contact Ali at Alison.t@britishparking.co.uk for further info. Ali explained that the point of the research was to verify the extent of the problem so that appropriate action could be taken if necessary. Next steps are to work with the police to ascertain what can be done and also to start discussions amongst the machine manufacturers and suppliers as well as continue to share intelligence between LA members. Ali then introduced</p>	

Steve Trigg from the police.

Steve Trigg introduced himself as Staff Officer To Chief Constable Stephen Watson National Policing lead for Crime Prevention. Steve discussed how the police system works with regards to theft reporting and recording and shared his thoughts on links between incidents of machine theft as well as to other criminal behaviour. It is quite likely that individuals or gangs who move around areas stealing from parking machines are also engaged in other types of theft, ie Christmas trees, lead from church roofs, scrap metals etc.

By having a significant amount of data to analyse about machine thefts, the police may be able to not only link up machine thefts in different areas but they could also link this to other crimes happening in the same places at around the same time. The cumulative effect could result in greater charges being made against the individuals or gangs involved.

Steve said that the data provided by BPA members has helped them understand the true cost of machine theft. On a piecemeal basis it may only look like a few hundred pounds of loose change which a local officer may not place a great deal of priority on. The bigger picture presented by BPA members has demonstrated that across the UK the cost to councils, and ultimately the tax payer, is running into hundreds of thousands of pounds once the cost of repairing or replacing machines is considered and loss of income

At present it is very difficult for the police to link machine thefts together as it is likely they are not being recorded in a consistent manner. Steve would like to try and get a standard description for parking machine theft which the BPA can encourage all of its members to use when reporting incidents.

Steve will also compile an all forces bulletin to raise awareness across all police forces and an information note for LA members with advice on designing out crime and reporting incidents. Members will be kept up to date with any new developments.

Gary Higgins from Smartwater then presented a new product they have designed for parking machines. Smartwater is an international crime fighting and crime prevention company with an established track record for detecting and deterring criminal activity. Each water-based, inorganic traceable liquid contains a unique forensic signature. Smartwater is not DNA-based so will withstand fire, humidity and sunlight Only a tiny speck is required to link a criminal back to the scene of crime. They are currently working with NCP and have designed a gel pack which is fitted to the inside of the cash box in a machine. If the machine is drilled the bag breaks and releases Smartwater into the cash box, this means the tools used by the thieves, the whole of the cash box interior and the coins are then covered meaning all can be traced back to that machine.

The information obtained from registered users of Smartwater enables the company to analyse and share data with the police. Thieves are generally deterred by the Smartwater signs and stickers ,which users can display, as they understand the traceability the product enables. For further information please contact Gary at garyhiggins@smartwater.com

4.	<p>The risks involved in not completing regular inspections surveys of structures</p> <p>Russell Simmons of Stripe Consulting gave a presentation highlighting why car park owners and operators must conduct regular inspections and surveys of MSCPs. Russell drew from recent examples of structural failure and emphasised that these incidents could and should have been prevented. Russell is the current Chair and Council representative for Structures and Asset Management and he encouraged members to look at the BPA’s Parking Practice Note on legal obligations for car park operators and owners. He also suggested referring to the ICE recommendations which are currently being rewritten with advice moving from prescriptive to risk assessment based. The Parking Practice Note is attached.</p> <p>Click here for presentation slides. For further information & advice please contact russell@stripeuk.com</p>	
5.	<p>The Positive Parking Agenda</p> <p>Helen Crozier and Graham Titchener, 2 of the 4 local authority representatives on the BPA Council discussed the Positive Parking Agenda (PPA) and its progress so far. The PPA was conceived during the LASIG summit at Parkex in April and a working group of local authorities was formed to take the initiative forward.</p> <p>The overall vision is “To gain recognition for parking management as a valued service and significant contributor to a better, safer, more accessible and cleaner environment”</p> <p>To achieve this a mission has been created as follows:</p> <ul style="list-style-type: none"> • Improve the public understanding and image of parking management by helping local authorities to work together in setting and raising standards, improving communications, encouraging innovation and promoting transparency in the delivery of parking management. • Achieve a step change in public attitude towards parking, shifting the focus of public interest and media coverage away from enforcement to the positive benefits of effective parking management. • Deliver fair, efficient and effective parking management for everyone in society using a set of defined key principles <p>The key principles are:</p> <ul style="list-style-type: none"> • Access - Improving access to people, places and services • Congestion – Reducing congestion and helping drivers find spaces quickly and easily • Safety – Improving road safety by reducing the severity and number of traffic collisions • Air Quality – Improving air quality by reducing congestion and dwell time in finding spaces • Access to shops – Improving the economic vitality and vibrancy of town centres and high streets • Technology – Supporting a more mobile society by embracing new technology 	

	<ul style="list-style-type: none"> • Working Collaboratively – Provide a more efficient and accessible road network <p>Next steps:</p> <p>To work, the PPA needs local authority members to agree to this set of Key Principles</p> <p>The BPA/PPA group will write to Council Leaders and/or Parking Portfolio holders asking them to recognise and sign up to the Key Principles</p> <p>We will lobby government and the media with ‘one voice’ to support the Positive Parking Agenda</p> <p>Graham asked LA members for their thoughts on this and a general show of hands in favour of this. All supported it!</p> <p>One point Pete Lowe raised was could we rename Civil Enforcement Officers to something like Parking Ambassadors.</p> <p>Graham mentioned that ideas like this are useful in how we can better portray Parking and not to shy away from Parking Enforcement. Graham also went onto say his CEO’s carry maps around with them to help people so it isn’t just about enforcement.</p>	
6.	<p>Blue Badge</p> <p>1. BBIS Discovery Session</p> <p>Daniel Fyfield & Adam Griffiths from the DfT along with Jenni Moola from Valtech conducted a Q & A session with attendees to gather feedback on the Blue Badge Improvement System which will be due for re-tender in 2018 as the current contract with Northgate draws near its end. One key question from attendees was regarding the lack of a national database which can be accessed by frontline officers to determine if a badge is genuine or has been stolen. No promises were made that this is forthcoming but it will be fed back as part of the overall recommendations. A strong request was also made to consider putting a chip into the badges which could be easily read by an app or scanner to provide information about the badge holder including photo and description to be able to detect mis-use. Concern with any adaptations is going to be cost and ultimately needing to increase the cost of the badge to the holders, although feedback from disabled motorists does suggest they would be prepared to pay more in return for a more secure badge and ability to reduce miss-use. Another suggestion was to make it compulsory to provide a telephone contact for the badge holder so they could be contacted if it were suspected their badge was being miss-used or had been stolen. And a question was raised about the possibility of providing a case management system, Northgate did provide one but it has never worked, this is included in the tender requirements.</p> <p>If you have comments about the BBIS and how it could be improved please contact Daniel, Adam or Jenni at the following:</p> <p>Adam.Griffiths@dft.gsi.gov.uk</p> <p>Daniel.Fyfield@dft.gsi.gov.uk</p> <p>jenni.moola@valtech.co.uk</p>	

	<p>2. Blue Badge Enforcement – Wales Pilot</p> <p>John Griffiths from the Welsh government discussed the proposed pilot for blue badge enforcement. Bids are currently being invited from the Welsh local authorities for funding to trial blue badge enforcement. The pilot would involve 2 lead authorities working with neighbouring boroughs. The overall funding available is currently proposed to be £60k although concern was raised that this might not be sufficient to do the job properly, John indicated there may be some additional funding available if it were felt necessary. Bids are to be submitted by 1st November with the pilot starting on 1st December for a period of 12-18 months.</p>	
7.	<p>Positive Parking</p> <p>Gavin Manger of JustPark gave a presentation on creating a positive parking experience for motorists. Click here for presentation slides For further information please contact gavin@justpark.com</p>	
8.	<p>Adjudication Matters</p> <p>Ali Tooze reported on a matter raised by a BPA member about TPT adjudicators asking council representatives at hearings to offer the discounted PCN rate when the appeal had been found in the council's favour. Research was conducted amongst BPA LA members and 30 councils reported that they had encountered the same issue. This issue did not seem to be affecting members in London or Scotland. Advice was sought from the BPA's Lawline team and they concluded that guidance and case law confirms that it is not within adjudicators' powers to request a discounted payment following a finding against a motorist. At the time of the meeting Andrew Pester, BPA CEO and Kelvin Reynolds, BPA Director of Corporate and Public Affairs were at a meeting with Caroline Sheppard where they planned to discuss this matter. Feedback will be provided to BPA LA members in due course.</p>	
9.	<p>How a single data platform can drive multiple traffic management applications including clean air zones</p> <p>Jonathan Hector of Videalert discussed the benefits of a single data platform which enables the same cameras to be used for several different applications and gives flexibility in the choice of equipment.</p> <p>For further information please contact jhector@videalert.com</p>	
	<p>The main meeting closed at 2.30pm and was followed by the usual LASIG session for local authorities only which is not reported.</p>	