



City of Westminster

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# Traffic Management Act 2004

**Introduced “to tackle congestion and disruption on the road network”**

**Aims to deliver:**

**A fair system for the motorist which encourages compliance**

**Greater local authority accountability and transparency**



# TMA 2004

## Reviewing the role of CEOs

**Opportunity to expand the role of a CEO – no longer simply someone who hands out tickets.**



**From output to outcome:**

**Number of tickets** → **Better managed streets**

# Taking up the TMA Challenge

## “Common Sense Parking”

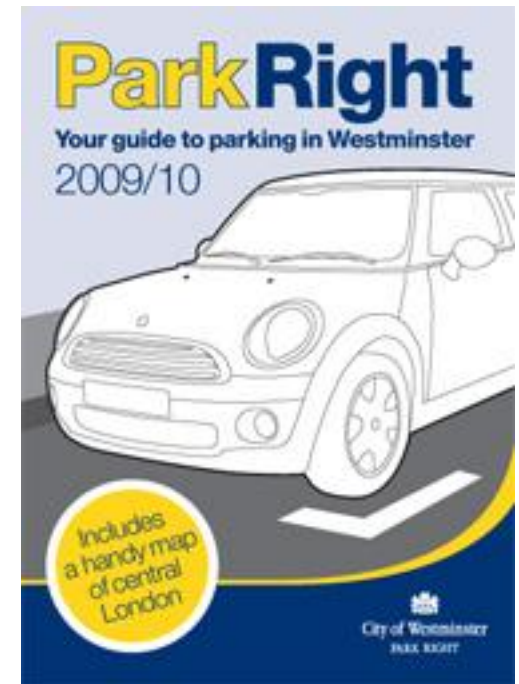
- Loading permissions
- End of relocation
- Reminder texts

## Engaging with Road Users

- Commercial Deliveries Group

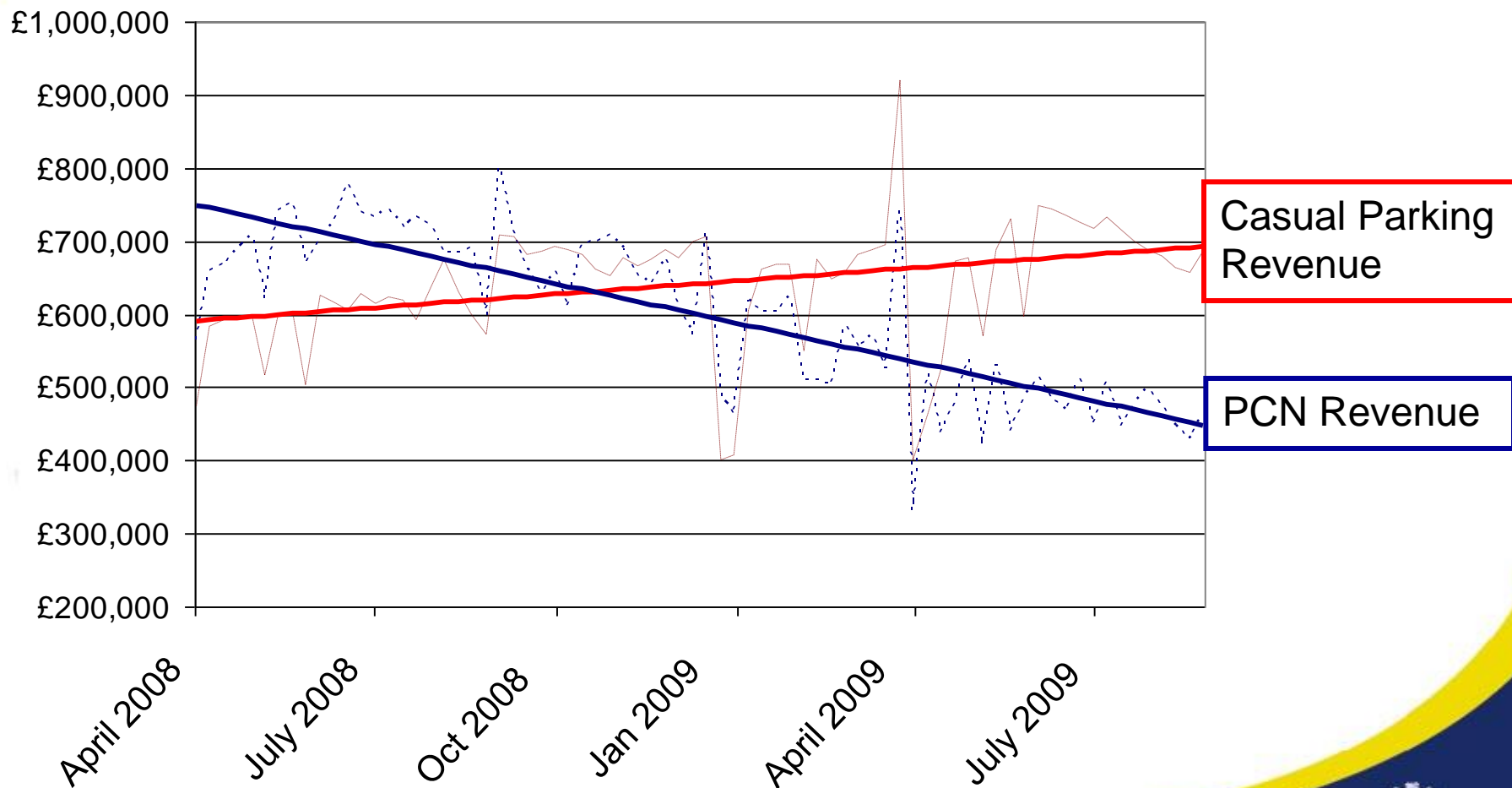
## Transparency

- Annual parking report



# The Results

**Consensus works: fewer PCNS, more payments**



# **Weaknesses under the current regime**

**Moving traffic and bus lane violations not yet consolidated**

**No model document templates, leading to compliance challenges**

**Differences remain between London and the rest of the UK**



# **The Future: Challenges & Opportunities**

**Enforcement against persistent evaders**

**Regulation of bailiffs**

**Bus lane and moving traffic contraventions brought into TMA**

**Overhaul of signage regulations**

**Crossrail and the Olympics**



# **Building Consensus On Parking**

**Moving away from the adversarial approach:**

**DfT signs and lines review – need to meet  
the needs of motorists and authorities**

**Engaging with road users – Westminster's  
Commercial Deliveries Group**

**Education – explaining what the rules are,  
and why we enforce them.**



# **Delivering Improvements**

**Efficiency- Making the rules less ambiguous and the process faster**

**Standardisation – Ensuring that all road signs and markings meet clear standards**

**Evidence - Collecting all the evidence to improve accuracy and reduce appeals**



# **What Should be Done?**

**Clear, agreed, statutory guidance for signing, lining, and documentation**

**Enabling retrospective payment (e.g. C-Charge)**

**A better approach to commercial parking (e.g. exemptions for security vehicles)**

**More responsive services – cutting bureaucracy (e.g. TMOs for installing yellow lines)**



# **What is Parking & Traffic Enforcement For?**

**An open debate with all concerned**

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