

Driver and Vehicle Licensing Agency

- There were encouraging signs that operators were taking heed of the outcome of the appeals and amending their processes accordingly.

Independent Trust to oversee POPLA

11. It was explained that an independent trust was being developed to oversee POPLA's work. BPA had advertised for a chair of the Board and by 1 October it was envisaged that BPA would have transferred the governance of POPLA to the independent trust.
12. The IPC representative was invited to consider how it would demonstrate the independence of its appeals process.

Signage

13. Concerns were raised about the lead time of three years for the introduction of mandatory entrance signs. This timescale was seen to present a risk that motorists would be misled and in turn the companies in question could have their access to DVLA data suspended.
14. BPA advised that it requests a programme of work from companies to show how they intend to achieve the necessary changes within the three year period. The vast majority of companies would have updated their signs well within this period. BPA also made the point that longer lead times for parking sign changes were observed by the public sector.

ACTION: The BPA was invited to share the programme/s of work with DVLA

Parking Enforcement Methods

15. Concerns were raised about instances where landowners are offered free parking management with the parking management company keeping the income received from the parking charge notices. There was concern that this model encourages predatory parking enforcement practices as it is incentivised by collection of parking charges. It was acknowledged that parking management companies and landowners were free to operate various business models according to their needs, provided they were not unfair or unlawful. Without seeking to regulate business practices, DVLA was keen to explore what action might be taken to curb over-zealous parking enforcement practices and would work with relevant areas to consider the options.

ACTION: DVLA to take the view of TSI, CAB and BIS

DVLA and Trading Standards

16. DVLA was keen to develop a stronger relationship with TSI and CAB with the aim of sharing intelligence on complaints about parking companies and their enforcement practices. TSI had suggested a number of options that could help with the sharing of