

## **FREQUENTLY ASKED QUESTIONS**

### **How are parking controls currently enforced on my estate?**

Parking controls in our housing estate car parks are currently managed and enforced under contract law. Drivers parking in these areas effectively enter into a contract agreement with the Council. Terms and conditions for use of those parking areas are indicated on road signs present at the entry to and within those parking areas. If motorists do not follow these terms and conditions, a Parking Charge Notice may be issued. The registered keeper can either pay the charge within a specified period or appeal the notice. If the charge is not paid, or an appeal is unsuccessful and payment has still not been received, the Council will ask the DVLA for details of the vehicle's registered keeper to pursue the payment.

### **Why are you making these changes?**

The Government policy on parking controls in areas managed by councils has changed. Councils can no longer use contract law. If we do not change our current arrangements, it is likely that existing parking controls in these areas will become unenforceable in the future. Any applications made by the Council's enforcement team to the DVLA for details are likely to be refused. This will result in difficulties pursuing outstanding parking charges from registered keepers of offending vehicles.

### **What are the new parking controls?**

New parking controls will be introduced under traffic management orders (TMOs). Under a TMO, controls in our housing estate parking areas would be managed and enforced in a similar way to those on public roads. On public roads, traffic signs and road markings are used to show those controls and provide information to motorists. The traffic signs and road markings that will be provided in our parking areas will look similar and be consistent with those used on public roads. The introduction of TMOs will allow the Council to continue to effectively manage parking on our housing estates. Furthermore, we will be able to adapt and tailor those controls to better meet the needs of each estate and will be able to ensure that parking facilities on those estates are reserved for residents of only. TMOs will also provide a more robust and fairer enforcement process. CEOs will carry out enforcement by issuing Penalty Charge Notices. The Council's Civil Enforcement team will also be able to pursue any outstanding Penalty Charge Notices. The TMO process provides a much less onerous appeals system. Rather than risking a final hearing in a court, an appeal to a Penalty Charge Notice can be made to an independent adjudicator.

### **At what times do the parking controls apply?**

The operational hours of the new parking controls will remain the same as the existing controls: 24 hours a day, seven days a week, including public holidays.

### **How will the allocation of parking permits work?**

The allocation of permits would vary between estates. In each estate the availability of parking and the demand for permits will not be the same. If a permit scheme is introduced, it would be tailored to suit the needs of each estate.

### **How much would a permit cost?**

A resident permit can be purchased at £57 per year. This is the equivalent of £1.10 per week. Visitor permits will cost £7 for a bundle of ten single use permits or £3.50 for five where there is deemed suitable capacity. For Blue Badge holders the cost of the resident permit will be free. Permit fees are in line with statutory legislation that apply to TMOs. Permit fees will contribute towards the upkeep and maintenance of the parking areas, administration of the parking scheme and costs of enforcement. The number of permits that can be purchased will be dependent on the size of the scheme and the area's capacity for parking.

### **Parking for Blue Badge holders**

As part of each scheme, we will review any existing facilities for Blue Badge holders and subject to available space, seek to best meet the needs of Blue Badge holders as far as we are able to at each estate.

### **Where will my visitors park?**

Where there is deemed to be suitable availability of parking, residents will be offered options to purchase permits for their visitors.

### **What about deliveries?**

If demand for parking is high in an estate, it may not be appropriate to provide a dedicated bay for deliveries as this may only be in use for short periods and would take up valuable space that may otherwise be used by residents. In many of the estates, double yellow lines will be provided in areas where parked vehicles are likely to cause obstruction to other road users. While double yellow lines restrict parking, they do allow for dropping-off and picking-up of passengers and for the loading and unloading of goods. A delivery vehicle will be able to stop on a double yellow line for a short time to unload any deliveries, such as home shopping, before moving on. This may be a better use of space and would allow residents to continue to access home deliveries.

### **What about contractor vehicles?**

Dedicated parking spaces will not be provided for contractor vehicles. Should materials and equipment need to be delivered to a property, a contractor would be able to stop on a yellow line for a short time to load and unload their vehicle. They would then need to move on and park that vehicle elsewhere while any works are carried out. However, the Council does provide a permit scheme for RBG contractors that allows them to park their vehicles on nearby.

### **What about carers?**

The Council provides a permit scheme specifically for carers. Under this scheme, carer permits allow those users to park in any of the permit areas of the borough under certain conditions.

### **What about car clubs and cycle parking?**

We will assess the demand for parking for car clubs and cycle parking. Our aim is to improve access to parking for more sustainable modes of transport.

### **What about parking for electric vehicles?**

We will assess the demand for parking and charging facilities for electric vehicles to help meet our aim to improve access to parking for more sustainable modes of transport. In assessing the provision of electric vehicle charge points, we will also need to assess the feasibility of introducing the required infrastructure, power supply and electrical connections.

### **Enforcement and fines**

Any vehicle which is parked without a valid permit or in contravention of any of the parking controls within each estates parking area, may be liable to being issued with a Penalty Charge Notice. Penalty charges will be in line with statutory legislation relating to TMOs. Further information can be found on the GOV.UK by clicking 'Driving and transport' link on the home page then 'Penalty points, fines and driving bans'.

## **Glossary of terms**

- **TMO (Traffic Management Order)**

These are statutory legal documents drafted and made by a local highway authority, usually under the Road Traffic Regulation Act 1984, to regulate the use of highways for movement and parking.

- **CEO (Civil Enforcement Officers)**

Sometimes these are better known as Traffic Wardens. A CEO is a person employed by the Council to enforce parking and traffic restrictions under the Traffic Management Act 2004.

- **DVLA (Driver and Vehicle Licencing Agency)**

This is the organisation of the UK government responsible for maintaining a database of drivers in Great Britain and a database of vehicles for the entire United Kingdom. For enforcement purposes, a request for details of the registered keeper can be made by an enforcement agency to the DVLA for the purpose of pursuing outstanding payments or charges.