

Dear

I am writing to you in reply to your Freedom of Information Act (FOIA) request to Nottinghamshire County Council. I have the following information.

*1. If your authority is deciding whether a resident permit parking scheme might be necessary do you:
a) give equal weighting to all views & objections submitted (including those from non-residents for that road)*

OR (b) ONLY consider views from people who are residents of the individual road concerned i.e. ignore any objections submitted by non-residents?

And:

2. If only a few people reply to a consultation letter sent asking if residents want a permit scheme do you:

a) make any assumption about the view of people not responding i.e. assume they are all in favour or all against the proposed scheme

OR (b) do you decide whether to proceed solely if the numbers in favour are greater than the objections based solely on actual replies received.

If a Resident Parking Scheme location/project is included in a funding programme, it progresses to the first design stage, which is to identify whether there is a consensus of support for the introduction of an RPS scheme amongst residents:

Stage 1: Questionnaire

To assess this a questionnaire is sent out to all residents and businesses within the proposed area, seeking the views of the residents to a potential scheme. The required response rate to this questionnaire is 35% and of those responses, 65% must be in favour of the introduction of a RPS. If the responses do not meet the threshold the scheme will not proceed and will be dropped from the programme. If the response is at the threshold the decision whether to proceed or not will be taken by the client and/or Councillor.

Stage 2: Public Consultation

If the scheme is to continue, then the public advertisement for the Traffic Regulation Order will commence. This statutory process offers an opportunity all highway users, including non-residents, to comment on the scheme. The statutory requirement is for this to be at least 21 days, we usually have a 28-day consultation.

Stage 3: Resolution of objections

If objections are received during the advertisement period attempts are made to mitigate or resolve them. If necessary, this may involve changes to the scheme and potentially a second round of public advertisement. All objections, whether resident or non-resident are considered equally. If outstanding objections remain these are considered by either the Group Manager for Highways and Transportation or by Councillors at the Communities and Place Committee, depending upon the number and type of objections.

Stage 4: Delivery

If the decision is taken to proceed then the works are ordered and resident permit application packs sent out. When works on site are complete the Order is sealed, and the scheme is live. The fee charged to issue a permit is £25 per annum, this is the same regardless of whether it's a resident permit or visitor permit. Residents who are registered disabled and the over 75s receive a 100% discount on this charge.

3. How long do you usually allow people to reply to consultation letters?

The statutory requirement is for this to be at least 21 days, we usually have a 28-day consultation.

4. Are there any special criteria needed before your authority will consider a request for a consultation on residents permits e.g. some authorities will ONLY consider schemes on roads where most houses do NOT have a driveway or roads where demand for parking always outstrip available supply?

Residents parking schemes will be considered in residential areas which are severely affected by non-residents parking. These schemes are intended to prevent or limit loss of parking for residents by incursion by non-residents and are subject to funding priorities established in the annual ITM programme. In some locations time limited parking may be unsuitable and a controlled parking zone may be necessary to protect the area from commuter parking or similar impact.

Residents' parking schemes will only be introduced where there is an identified problem that demonstrates that a trip-attractor is directly creating non-resident intrusive parking on a specific road; and the needs of the commercial area and/or residents are being affected as a result of the parking problem. In such instances, residents' parking schemes will only be considered where time limited parking control is not appropriate. Residents of such schemes will be liable to pay for the provision of permits, including administration of such a scheme, as determined annually.

New schemes will normally only be considered where the following criteria are satisfied:

- There must have been significant levels of requests from residents concerning non-resident intrusive parking, and
- The non-resident parking is considered to be detrimental to the vitality of the local centre or other local transport objectives, and
- There is a trip-attractor which causes non-resident intrusive parking.

In exceptional circumstances, schemes may also be considered where the equivalent of these criteria is met e.g. the latter two criteria are evident on a new development. Detailed design of a scheme will only be progressed where, in addition to the above criteria being satisfied, preliminary consultation with the affected residents has resulted in at least 35% of the households returning the survey and, of those, 65% of the households being in favour of a scheme.

Where residents' parking schemes have been installed and residents no longer consider them appropriate, they will be considered for review where the following criteria are satisfied:

- There must be clear evidence of dissatisfaction with the existing scheme, including high levels of complaints from residents, and
- The circumstances regarding the initial implementation of the scheme need to have changed, i.e. a trip-attractor which causes non-resident intrusive parking no longer exists, or there is evidence of other changes in parking patterns.

A detailed review of a scheme will only be progressed where, in addition to the above criteria being satisfied, preliminary consultation with the affected residents has resulted in at least 35% of the households returning the survey and, of those, 65% of the households being in favour of a change to scheme. Removal of a scheme will only be undertaken when it is not considered to be detrimental to the vitality of the local centre or other local transport objective. In addition, schemes will be considered for review where the emergency services or other service providers have highlighted operational problems with the scheme such as access issues.

In addition, Communities and Place Committee has agreed that requests for permit schemes will be prioritised on streets where the majority of residents do not have access to off-street parking.

5. Can you give an approx. rough figure for total number of residents permits that are currently issued by your authority?

We issue 5,500 resident permits and 4,500 visitors permits.

6. Does your authority charge a fee for issuing resident permits? If so how much?

The cost is £35. Free permits are available to permit holders who are 75 years of age or older or are Blue Badge holders.

If you have any queries or concerns then please contact me. Please remember to quote the reference number above in any future communications.

If you are unhappy with the service you have received in relation to your request and wish to make a complaint or request a review of our decision, you should write to the Team Manager, Complaints and Information Team, County Hall, West Bridgford, Nottingham, NG2 7QP or e-mail foi@nottscc.gov.uk.

Yours sincerely

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