

BRIEFING NOTE

TO: Neighbourhoods Scrutiny Panel
DATE: 29th March 2007

RE: Decriminalised Parking Enforcement

Purpose

To update the Neighbourhoods Scrutiny Panel with progress on implementing decriminalised parking enforcement within Walsall.

Report Detail

The scrutiny panel will recall that Cabinet approved the implementation of Decriminalised Parking Enforcement (DPE) on the understanding that all back office support functions be undertaken in house and enforcement functions undertaken through external contract. In addition Cabinet requested that a further study be undertaken into the viability of on street pay and display parking for Walsall town centre.

The scrutiny panel is asked to note that any future briefings may refer to Civil Parking Enforcement (CPE) rather than DPE. This is a result of the Traffic Management Act 2004 introducing changes to legislation that rename DPE to CPE.

To date officers have worked with the Council's specialist consultants RTA Associates to scope and develop the Special Parking Area application (SPA Application / Appendix 1) to Central Government for the transfer of enforcement powers from the Police to Walsall Council. The application details how Walsall intends to implement and operate DPE / CPE in order to meet its primary aim of reducing unnecessary traffic congestion that results from illegal and inappropriate parking. The SPA application is currently being finalised prior to submission early in the new financial year.

Officers have been working closely with RTA Associates and neighbouring authorities to develop Walsall's planned use of the joint West Midlands DPE / CPE enforcement contract already used by Sandwell and Wolverhampton. Further work is necessary prior to contract signature with the joint enforcement contractor however no major issues are envisaged.

The delivery of back office functions requires the development and expansion of a range of software systems as well as additional staff. The financial implications were considered and factored into the original financial appraisal used in the Cabinet decision making process. Software requirements will be addressed throughout the implementation phase, however staff recruitment will need to start during the last quarter of 2007 allowing the necessary lead in time for training and development.

A review of the viability of on street pay and display for Walsall town centre is already underway. This is being undertaken in conjunction with the review, updating and electronic cataloguing of existing parking restrictions throughout the borough. It is envisaged the on street pay and display review report will be available 1st June 2007 in order for Cabinet to make a considered decision on the viability of on street pay and display.

Due to the commonality of requirements when implementing DPE / CPE and on street pay and display it makes sense to combine the review with DPE / CPE implementation. However this approach will not prejudice either scheme as they can be delivered jointly or individually if necessary.

Implementation of DPE / CPE remains on schedule for the target date of 1st April 2008.

Recommendations

That the scrutiny panel note the progress detailed within this briefing note.

That the scrutiny panel note the content of the SPA application and its subsequent submission to the Department for Transport.

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Appendix 1

Walsall Metropolitan Borough Council

Application for a SPA/PPA

January 2007

D R A F T

1 INTRODUCTION

1.1 Walsall Metropolitan Borough Council ("The Council") has resolved that The Council will apply to the Secretary of State for the powers to undertake on-street parking enforcement, as made possible through the Road Traffic Act of 1991. The powers are requested from 1st April 2008.

1.2 The Council has carried out, or has set in motion, all of the necessary steps required to enable proper and successful implementation of the new powers. Specifically it has:

- started an extensive review of its traffic regulation orders (TROs), to relate the restrictions and prohibitions more closely to the needs of decriminalised parking enforcement. An extensive programme of on-street review and consolidation of all TROs is being undertaken, in conjunction with their incorporation onto a Geographic Information System. The objectives of this exercise are:
 - a) to provide clear, unambiguous TROs for the National Parking Adjudication Service, which will be utilised by the Council;
 - b) to ensure the accuracy of the representation on the ground of the TROs, including signs and lines;
 - c) to make the TROs accessible to our own staff such that subsequent work in relation to the TROs which arises from the new enforcement and associated procedures can be carried out quickly and accurately;
 - d) to make the TROs accessible to officers involved with the management of the enforcement operations;
 - e) to make the TROs easily accessible to our staff handling appeals and representations.

This work will be completed before the requested commencement date.

- commenced the preparation of decriminalised SPA (Waiting and Loading) Restriction, CPZ and other relevant traffic management orders, as required by paragraph 4.29 of the Secretary of State's Guidance on Decriminalised Parking Enforcement Outside of London ("Guidance");
- consulted and liaised on both the SPA and PPA proposals with various organisations, noted in the section below on consultation;
- set up procedures for implementation, which includes the employment of

contractors and internal staff for an integrated parking service, for:

- on and off-street enforcement,
 - the processing of penalty charge notices,
 - the management of the necessary computer systems interfaces and databases.
- reviewed and revised its own internal operations to prepare for the new powers.
- identified to the National Parking Adjudication Service that the Council will wish to join the service, and that appeals hearings will be required as a consequence of the commencement of enforcement.

1.3 The Council will publish the levels of additional charges as stipulated by the Secretary of State in Guidance. Also by the Commencement Date for the powers:

- all relevant parking places orders and waiting and loading restriction orders will have been reviewed and where necessary, modified;
- all necessary signing and plating amendments will have been completed;

1.4 The Council has considerable experience in parking enforcement and management upon which it is able to build, to develop a successful future operation. Specifically:

- it already manages around 1,500 off-street parking spaces in the Borough. Resident permit parking schemes are already used by the Council and this method of control is likely to be extended during the next few years. The regulations in all off-street parking places are currently enforced by a team contract enforcement staff.
- it has a team of staff within the Council for the management of all aspects of the 5,000 Excess Charges currently issued by the existing contractor. When the new powers are available, an in-house group will be established to incorporate all aspects of the responsibility to deal with correspondence and payments, to consider Representations, to deal with cases for the adjudicator, and to handle cases which the Authority wishes to pursue to the county court.
- it has an in-house management team with a depth of experience in all aspects of parking operations, including management and monitoring of operations.

2 CONSULTATION

2.1 In preparing this application, the Council has consulted with all necessary organisations; these included:

- Dudley Metropolitan Borough Council
- Wolverhampton City Council
- Tamworth Borough Council Council
- Staffordshire County Council
- Solihull Metropolitan Borough Council
- Sandwell Metropolitan Borough Council
- Cannock Chase District Council
- Lichfield District Council
- Birmingham City Council
- The National Parking Adjudication Service
- West Midlands Police
- The Highways Agency
- The West Midlands Fire Service
- The West Midlands Ambulance Service NHS Trust
- DVLA
- Northampton County Court

2.2 Results of these consultations are summarised at Appendix B, and attached as a result of the receipt of responses from these organisations.

2.3 The Council has consulted in detail with the West Midlands Police on this Application. Liaison with the Police by the Council will continue to ensure the success of the enforcement operations, which will include inviting the Police to be represented at every Project group meeting leading up to the implementation date.

3 DETAILS OF APPLICATION

3.1 Extent of Special Parking Area/Permitted Parking Area

3.1.1 The SPA/PPA will cover the entire area administered by The Council, with exemptions as listed below. A map showing these roads within the SPA/PPA is appended.

The Schedule of Roads to be excluded from the SPA/PPA Application (as shown on the enclosed drawing) is:

- The M5 Motorway and slip roads where it passes through the Borough
- The M6 Motorway and slip roads where it passes through the Borough

TO BE AGREED WITH WM POLICE

This definition has been discussed between the Council and the West Midlands Police as a rational, logical area where the responsibility for parking enforcement for decriminalised parking contraventions can be cleanly and completely handed over from one agency to another, leaving only those parking contraventions which remain criminal as the responsibility of the police.

3.1.2 The SPA/PPA will include those off-street locations currently enforced by The Council.

3.1.3 A map defining this area is included. Following detailed checks, it can be confirmed that there are no places where regulations cross the boundary of the SPA.

3.1.4 It is also understood that the Police do not wish to exclude any areas from this definition where contraventions would remain criminal other than those listed in 3.1.1 above.

3.1.5 It can be confirmed after checking that there are no military roads within the Borough where military bye-laws apply.

4 Parking Review of Walsall MBC

4.1 It is likely that The Council will, over the medium term, undertake a number of changes to the parking restrictions in the Borough with consideration being given to the additional introduction of on-street paid-for parking areas in various areas within the Borough, and by the extended use of permit parking restrictions where they are determined by Members as being required.

4.2 An extensive public information exercise is planned to be undertaken in order to prepare drivers and residents for the introduction of changed enforced procedures and the Council's policies.

4.3 The adoption of the decriminalised parking enforcement powers is a policy of the Council as set out in the West Midlands Local Transport Plan (LTP).

4.4 Detailed proposals for the adoption of the powers have been considered by the Cabinet, and a decision has been reached to press ahead with consideration of the implementation of the parking enforcement powers.

5 Summary of Parking Policies

The Council's parking policies have been extracted from relevant Borough Council policy documents, and are included within Appendix F.

6 Penalty Charge Level

6.1 It is proposed to use the £60 Penalty Charge, as one of the recommended options. Other Charge Levels are not considered appropriate to achieve the most effective level of enforcement, and do not permit the Council to make the necessary financial balance to justify the Application. This Charge Level will apply to all infringements of all parking places and yellow lines. The Charge Level will be discounted by 50% to £30 for payment within a minimum of 14 days, and will be incremented by 50% to £90 on issue of a Charge Certificate. Following rejection of an informal objection, the Council will offer a further 14 days for the payment of a Penalty Charge Notice at the discounted rate.

6.2 Such an application will result in the charge to a keeper of £30 for a contravention, if paid promptly. This in our opinion, coincides most closely with the current £30 cost of a Fixed Penalty Notice, and is therefore the most logical Charge Level to select.

6.3 If and when such services are introduced, the Council will use the clamp, removal, storage and disposal charges recommended in Guidance, or as subsequently modified by advice from Government.

7 Parking Operations

7.1 PCN Processing

7.1.1 It has been decided that the work of the administration of the parking function in relation to PCN processing will be retained in-house. These staff will be responsible for the receipt of payments, for the processing of Notices and Charge Certificates, and for dealing with first and second stage correspondence in response to the issue of penalty charge notices. The Parking Section will also deal with subsequent stages of correspondence relating to penalty charge notices, including handling representations, dealing with cases called for by the adjudicator, dealing with cases which the Council wishes to pursue to the county court, and any subsequent action.

7.1.2 The Council will manage a comprehensive IT service to support all of the above service, and will handle any automated interfaces to external organisations including the DVLA, the County Court and the National Parking Adjudication Service.

7.1.3 The Council will use the contravention codes, contravention descriptions, and PCN numbering system as currently used by the London authorities (version 6.3).

7.1.4 It will be possible for members of the public to pay for their PCNs in person at the Council's personal payment facility, and by the use of

debit or credit cards on the telephone, or by post. Payments will be accepted in cash, cheque or by Postal Order in the case of postal payments, and by cash, cheque, and credit or debit card for personal payments. In due course, payment over the Internet by debit or credit card will be facilitated.

7.2 Clamping

7.2.1 The Council does not intend to introduce the use of clamping at an early stage, if at all, believing that it is an unnecessary measure to control contraventions of the regulations, at this time. However, this application includes a request for the powers to introduce clamping at some time, should the Council agree it is necessary.

7.2.2 Should the Council wish to introduce such enforcement methods an enforcement contract will be let to an experienced firm of contractors to undertake all operational aspects of the service under the direct control of the Council.

7.2.3 When and if such a decision be made, it is confirmed that the service provisions as described and required within Guidance will be fully met, in order to provide a service which is sensitive to public needs, and responsive to the requirements of those who have been clamped.

7.3 Vehicle Removals

7.3.1 As with clamping, the Council believes that there is not a recognised need for it routinely to undertake the removal of illegally parked vehicles, at this stage. Consideration may be given in the future to the use of vehicle removals in areas and times of peak parking difficulties, such as the evening or weekend parking pressures, when it is considered that there may be a safety hazard in certain areas of the Borough resulting from an excess of illegally parked vehicles.

7.3.2 The Council wish to include in this application a request for the necessary powers to remove vehicles parked in contravention, and to release the removed vehicle only when the PCN and associated charges have been paid.

7.3.3 When and if the Council decides to introduce removals, the service provision will meet the stipulations laid out in Guidance as to the needs of the driver in all respects. As noted above, if this occurs, an enforcement contract will be let which will contain the provisions for the removal of illegally parked vehicles.

7.4 PCN Enforcement

7.4.1 A service provided by an experienced parking enforcement

contractor will be procured to cover the enforcement of yellow lines, permitted parking places and other "SPA/PPA" contraventions, in addition to the enforcement of the off-street places which is the role of the Borough contract enforcement team at present. This service will provide on-street resources at all times required by the Council, but initially at least, it will cover the hours of 0700 to 1800, on six days per week, plus through to 2000 on Fridays and Saturdays, and a limited service on Sundays. Experience with the results of this enforcement will determine any changes to this schedule.

7.4.2 It is anticipated that up to 32 Parking Attendants eventually will be deployed in this task. Their objectives will be established to achieve a certain frequency of patrol to the varying types of restrictions and permitted space. Parking Attendants will be on duty throughout controlled hours, as applied to the various areas within the Borough, plus certain other hours outside of normal controlled hours, as needs dictate.

7.4.3 The PCNs will be issued using computerised hand-held ticket issuing devices.

7.5 Bus Lane Powers

7.5.1 There are currently a small number of bus lanes within the central Town Centre area which the Borough Council may wish to enforce in due course. It is therefore the wish of the Borough Council that the powers to enforce bus lanes should be included with this application, in order to prepare for any future enforcement. If there are any additional documents required in relation to this request at this stage, we would welcome the feedback from the Department.

7.6 Alteration of Equipment

7.6.1 The Council is responsible for pay and display machine maintenance and for changing parking charge equipment to use the term "penalty" and not "initial" or "excess". The Council will also be responsible for the re-signing of the machines. This will be completed prior to the start of new operations on April 1st 2008.

7.7 IT Provision

7.7.1 The Council will procure a new IT system. The new system will be installed for operational use in advance of the commencement of local authority on-street enforcement, and will include facilities to issue PCNs, to process them in accordance with the relevant legislation, and, when appropriate, to control the clamping and removal of vehicles.

7.7.2 This IT system will also include a capability to link to the TRO

geographic information system to assist in the management of parking equipment, and the management of the service. It will interface to DVLA and the TEC (Traffic Enforcement Court), and will exploit the advantages of image processing for correspondence management. Copies of the consultation with DVLA and with the TEC on this matter are appended.

8 Publicity

8.1 A comprehensive programme of publicity is currently being prepared by the Council. The aim of this will be to advise motorists and residents of the forthcoming changes in parking control and enforcement, and what this will mean to them, as well as offering advice on how and where to park legally.

8.2 A range of media will be used in the publicity campaign, and this is likely to include the local press and radio networks, the Council's own newspaper which is delivered to thousands of homes in the Borough once a quarter, and notices/advertisements at parking points around the Borough. There are a number of tenants and residents associations, and other community groups, who will be asked to help in the dissemination of information.

8.3 The Council will also use this opportunity to make people aware of the Council's parking policies, including the enforcement priorities, and how these relate to the Council's Transport Strategy.

9 Documentation

9.1 The Council's Parking Section will design and produce all of the necessary forms, notices, letters, etc. Such documentation will take note of Guidance, standards set in the Code of Practice for Parking Enforcement (COPPE) and by the steering bodies for parking management within London. When in due course, the NPAS develop their own procedures, we will comply with their documentation standards. The Council places great emphasis on proper documentation design and its user-friendliness.

9.2 The PCN, Notice to Owner and Charge Certificate will be based on existing documents already in use in other authorities where decriminalised enforcement has been successfully introduced, with only minor modifications for local identification.

9.3 All documentation will be ready for use for April ?th 2008.

10 Training

10.1 Training to recognised standards for Parking Attendants will be carried out by the successful contractor to standards agreed by the Council. Within the service delivery, all Parking Attendants will be required to work towards an NVQ or similar assessment and certification as a condition of their contract of employment, and the objective will be to have all Attendants at the certificated

level within two years of the commencement of their employment.

10.2 Attendants will be trained, and will conduct themselves, in accordance with Section 7.6 of Guidance.

10.3 The contractor's enforcement team will have defined procedures prepared for their use and agreed by the Council prior to the commencement of the contract.

11 DVLA and TEC Access

11.1 The Council's Parking Section will be responsible to obtain DVLA data via the direct DVLA service or a third party service, whichever is the most operationally and financially advantageous. The IT system will also directly interface to the TEC for the registration of appropriate cases at the County Court. Both of these organisations have been consulted as part of the preparation for this application, and their responses are appended.

12 Bailiff Services

12.1 For cases which remain unpaid after the registration of debt at the County Court, and for which there are no outstanding items of correspondence, representations, or appeal to the adjudicator, the Council will consider the issue of warrant registration proceedings and the appointment of bailiffs to recover the debt.

13 Uniforms

13.1 Parking Attendant uniforms will be worn in accordance with Section 7 of Guidance. The design of the uniform will be in accordance with the stipulations of the Parking Attendants (Wearing of Uniforms ((London)) Regulations 1993 (SI 1993/1450)). The Attendants will carry a personal photo-identity card.

13.2 Attendants will also carry personal voice radios to maintain a constant contact with their base, in order to request assistance for any reason.

14 Representations

14.1 The consideration of representations against a Notice to Owner and the sending of letters of acceptance/rejection will be conducted by Council staff. It is planned that this will take no longer than fourteen days from receipt.

14.2 Representations will only be received by post and dealt with by post.

15 Adjudication

15.1 The Council has registered its intention to undertake decriminalised enforcement with the National Parking Adjudication Service, and intends to use

this service.

15.2 Subject to agreement with the NPAS, we will plan to have hearings take place at a convenient location within the Walsall area, the Council has suggested **the ???? Hotel, Walsall which** we believe satisfies the hearing venue criteria of NPAS. Access to an adjudicator will be arranged through the defined NPAS set of procedures.

15.3 The Parking IT systems will enable the evidence required for adjudication to be assembled for transfer from the Council to the Adjudication Service. Initially this will be via paper copies and later, when practical, by direct link to the Adjudication Service IT system. The Adjudicator will be supplied with the necessary data in accordance with the guidance laid down, and as specified in relevant procedures.

16 Waivers and Dispensations

16.1 Waivers to allow parking in special circumstances determined by the Council will be issued. A form based upon that in Guidance will be used. The IT facility will include the ability to produce such documents, and to maintain a database of their allocation for management purposes. A Policy for dealing with waivers and dispensations is included (Appendix G).

17 Special Category Drivers

17.1 The review of on-street parking provision will incorporate in its design, provision for those with special needs such as disabled drivers, and doctors. The parking policies and operational instructions for the Parking Attendants will include the special policies to be applied in the cases of disabled drivers, diplomats, and exempt vehicles. In this respect, the recommendations of Guidance will be adopted. A Policy for dealing with Carers is included (Appendix H).

18 Signing and Plating

18.1 All parking regulations will be signed in accordance with DfT regulations. A review of signing of yellow lines is taking place as a part of the review process described earlier. The implementation of any changes will be completed by March 2008.

19 Financial Assessment

19.1 An assessment of income and expenditure has been made and a summary is attached as an Appendix.

19.2 The revenue projection from PCNs is based upon the following assumptions:

About 40,000 PCNs will be issued in a full year;
70% of these will be paid, of which:
75% will be paid at the discounted level;
5% will be paid at the surcharge level;
20% will be paid at the full rate;

19.3 In accordance with Guidance, the Council will report annually to the Secretary of State on the financial results of decriminalised on-street enforcement, and any action which the Council will take in respect of any deficit or surplus on the on-street parking account. Any surpluses will be used in accordance with S.55 of the 1984 Road Traffic Regulation Act, although at this stage, no such decisions have been made.

19.4 The Council will also comply with the request for an annual return to the Home Office, as specified in section 11 of Guidance.

20 Customer Care

20.1 The Council places great stress on Customer Care in all its forms. The Council operates policies aimed at maximising customer care and public understanding. These principles are embodied in our operational procedures. For example:

- a high standard for replying to correspondence has been set and will be maintained in line with the Council procedures.
- warning notices will be issued for certain contraventions; for example, a motorist holding a resident's permit which has recently expired;
- all staff will undergo comprehensive training to achieve nationally recognised standards of competence.
- the Council also has in place a corporate complaints procedure.

APPENDIX A:

FINANCIAL ASSESSMENT

The summary of the assessment follows:

APPENDIX B:**WALSALL METROPOLITAN BOROUGH COUNCIL
SPA APPLICATION
SCHEDULE OF CONSULTATION**

The following organisations and their associated responses are given for information:

ORGANISATION	SUMMARY RESPONSE
The National Parking Adjudication Service	
West Midlands Police	
West Midlands Fire Service	
The West Midlands Ambulance Service NHS Trust	
Highways Agency	
DVLA	
Northampton County Court	
Dudley Metropolitan Borough Council	
Wolverhampton City Council	
Tamworth Borough Council	
Staffordshire County Council	
South Staffordshire District Council	
Cannock Chase District Council	
Lichfield District Council	
Birmingham City Council	

Copies of the responses are appended to this application.

APPENDIX C:

Map of the Special Parking Area / Permitted Parking Area, showing excluded roads.

APPENDIX D:

Council Resolution to adopt the Powers of Decriminalised Parking Enforcement and to charge £60 for a Penalty Charge Notice.

APPENDIX E:

Confirmation of the Legal Name of the Council

APPENDIX F:

West Midlands Local Transport Plan – Appendix 16 – Parking Strategy

The whole of Appendix 16 is enclosed to illustrate the development of a region-wide strategy for the management of parked vehicles, and to illustrate the role which this Application plays in promoting the objectives of the LTP.

In particular, the following paragraphs illustrate the context for this submission:

PARKING STRATEGY

“The provision of parking is a key factor in influencing people’s choice of travel mode to a destination. Hence the provision, control and management of parking is fundamental to the development of a balanced transport strategy.”

Relationship between Parking and the Objectives.

To ensure that the transport system underpins the economic revitalisation of the West Midlands Metropolitan Area	Parking is generally essential to support economic activity, but free or low-cost parking charges can encourage high car use with resulting congestion. However, very restrictive parking regimes can deter visitors and therefore, adversely affect the vitality of an area. The Authorities’ policy is to restrict long stay parking spaces for commuters in centres but to make reasonable provision for visitors, especially shoppers, to support continuing economic viability of the Metropolitan Area.
To ensure that transport contributes towards social inclusion by increasing accessibility for all	Increased car parking provision will generally improve accessibility for those with a car, unless it causes local congestion. This needs to be balanced with the need to provide convenient access to anyone travelling by public transport or other non-car modes. On many older council estates and areas of terraced housing there are problems with providing parking capacity even in the light of reduced standards. This is a real problem which reduces the attractiveness and safety of many poorer communities.
To move towards a more sustainable pattern of development and growth	The use of maximum parking standards by the local planning authorities, as set out in PPG13, will lead to lower overall provision over time. This will help promote greater use of sustainable alternative means of travelling, including by public transport.
To improve health and safety for all	Personal security in public car parks is an important issue, which will be tackled through improved security systems. Generally, if a parking policy can be used to encourage alternative travel modes, this is likely to lead to lower levels of congestion, pollution and road accidents, which will improve the health of local communities.

<p>To integrate all forms of transport with each other, with other land uses and with other policies and priorities</p>	<p>Parking provision, including taxi ranks, is important at a number of transport interchanges such as main line railway stations and airports. Park and Ride provision is an important feature, supporting the rail, Metro and bus networks. Well located car parks, integrated with nearby facilities, can also support the vitality and viability of centres.</p>
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The Present Situation

“The strategy for the Metropolitan Area encompasses the supply, quality, duration and location of parking. It focuses on car parking control, as this is a significant tool for reducing congestion and limiting traffic growth.”

On Street Controls

Birmingham, Coventry and Sandwell Councils have already adopted decriminalised parking powers. The other Authorities are actively considering the option and officers of the Authorities meet regularly to share experience and monitor progress. The Government regulations concerning the enforcement of bus lane use, issued in 2055, will enable those Authorities with Decriminalised Parking Powers to take on this task. This will help operators provide more reliable local bus services. In addition the Authorities work with West Midlands Police to mount high profile enforcement campaigns when particular problems arise.

Red Routes

“Illegal on-street parking and even brief stopping can severely disrupt traffic flows along a road. It can cause congestion, contributing to delays for all vehicles including buses. Such delays are a significant issue for the operation of local bus services that must adhere to a registered timetable. Not only does this render the operator liable to penalties that can be imposed by the Traffic Commissioner, but it also makes services less reliable and, therefore, less attractive. Where delivery facilities are not adequate in neighbourhood shopping areas, small businesses can incur fines or refusals from large distributors to deliver.

Following successful implementation in London, demonstration ‘Red Routes’ have been introduced in the Metropolitan Area, on the A449 Stafford Road in Wolverhampton and the A34 Stratford Road in Walsall. They are ‘no stopping’ regimes except within designated parking or loading bays aimed at keeping traffic flowing smoothly.

A Major Scheme bid for funding further ‘Red Routes’ has been submitted to Government.”

Controlled Parking Schemes

Generally the Authorities have designated Controlled parking Zones around their

town and city centres and other significant attractors of traffic. This is necessary so that traffic can move reasonably freely, delivery vehicles can load and unload and 'Blue Badge' holders can find somewhere reasonably convenient to park. Such controls allow the provision of on-street parking bays in locations that balance the needs of traffic with access to local facilities, especially in locations where there are no off-street car parks.

Very often Controlled Parking Zones include residential areas which otherwise would be clogged with parking generated by the nearby town or city centre. The Authorities have designated Residents Parking Schemes allowing permit holders including residents, their visitors and, in some schemes, local businesses to use on-street parking bays. Additionally Wolverhampton City Council have introduced a match day only controlled parking scheme around the Molineux football stadium and Birmingham City Council are drawing up a scheme for the area around Villa Park football stadium.

Parking Enforcement

Illegal parking creates problems for all road users. The enforcement of parking controls is carried out with the aim of:

- Encouraging sensible and safe parking
- Reducing localised congestion that inconvenience others, including the emergency services and local bus services
- Reducing the inconvenience to people with disabilities who need to park in designated bays
- Ensuring that on-street deliveries can be done properly
- Making roads safer for drivers, cyclists and pedestrians

Some parking enforcement can lead to vehicle removal, especially if it is causing a dangerous obstruction or obstructs a bus lane, bus stop or access to premises.

APPENDIX G:

POLICY FOR DEALING WITH WAIVERS AND DISPENSATIONS

APPENDIX H:

POLICY FOR DEALING WITH CARERS