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## Parking management proposals: FAQs

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### Frequently Asked Questions

*I don't think we have a parking problem at the moment so why is my street included?*

Generally, those living furthest from town centres and railway stations are not affected by vehicles left by shoppers and commuters. However, if residents living closest to the town centre request parking controls in order to improve the situation for them, then shoppers and commuters may park in the next closest streets. This is called 'vehicle displacement' and it is seen all over the country where parking management schemes are introduced. Parking management controls are proposed for some streets where vehicle displacement will probably occur.

*Why are you putting double yellow lines down?*

Some parts of roads, especially junctions, need to be kept clear 24 hours a day so that vehicles can see enough of the road in each direction in order to drive safely from one road to another. Rule 243 of The Highway Code states that drivers must not stop or park within 10m (32 feet) of a junction, except in an authorised parking space. However, this rule is often ignored by some drivers. These proposals apply this rule and the 10m distance is shortened where appropriate.

*If you want to make it easier for me to park near where I live why are you putting single yellow lines down instead of more parking bays?*

Single yellow lines are proposed for roads that are too narrow for cars to park on both sides. They are generally standardised to 'Monday to Saturday 8am to 6pm', which is when the streets are busier in travel terms for both pedestrians and vehicles. Parking is managed to one half of the road allowing the other half for vehicles to travel along and this removes the need to park on the pavement.

The yellow lines will help to ensure that emergency service vehicles can get through, which was the top priority for those residents responding to the consultation with the second priority going to pedestrians; it is especially important that those with young children in push-chairs and disabled people do not need to 'walk' in the road because cars parked on the pavement are causing an obstruction. This approach will also enable the Council's waste collection contractor to complete its activity more easily. As the proposed operation times for single yellow lines is daytime, residents and their visitors may park their cars on these lines overnight as long as their vehicles do not cause an obstruction for other highway users.

*Why these operating times for permit parking bays?*

Permit bay operating times are proposed to prioritise parking for residents for a long part of the daytime (with the exception being Newtown). Consultation so far shows that residents compete with rail and town based commuters, shoppers, pupils and those working in schools and local community businesses. This means that there are fewer spaces and so residents have to compete with each other too. The proposed permit bay operation time of 9.30am to 4pm protects the kerb-space from most of the competition. The Newtown proposal for bay operating times is 10.00am to 11.00am, which removes non-residents' vehicles parked all day only, but allows non-residents to park at any other time.

*Can these proposals be changed?*

Yes and that's why the Council is consulting. Should residents or the respective ward councillors think that the balance between traffic movement and safety proposals and maximising parking spaces is biased the wrong way, changes will be made. For example, a single yellow line operating time may be changed from 'Monday to Saturday 8am to 6pm' to a 'Monday to Friday 9am to 5pm' allowing more opportunity to park on-street, especially at weekends.

*How much will resident permits cost?*

The proposal is that resident permits would be £50 per year (96p a week).

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### *Will the permits be road specific?*

Where appropriate, permits would be issued for use in more than the street of residence. This is known as 'zoning' and it gives residents greater choice for on-street parking as well as enabling more efficient use of kerb-side parking space as vehicle ownership levels vary from street to street.

### *Will I be able to park outside my house?*

It depends on the proposals for your street.

Those living where a permit parking area is proposed should be able to park very close to their homes because the kerb-space is prioritised for resident use.

Those living where a one hour single yellow line is proposed will be able to park on-street for twenty-three hours a day, but this solution is only proposed where residents have driveways.

### *Can I have my own parking bay?*

If parking bays were 'allocated', the standard length for legal markings would reduce the number of spaces available. Allocating parking bays is a less efficient way of prioritising kerb-space for residents and so the proposals do not allocate spaces hence maximising the number of vehicles that can be parked on-street.

### *Will visitors who drive to see me be able to park in the street?*

Yes. Those visiting residents in permit parking areas may park in the permit parking bays if a 'scratch-card' permit is displayed. Anyone living in a permit area will be able to purchase scratch-card permits at £5 for a book of five permits. Alternatively, limited waiting bays are proposed for some streets and visitors may park in those free of charge in accordance with the bay operation times.

### *I own more than one car; will I be able to buy a permit for each one?*

Not immediately. The proposal is for a strict approach to permit eligibility and release. The proposed scheme prioritises permit eligibility for those without off-street car parking spaces over those with. The supply and demand for on-street parking spaces can then be monitored and informed decisions made about the release of multiple permits per household for each permit area.

### *Will company car drivers be eligible for a permit?*

Yes; if the resident prefers not to obtain a permit for their private vehicle (should they have one). Generally though, company cars are supplied because the employee does a lot of road miles every week; this implies that a company car would not need to be parked on-street Monday to Friday between 9.30am and 4pm on a regular basis and therefore a permit may not be needed.

### *Will there be enough parking spaces for every resident?*

The parking proposals only manage daytime parking in order to enable travel without delay on roads and pavements. The resident consultation feedback indicated that approximately fifty per cent of the residents drive to work or education and therefore the resident demand for kerb-space during the day isn't as significant as overnight. The overnight parking situation as experienced now will change little as a result of these proposals.

Mount Pleasant Road is the only street in the borough currently that employs a similar approach to that proposed; although nearly every household has a parking permit, only about fifty to sixty per cent of the resident permit parking bays are in use on a daily basis. This leaves a reasonable amount of spare capacity for visitors and trades-people.

### *What happens if the majority of local residents don't want the proposals?*

The proposals will not be developed any further and no parking controls will be introduced. It is important for residents to note though that if nothing is introduced in their street as part of this project, no on-street review will be completed for at least three years because similar area reviews need to be undertaken in other parts of the borough.

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*What happens if the majority of local residents want the proposals and I don't?*

All parking schemes require resident support and so if the majority want a scheme, this is sufficient to allow a scheme to be delivered.

*Will the parking proposals be enforced?*

Yes. Parking management solutions will be patrolled on a regular basis by Dartford Borough Council's parking enforcement team. The parking enforcement team will complete night time enforcement patrols if reports are received about people regularly contravening parking restrictions. The police also have powers to issue tickets if necessary.