

Resident Permit Schemes



milton keynes council

What is a Resident Permit Scheme?

A Resident Permit Scheme protects parking in a specific area so that only people who live in the street/s and their visitors can park their vehicles in the designated street by using a permit. A vehicle without a permit will receive a parking ticket. It is the council's priority to ensure that, as much as practicable, all residents can park at least one vehicle near to their home.

Why is it needed?

A resident permit scheme will not resolve existing road space issues i.e. where there are simply too many vehicles to all be able to park on the streets. This is often the case in the older parts of the borough. Also many households now have multiple vehicles but many Milton Keynes houses were built when most people only had one car. Resident permit schemes won't create additional parking spaces but they will protect the available space for the local people.

What does it cost?

A resident permit scheme will cost £25 per permit per year. Visitor Permits also cost £25 per permit per year or there is a Pay As You Go (PAYG) option @£1 per 24 hour stay. This charge covers the cost of administration and enforcement of the scheme. Visitor permits will need to be purchased for any visitors wishing to park in the designated area too. You only need to purchase a permit if you park on the road. If you have private parking (driveway/garage) you do not need a permit to park there.

Which areas could benefit from a permit scheme?

If any of the following conditions apply in your local area, a resident permit scheme may be suitable:

- Located close to businesses, shops, schools and town centres.
- Located close to railway station
- Issues with non-residents parking for long and short term on residential streets
- Willingness to pay for the scheme (£25 per resident and visitor permit per year) 2

It may be the case that some areas simply do not have sufficient parking for the level of modern vehicle ownership and parking may always be an issue in these areas.

We would not usually consider a permit scheme with less than 10 houses in isolation however it may be considered as part of a wider scheme. If you are experiencing difficulties parking due to non-residents from another street parking in your street, the resident permit scheme will probably not address this issue as the residents from neighbouring streets may then also request a scheme. This will cause a domino effect and impact on neighbouring streets, the end result being the same number of vehicles parked, just all with permits.

How to set up a resident parking scheme in your area

We will require evidence that a resident permit parking only scheme is desired by at least 70% of affected residents before we will consider implementing a scheme. A lead resident will be asked to mobilise their neighbours to demonstrate that they have the required level of support from other local residents.

This can be in the form of all residents individually writing to the council, or the lead resident may submit a petition which requests the introduction of a scheme and is signed by at least 50% of residents. This document needs to show the names and addresses of all supporting residents, and their signature.

MK Council will review the issues before consulting with the local councillors and the relevant town, community or parish council to decide whether a resident permit scheme is appropriate. If they do not object we will hold an informal (non-legal) consultation with residents of the street.

This involves sending a standard document package (letter and sometimes plans) to the residents explaining the advantages and disadvantages of a resident permit parking only scheme.

The charge of £25 per permit will cover the cost of administering and enforcing the permit scheme. When responding to the questionnaire, residents should consider how bad the parking problems are and whether they are willing to pay for a permit to park. An on line option for responses is provided. Usually, 4 - 6 weeks are allowed for responses.

The Council will only proceed to formal statutory consultation if 70% of respondents are in support of the introduction of a resident permit parking only scheme. The threshold is set at this level as any less (e.g. 60/40%) would risk displeasing as many residents as it pleased. We require a minimum response rate of 50% of properties consulted, i.e. if letters are sent to 100 properties, we need 50 letters returned and at least 35 of these must be in favour of a permit scheme.

If less than 50% of properties respond, we cannot proceed with the scheme and legally we are only required to review a scheme once every 5 years, although in some circumstances we will consider reviewing a scheme after 2 years. However, the lead resident can do much to encourage their neighbours to respond, for example, door knocking upon receipt of the document package to explain the issues to residents and the importance of responding.

If the parking team do not believe a resident permit scheme is appropriate in the circumstances, they will offer to meet with the lead resident to discuss alternative solutions.

Can people object to the scheme?

Formal/statutory consultation is in line with statutory guidelines but involves laminate notices in the affected area and an advertisement in the local newspaper, as well as writing to the standard list of statutory consultees (Police, fire, Ward Members etc.).

Objections can be received during the formal consultation period which may affect whether the scheme goes ahead, depending on the nature and number of the objections.

Subject to the outcome of the formal consultation process, a resident permit parking only scheme can be implemented by the creation of a Traffic Regulation Order (TRO).

What happens next?

Residents who will require a parking permit to park in the new resident permit parking only area will be contacted one month prior to the implementation date and invited to apply for parking permits.

The area will be signed in accordance with legal requirements and 'soft' enforcement will commence from the implementation date, with regular enforcement as required thereafter.

Creation of Additional Dedicated Resident Permit Parking Only Spaces – Central Milton Keynes (CMK) Only

Previous residential developments in CMK were built at a time when public parking was plentiful and free, and as a result there is some dedicated parking for 'residents only' provided on the public highway near these developments. However, due to the pressure on availability of parking spaces for employees and other users, as well as the adoption of parking standards for employees and other users, as well as the adoption of parking standards requiring at least one allocated (private) parking space per dwelling for new developments, no further public parking spaces in CMK will be changed to dedicated 'resident only' parking spaces.

This policy is subject to the Council's discretion and where a resident permit parking only scheme is considered necessary in the interest of the highway network safety the Council reserves the right to refuse to consult on removing the scheme.

Further information

If you have any questions about resident permit schemes you can contact us on 01908 252309 or email mkparking@milton-keynes.gov.uk

Or write to:

MK Council Parking Team

Civic Offices

1 Saxon Gate East

Milton Keynes