

Your Ref:  
Our Ref:

Date: 21 February 2018

Dear [REDACTED]

Thank you for your letter of 7 February. I am sorry you feel that my previous response did not fully address your issues.

I should explain that while the law allows the DVLA to release information from the vehicle register to those with reasonable cause to receive it, there are robust safeguards in place to help ensure that motorists are treated fairly when any parking charge is pursued.

In exercising the Secretary of State's discretion with regard to the release of data under reasonable cause, the DVLA is required to observe any condition that the Secretary of State requires to be satisfied. With regard to parking companies it is a requirement that they have membership of an approved Accredited Trade Association (ATA). I can confirm that the DVLA discloses vehicle keeper information only to private parking companies that are members of an appropriate Accredited Trade Association (ATA). My previous response confirmed that the DVLA would not release information to a company that was not a member of an ATA.

The DVLA does not release information to a private parking company solely because they are members of an ATA. Membership of an ATA is just one requirement we have when considering requests from private parking companies.

The DVLA works closely with the ATAs to raise standards in the parking industry, so that it delivers parking arrangements that are fair and equitable to motorists and the landowners alike. ATA membership helps to ensure parking companies operate within a code of practice. While it is clearly in everyone's interest for the ATAs to make sure that its members comply fully with the code, not all the requirements in the code of practice affect reasonable cause.

It has been explained in a number of previous replies that where parking signs alert drivers to the terms and conditions for parking, whether these signs require planning

permission or not falls outside of the DVLA's remit. This is a matter for the Local Authority to consider.

The DVLA looks primarily to the ATAs to monitor adherence to the code of practice and explore and address non-compliance when it arises. Where ATAs are aware that a company has been prosecuted by the local authority then they would undertake the appropriate action.

Responsibility for off street parking has been transferred from the Department for Transport to the Ministry of Housing, Communities and Local Government (MHCLG). A discussion paper was launched to canvass public opinion on private parking practices and how they could be improved. Recently, a Private Members' Bill on private parking was introduced in Parliament. The second reading of the Bill took place on 2 February 2018.

The DVLA has stated its position on this matter in previous responses and I can see nothing further can be gained by continued correspondence on this issue.

Yours sincerely

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Data Protection Policy  
Strategy, Policy and Communications Directorate