
Subject:	PARKING STRATEGIES: DOVER, DEAL AND SANDWICH
Meeting and Date:	Cabinet – 5 September 2016
Report of:	Roger Walton, Director of Environment and Corporate Assets
Portfolio Holder:	Councillor Nigel Collor, Portfolio Holder for Access and Licensing
Decision Type:	Executive Key Decision
Classification:	Unrestricted

Purpose of the report: To seek Cabinet approval to the adoption of the new parking strategies for Dover, Deal and Sandwich and agreement to the actions developed in response to the issues identified further to the recent public consultation exercise.

Recommendation: Cabinet are asked to:

1. Confirm their agreement to the proposed actions with regards to the consultation responses;
2. Approve the final draft parking strategies for Dover, Deal and Sandwich.

1. Summary

- 1.1 The Council's current parking strategies for Dover, Deal and Sandwich were completed in 2007 and requirements for parking provision within the District and particularly within Dover have clearly changed significantly since that time impacting on both the demand for parking and parking patterns.
- 1.2 Cabinet therefore agreed to commission a review of the current strategies, which was concluded earlier this year with the draft recommendations made by the consultants JMP for each strategy reported to Cabinet on 9 May 2016.
- 1.3 Cabinet agreed to undertake a short public consultation on the draft strategies, which took place from 23 May to 8 July 2016.
- 1.4 A total of 23 responses have been received and this report seeks to update Cabinet on the outcome of the consultation and the proposed response to the comment received and to seek Cabinet agreement to adopt the new parking strategies for each town and agree the actions proposed within this report developed in response to the issues identified in the new parking strategies.

2. Introduction and Background

- 2.1 As noted above the Council appointed JMP to undertake a review of the Council's parking strategies in early 2015. The brief for the review as agreed with JMP required a detailed assessment of existing parking provision across each town and the potential impact of proposed development upon future supply and demand.

- 2.2 The draft strategies for the three towns were presented to Cabinet on 9 May 2016, with the report noting that each strategy had identified a series of objectives for each town for the Council to take forward as the principle for developing and evaluating potential policy interventions and scheme measures for inclusion within the final parking strategy and Action Plan.
- 2.3 Each of the three strategies then sets out a proposed response within a Strategy Action Plan, which has been presented by the consultants as split into two sections with distinct objectives/proposals set out for the short term and for the medium/long term.
- 2.4 In formulating the Council's response to these objectives/proposals the initial focus has understandably been on the short-term proposals and the report to Cabinet in May included a draft Action Plan setting out the Council's proposed response to these strategy recommendations.

3. Consultation

- 3.1 As agreed by Cabinet, a public consultation has now been carried out on the draft strategies, which took place from 23 May to 8 July 2016.
- 3.2 Copies of the documents were circulated to all key stakeholders such as the Town Councils, Chamber of Trade, Deal Society, Dover Society, Town Team etc. Details of the consultation were also publicised on the Council's website, through social media and 'keep me posted'.
- 3.3 A total of 23 responses have been received, which are set out in the table at Appendix A together with the proposed action, if any, which has then been built into the Action Plan at Appendix B.
- 3.4 Cabinet are asked to confirm their agreement to the proposed actions with regards to the consultation responses and approve the final draft parking strategies for Dover, Deal and Sandwich.

4. Identification and Evaluation of Options

- 4.1 There are two Options available to Cabinet:

Option 1; To approve the final draft parking strategies for Dover, Deal and Sandwich.

Option 2; To decline the proposal and take no further action in reviewing the parking strategies.

- 4.2 Option 1 is the preferred option because, as noted in the report, the Council's current parking strategies for Dover, Deal and Sandwich were completed in 2007 and are in need of updating as requirements for parking provision within the District and particularly within Dover have clearly changed significantly since that time impacting on both the demand for parking and parking patterns.

5 Resource Implications

- 5.1 There are no resource implications at this stage. As the various actions set out within the Action Plan are taken forward any costs involved will be either met from within existing budget allocations or will be the subject of further Cabinet reports.

6 Corporate Implications

6.1 Comment from the Section 151 Officer: Finance has been consulted and has nothing further to add (VB).

6.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.

6.3 Comment from the Equalities Officer: This report does not specifically highlight any equalities implications however, in discharging their responsibilities, Members are required to comply with the public sector duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15>

7 Appendices

Appendix A: Parking Strategy Consultation: Consultee Responses

Appendix B: Parking Strategy Action Plan

8 Background Papers

None.

Contact Officer: Roger Walton - Ext: 2420

Appendix A: Parking Strategy Consultation: Consultee Responses

Consultee		Consultation Response	Comment
1	Mr Simon Crowley, Tersons	<p>I have been waiting to attend a meeting to hear what the results are following the consultant's look at this as I attended as a member of The Town Team last year.</p> <p>In the meantime, I would like to make a few simple suggestions:</p> <ul style="list-style-type: none"> • Pay on leaving the car park or space. This will encourage people to stay in town shopping or eating without having to worry about being fined for helping the Town's economy. • 20 minutes initial free parking • Clever design of car parking spaces to provide greater numbers of individual spaces • Charge for disabled spaces – just because they are disabled and need the best spaces, does not mean that these people are unable to pay • Designated workers car park where people can park in a safe place for a low weekly fee thereby freeing up road side parking especially in residential areas 	<p>We will continue to review options regarding pay on leaving as this does help shoppers who have stayed in the town longer than expected. Use of the Ringo system will also be promoted as this allows users to add minutes to the time they have booked.</p> <p>The provision of short term free periods creates the same length of stay issues and as it would need to include a further 10 minutes 'grace period' is not recommended.</p> <p>Making car parks free for disabled drivers encourages them to use car park spaces rather than parking in restricted areas using blue badges, which can sometimes cause congestion.</p> <p>The Council's business permit scheme already offers workers the facility to park at a cost of £145/ annum or less than £3/ week.</p>
2	Mr Andy Clarke www.ukmotorhomes.net	<p>I've just become aware of the consultation on Parking Strategy for Dover.</p> <p>I must declare that my main interest in is the provision of facilities for motorhome parking, I am therefore very pleased to see that dedicated parking for motorhomes is being considered.</p> <p>The main issue for motorhome parking in Dover is not daytime parking, motorhomes can park in most car parks, height barriers permitting, providing the length of the motorhome does not exceed the maximum length of a single parking bay, and longer motorhomes can use Maison Dieu Car Park and pay for the number of bays occupied.</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.</p>

Consultee	Consultation Response	Comment
	<p>It is overnight stays that are the problem, currently the only place that motorhomes can park overnight without restriction on sleeping, eating, etc. are the marked 'caravan' parking bays on Marine Parade/Waterloo Crescent.</p> <p>This very poor provision of overnight parking spaces is in marked contrast, as you will no doubt be aware, to the motorhome parking available across the Channel in Calais.</p> <p>For this reason most motorhome users just travel straight through Dover on the way to or from France.</p> <p>An attractive, well-advertised and signed, parking area dedicated to motorhome use would encourage many of these 'lost' visitors to stay in Dover.</p> <p>I see that the car park at Camden Crescent is suggested as a possible location for motorhome parking. Whilst not ideal, due to the proximity of the A20 and consequent traffic noise, it would seem to be suitable. It does have the advantage of affording a view to the sea which is always an attraction to motorhome users.</p> <p>On balance I am in support of the use of this location for a dedicated motorhome parking facility, however there must, under no circumstances, be restrictions placed on sleeping, eating etc. Any such restriction would defeat the whole objective of encouraging motorhome visitors to stay in Dover rather than passing straight through.</p> <p>The cost, if any, of an overnight stay must also be reasonable, the motorhome parking in Calais costs the equivalent of around £6.50 for 24 hours which includes the use of fresh water supply and toilet and waste water emptying facility.</p> <p>In the longer term, with the redevelopment of the docks and waterside areas, it might be possible to consider a new waterfront motorhome parking provision; waterside parking places are always the most popular among motorhome users and as such would be an added draw. You might even consider installing services such as fresh water supply and waste water and toilet disposal. Such an installation is unlikely to add much to construction costs of any new development and could in fact be sited remotely from the parking area.</p> <p>I would emphasise that we are not talking about a 'camping' facility, there is no need for the usual infrastructure normally associated with a campsite, all that is required is the provision of parking spaces, with the possible addition of a 'service point' for water supply and waste disposal which could also be utilised by coaches.</p> <p>I will watch developments with interest, is it possible for me to be notified of the results of the consultation, and any decisions made as a result?</p>	

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3	Mr Henry Williams	<p>I have been pressing for a review of the charges for parking at Tides for several years having used the gym there since 2001.</p> <p>I use the gym three times weekly and only park for this purpose.</p> <p>My submissions:</p> <p>1 Why should I pay full parking fees AND full gym fees?</p> <p>2 Why is it that Thanet District Council can give refunds to gym users and DDC cannot?</p> <p>3 Why is free parking allowed at Victoria Park for physical activity and no free time for gym users at Tides?</p> <p>If DDC are sincere at wanting residents to be healthy and fit they should refund parking fees or provide free parking for at least two hours.</p>	<p>These points are noted and well-made. The Action plan includes a proposal to evaluate options for maximising the benefit of parking provision at Victoria Park and the Tides Leisure Centre through the introduction of new or alternative tariff regimes.</p>
4	Mr Tony Redman, Dover	<p>Sir, after reading an article in the local paper, it suggested that if anyone has any issues regarding parking in Dover, they should submit via your e-mail.</p> <p>Regarding future parking and demand, I do support the idea of residents being able to use town centre car parks for free for at least the first hour, to alleviate parking in nearby residential roads. I live in Priory Grove near to the town, where a lot of people use the Grove to park while they pop into town for whatever reason. This is generally fine, as they are allowed to park for 2 hours without penalty. The reason they use Priory Grove is because Priory Hill is packed with cars from people working in the town, as there are no restrictions on Priory Hill.</p> <p>Referring back to the article the suggestion that a person working in the town could perhaps be entitled to a subsidy to park or even free parking should be considered.</p> <p>One of the problems I find as a resident of Priory Grove is that the restrictions for parking are for 2 hours during the day up until 5.30pm. After this time cars sometimes park until the following morning, so when residents return from work in the evening it is not always possible to park. I know that we are aware that the permit does not guarantee parking but it becomes frustrating when prices have risen quite considerably and the time when you want to park it is not always possible.</p> <p>Any new ideas regarding future parking should be looked into as more and more cars are taking to the roads.</p>	<p>Short term parking is facilitated within the Council's car parks by the low minimum charge of only 40p. Providing spaces for free as suggested raises various issues and is not recommended.</p> <p>The Council's business permit scheme already offers workers in the town the facility to park at a cost of £145/ annum or less than £3/ week.</p> <p>As regards, parking for residents in Priory Grove and Priory Hill it is proposed to review the issues raised as part of the proposal to develop a rolling programme to review existing residents parking permit schemes every 3 to 5 years to ensure they are operating effectively.</p>

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5	Mr Alan Gibbs	<p>Following the article in last week's Dover Mercury I believe to encourage more visitors / shoppers to Dover town centre at least the first 1 hour of car parking needs to be free. This could be buy 2 hours and get the first free or some sort of refund scheme offered by shop keepers when buying goods / services over a certain value. (I think Rye has this type of scheme). Personally I avoid shopping in Dover unless I can use the free on street parking, if I can't I don't bother stopping but travel to Westwood cross for the free no hassle parking.</p>	<p>Short term parking is facilitated within the Council's car parks by the low minimum charge of only 40p.</p> <p>Refund arrangements would require the co-operation of retailers. The scheme in Rye was introduced by the Chamber of Trade.</p> <p>The option of travelling to Westwood Cross to shop would cost around £5 in fuel for the average car and so parking charges do not impact on such decisions.</p> <p>Providing spaces for free as suggested raises various issues and is not recommended.</p>
6	Mr Charles Miller	<p>I wrote Sandwich Town Council's parking strategy (attached), which was submitted to DDC as STC's contribution to the Parking Strategy Review. The following comments on the JMP report are submitted in a personal capacity.</p> <p>By way of background, I live c.500 yds. From the nearest car park. I was without a parking space of my own for a year recently and now have the use of an off-street space, but have to relinquish it to its owner around one weekend in five. On the occasions when I have not had access to a guaranteed space, my experience is of having to drive around town, often more than once, around 50% of the time in order to find somewhere. In some cases, having to park 400 yards away is not an issue; but for those carrying heavy loads, the elderly or immobile and those with young children the inability to find space close to their address can be problematic. The report appears to take this point, but DDC policy should also consider the need to avoid unnecessary vehicle movements and congestion caused by the inability to find space without circling the town.</p> <p>Reallocation of on-street bays – the STC strategy favours the proposal set out in 4.34 in order to give residents access to capacity closer to their addresses. At the same time, we proposed reservation of some bays in main streets for Pay and Display visitor parking, and reserved areas for short-term visitor parking in the three car parks (4.20). Our calculation was that this would not lose revenue for DDC while more efficiently and clearly delineating</p>	<p>Comments are all noted:</p> <p>Some of the concerns will be addressed by the proposed review of Zone J residential permit parking, which aims to ensure the right balance of utilisation of both on-street parking bays and off-street car parks and consider the benefit of clear disaggregation of resident and non-resident on-street parking bays.</p> <p>As regards the use of Cow Leas meadow for parking, usage is restricted by planning regulations to 28 days.</p>

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		<p>existing space.</p> <p>Compatibility of parking and traffic management/town planning strategies – There is likely to be some conflict between the need to provide adequate parking capacity and current Sandwich Town Team and possible Rummey Design Associates proposals which would reduce on-street spaces through introduction of chicanes/other traffic calming measures or pedestrianizing a number of streets. It is important that traffic management measures do not reduce on-street capacity or allow for future demand growth.</p> <p>Cow Leas – this is identified as a possible car park, but when STC investigated it with DDC, we were told that Cow Leas has protected status that prevents its use for parking for more than 28 days a year.</p> <p>Resident permits – while we appreciate the point made in 4.35, experience in Sandwich is that some residents feel able to park within the controlled zone without purchasing a permit because the likelihood of effective enforcement is low. One of the assumptions in our strategy backing the justification for provision of additional enforcement resource was the disincentive that it would create to avoid purchasing of permits. The point made by JMP that permits currently issued exceed on-street spaces is taken; however, many residents use the three car parks, so further issuance to existing users need not add to capacity pressure.</p>	<p>Proposals in Sandwich will need to take account of the evolving work being undertaken by Rummey Design.</p>
7	Mr R Sutherland, Deal	<p>The provision of parking in Deal is pretty good, and the pricing is mostly fair. As a Zone 2 resident, I feel I am well treated.</p> <p>A few suggestions would include:</p> <p>1) Moving the Union Rd market from the car park to the High Street on Saturdays, thereby freeing up the numbered bays on the busiest day of the week. This would involve Pedestrianising more of the High Street for one day, but would create a lot of extra parking and trade. It would also save people from moving their cars on Friday night. (We residents often move them to the sea front for Saturday, where spaces are most in demand the following day. This is a bit of a waste, as visitors would appreciate parking on Beach St more than locals).</p> <p>2) Increasing the price of the more touristic car parking – Beach St bays and Beach St Car Park and Middle St. Charging for parking on Sundays in the peak holiday season in car parks nearer the seafront (Middle St, Beach St, Union Rd, etc.)... The price differential between seafront or near seafront parking and other car parks is far too low. Also St George's Car Park is pricier than Union Rd, when it should be the other way round.</p>	<p>The proposal to relocate the Union Road market to the High Street was raised by stakeholders at the consultation event and has been raised previously. Concerns were previously voiced regarding maintaining access for emergency vehicles etc. but it is proposed to add this to the action plan and seek to consult with Deal Town Council and stall holders to seek their views.</p> <p>The comments regarding charging polices are noted and a comment has been added to the action plan to reflect the issues raised.</p>

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		<p>2b) BUT, having raised the prices, and introduced charges on Sundays, you should allow regular visitors or locals who use the car parks often but not daily to pay £25 or so a year for a locals badge which entitles them to free parking on Sundays and cheaper day parking on other days. This would have been impossible before the introduction of RingGo, but would be very easy now. You would just have a different code for regular users. Think of it as a kind of Amazon Prime arrangement. You pay up front, but you save every time you use it. This would enable you to charge day trippers more but locals less. Paying £9 to park for a day in Deal is fine if you do it once a year, but too painful if you do it once a week.</p> <p>3) Adding the car park locations to Google Maps, so motorists can find them all. Only one car park currently appears. This means when people navigate to the town and search for a car park, they are all directed to the same one (South St, bizarrely).</p> <p>4) Allowing pay-by-phone parking in the Co-Op Park St Car Park behind M&S – not sure why this doesn't have a code.</p> <p>5) When normal train services resume, some sort of secure and larger car parking arrangement for Dover Priory Station seems necessary.</p>	<p>It is understood that some Districts have introduced resident schemes such as that suggested and it is proposed that further work be undertaken on this proposal as part of the action plan.</p> <p>The points regarding the use of Google Maps and Ringo at the Co-Op car park will also be reviewed.</p> <p>As regards Dover Priory, a planning application has been received for a 140 space car park at the station.</p>
8	Mr Graham Hadfield	<p>I have been in touch with your authority previously because, since 2006, I have run a web site, http://www.motorhomeparking.co.uk/, the main aims of which are to direct motorhome drivers to places where it is safe and legal for them to park and to direct motorhome drivers away from areas where they might encounter difficulties or cause difficulties for others.</p> <p>I am heartened to see that the Parking Strategy Reports for the District include such a positive approach to motorhome parking, especially in Dover itself. No doubt you have seen the success of the Canterbury City Council scheme at New Dover Road P&R site. My wife and I have stayed a couple of nights there during a visit to the city and spent a significant amount of money within the city rather than just passing through.</p> <p>Whilst any off-street parking provision for motorhomes is welcome, if it were to prove possible to provide basic fresh water and waste disposal facilities (as at New Dover Road) then I am certain it would be to the advantage of all concerned. I hope the remainder of the consultation process is straightforward and look forward (hopefully) to seeing a successful implementation of measures which remove conflict and promote the economy of the District.</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.</p>

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9	Mr Steve Tonks	<p>I have recently seen mention of a proposed parking strategy for Dover...</p> <p>As a UK Motorhome owner who prefers to use the Dover Ferry I just wanted to give a little feedback.</p> <p>Currently and during the past 15 years of Motorhome use I have favoured crossing to France and making use of their motorhome facilities that are provided for a small fee or often free. I have not once visited Dover town or stayed overnight but have spent many days visiting Calais and local shops Cite Europe is a popular destination which allows motorhome parking.</p> <p>Canterbury is now a very popular overnight and day visiting location with the recent park and ride motorhome area.</p> <p>Friends and myself use this a lot.</p> <p>I have often wondered, based on the amount of motorhomes both UK and continental, why Dover has not arranged some type of Motorhome area in the past and encouraged more visitors to the town. Good luck with any proposals and through social media and dedicated Motorhome forums the word will soon spread... Even places like Blackpool have now changed policy and have allowed motorhome overnight stays on several of their car parks.</p> <p>Maybe the public view of campers and motorhomes is young surf "dudes" that bring no benefit. Many would no doubt be shocked to see mature / retired people with disposable income and driving "vans" that can value up to the £100,000 ☺</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.</p>
10	Mr Dave Trevor	<p>Most encouraging to see that in your Strategy Report (Point 4.34) you are considering a pro-active and positive solution to overnight Motorhome parking in Dover. Simply restricting parking on the Esplanade and not offering an alternative does not address the issue, and may lead to missed opportunities for the town.</p> <p>If you take a moment to consider how Calais provides for motorhomes, you will see municipal parking provision in two significant locations near to the ferry port and further (free) parking at the Cite Europe shopping centre near Coquelles. These are well-used, much welcome services, and in the case of the municipal parking, a source of direct revenue. For Cite Europe the revenue is more indirect, but nevertheless a significant factor.</p> <p>You are probably aware of the Motorhome parking area in Canterbury's Park 'n' Ride, with its timed automated barrier, service point, and parking charge of £3 per night. This is extremely popular with Motorhome owners heading for Dover and is widely recommended on user forums online. In the absence of any provision in Dover that is where we'd go first.</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.</p>

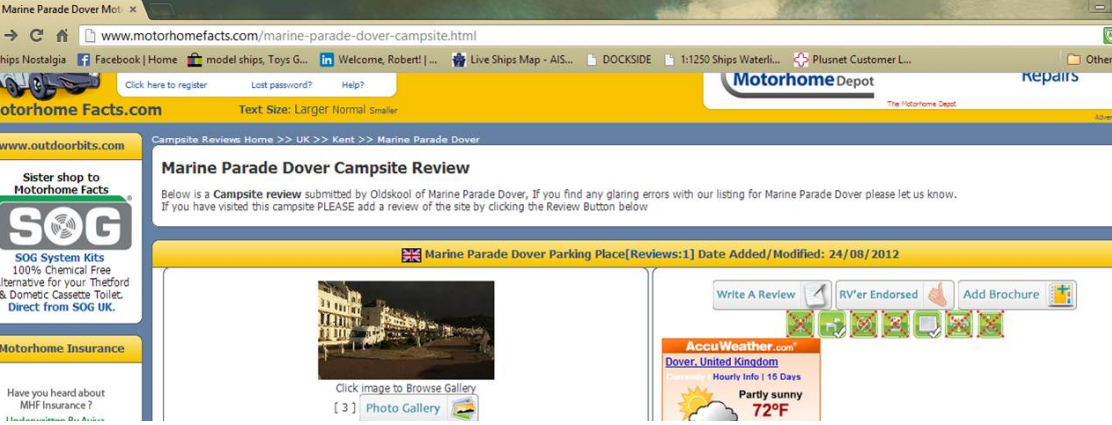
Consultee		Consultation Response	Comment
		<p>It would be very easy to adopt the 'go and find a campsite' approach but most motorhomes are self-sufficient vehicles that don't require the level of services that most campsites charge extra for. Their owners simply need a parking spot where it's possible to get some sleep before or after the ferry and they don't mind paying a few pounds for the service. One of the reasons for France's popularity as a destination for motorhomes is the widespread provision of low cost overnight parking in many towns and villages.</p> <p>We have stopped overnight on the Esplanade at Dover, and can understand why residents might object if motorhome users don't dispose of waste correctly or treat street parking as a long-term stopover for a holiday. Personally we'd prefer to be tucked away out of sight in a less busy location where we can get a good night's sleep. If such a site were available with sufficient spaces and time-restricted automated barriers that would always be our preference. Canterbury's loss would be your gain. A 48 hour limit on stays would allow motorhome owners to visit the town before or after taking the ferry, which might boost retail or visitor attraction income. Furthermore, it's not uncommon in France to see enterprising local bakers arrive each morning in vans on Aires Camping-Car to take advantage of a transient seasonal market.</p> <p>I look forward to seeing the solution you arrive at, in the hope it will be of benefit to all.</p>	
11	Mr Alan Amis, Lincolnshire	<p>Well done you for identifying a problem with parking for motorhomes and trying to solve it and not just have a blanket ban. I am sure the success of the Canterbury park-n-ride scheme has not escaped your notice. With parking facilities and service point for motorhomes most of the motorhomes are encouraged to stay a bit longer and venture into town and spend money. A central parking place would encourage people to walk into town and hopefully benefit the local economy.</p> <p>Once again well done for your forward thinking, we will all be watching with great interest.</p>	The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.
12	Mr W McGifford	<p>Sir, owing to the large number of motorhomes that use the port of Dover for their journey to and from the continent, it would make economic sense to have a dedicated parking area for such vehicles. This area could be similar to the Aires (dedicated motorhome parking) system used in France, this type of parking normally includes a black/grey water disposal point and a fresh water supply tap, this tap could either be free or a nominal charge for a 100ltrs of water made. The parking area could be incorporated into the park and ride (if Dover has one) similar to the one operating in Canterbury.</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking.</p> <p>The points regarding provision of facilities are noted.</p>


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13	Mr V Stewart, Derby	<p>I would think it in the port's interest to provide facilities for motorhomes, encouraging even more use by holidaymakers travelling to and from mainland Europe.</p> <p>I hope the port does include water and waste emptying facilities in its plans</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking.</p> <p>The points regarding provision of facilities are noted.</p>
14	Ms Melanie Bucknell	<p>I am writing with reference to the below strategy: http://www.dover.gov.uk/Transport--Streets--Parking/Parking/Parking-Strategy-Review/Dover-Strategy-Report.pdf</p> <p>I would like to congratulate you for actually considering the needs of motorhome owners – it is a refreshing change to have a council willing to accommodate us rather than just ban us!</p> <p>I have used the Marine Parade/Waterloo Crescent parking many times for overnighting in the past (in the area where signs permit it) as the location is perfect for quick and easy access to the port especially when arriving in Dover on a late ferry or before leaving on an early one to France – it is also well located for a potter into the town itself for a bite to eat etc.</p> <p>I am pleased that the Camden Crescent car park has been identified as a possibly location for motorhomes (MH) due to its location near the 'traditional' overnighting area, however whilst I applaud this would like to make the following suggestions/observations:</p> <p><u>Parking & Safety/Security</u></p> <ul style="list-style-type: none"> • As the Camden Crescent car park is adjacent to the very busy A20 there will be a high level of traffic noise heard by those overnighting so ideally some method of 'baffling' should be considered such as high level fencing/wall which will also provide safety/security too – unfortunately some 'idiots' like to throw things at MHs just for the fun of it and seeing a row of them along the A20 could prove too much temptation! • It would be better if the parking spots were marked out clearly and able to take a large MH not only for the length but the width too. • The ability for large MHs to be able to enter and leave the car park, and manoeuvre into the spaces, needs to be considered – longer 'coach built' MHs can usually park their overhanging rears over grass etc. so the actually 'tarmac' 	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking.</p> <p>The points regarding provision of facilities are noted.</p>

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		<p>bays themselves don't need to be the full length of the whole vehicle so long as there is somewhere low level for the overhang to go over.</p> <p>Facilities</p> <ul style="list-style-type: none"> • Water* - A method of disposing of grey tank waste water (from showers, washing-up etc.) and black waste (toilet cassettes) would be most beneficial, as well as a way to obtain fresh water. • Electricity* - An electric hook-up point for those that need it (e.g. those with medical equipment which needs to be run overnight). • Rubbish – Large rubbish bins should ideally be provided to prevent the standard street-bins being stuffed with packaging etc. from MH users. <p>* Canterbury already has these facilities provided via a 'borne' in one of their 'park and ride' car parks in their MH specific overnight parking area.</p> <p>Charges</p> <ul style="list-style-type: none"> • Facilities – Fresh water and electricity should be paid for by those who need them. The emptying of waste, both grey and black, should be free in order to encourage it to be used rather than have it disposed of in a less desirable way – this is what happens on a lot of the MH specific parking areas (called 'Aires') in France. • Parking – it would be better NOT to charge if possible for overnighing (during certain times) to avoid people still hunting out 'free' overnight parking elsewhere in the town. <p>Having worked for the Director of Facilities at a University I understand how important it is to get 'car parking' right or suffer the consequences of the flack which will ensue, so I hope the above is helpful to you and that overnight parking is still permitted near to the docks.</p>	
15	Miss Gwen Reilly, Deal	<p>Comments and suggestions on the above document.</p> <ol style="list-style-type: none"> 1. The Deal Chamber of Commerce have commented that Bridgeside in Deal is underused within the parking permit scheme. It is worth pointing out the following: <p>Residents of one side only of Albert Road from Middle Deal Road to the railway</p>	<p>Comments are noted and will be addressed through the proposed review of existing permit parking zones, including the re-structuring of Zone H to discourage internal zone traffic movements, as well as potential extensions to Zone P into</p>

Consultee	Consultation Response	Comment
	<p>crossing section have been totally excluded from the allocated parking permit scheme. This road has double yellow lines and some twenty houses (uneven number side) have no facility for off road parking. There is a small section without double yellow lines with space for five cars at one end, and this space is usually occupied on a first come first served basis by non-residents. The parking permit scheme was however open to remaining residents in the street who already have off road parking facilities.</p> <p>Residents on the uneven number side, who have been singled out and denied the same rights and opportunities as other residents, would welcome the opportunity to use the underused adjacent Bridgeside parking places – which is where they could park before the permit scheme was introduced. An explanation as to why these particular Albert Road residents have been deliberately excluded from having access to any parking permit rights would be welcome</p>	<p>additional street around the station (e.g. Beechwood Avenue).</p>
<p>16 Robert Knibbs, Dover</p>	<p>Parking at Marine Parade</p> <p>The parking on Marine Parade is used as free overnight parking by campervans, caravans, commercial vehicles and others. This is unfair to all those who pay for the right to live in the area and who wish to enjoy a marine seafront environment.</p> <p>I do find it an anathema that Marine Parade is used as a campsite, (and is promoted as such on the internet, see below) and that the Council allows this to happen. It is not only unsightly but destroys the perception of the area as an attractive seaside amenity. There are also a number of sightings, (as reported in the Dover Express and witnessed by residents of The Gateway), of Marine Parade gardens and the beach areas being used as toilets. There is certainly no embarrassment by the vehicle owners in carrying out various ablutions, cleaning out their vehicles/nudity/washing, in full view of the passers-by and residents of the Gateway flats.</p>	<p>Proposed Action Plan includes commitment to identify areas in Dover area that can facilitate motorhome and coach parking. Action required.</p>



Consultee	Consultation Response	Comment
	<p>Visitors walking the seafront are often unable to see the various memorials and flower gardens because of all the high sided vehicles that park there.</p> <p>There is poor enforcement of the existing parking rules. There have been many very large vehicles and caravans parked on Marine Parade for very long periods and overnight. This may require that enforcement officers visit at night as many of the vehicles that remain overnight arrive after 18.00hrs.</p>  <p>It is often suggested that the parking of leisure vehicles, i.e. caravans and campervans, brings business to Dover. Unfortunately, other than using the ferries I have rarely observed any use of the local facilities; for example, they mostly eat in their vehicles.</p> <p>I do feel somewhat aggrieved that, as someone who pays council rates that another group of people are able to sleep over in the same area whilst not making any contribution to the community. If the Council were to set up a parking area with facilities for campervans and caravans they would be able to charge a reasonable fee.</p>	

Consultee		Consultation Response	Comment
			
17	Ms Julia Moore	<p>I had an email asking for comments about the proposed parking strategy in Dover. Here are my comments – short but hopefully helpful</p> <p>I don't drive. Walking around Dover as a pedestrian I'm usually dismayed by the way in which the town is a rat run for people driving fast and without great attention or care to the needs of non-vehicle street users.</p> <p>I recognise that Dover is dependent on good road links to other parts of the UK, but I really wish more could be done to make it a pleasant place to walk about, and to restrict the speed of cars driving within the town. As such, I'd hope that the 'sustainable transport' element of the proposals (section 3.33) can be extended and made a priority.</p> <p>Better bus and train links would help, particularly bus links between station and centre, Dover and Canterbury (e.g. why does Dover have to suffer single decker buses between Canterbury and Dover, which are often packed at peak time, while Broadstairs and Margate get a swishy double decker – which runs 2x as often on a Sunday, and later into the evening! – with Wi-Fi? Surely it would help boost Dover's economy if the bus service to Canterbury was up-to-date and more frequent?). Maybe some sort of park & ride based at Whitfield with buses to connect to city centre?</p> <p>I understand that I'm in the minority as a non-driver, but I'd also emphasise that there's an increasing social emphasis on alternative forms of transport, to reduce people's reliance on cars.</p>	<p>Comments regarding sustainable transport options are noted and welcomed.</p> <p>Points regarding bus services will be taken up through the Quality Bus Partnership.</p>
18	Mr Michael Burney-Cumming, St, Margaret's at	<p>I think the current level of parking charges is too high in Deal and Dover and restricts trade and tourism. Specifically the current arrangements to pay for parking to the west of the pier on the sea front are a nonsense. You have to walk miles to find a parking meter the nearest to the east is the other side of the Royal Hotel. Not everyone has a mobile phone or the</p>	<p>The comments regarding charging polices are noted. A balance needs to be struck the Council seeks to impose charges for parking at levels</p>

Consultee		Consultation Response	Comment
	Cliffe	confidence or ability to use one to pay for their parking.	<p>reflecting local pressures and needs. Car parks are fixed assets owned and run by the Council at a cost and the Council considers that the burden of this cost should be shared by the car park customers rather than by all Council tax payers as a whole.</p> <p>The Council is about to embark on a programme of renewing pay & display machines which should address the specific point raised.</p>
19	Ms Debbie Revell, Cedars Surgery, Walmer	<p>I have been forwarded your email address as the correct person to address an issue we have with parking in Marine Road, Walmer, Deal and wondered whether our request could be considered at your next review of parking in the town.</p> <p>We are a doctor's surgery and our patients are increasingly raising concerns about the impossible task of parking when they have an appointment. During the summer months when the paddling pool next door is open the congestion around the building renders parking unmanageable. We have 2 disabled bays and obviously as these are not labelled for surgery use only, people with blue badges park there all day when they attend the paddling pool making this impossible for our disabled patients to park.</p> <p>When I get to work at 8.00 a.m. in the morning all of the parking spaces along the seafront area of Marine Road are already full and this only leaves the short area outside of our front entrance available for parking. This is due to people parking here who work in the town where there are restrictions.</p> <p>We would therefore ask that when reviewing parking in the Deal and Walmer area you consider making both Marine Road and The Strand perhaps a maximum 2 hours only stay.</p>	<p>Points raised are noted and a specific reference has been added to the action plan.</p> <p>The powers available to control blue badge users are limited but the specific point made will be reviewed.</p>
20	Kirsty Holroyd, Parish Clerk, Walmer Parish	<p>Councillors considered the draft parking strategy for Deal over the last month and it was discussed at our meeting last evening. Some of them will be responding as individual residents. However I have also been asked to make the following comments:</p> <ul style="list-style-type: none"> · Councillors were disappointed that the document did not address the need to 	<p>The strategy does note the need for a 'series of complimentary measures can be considered that can seek to minimise the overall level of vehicular traffic entering</p>

Consultee		Consultation Response	Comment
	Council	<p>encourage walking and cycling in our town, thereby promoting health and well-being.</p> <ul style="list-style-type: none"> · Spot checks took place in April: this time of year would not give a true picture of the near crisis levels of traffic experienced over the summer months. · On summer weekends, particularly if a major event is taking place, it can be nearly impossible to find a parking place in Deal or Walmer. Councillors suggest the Borrow Pit car park at Kingsdown Road is fully opened up (currently half is blocked with bollards and grassed over). Walmer Green should also be fully utilised on such event days. 	<p>each town and requiring parking provision,' which could include the 'Development and/or promotion of cycling and walking routes with the introduction of additional infrastructure such as bike stands and way-finding signs.'</p> <p>The spot checks carried out provide an overall picture of usage levels. Data from parking machines was also used to give a broader view of parking demand.</p> <p>Provision of parking for events is a matter for event organisers to consider through use of park and ride and other measures. Opening up the closed section of Borrow Pit car park maybe an option, but would be quite expensive given the additional capacity is only required occasionally.</p>
21	Mr Peter Jull Deal Chamber of Trade	<p>The Chamber do not believe differential charging would be an effective tool in managing parking in Deal. We strongly support and encourage the retention of linear charging.</p> <p>The lack of detailed pros and cons and costings for pay on exit charging systems in Middle Street for councillors and others to consider is regretted. It is interesting to see that Dover stakeholders made a similar suggestion. The Chamber would be disappointed if pay on exit options were not further investigated. It is understood and accepted that Middle Street is unsuitable for a barrier system and puzzling why the consultants even mentioned it.</p> <p>It is the Chamber's role to ensure that parking spaces for town centre users are maximised. It does not want to see any further extension of residents parking zones. The Bridgeside scheme has resulted in a significant number of spaces becoming under used.</p> <p>The suggestion of electronic signs indicating the number of free spaces in main car parks to</p>	<p>Comments are noted.</p> <p>We have added a requirement to look at pay on exit technologies to the proposed action plan.</p> <p>Any review of resident permit schemes, will seek to ensure that road space is not underused.</p> <p>Comments noted.</p>

Consultee		Consultation Response	Comment
		<p>minimise space searching circulation is interesting. It is not clear how this would work in a pay and display environment.</p>	
22	Cllr Bill Gardner	<p>Submission 1:</p> <p>I am one of the three DDC Councillors for the ward of North Deal, and this has the whole of Deal Town Centre within it, and for the sake of this response I am splitting my ward into two roughly equal parts at Ark Lane and Alfred Square and these 2 areas I will refer to as the North End and the Town Centre.</p> <p>The Town Centre contains all the car parks.</p> <ul style="list-style-type: none"> • St Georges Car Park, behind the Town Hall, West St car park. • Stanhope Rd car park, The Astor. • Middle St car park. • South St car park, <p>All the above owned by and run by DDC,</p> <p>And the 3 car parks, owned by other organisations, but run by DDC.</p> <ul style="list-style-type: none"> • Railway Station Car Park, • Sainsbury's car park • Co-op Car Park.as everybody knows it. <p>The report clearly and correctly states that there is a shortage of car parking in the town centre and that more car parking is needed. Therefore the cabinet should make the decision that the South St car park should stay as a car park, and refuse to sell all of it or part of it to the current owners of the cinema so that they can build on it.</p> <p>Whilst the idea of a capital receipt looks useful to the Council the report is clear that there are not enough car park spaces at present. Furthermore there is no plot of land in the Town centre that the council could invest the money in as a swop.</p> <p>For the last 6-7 years there has been the proposal that the Albert Rd site would become a supermarket, and the developer was willing to enter into a section 106 agreement (as a way of getting the community on their side) to offer an even larger car park than would be</p>	<p>The comments are noted and will be considered when reviewing the options regarding pay on exit technologies.</p>

Consultee	Consultation Response	Comment
	<p>required to help the town centre and this part of Middle Deal out, because it is clear to the developer that car parking is very short in the area and that this offer could swing the planning permission in his favour because this land has been turned down before as unsuitable for development for housing and also unsuitable for a supermarket, but if it was a supermarket with an extra 100-150 car parking spaces then a supermarket suddenly becomes more attractive, the previous application for a supermarket because of the flooding problems of the site. But the offer of extra car parking was being made to try to encourage the LPA into saying yes to the application which would otherwise have been rejected again on the same grounds.</p> <p>These plans have been changed several times, to allow for the construction of a proper access to the Builders Centre and to Hutchings site, something that should have been constructed 15 years ago, rather than the temporary access that was allowed at the time on a purely temporary basis, but some peoples idea of temporary is different to other people's, and that a lot of people living in the area had thought they might never live long enough to see this proper access built in their lifetimes. Also the site has been reduced in size to allow for a proper access to the Industrial site at Minter's Yard and the Builders centre that was allowed to be built there as well.</p> <p>I was one of a number of Councillors who warned that if these two developments if allowed would cause massive traffic problems, but Kent Highways as the professional officers told us that there would be no problems whatsoever, well without doubt we were proved right on this and this can be seen to be true by the developer wanting to put in this new road to cure the access problems that we local Councillors knew would occur, local Councillors 1, so called traffic experts 0. But now the developer has been recommended to build 150 to 200 houses on this site, so the large supermarket with an over large car park, has been reduced to a small corner shop 2 access roads and a housing estate, so much for the much heralded and the promises of a lot of extra car parking spaces have gone up in smoke.</p> <p>The consultants have suggested that the car parks especially the Middle St car park should be pay on exit, this would encourage car owners to stay longer in the town, this has advantages as stated in their report, but it also has downsides that they seem to have missed.</p> <p>1) The queues of cars trying to get out, if there is a payment barrier at the exit. There should be machines around the car park so that drivers can buy a ticket to put into the barrier on</p>	

Consultee	Consultation Response	Comment
	<p>exit.</p> <p>2) lots of drivers especially on a Saturday drive round Middle St car park looking for a space and when there isn't one they go to Sainsbury's or the Coop Carparks, so there will be queues of cars waiting to get into the car park, and the entrance and exit by the Library is too small for this, but there is room for a new exit to be built into Kings St for CARS, so it could be an entrance only from</p> <p>Broad St and exit only into King St, however, this won't work because the King St exit will not allow for the HGVs that use the Middle St car park as an access for deliveries to the shops in the High St and the Pubs on the seafront. So the idea of pay on exit with exit barriers has more questions and problems than answers.</p> <p>There is a massive problem in West St with the Sainsbury's and Coop Carparks both exiting onto the same strip of road with the Zebra crossing and so close to the one set of traffic lights in Deal, another lack of forethought from the traffic experts in allowing these two exits right opposite each other. There needs to be a traffic management plan in place, only 10 years too late, but better late than never, where all right turns both into and out of these car parks are banned, this will allow for a better flow of traffic especially in the Sainsbury's Carpark, where cars can spend ages queuing to turn right to get out, and this blocks up the top of West St, which causes problems for cars turning right at the lights, which can cause the traffic to back up right down Queen St and Broad St as far as the roundabout at the seafront.</p> <p>The consultants have mentioned signage, as there are in many other probably most other towns in the Country so that as the drivers come along the seafront they can immediately see where there are spare spaces in the town's car parks.</p> <p>-----</p> <p>Submission 2:</p> <p>During the last ten years as a Councillor I have received a number of complaints from residents of North Deal about the enforcement of the double yellow lines in my ward, North Deal. The complaints not being about the issuing of tickets by the Traffic Wardens, but instead about the lack of enforcement of the yellow lines, and the lack of tickets being</p>	<p>A review of yellow lines is underway and the points Cllr Gardener has made will be picked up as part of</p>

Consultee	Consultation Response	Comment
	<p>issued by our traffic wardens to inconsiderate motorists, and these complaints have increased over the last 2 or 3 years.</p> <p>I too have witnessed the Traffic Wardens walking passed cars parked on double yellow lines without any blue badges on display and I have asked why no ticket was issued and the answer has always been the same, "that set of yellow lines is not complete so it cannot be enforced."</p> <p>The completeness of yellow lines became an issue about 8-10 years ago, when Mr Freeman a solicitor from Manchester who got the nickname in the press of "Mr Loophole" managed to get, for a fee of course ,a lot of well-known people off speeding tickets and parking tickets. He did so because the law is that for a Traffic Warden to enforce a set of double yellows and issue a ticket, the yellow lines must be complete, without a break, and sealed at both ends. The lines in my ward, which includes the whole of the town centre, have not been maintained for a number of years.</p> <p>Five of the worst areas for unenforceable illegally parked cars are,</p> <ol style="list-style-type: none"> 1) Park St, just outside Hardmans Solicitors, 2) Stanhope Rd, outside the sorting office. 3) Queen St, outside Paydens and the Post Office. 4) High St outside Rooks and Corals. 5) Seafront, outside the Regent and the Port Arms. <p>1) Cars park there which means that HGVs delivering to the Coop Carpark at the rear of the store which also services a number of other shops in the High St such as Smiths, have great trouble in coming out of the exit to the car park, and I have witnessed in the last two years 3 or 4 occasions where HGV drivers have had to reverse backwards and forwards 6 or 8 times to get into Park St because of an illegally parked car on these double yellows lines, left there by inconsiderate and bloody minded motorists.</p> <p>2) With cars parked illegally outside the Dental repair shop, the Petfood shop and the Rental Bureau on one side of the road and cars illegally parked outside the sorting office directly opposite, this becomes an almost impassable bottleneck.</p> <p>3) People calling into the Post Office, with its long queues and parking outside, again with illegal parking on the opposite side of the road cause problems for the traffic travelling along Queen St towards the traffic lights, and if a bus is parked outside Queens Mews just a few</p>	<p>this review.</p>

Consultee	Consultation Response	Comment
	<p>yards further along the road then the problem is even worse, and when there are cars illegally parked and a bus on this side of the road it is amazing to see just how often there is a bus parked on the other side of the road outside Ocean Rooms at the same time, Murphy's law is always around.</p> <p>4) The whole of Deal High St is narrow and again these bloody minded motorists who cannot walk a few yards to get their pies, meat etc. or place a bet block up the whole road, and this is just where the buses coming down King St often get stuck because of this antisocial parking and Skinners the Electrical shop has been damaged several times by buses and HGVs trying unsuccessfully to turn right from Kings St into the High St all because of these illegally parked cars.</p> <p>5) Parking here, especially outside the Regent by people calling into to businesses operating there cause problems for the bus drivers turning left into South St going to the bus station.</p> <p>So when cabinet last month decided to go out to consultation and asked Councillors and local people to respond about car parking in the town centres of Deal, Dover and Sandwich, I thought as a ward Councillor for Deal Town centre I would ask if one of the officers in the parking enforcement/ highways department could join me for a one hour walkabout. This we did on a Tuesday morning at 9.00 am, not the busiest time of the week and we looked at all the yellow lines in the area on the Western side of the High St.</p> <p>West St, Western Rd, Union Rd, St Georges Rd, St Patrick's Rd, St Patrick's Close, St Andrews Rd, Park St, Stanhope Rd, Queen St and because we were there, Kings St Market St and Oak St on the other side of the High St.</p> <p>This was a total of 63 sets of double yellow lines, and only one, yes only 1 of them is enforceable and that was a set of lines that is barely 3 yards in length in Park St just by the Vape shop.</p> <p>This was the only set of lines that was complete and even it was showing bad signs of wear but we had to agree it was just about passable. The officer did add it to the to-do list, because looking at the length of the list then that tiny extra bit may as well be done at the same time.</p> <p>This walkabout fully used up the hour of officer time that I was allowed and I thank the officer for coming out to Deal to witness this part of my survey and for the listing that he prepared for future works, however he could not say or commit as to when in the future these works would be done, because of budget cuts etc. etc.</p>	

Consultee	Consultation Response	Comment
	<p>I would suggest that if these lines were all redone so that they were “Mr Loophole” proof then this would be a revenue neutral matter, or even produce a cash flow, because the revenue produced by the parking tickets would surely more than match the cost of the labour and the cans of yellow paint that would be required. (Indeed with the amount of yellow paint being ordered I am sure a discount deal would be possible).</p> <p>Having done this walkabout with the officer I thought I would go out later in the week and look at the rest of the town centre by myself, so I visited the area of Blenheim Rd Wellington Rd, Hope Rd etc. to finish off the Western side of the High St, Victoria Rd area, and then did the Eastern side from Deal Castle Rd to Sondes Rd, (South St which has just been totally redone by Kent Highways in the last few weeks, although parts of it were redone 3 times because of problems).</p> <p>So excluding South St itself, this was another 51 sections of double yellows, I agree not checked and agreed by DDC officers ,but this brings the total of the survey up to 114 lots of DYL and only one section, the shortest section actually passes the enforceability test.</p> <p>Although I had only asked for the officer to come out with me to survey the double yellow lines, because cabinet was only interested in the issue of parking, I must say that I was also looking at the issue of white lines at the same time, and these are there for safety reasons, and some motorists are visitors to the area, and the idea of white lines is to warn motorists of possible hazards and these are all in need of attention and or total reprinting as well.</p> <hr/> <p>Submission 3: Parking Zone H.</p> <p>This zone is colossal in size, and covers almost all the southern half of North Deal ward, which is a very large ward. The zone runs from Alfred Square and Ark Lane in the north right down including the whole of the town centre to Deal Castle Rd in the south. This is a distant of roughly one and a half miles. In fact zone H has so many roads in it that on the DDC website only half of the roads in the zone are actually listed, not over helpful to new residents just moving in or to Estate Agents answering questions from possible buyers for properties. Indeed it means that residents at the northern end of the zone can actually drive into town and park in the “Saints” area of the zone to shop. Before I start I must make it clear that I am not a car owner, and my house has a garage and parking space within its boundary, so I have no axe to grind on the matter.</p> <p>The following data was supplied by our parking department at the end of June. There are 409 permits that have been sold to residents to park in zone H, and the kerbside parking spaces as counted by the Traffic Wardens is 435,which allows for a 6% over provision of</p>	<p>The comments made are noted and will be considered when reviewing resident permit zones as proposed within the action plan.</p>

Consultee	Consultation Response	Comment
	<p>spaces to permits.</p> <p>This does not tally up at all with the views of the residents in my area of the ward. This area, the Saints area suffers from a lot of people parking at the end of St Andrews Rd the end of St Patrick's Rd and in St Patrick's Close so that they can shop in Sainsbury's and then wheel their trolley down the alleyway by the railway line and drive off leaving their trolley in the road. I lose count of the number of trollies I wheel back EVERY week to Sainsbury's, if only Sainsbury's charged a pound in the shot on their trollies I would be rich.</p> <p>You may say that this should not be a problem because Sainsbury's allows for 30 minutes free parking and if you spend over £20 you get your ticket money repaid anyway, but and it's a big but a lot of people hate parking in Sainsbury's Carpark and then queuing up for ages to get out because of the stupid set up in West St,(see my section on Carparks),and these motorists who are in such a hurry that they must park in St Patrick's or St Andrews are the ones that should have left home 10 minutes earlier, then they would not be in a rush and they could then return their trolley to the supermarket, all problems cured in one go.</p> <p>So residents are parking their cars after 5.30 in Sainsbury's when it is free and getting their car before 8.00 am when the parking fees start, this gives them somewhere to park but they still have a moan at their local Cllr because they have paid money to DDC to park in their street, but of course the permit only allows them to park in the zone if they can find a space. Also a lot of motorists seem to believe that the parking permit entitles them to park right outside their house, perhaps the council could make this clear in the literature they send out with the permit.</p> <p>I would suggest that this current zone is split into 3 separate geographic areas,</p> <ul style="list-style-type: none"> • Zone 1. Everything south of Queen St. • Zone 2. The Saints area and everything to the west of West St. • Zone 3. The rest of zone H. 	
23	<p>Paul Jackson-Hilton</p> <p>As a frequent user of the ferries from Dover I am consistently disappointed with the lack of overnight parking close to the busiest ferry port in the country.</p> <p>On our way back from mainland Europe there are numerous stopovers for us to use with basic services, water, waste dumps etc. but it seems that in the UK we are very far behind and positively anti-motor home.</p>	<p>The proposed Action Plan includes a commitment to identify areas in the Dover area that can facilitate both motorhome and coach parking. No action required.</p>

Consultee		Consultation Response	Comment
		Please consider allocating suitable overnight parking before many of us decide to use other ferry ports.	

Appendix B: Parking Strategy Action Plan

Parking Strategy Action Plan: Short Term			
Dover			
Objective	Strategy Proposal	Proposed Action	
1	Quality	Continue to apply Park Mark standards across all car parks but seek to further raise the standard of some car parks in terms of access and way-finding so they all act as positive 'gateways' leading into the core town centre.	<ul style="list-style-type: none"> Review Park Mark standards and add to these where relevant. Formalise inspection regime and undertake regular audits, to include signs, lines and surface issues. Assess access and egress points for pedestrians and vehicles. Record improvement plan with timescales.
		Review incidents of pavement parking on narrow streets and work with Kent County Council to implement measures to ensure parking obstructions do not occur on key pedestrian routes.	<ul style="list-style-type: none"> Undertake survey to identify areas of consistent pavement parking. Research impact of that parking on pedestrian and mobility impairment movement. Identify areas where action is needed. In consultation with KCC Highways, agree method to target specific areas of concern (e.g. public consultation, Traffic Regulation Orders, installation of bollards)
2	Maximising available capacity	Consider opportunities to maximise the utilisation of off-street parking provision including re-designation of premium parking for blue badge holders and electric vehicles, as well as dedicated provision for motorhomes.	<ul style="list-style-type: none"> Identify areas in the Dover area that can facilitate motorhome and coach parking Identify areas in the Dover area that could be utilised for off-street parking Review blue badge holder off-street parking spaces for suitability, ease of access and supply. Research demand/requirement for electric vehicle charging points and parking provision. Identify options for improvements and addressing concerns/issues and consult on proposals.
		Consider the introduction of 'pay on exit' technologies in suitable car parks to provide greater flexibility in parking durations.	<ul style="list-style-type: none"> Research "Pay on Exit" technologies and the various systems, and identify most suitable options for Dover. Identify suitable car parks together with options to encourage town centre dwell times to maximise off-street parking usage and benefit retail and leisure. Identify options and consult on proposals.

Parking Strategy Action Plan: Short Term			
Dover			
Objective	Strategy Proposal	Proposed Action	
3	Partnership Working	Seek to establish protocols with non-council car park operators in relation to the quality of parking provision in order to establish a consistent image for parking in Dover and, in relation to pricing structures in relation to managing town centre traffic circulation.	<ul style="list-style-type: none"> Identify and record non-DDC operated car parks in the district, together with the facilities offered, pricing structures and operator. Identify the operators' business concerns/interests. Engage with those operators and endeavour to agree protocols, standards and pricing structure to demonstrate consistency in the town centre.
		Continue to work with Network Rail to establish the most appropriate levels of parking provision at the Dover Priory Station.	<ul style="list-style-type: none"> Analyse levels of on-street parking and usage of car parks in the vicinity of Dover Priory Railway Station Work with Network Rail to establish future parking provision and level, and whether or not this is likely to be commensurate with demand. Identify and consult on proposals to address business/commuter parking in the vicinity of the railway station, to benefit residential parking.
4	Road Space Allocation	Provide sufficient formal blue badge parking and loading/unloading provision to ensure ad hoc activity does not detrimentally impact upon town centre traffic circulation.	<ul style="list-style-type: none"> Identify current on-street blue badge holder parking, taxi ranks and loading/unloading provision. Research effect of this on town centre traffic flow. Identify options to mitigate and adverse impact on traffic flow by current provision. Consult on options.
		Consider introduction of overnight parking restrictions (on a potentially seasonal basis) to manage on-street parking in areas identified as a concern.	<ul style="list-style-type: none"> Research and identify areas where overnight on-street parking causes concern and problems for local residents. Identify options to address those concerns/issues. Consult on options.
		Establish a rolling programme to review existing residents parking permit schemes every 3 to 5 years to ensure they are operating effectively and cover the optimum spatial area, including any requirement to	<ul style="list-style-type: none"> Establish a formal transparent recording process for all residents parking schemes, to include maps of the zones, numbers of permits, and all notified issues. Establish a formal transparent recording process for all requests for parking schemes, to include date of request, applicants details (taking into account data protection issues), reasons for application and progress/decision. Establish a formal transparent process for prioritising and implementing new schemes. Establish a programme to review all current parking schemes every 3 – 5 years,

Parking Strategy Action Plan: Short Term			
Dover			
Objective	Strategy Proposal	Proposed Action	
		expand, or introduce new, permit zones to reflect the changing dynamics of the town centre.	<ul style="list-style-type: none"> taking into account Ward Members views, and formally record outcome. Establish a formal rolling review process, to include dates by which any review must be completed.
5	Pricing	Broadly maintain current pricing policy but consider requirements to introduce a tiered pricing structure to reflect increasing demand over time.	<ul style="list-style-type: none"> Digitise all on and off-street parking provision, together with stay limits, usage and pricing data. Regularly analyse usage. Identify options for simple differing tiers in pricing structure to encourage efficient and sustainable behaviour by motorists and managing traffic circulation Include options in Cabinet reports on pricing changes.

Parking Strategy Action Plan: Short Term			
Deal			
Objective	Strategy Proposal	Proposed Action	
1	Quality	Continue to apply Park Mark standards across all car parks but seek to further raise the standard of some car parks in terms of access and way-finding so they all act as positive 'gateways' leading into the core town centre.	<ul style="list-style-type: none"> Review Park Mark standards and add to these where relevant. Formalise inspection regime and undertake regular audits, to include signs, lines and surface issues. Assess access and egress points for pedestrians and vehicles. Record improvement plan with timescales.
		Review on-street parking bay provision, in particular designated blue badge bays, to ensure they meet national standards.	<ul style="list-style-type: none"> Map on-street designated blue badge bays. Examine each bay for compliance with national regulation standards. Implement formal improvement programme with time deadlines for those bays not meeting the national requirements.
		Review incidents of pavement parking on narrow streets and work with Kent County Council to implement measures to	<ul style="list-style-type: none"> Undertake survey to identify areas of consistent pavement parking. Research impact of that parking on pedestrian and mobility impairment movement. Identify areas where action is needed. In consultation with KCC Highways, agree method to target specific areas of concern

Parking Strategy Action Plan: Short Term			
Deal			
Objective	Strategy Proposal	Proposed Action	
		ensure parking obstructions do not occur on key pedestrian routes.	(e.g. public consultation, Traffic Regulation Orders, installation of bollards)
2	Managing available capacity	Consider opportunities to balance demand across all car parks by ensuring visitor information is available on where to park during busier periods and through consideration price differentials to increase the utilisation of less popular car parking provision.	<ul style="list-style-type: none"> • Research/analyse usage and pricing structure of car parks. • Consider differential between seafront and non-seafront and justification for Sunday charging. • Review all signage to car parks. • Identify options for simple differing tiers in pricing structure to encourage efficient and sustainable behaviour by motorists and managing traffic circulation • Research potential for Variable Message Signs on approaches to town, with live information on currently available parking provision. • If appropriate, submit report for funding. • Discounted resident permit schemes
		Consider the introduction of 'pay on exit' technologies in suitable car parks to provide greater flexibility in parking durations.	<ul style="list-style-type: none"> • Research "Pay on Exit" technologies and the various systems, and identify most suitable options for Deal. • Identify suitable car parks together with options to encourage town centre dwell times to maximise off-street parking usage and benefit retail and leisure. • Identify options and consult on proposals.
		Evaluate options for maximising the benefit of parking provision at Victoria Park and the Tides Leisure Centre through the introduction of new or alternative tariff regimes.	<ul style="list-style-type: none"> • Analyse data for Tides and Victoria Park car parks. • Identify options for stay time and tariffs for both car parks, commensurate with demand and which would encourage greater use. • Consult on options.
		Evaluate options regarding operation of Saturday market to increase capacity of Union Road car park.	<ul style="list-style-type: none"> • Look at feasibility of locating some or all of market within High Street to increase availability of spaces within Union Road car park.
3	Partnership Working	Seek to establish protocols with non-council car park operators, in particular the Supermarkets, to minimise adverse impacts of travel to and from car parks	<ul style="list-style-type: none"> • Identify and record non-DDC operated car parks in the district, together with the facilities offered, pricing structures and operator. • Identify the operators' business concerns/interests. • Engage with those operators and endeavour to agree protocols, standards and pricing

Parking Strategy Action Plan: Short Term			
Deal			
Objective	Strategy Proposal	Proposed Action	
		during peak periods, including the design and circulation of accesses and internal car park layouts.	<ul style="list-style-type: none"> structure to demonstrate consistency in the town centre. Examine car park layouts, including access and egress, to identify issues and negative impact on town centre traffic circulation. Identify options to address those negative impacts, and work with operators to implement measures to reduce them.
4	Road Space Allocation	Consider alterations to existing on-street parking restrictions, including potential removal of some 'dual-use' parking bays that currently permit short-stay parking alongside residents parking to reduce conflicts in demand in sensitive areas, as well as the potential for overnight parking restrictions (on a potentially seasonal basis) to manage on-street parking in areas identified as a concern.	<ul style="list-style-type: none"> Identify and record all on-street parking opportunity and restrictions. Analyse available usage data and pricing structure. Identify options to address current conflict between resident permit holders and casual users/. Research and identify areas where overnight on-street parking causes concern and problems for local residents. Identify options to address those concerns/issues. Review length of stay within Marine Road and Strand, Walmer. Consult on options.
		Consider revisions to existing permit parking zones, including the re-structuring of Zone H to discourage internal zone traffic movements, as well as potential extensions to Zone P into additional street around the station (e.g. Beechwood Avenue).	<ul style="list-style-type: none"> Establish a formal transparent recording process for all residents parking schemes, to include maps of the zones, numbers of permits, and all notified issues. Identify options, with supporting evidence, to altering size of Zone H in particular, and other zones in general, to prevent ability for permit holders to park across a wide area which encourages short-distance vehicular trips. Consult on options.
5	Information & Signage	Through development of a static sign and way finding strategy, in addition the introduction of VMS on key arterial routes into town, influence traffic circulation within the town and the choices drivers	<ul style="list-style-type: none"> Review all signage to car parks. Identify options for simple differing tiers in pricing structure to encourage efficient and sustainable behaviour by motorists and managing traffic circulation Identify options for improvement to signage, to encourage motorists to appropriate suitable parking for their purpose. Research potential for Variable Message Signs on approaches to town, with live

Parking Strategy Action Plan: Short Term			
Deal			
Objective		Strategy Proposal	Proposed Action
		make about parking provision.	<p>information on currently available parking provision.</p> <ul style="list-style-type: none"> • If appropriate, submit report for funding.
		Review use of technology to improve information to drivers.	<ul style="list-style-type: none"> • Use of Google Maps
		Work with event organisers to ensure appropriate transport provision is delivered as part of major special events	<ul style="list-style-type: none"> • On event days, stewards should be utilised to direct visitors to appropriate car parks where there are available spaces. • Engage with and encourage event organisers to do this, and to use stewards to identify where parking is currently available during the event. • Introduce this as part of the event planning process managed by DDC.

Parking Strategy Action Plan: Short Term			
Sandwich			
Objective		Strategy Proposal	Proposed Action
1	Quality	Continue to apply Park Mark standards across all car parks but seek to further raise the standard of some car parks in terms of access and way-finding so they all act as positive 'gateways' leading into the core town centre.	<ul style="list-style-type: none"> • Review Park Mark standards and add to these where relevant. • Formalise inspection regime and undertake regular audits, to include signs, lines and surface issues. • Assess access and egress points for pedestrians and vehicles. • Record improvement plan with timescales.
2	Managing available capacity	Consider opportunities to balance demand across all car parks either passively, through ensuring visitor information is available on where to park during busier periods, or more proactively, through consideration of price	<ul style="list-style-type: none"> • Research/analyse usage and pricing structure of car parks. • Review all signage to car parks. • Identify options for simple differing tiers in pricing structure to encourage efficient and sustainable behaviour by motorists and managing traffic circulation • Research potential for Variable Message Signs on approaches to town, with live information on currently available parking provision. • If appropriate, submit report for funding.

Parking Strategy Action Plan: Short Term			
Sandwich			
Objective	Strategy Proposal	Proposed Action	
		differentials to increase the utilisation of less popular car parking provision or altering permitted durations of stay.	
3	Road Space Allocation	Review Zone J residential permit parking to ensure the right balance of utilisation of both on-street parking bays and off-street car parks and consider the benefit of clear disaggregation of resident and non-resident on-street parking bays.	<ul style="list-style-type: none"> • Research existing arrangements for Zone J permit holders, to include numbers of permits and numbers of on and off-street spaces available to them. • Identify options available to prioritise residents parking over visitors in appropriate locations, without detriment to parking availability for visitors. • Consult on options.
		Provide sufficient formal blue badge parking and loading/unloading provision, alongside a wider review of enforcement regimes, to ensure that ad hoc (legal and illegal) parking activity does not detrimentally impact upon town centre traffic circulation, including around schools.	<ul style="list-style-type: none"> • Identify current on-street blue badge holder parking, taxi ranks and loading/unloading provision. • Research effect of this on town centre traffic flow. • Identify options to mitigate and adverse impact on traffic flow by current provision. • Consult on options. • Analyse CEO patrols in the area to ensure consistency with the rest of the district.
5	Signage	Through development of a static sign and way-finding strategy, influence traffic circulation within the town and the choices drivers make about parking provision.	<ul style="list-style-type: none"> • Research/analyse usage and pricing structure of car parks. • Review all signage to car parks. • Identify options for simple differing tiers in pricing structure to encourage efficient and sustainable behaviour by motorists and managing traffic circulation • Identify options for improvement to signage, to encourage motorists to appropriate suitable parking for their purpose. • Research potential for Variable Message Signs on approaches to town, with live information on currently available parking provision. • If appropriate, submit report for funding.