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<b>Subject:</b>	<b>REVIEW OF ON AND OFF-STREET PARKING CHARGES</b>
<b>Meeting and Date:</b>	<b>Cabinet – 13 January 2020</b>
<b>Report of:</b>	<b>Roger Wragg, Head of Commercial Services</b>
<b>Portfolio Holder:</b>	<b>Councillor Nigel Collor, Portfolio Holder for Transport and Licensing</b>
<b>Decision Type:</b>	<b>Key Decision</b>
<b>Classification:</b>	<b>Unrestricted</b>

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**Purpose of the report:** To brief Cabinet on the outcome of the annual review of parking charges and to seek approval to implement the proposed charging regime as set out in this report and Appendix 1.

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- Recommendation:**
1. Note the outcome of the annual review of parking charges.
  2. Agree to the proposed parking charges as set out in **Appendix 1**.
  3. To increase the maximum stay in Pencester, Stanhope and South Street car parks as set out in **Appendix 1**.
  4. To introduce three additional parking permits as set out in **Appendix 1**.
  5. To introduce free parking in Albany Place car park sited in Dover as set out in **Appendix 1**.
  6. To extend the charging period for St Margaret's car park as set out in **Appendix 1**.
  7. To introduce parking charges in the rural car parks – Reach Road (St Margaret's Cliff), High Street (Eastry), The Street (Ash) and High Street (Wingham) as set out in **Appendix 1**.
  8. To remove Deal seafront as a parking option from the Deal resident permits as detailed in the report. Approve the purchase and installation of Pay & Display machines for the rural car parks as detailed in the report
  9. That the Transport & Parking Services Manager be authorised to take all necessary legal and procedural processes to give effect to recommendations 2 to 8 including the giving of notices and the making or amendment of any orders under the Road Traffic Regulation Act 1984.

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## 1. Summary

- 1.1 This report seeks Cabinet agreement for the parking charges for both on and off-street parking including permit charges for the coming year. In January 2011 it was agreed that parking charges would be reviewed annually and in line with that decision it is considered appropriate to review charges once again.

1.2 In making these recommendations, consideration has been given to equality issues. It is not anticipated that these proposals will adversely affect any of the groups having protected characteristics contrary to the Equalities Act 2010.

1.3 It should be noted that the proposals detailed in this report will not impact on Blue badge holders as these can continue to be utilised in any Dover DC pay & display parking bay for an unlimited amount of time and at no cost.

## 2. Introduction and Background

2.1 Parking charges were last increased in Dover District on 8<sup>th</sup> February 2016, after having been previously frozen for 4 years.

2.2 As noted above, Cabinet has previously agreed that charges should be reviewed annually.

2.3 The Council's Parking Strategies, produced in 2015, recognise the importance of setting tariffs at a level which encourages wider utilisation of all available parking provision across each of the towns, responds to the circumstances within each town and seeks to match the availability of spaces with public expectations and demand.

2.4 The Dover strategy noted in particular the need to take account of the potential impact on parking demand of the St. James's development, whilst the Deal strategy highlighted the pressures on parking at weekends and the Sandwich Strategy confirmed that parking capacity should be reviewed over time in line with increasing demand and to evaluate the possible need for increasing the Councils parking stock

2.5 Parking provision throughout the District is regularly under review and the needs of the local economy and residents alike are always taken into consideration. The direction of travel is to investigate possible sites for additional parking to be provided at key locations, this is an ongoing process and one that is regularly under discussion.

2.6 Resident parking schemes are continually reviewed as these are key to the residents and their ability to park close to their home. A full review is currently underway the option of reducing the size of some permit zones is an area that is being explored, the service is also in the process of implementing additional permit zones. Resident permit schemes are an ongoing activity, all new schemes are presented to the Joint Transportation Board for guidance and advice.

2.7 The service is always looking at new initiatives and efficiencies that could benefit the Council and the local community, one of the options that are currently under review is the utilisation of ANPR cameras to manage the Councils car parks and to carry out parking enforcement outside schools. The Parking Strategies are to be reviewed within the next 18 months and this is one option that will be investigated further as part of this process.

2.8 The availability and effective management of parking is an important factor in both maintaining and increasing the vitality of our town centres, with a difficult balance needing to be struck between the use of charges as a mechanism to ensure that parking spaces are rotated rather than being full all day against the risk that the cost of parking dissuades residents and visitors alike from using town centre businesses.

2.9 Given the limited capacity within the town centres there is no easy solution to this conundrum. The demand for parking spaces clearly varies through the day, week and year and the Parking strategies suggest that the Council consider differential charging between say weekdays and weekends. This has been considered but given the complexity involved in setting tariff levels to seek to meet all such scenarios is thought to be unrealistic at this time.

2.10 Support to the local economy has also been provided in partnership with the local business community through for example, the free parking arrangements offered to

support Small Business Saturday and the occasional concessionary arrangements offered to event organisers.

- 2.11 In considering the appropriate level for parking charges the Council must have regard to guidance on parking policy and charges given in the Secretary of State's Statutory Guidance to the Local Authorities on the Civil Enforcement of Parking Contraventions, expanded upon in Operational Guidance to Local Authorities: Parking Policy and Enforcement.
- 2.12 This states that charges should be proportionate, so authorities should not set them at unreasonable levels and the Guidance also indicates that when setting on- and off-street parking charges, authorities should consider lower charges off-street than on-street. This would encourage drivers to park off-street, thus minimising on-street congestion caused by vehicles searching for spaces.
- 2.13 It should be noted, since 2017/2018 the Council has had the following changes in its car parks:
- Tides car park, Deal – no longer charging;
  - Woolcomber St, Dover – income significantly affected by closure of leisure centre and St James parking availability;
  - Sainsburys, Deal – management returned to Sainsburys, fee income ceased;
  - Park St, Deal – now managed by Aldi, fee income ceased.
- 2.14 The annual income lost from these car parks equates to approximately £150k, which has had a significant impact on the parking account.

### 3. **Proposals for 2020/21**

- 3.1 In reviewing the current parking charges, we have examined both current usage levels and the charging policies in adjacent authorities to ensure that the Council's charges are set at a level which whilst ensuring effective demand management of the available parking spaces would not disadvantage our town centres in comparison with neighbouring towns.
- 3.2 Accordingly, the charges set by Dover DC remain lower than those of neighbouring authorities as can be seen in **Appendix 2**.
- 3.3 Similarly, with regard to the charging period within each day, the Council has a shorter charging period than neighbouring authorities most of whom have charges which extend into the evening period. It is recommended in this report that the charging period for all DDC car parks and on street pay & display is extended by 1hr, currently the charging period is 0900 – 1700, it is proposed that this be extended by one hour at the latter end of the charging period to 1800. With this extension period added DDC would continue to have the shortest charging period than our neighbours, as is demonstrated in **Appendix 2**.
- 3.4 The retail development at St. James's in Dover has been open for business since 3rd December 2018. They have their own onsite parking management regime in place and as envisaged this has had a significant impact on parking patterns within the town centre. St James car park had no parking restrictions in place for the first nine months, this in turn caused many of the local DDC car park customers to migrate which had an impact on the pay & display income levels.
- 3.5 It is proposed that we cease charging in Albany Place car park (Dover) to encourage visitors to the area, the town would benefit from such an incentive and as this is an underused car park this will have a minimum financial impact, this car park generated approximately £11K for pay & display and permit income combined in 2018/2019 which would be offset against the increased parking charges proposed in this report.

- 3.6 It is proposed that the maximum stay time is extended at Pencester car park for an additional hour, this car park is currently 3 hours max stay and it is recommended that this is extended to 4 hours, this may encourage visitors to dwell for a longer period whilst still allowing for a regular turnover of parking bays. The same is felt for Stanhope and South Street car parks.
- 3.7 Noting the impact from the loss of income from the car parks as listed above, the impact on the parking patterns within Dover from the opening of St James Development and the fact that the parking charges throughout DDC have remained unchanged for the last 4 years it is being proposed that the parking charges are increased by 20p per hour accumulatively.
- 3.8 Comparisons with our neighbours charging regime has been carried out and can be seen in **Appendix 2**, it should be noted that even with these proposed changes DDC would continue to remain mainly the lowest charging authority and will also continue to have the shortest charging period.

### **Green Agenda Initiatives**

- 3.9 In support of DDC's Green Agenda, Parking Services are reviewing all tasks and activities to ascertain where opportunities to support this agenda can be found. Two years ago, the Council transitioned from a paper parking permit system to a fully virtual system which enabled the Council to cease utilising paper permits. Parking Services are currently in the process of transitioning to fully biodegradable Penalty Charge Notice envelopes. The Green Agenda is always taken into consideration when implementing any changes within the service. These are all positive steps in the right direction and contribute towards the Council's goals and ambitions for protecting the local environment.
- 3.10 EV charging is another area that is currently under investigation, 4 EV charging points have been installed in the car park at Dover's new leisure centre and 4 have recently been installed into the car park sited next to the Council Offices at Whitfield. DDC Officers are working very closely with KCC to find a suitable solution for further implementation of EV charging throughout the authority. This is a project that officers are actively working on and is progressing, various ideas are being looked at, standard/rapid charging points in car parks, solar canopies, and street charging points are just an example of some of the options that are currently under review.

### **Rural Areas**

- 3.11 The Council also manages several car parks outside town centres, serving the rural communities.
- 3.12 These have historically been managed as free car parks, however there is a growing need for parking capacity and there are concerns that these car parks are not being utilised for the correct short stay purpose they have always been intended for and it is alleged that vehicles are parking in these car parks all day.
- 3.13 The introduction of parking charges in rural car parks was previously presented to Cabinet on 15<sup>th</sup> January 2018, a decision was taken to defer this pending further work and consultation with the Parish Councils. Correspondence was sent to all Parish Councils asking for views and comments in relation to this issue. Wingham Parish Council did respond confirming that difficulty with parking and lack of spaces has been an ongoing issue in the village but feel this should remain free parking. As the issues continue it is therefore appropriate to review whether the introduction of limited controls will alleviate some of these pressures and provide funding to enable increased provision of parking enforcement activities to be dedicated to these areas.

3.14 It is therefore proposed that charges are implemented as shown in the table below.

Car Park	Proposed Charge	Charging Period
Reach Road, St Margaret's-at-Cliffe	£1 for 2 hours With a 2-hour maximum stay	Mon – Sun 09:00 to 18:00
High Street, Eastry		
The Street Car Park, Ash		
High Street, Wingham		

3.16 A Capital outlay of approximately £45K is required to introduce parking charges at these sites, this cost would be for required infrastructure which includes Pay & Display machines, CCTV equipment, signage etc. There would also be an ongoing annual cost of approximately £5K. It is projected that the financial return is likely to be approximately £8K per annum (post £5k annual costs & 20% VAT).

3.17 Pay & Display machines have an average life expectancy of 10 years, taking this and income/expenditure into account it is estimated that DDC would start to redeem profitable income of £8K per annum 5.5 years from implementation. This equates to a total of £36K profit before new replacement machines would be required.

#### 4. Deal Sea Front Parking Permits

4.1 There are a total of 608 resident permits issued which can be utilised to park along the Seafront in Deal. It is proposed that Members consider removing the option to park along the Deal seafront from the Deal resident permit schemes as this will then enable visitors to utilise these parking bays.

4.2 This supports the Council's Tourism Agenda and will have a marginal impact on the residents as alternative parking options are available. As stated above in 1.3, Blue badge holders will be able to continue utilising these bays if they were to be converted into Pay & Display only as Blue Badge holders are permitted to utilise any DDC pay & display parking bay for an unlimited amount of time, at no cost, the recommended changes within this report will therefore have no direct impact on any Blue Badge holder.

#### 5. Additional Permits

5.1 The Council offers a range of permits, which offer significant discounts to residents, visitors and businesses who park regularly throughout the Dover District.

5.2 Currently Dover District Council does not offer a type of annual season permit, these permits will allow parking in either long or short stay car parks. This type of permit is very helpful to residents who live in one part of the authority but work in another and may wish to utilise their vehicle to travel to and from their place of work. Canterbury are currently offering this type of permit for £1000 per annum and Thanet are offering this at £630 per annum as detailed in **Appendix 3**.

5.3 This type of annual permit would be good value for money as is demonstrated in the table below.

New Proposed Permits			
Long Stay Car Park Annual Permit	<b>Dover</b> = Camden Cres, Ladywell, Maison Dieu, Norman Street <b>Deal</b> = Beach Street, West Street, Union Road <b>Sandwich</b> = Gazen Salts, Guildhall, Quay	Does not exist at present	£600 per year £325 for 6 months <b>(£600 per annum equates to £2.50 per day when calculated over a 48-week, 5-day period)</b>
Short Stay Car Park Annual Permits	Dover = Bench St, Pencester, Stembrook Deal = Middle Street, South Street, Stanhope	Does not exist at present	£550 per year £300 for 6 months. <b>(£550 per annum equates to £2.30 per day when calculated over 48 week and 5-day period)</b>
Single Car Park Annual Permits (This permit does not exist at present except in Gazen Salts.)	Single car parks	Excluding Gazen Salts	£400 per year £225 for 6 months <b>(£400 per annum equates to £1.66 per day when calculated over 48 week and 5-day period)</b>

## 6. Additional Resources

- 6.1 There are currently 10.5 Civil Enforcement Officers in the Parking Service structure to patrol Dover, Deal and Sandwich, these are large areas with a high number of car parks and schools all of which require an Officer presence, when taking into consideration staff rest days and annual leave this leaves only 5 to 6 Officers out on patrol on any given day.
- 6.2 This is insufficient resources to enable a beneficial presence in the towns, these resources will be stretched even further with the implementation of the additional charging period, newly implemented permits and the likelihood of further resident permit schemes in the following 12 months.
- 6.3 It is recommended that two additional Civil Enforcement Officers (CEOs) are employed to increase the structure from 10.5 FTE's to 12.5 FTEs, this would enable a higher number of Officers to be patrolling within the towns and working towards our goal of "Keeping Dover Moving". This proposal will be considered through the normal Employment Management process to review and agree the business case and budget implications.

## 7. Identification of Options

### 7.1 Option 1. This is the preferred option.

- To agree the change in parking fees for both On & Off-Street parking and agree the permit charges for 2020/2021 as set out in **Appendix 1**.
- To agree to delegate the decision-making process for the setting of a maximum stay at Pencester, Stanhope and South Street car parks,
- To delegate the decision-making process for the introduction of three additional permits, to remove parking charges at Albany Place car park, to extend the charging period for St Margaret's car park and to introduce parking charges in the rural car parks.
- To agree to removing Deal Seafront from the resident permit schemes.

- To approve a project to purchase and install pay and display machines in the rural car parks detailed above, funded from the Periodic Operations Reserve, in order to implement the rural charges proposed.

7.2 Option 2. To retain the current management and charging arrangements.

## 8. Evaluation of Options

8.1 Option 1 is recommended for the following key reasons:

- To support a continued and reasonable “turn over” of available parking spaces which aids the tourism agenda and local businesses;
- To support those living in residential zones by enabling them to park near their homes;
- To maintain low cost parking options for visitors;
- To support the budget and mitigate the impact of recent car park closures and loss of management fees;
- To enable a more efficient and consistent parking operation

8.2 Option 2 is not recommended as this will inhibit continued and reasonable “turn over” of available parking spaces and will not adequately support those living within the resident zones. Due to the four-year freeze on parking charges and this minimal proposed increase of 20p Option 1 will ensure that motorists continue to have low cost options whilst allowing for an adequate turnover of parking spaces to support the tourism agenda and the local economy.

## 9. Resource Implications

9.1 The over all impact of the charges listed in **Appendix 1** is likely to see an increase in revenue, without the implementation of rural charging this is forecast to generate additional income of approximately £330k. Within this amount £91k relates to On-Street Parking which has to be ring-fenced and so will be transferred to the Periodic Operations Reserve in the normal way to meet the costs of ‘lining and signing’, and maintenance relating to both On-Street and Off-Street Parking, as well as other transport related projects.

9.2 The rural parking implementation costs can be funded from the Periodic Operations as proposed. It is forecast that the implementation of the rural parking changes will result in a net increase in income of £8 per annum (£13 income less £5k costs).

## 10. Corporate Implications

10.1 Comment from the Strategic Director (Corporate Resources): Accountancy has been consulted and has no further comments to make (JS)

10.2 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.

10.3 Comment from the Equalities Officer: The report does state that equality issues have been considered in making the recommendations however no equality implications have specifically been highlighted. In discharging their duties members are required to comply with the public sector equality duty as set out in Section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15>.

## 11. Appendices

Appendix 1: Schedule of Proposed Charges

Appendix 2: Pay & Display Charges Comparison with Neighbouring Authorities

Appendix 3: Parking Permit Charges Comparisons with Neighbouring Authorities

12. **Background Papers**

None.

13. **Consultation Statement**

The Portfolio Holder for Transport and Licensing has been consulted on the proposals outlined in this report.

Contact Officer: Rubena Hafizi, Transport and Parking Services Manager

## Appendix 1: Schedule of Current Charges and Proposed Changes

<b>CAR PARK CHARGES (OFF-STREET) – DOVER</b>			
		Current Charge	Proposed Charge
<b>Albany Place, Dover</b> Linear charging up to 5 hrs <b>Minimum charge 30p</b> <b>Charges apply Mon - Sat</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	60p £1.20 £1.80 £2.40 £3.00 £3.60	Free
<b>Bench Street, Dover</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon - Sat</b>	1hr 2hrs 3hrs 4hrs	£1.10 £2.20 £3.30 £4.40	£1.30 £2.60 £3.90 £5.20
<b>Camden Crescent, Dover</b> Linear charging up to 5 hrs <b>Minimum charge 40p</b> <b>Charges apply Mon - Sun</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	£1.10 £2.20 £3.30 £4.40 £5.50 £6.50	£1.30 £2.60 £3.90 £5.20 £6.50 £7.80
<b>Castle Hill Coach Park</b> <b>Charges apply Mon - Sat</b>	Up to 8 hrs	£7.50	£7.70
<b>Ladywell Car Park, Dover</b> Linear charging up to 5 hrs <b>Minimum charge 40p</b> <b>Charges apply Mon - Sat</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	£1.10 £2.20 £3.30 £4.40 £5.50 £6.50	£1.30 £2.60 £3.90 £5.20 £6.50 £7.80
<b>Maison Dieu Car Park, Dover</b> Linear charging up to 5 hrs <b>Minimum charge 40p</b> <b>Charges apply Mon - Sat</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	£1.10 £2.20 £3.30 £4.40 £5.50 £6.50	£1.30 £2.60 £3.90 £5.20 £6.50 £7.80
<b>Maison Dieu Car Park, Coach Bays</b> <b>Charges apply Mon – Sat</b>	Up to 8 hrs	£7.50	£7.70
<b>Pencester Road Car Park, Dover</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr 2hrs 3hrs 4hrs	£1.10 £2.20 £3.30	£1.30 £2.60 £3.90 £5.20
<b>Priory Road Car Park, Dover</b> Linear charging up to 5 hours <b>Minimum charge 40p</b> <b>Charges apply Mon - Sat</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	£1.10 £2.20 £3.30 £4.40 £5.50 £6.50	£1.30 £2.60 £3.90 £5.20 £6.50 £7.80

<b>CAR PARK CHARGES (OFF-STREET) – DOVER</b>			
<b>Samphire Hoe</b> (Eurotunnel) Charges apply Mon - Sat	Up to 30mins Up to 2hrs	50p £1.00	70p £1.40
<b>Stembrook Car Park, Dover</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr 2hr 3hrs 4hrs	£1.10 £2.20 £3.30 £4.40	£1.30 £2.60 £3.90 £5.20
<b>Camden Crescent Car Park</b> Daily Pre-Paid Tickets (min 2 day stay)	£3.75 per day	All day	£5.00
<b>PARKING CHARGES (ON-STREET) – DOVER</b>			
<b>Castle Street, Dover</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr 2hrs	£1.30 £2.60	£1.50 £3.00
<b>Seafront - Cars</b> Linear charging up to 5 hours <b>Minimum charge 40p</b> <b>Charges apply Mon – Sun</b>	1hr 2hr 3hrs 4hrs 5hrs 5 to 8 hrs	£1.10 £2.20 £3.30 £4.40 £5.50 £6.50	£1.30 £2.60 £3.90 £5.20 £6.50 £7.80
<b>Seafront – Motorhomes</b> <b>Charges apply Mon – Sun</b>  NB see below *	Overnight Charge (17.00 to 09.00)	£7.50	£7.70
<b>Seafront – Coaches</b> <b>Charges apply Mon – Sun</b>	Up to 8 hrs	£7.50	£7.70
<b>Pencester Road, Dover</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr 2hrs	£1.30 £2.60	£1.50 £3.00

<b>CAR PARK CHARGES (OFF-STREET) – SANDWICH</b>			
<b>Car Park</b>	<b>Tariff</b>	<b>Current Charge</b>	<b>Proposed Charge</b>
<b>Gazen Salts Car Park, Sandwich</b> Linear charging up to 5 hours <b>Minimum charge 30p</b> <b>Charges apply Mon – Sat</b>	1hr 2hrs 3hrs 4hrs 5hrs 5 to 8 hrs	70p £1.40 £2.10 £2.80 £3.50 £4.00	90p £1.80 £2.70 £3.60 £4.50 £5.40

<b>CAR PARK CHARGES (OFF-STREET) – SANDWICH</b>			
<b>Guildhall Car Park, Sandwich</b> Linear charging up to 5 hours <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.00	£1.20
	2hrs	£2.00	£2.40
	3hrs	£3.00	£3.60
	4hrs	£4.00	£4.80
	5hrs	£5.00	£6.00
	5 to 8 hrs	£6.00	£7.20
<b>The Quay Car Park, Sandwich</b> Linear charging up to 5 hours <b>Minimum charge 40p</b> <b>Charges apply Mon – Sun</b>	1hr	£1.00	£1.20
	2hrs	£2.00	£2.40
	3hrs	£3.00	£3.60
	4hrs	£4.00	£4.80
	5hrs	£5.00	£6.00
	5 to 8 hrs	£6.00	£7.20
<b>PARKING CHARGES (ON-STREET) – SANDWICH</b>			
<b>Market Street, Sandwich</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.10	£1.30
	2hrs	£2.20	£2.60
<b>New Street, Sandwich</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.10	£1.30
	2hrs	£2.20	£2.60

<b>CAR PARK CHARGES (OFF-STREET) – DEAL</b>			
<b>Car Park</b>	<b>Tariff</b>	<b>Current Charge</b>	<b>Proposed Charge</b>
<b>Beach Street Car Park, Deal</b> Linear charging up to 5 hours <b>Minimum charge 40p</b> <b>Charges apply Mon – Sun</b>	1hr	£1.10	£1.30
	2hr	£2.20	£2.60
	3hrs	£3.30	£3.90
	4hrs	£4.40	£5.20
	5hrs	£5.50	£6.50
	5 to 8 hrs	£6.50	£7.80
<b>Middle Street Car Park, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sun</b>	1hr	£1.10	£1.30
	2hrs	£2.20	£2.60
	3hrs	£3.30	£3.90
	4hrs	£4.40	£5.20
<b>South Street Car Park, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.10	£1.30
	2hrs	£2.20	£2.60
<b>Stanhope Road Car Park, Deal</b> Linear Charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.10	£1.30
	2hrs	£2.20	£2.60
	3hrs	£3.30	£3.80

<b>CAR PARK CHARGES (OFF-STREET) – DEAL</b>			
<b>St. George's Car Park, Deal</b> Linear charging up to 5hrs <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.10	£1.30
	2hr	£2.20	£2.60
	3hrs	£3.30	£3.90
	4hrs	£4.40	£5.20
	5hrs	£5.50	£6.50
	5 to 8 hrs	£6.50	£7.80
<b>Town Hall Car Park, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	Up to 1hr	£1.10	£1.30
	Up to 2hrs	£2.20	£2.60
<b>Union Road Car Park, Deal</b> Linear charging up to 5hrs <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	80p	£1.00
	2hrs	£1.60	£2.00
	3hrs	£2.40	£3.00
	4hrs	£3.20	£4.00
	5hrs	£4.00	£5.00
	5 to 8 hrs	£4.80	£6.00

<b>PARKING CHARGES (ON-STREET) – DEAL</b>			
<b>Beach Street (between Broad Street &amp; South Street)</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.30	£1.50
	2hrs	£2.60	£3.00
<b>Beach Street (Royal Hotel to Dolphin Street)</b> Linear charging up to 5hrs <b>Minimum charge 40p</b> <b>Charges apply Mon – Sun</b>	1hr	£1.10	£1.30
	2hr	£2.20	£2.60
	3hrs	£3.30	£3.90
	4hrs	£4.40	£5.20
	5hrs	£5.50	£6.50
	5 to 8 hrs	£6.50	£7.80
<b>King Street, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.30	£1.50
	2hrs	£2.60	£3.00
<b>Prince of Wales Terrace, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.30	£1.50
	2hrs	£2.60	£3.00
<b>Victoria Road, Deal</b> Linear charging <b>Minimum charge 40p</b> <b>Charges apply Mon – Sat</b>	1hr	£1.30	£1.50
	2hrs	£2.60	£3.00

<b>PARKING CHARGES WALMER CASTLE, DEAL CASTLE &amp; ST MARGARETS BAY</b>			
<b>Car Park</b>	<b>Tariff</b>	<b>Current Charge</b>	<b>Proposed Charge</b>
<b>Walmer Castle</b> <b>Charges apply Mon to Sun</b>	All Day Charge	£3*	£3

<b>PARKING CHARGES WALMER CASTLE, DEAL CASTLE &amp; ST MARGARETS BAY</b>			
<b>Deal Castle</b> <b>Charges apply Mon to Sun 3-hour max stay</b> <b>*These charges are dictated to us by English Heritage</b>		£1.10*	£1.10
		£2.20	£2.20
		£3.30	£3.30
<b>St Margaret's Bay</b> <b>Charges apply Mon to Sun 1<sup>st</sup> March – 31<sup>st</sup> October</b>	Per hour Charge	£0.70 car £1.40 car & trailer	£0.90 car £1.60 car & trailer

<b>PARKING CHARGES RURAL CAR PARKS</b>		
<b>Car Park</b>	<b>Charging Period</b>	<b>Proposed Charge</b>
Reach Road, St Margaret's @ Cliffe	Mon – Sun 09:00 to 18:00 Max Stay 2 hours	£1 for 2 hours
High Street, Eastry		
The Street Car Park, Ash		
High Street, Wingham		

## PERMITS

Permit Type	Description	Current Charge	Proposed Charge
Resident permits	Annual on street permit	£60	£65
2 <sup>nd</sup> Resident Permit	Charge higher levy to encourage less cars per household	£60	£90
Snargate Resident & Albany Place Car Park Permit	Allows parking on Snargate Street & Albany Place C/P	£90	£100
		<b>NB* If Albany Place Car Park becomes free this permit would be removed</b>	
Resident / Car Park Permit selected Dover, Deal or Sandwich	Annual permit allows parking both On & Off Street in Dover, Deal & Sandwich (only in specified car parks)	£90	£100
Gazen Salts Car Park	Single car park permit	£60 – 12 months	£65 – 12 months
Community Services permits	On Street parking apart from Loading restrictions	£60 for 2 years	£80 for 2 years
Emergency 1 <sup>st</sup> Responders (on call Fire Officers & Paramedics)	12 issued	free	free
Doctors Permits	Any doctors bay & On Street apart from Loading restrictions & disabled bays	£70 for 2 years	£90 for 2 years
St Margaret's	On every day preceding the first Bank Holiday in May to 30 <sup>th</sup> September	£40 – 5 months	£55 – 8 months 1 <sup>st</sup> March to 31 <sup>st</sup> October
Samphire Hoe		£30 per year	£40 pa
Visitor Daily's		£2 each	£2.20 each
<b>New Proposed Permits</b>			
Long Stay Car Park Annual Permit	<b>Dover</b> = Camden Cres, Ladywell, Maison Dieu, Norman Street <b>Deal</b> = Beach Street, West Street, Union Road <b>Sandwich</b> = Gazen Salts, Guildhall, Quay	Does not exist at present	£600 per year £325 for 6 months (£600 per annum equates to £2.50 per day when calculated over a 48-week, 5-day period)
Short Stay Car Park Annual Permits	Dover = Bench St, Pencester, Stembrook Deal = Middle Street, South Street, Stanhope	Does not exist at present	£550 per year £300 for 6 months. (£550 per annum equates to £2.30 per day when calculated over 48 week and 5-day period)
Single Car Park Annual Permits (This permit does not exist at present except in Gazen Salts.)	Single car parks	Excluding Gazen Salts	£400 per year £225 for 6 months (£400 per annum equates to £1.66 per day when calculated over 48 week and 5-day period)

<b>Business Permits</b>			
Dover or Deal Business Single Car Park - selected Dover or Deal car parks (Mon – Sun)	Permits parking in Dover or Deal car parks	£75 – 6 months £145 – 12 months	£85 – 6 months £155 – 12 months
Sandwich Business	Permits parking in all Sandwich car parks	£85 – 6 months £155 – 12 months	£95 – 6 months £165 – 12 months
All Area Business Dover, Deal & Sandwich Inc.	Permits parking in all car parks	£215 – 6 months £410 – 12 months	£225 – 6 months £420 – 12 months
Snargate Business Permit	Snargate Street	£85 – 6 months £155 – 12 months	£95 – 6 months £165 – 12 months
<b>Misc. Permits</b>			
Seafront Dover	On street bays Marine Parade, Waterloo Cres	£140 – 6 months £265 – 12 months	£150 – 6 months £275 – 12 months
Waivers On Street Only (Contractors)	Permits parking on all On Street excluding loading restrictions and disabled bays	£9 per day £22 per week £55 per month	£12 per day £30 per week £65 per month
Bay Suspensions On/Off Street		£120 per suspension £55 for any additional week/part week, plus loss of P&D income at commercial rate of £5 per day	£125 to set up the suspension then £25 per bay/day
Hotelier Books of 20 Daily's	Allow parking from 4pm until 10am @ The Quay & Beach Street Car Parks	£16 per book	£20 per book

### **Short Stay Car Park Maximum Stay Increase**

<b>Car Park</b>	<b>Current Max Stay</b>	<b>Proposed Max Stay</b>
Pencester Car Park	Currently 3 hours	Change to 4 hours
Stanhope Car Park	Currently 3 hours	Change to 4 hours
South Street Car Park	Currently 2 hours	Change to 4 hours