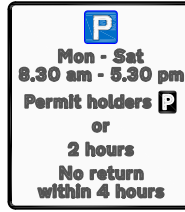


Key to Map



Proposed extent of Zone P Residents' Parking Scheme



Zone P signs and posts on footway adjacent to white-marked parking bays

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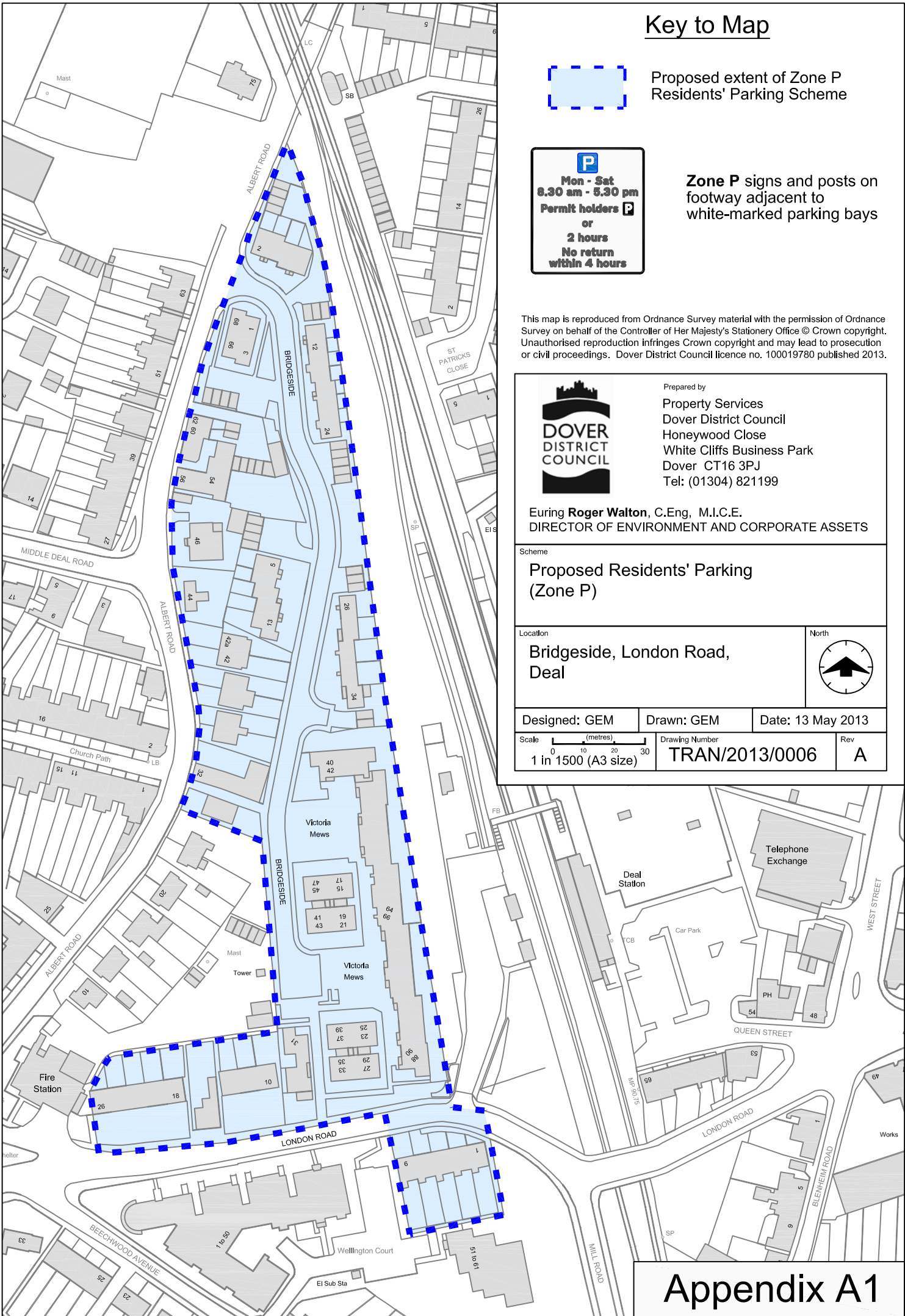
Scheme
Proposed Residents' Parking (Zone P)

Location
Bridgeside, London Road, Deal



Designed: GEM Drawn: GEM Date: 13 May 2013

Scale Drawing Number **TRAN/2013/0006** Rev **A**







Appendix A2



Reason for proposal
To maintain access and to manage parking along Bridgeside.

Key to Map

-  Existing "No Waiting at any time" restriction (double yellow lines)
-  Proposed "No Waiting at any time" restriction (double yellow lines)
-  Proposed extent of **Zone P** parking bays. These lengths will include white 'dog bone' markings across all vehicle crossings within them

P
Mon - Sat
8.30 am - 5.30 pm
Permit holders 
or
2 hours
No return
within 4 hours

Zone P signs and posts on footway adjacent to white-marked parking bays

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Scheme
Proposed Extent of Residents' Parking Places and Double Yellow Lines

Location
Bridgeside, Deal

North


Designed: GEM Drawn: GEM Date: 13 Jan 2014

Scale  1 in 1000 (A4 size) Drawing Number **TRAN/2014/0001** Rev

Appendix A3 - Letter Published in East Kent Mercury
(Thursday 30 January 2014)

Oppose this application

To residents of Middle Deal Road and local roads associated with it:

Did you know that residents of Bridgeside are applying for resident parking (zone P)? They are fed up with being unable to park due to train commuters, local town workers, shoppers and people who don't live on Bridgeside claiming most of the available parking.

They have my full support and I sympathise with them totally. However, if they achieve zone P parking, all that will happen is adjacent roads will become suffocated. We already have an acute parking problem in the Middle Deal Road area, with roads being used by drivers who have no parking where they live.

I strongly advise all residents of the roads concerned to oppose this application by February 10. Dover District Council/Highways need to consult with local residents on how best to achieve a suitable long-term solution to this problem.

Please write to highways and parking team leader, council offices, Honeywood Close, White Cliffs Business Park, Dover Kent CT16 3PJ, opposing the parking zone P and contact your county councillor for Deal, M. Eddy. We have an opportunity to stop this, but if few people oppose it, and zone P is introduced, there is no point complaining

Name and address supplied

Appendix A4 – Additional written objection (from a Church Path Resident)

It is true that parking in Bridgeside is difficult, sometimes impossible, during the day. Tough! Where in Deal is it easy? It is frustrating for residents anywhere, but no-one is entitled to park outside his own house, unless a disabled bay has been allocated. There are only 23 houses on Bridgeside. There are double yellow lines in front of a few near Albert Road, but a number of the houses do have a garage. Victoria Mews has its own parking, never fully occupied. We in Church Path cannot even drive to our houses and there are double yellow lines along Albert Road. We have to take our chance on neighbouring roads, along with residents, railway users, workers in Deal, visitors etc etc, and find parking wherever we can. Sometimes we are lucky, sometimes we're not. I personally rent a garage (£45 per month) behind Cavell's on Albert Road. I was on a waiting list for nearly two years before that became available. However, I do have visitors in the daytime, perhaps 4 or 5 times a month. Two hours is not long enough for a committee meeting (or for a lunch at Church Path!). The proposed restrictions will not solve the problem, but will only shift it: Albert Road has virtually no kerbside without double yellow lines; Middle Deal Road has its own problems - parking both sides, increased traffic to and from Southwall Road. The few railway users get some flak, I know, but a daily parking ticket at the station costs £4 Monday to Friday. I don't blame any of them for taking free parking - railway fares are horrendous already. I reckon that, at a push, more people would drive to work in, say, Ashford or Maidstone, rather than pay an additional £20 a week for parking. Do we want people to use public transport or not? Also, Deal Station car park has only 46 spaces, including 3 for the disabled. I gather that only Bridgeside residents would be able to apply for the annual £50 permit. If every one of them did, it would bring in only £1150 for the council. Few of the garage owners would be interested, I imagine. There would be ongoing costs such as parking warden checks, painting and re painting of the lines. It really is not worth it. PLEASE do not rubber stamp this proposal and let the frustration of one or two Bridgeside residents spoil it for other drivers and the residents of other local roads. We all pay the same taxes.

Appendix A5 – Letter from representative of Bridgeside/London Road

I am writing as representative for the residents of Bridgeside/London Road who have been actively campaigning for 2 years now to introduce a residents parking scheme to eliminate the problem of town workers etc., taking over the available parking spaces.

Originally the scheme was to include Albert Road, Church Path, Sutherland Road, Middle Deal Road, Beechwood Avenue etc., but the decision was made by Dover District Council to start the scheme small (Bridgeside/London Road) and to add these additional roads at a later date.

As you are aware the scheme has had overwhelming support from the residents and is now on the final stages.

Throughout the process we have endured numerous delays as follows:-

- The Olympics.
- Staff re-applying for their jobs.
- New staff being trained.
- Some houses in London Road not being included despite being on original petition.
- More properties in Bridgeside needing to be added.
- Dover District Council Holidays.
- Delay for proof reading – paperwork still came out with mistakes.

The paperwork dated 22nd October 2013 clearly states “ Zone P if it proceeds could expand over time. For example Albert Road, Sutherland Road, Church Path, Middle Deal Road and Beechwood Avenue or sections of these roads may wish to join Zone P, in which case the residents parking would be expanded and shared across an enlarged zone”. It further states that the scheme (Bridgeside/London Road) could be introduced by April 2014.

On the 30th January 2014 during a conversation with Mr Measey it was mentioned that he felt he may have to consider adding Church Path quicker as residents were saying they have no other parking but that he hoped he could get this done quickly giving a time scale of approximately 21 days. Upon walking this route it became apparent that these residents actually have closer parking as they have access to Albert Road, Sutherland Road, The Grove, Church Path (main road) and Middle Deal Road and there are 6 alleyways leading to these roads from Church Path.

On the 6th February 2014 it became apparent that there have been numerous enquiries from the residents of Middle Deal Road also asking to join the scheme. Mr Measey has now advised that the scheme may have to be delayed for a further 6 months to enable these residents to join!

Whilst we have no objections to other roads being included it is worth pointing out that if there is a parking issue in Middle Deal Road why have none of the residents done anything about it before now ? From house no 1 to 109 there are only approx 30 houses with no driveway but they all have a road with enough spaces on their doorsteps. It is also worth pointing out that these neighbouring streets can still park in ‘Zone P’ from 5.30pm onwards should they need to.

The fact that neighbouring streets wish to join the scheme strengthens the need for this to be implemented however Bridgeside/London Road have done all the hard work and have already endured delay after delay and our wait has already been over 2 years to get this far!

TO SUMMARISE :-

Whilst we have no objections to neighbouring roads joining the scheme the overwhelming feeling is that Dover District Council should **honour their original decision** which was to start small and begin with Bridgeside/London Road and start the scheme from April 2014 as stated in the paperwork. It would not be morally right to delay us taking our time scale to approx 3 years whilst other roads who have not raised the issue until now can take advantage within 6 months!

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Reason for proposal:
to provide additional visitor parking for seafront and nearby amenities

KEY TO PLAN

Existing 1 hour limited waiting and residents' parking spaces to become:
9am-6pm, Mon-Sat, Pay & Display car parking (2 hour max stay)
£1.20 per hour
Min payment 60p (30 minutes)
Max payment 2.40 (2 hours)

Existing Limited Waiting and Residents Parking to remain

Existing "No waiting at any time" restriction (double yellow lines)



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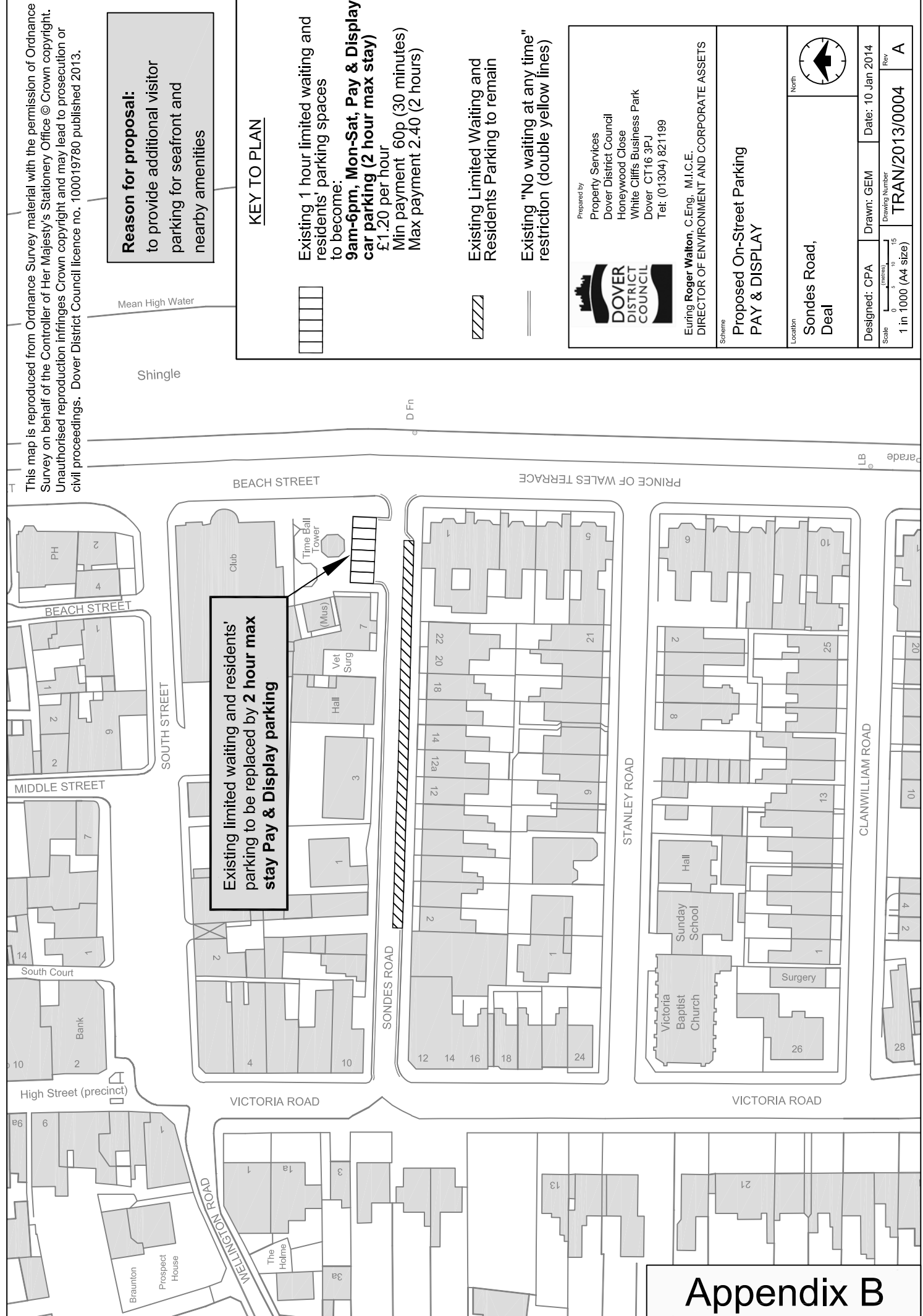
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Proposed On-Street Parking PAY & DISPLAY

Location
Sondes Road, Deal

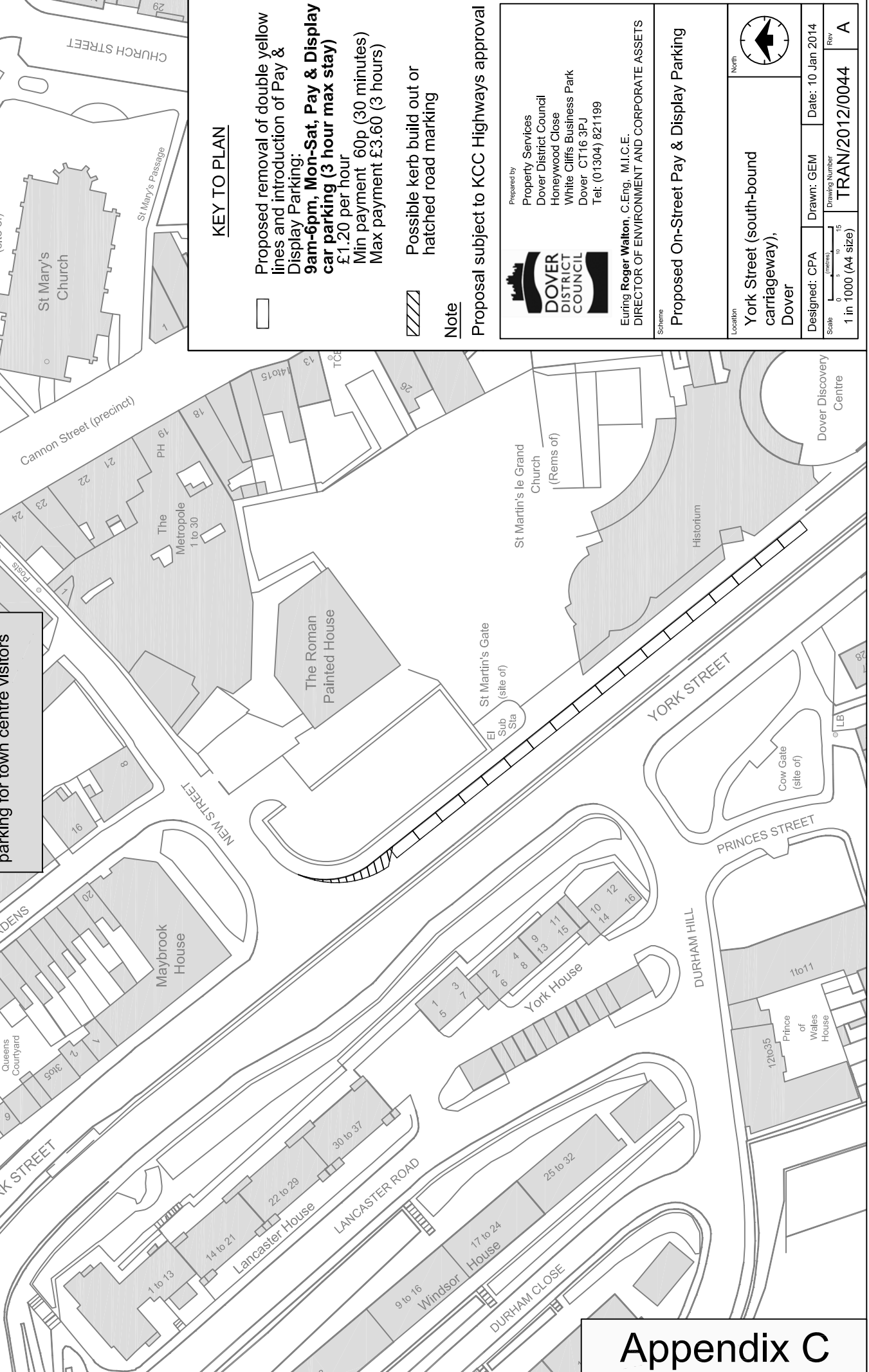


Designed: CPA	Drawn: GEM	Date: 10 Jan 2014
Scale 0 5 10 15 (metres)		Rev
1 in 1000 (A4 size)		TRAN/2013/0004
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Reason for proposal:
to provide additional on-street parking for town centre visitors



KEY TO PLAN

-  Proposed removal of double yellow lines and introduction of Pay & Display Parking:
9am-6pm, Mon-Sat, Pay & Display car parking (3 hour max stay)
£1.20 per hour
Min payment 60p (30 minutes)
Max payment £3.60 (3 hours)
-  Possible kerb build out or hatched road marking

Note


Proposal subject to KCC Highways approval

Prepared by

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Proposed On-Street Pay & Display Parking

 North	
Location York Street (south-bound carriageway), Dover	
Designed: CPA	Drawn: GEM
Date: 10 Jan 2014	Rev TRAN/2012/0044
Scale 0 5 10 15 metres 1 in 1000 (A4 size)	