

Feedback from Area Committees

The Chair of the Parking Policy Working Group has presented the proposed scope of the Parking Policy to all four Area Committees.

Below are the comments made at all sessions:

Western Area Committee – 31 August 2023

- Volunteers were affected by the introduction of evening parking charges, a suggestion was made to look at providing volunteers with parking vouchers;
- the night-time economy had been affected by evening charging in short-stay car parks;
- the inclusion of tackling pavement parking was suggested;
- look at where enforcement officers visit, in particular rural areas;
- look at school parking in general, including buses, parents, pupils as well as anti-idling measures;
- look at different options for evening charging, perhaps a night-time charge of £2 to park after 6 pm;
- make it clear what are the responsibilities of SBC and KCC;
- make it clear that parking on private developments was not the responsibility of SBC; and
- to relieve bus parking near the Memorial Hospital, Sittingbourne, look at installing allocated bus bays further down Bell Road by the Borden Grammar School playing field as that area was no longer used for parking by people using the commuter buses.

Sittingbourne Area Committee – 5 September 2023

- When looking at Controlled Parking Zones (CPZ), include commuters as they park in residential areas;
- we don't have the resource for the level of enforcement that is required, schools are an issue;
- timing of CPZ should be 6 am to 12 mid-night 7 days a week;
- some decisions taken can result in making things worse for residents, careful consideration is required before making decisions such as yellow lines requests etc;
- would not support charging to park at Milton Creek Country Park;
- it is not fair that residents have to pay to park outside the front of their house when there is only room for one car;
- must accept that children need to attend school and there will be some disruption for a short time;
- don't think it is necessary to compare with other local authorities,
- look at parking permit rule K; and
- when considering yellow requests, consider displacement parking in other areas.

Sheppey Area Committee – 21 September 2023

- Could a refund system be set up for volunteers when they had to pay to park when they carried out their volunteer work?
- the Castle Connections, Queenborough car park was free-of-charge to park in and was used by people using the train to park in. There was a strip of land by the railway station owned by a German company, could Network Rail look at purchasing that land to provide a car park which would free up the Castle Connections car park?
- the Halfway car park was free-of-charge and was used by commuters. Suggest looking charging at that car park after a short free period;
- evening charges had caused a lot of problems for businesses, people were particularly affected from the eastern end of the Isle of Sheppey as there was no public transport and it added an extra cost to having an evening out;
- there was no longer a refund option at the Sheppey Leisure Centre, as a result people in the evening were parking at Marine Heights which was causing noise and disruption;
- evening charges do not work in Sheerness, volunteers were being adversely affected;
- suggest implementing an overnight charge for camper vans at Shingle Bank at Minster;
- some coaches have not been able to access the Sheppey coach park opposite Shingle Bank due to height restrictions;
- illicit activity was taking place at the Sea Thorpe Avenue car park at Minster, could a barrier be put up overnight?
- could all relevant groups be included in the formal consultation;
- SBC Planning rules stated that extra parking in town centre developments should not be provided and this was causing residents to park on roads;
- concerns were expressed about providing free parking for volunteers as it would be very difficult to operate;
- Ship on Shore car park was originally intended for the Sailing Club to use but was now used to park camper vans, the height restrictions had rotted away and not been replaced; and
- residents on Marine Parade did not have enough space to park, they either had to park on roads or pay to use the car park, could residents receive free parking permits?

Eastern Area Committee – 28 September 2023

- Residents in terraced housing paid for a permit to park outside their houses but often found the space was not available. Before evening charges came in, they were able to park overnight at Central Car Park, Faversham for free, now they had to pay to do so, effectively paying twice. Was there any way around that?;
- evening charges in Faversham caused displacement to Preston Street. It had become unsafe and people now parked on both sides of the road which made it impossible for access by emergency services;

- on the Isle of Wight, residents and visitors could purchase monthly or annual permits to park anywhere for that period, could that be an option at Swale?;
- were placement of yellow lines going to be reviewed?;
- in Whitstable it was possible to park all night for a flat fee, this helped businesses;
- were Kent County Council (KCC) likely to be removing powers for on-street parking?;
- consideration needed to be given to smaller hotels who did not have their own car parks, their guests were disadvantaged by the current evening charges;
- could ANPR be used rather than pay and display?;
- the voluntary sector was impacted by the evening charges, how could volunteers be supported?;
- people were being put off from going out in the evenings as paying for parking was an additional cost;
- would Electric Vehicle (EV) parking charges be reviewed?;
- there were already differential parking charges in some places, for example the multi-storey car park in Sittingbourne was subsidised for the cinema; and
- Faversham did not receive subsidies that were given to other groups in Swale.