

**TABLE OF REPRESENTATIONS, AND THE COUNCIL'S RESPONSE AND RECOMMENDATIONS FOR ALL RESPONSES TO THE DRAFT PARKING POLICY CONSULTATION WHICH CLOSED ON 2 JANUARY 2024**

**APPENDIX I**

<b>Comment No.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
1	Behaviour change	Concerned about the principle of changing behaviours.	Comment noted.	No change to the policy document needed.
2	Bourne Place MSCP	Take steps to make Bourne Place multi storey more appealing to long stay users.	The intention for the multi-storey was to service shorter stays close to the town centre. However, we already offer unlimited hourly tariffs at the car park for those wanting to stay longer. For those using it on a very regular basis we do offer season tickets which give a large reduction on hourly tariff costs.	No change to the policy document needed.
3	Bourne Place MSCP	Perhaps make this the default for Council employees, so there is regularly greater capacity , from a safety perspective. It can feel quite intimidating when nearly empty!	Contrary to general opinion, we are seeing good usage of the car park. It can often look empty due to the specialist parking spaces being underutilised on the bottom floor and the fact that we future proofed it in case of other car park closures. We want the MSCP to be available for residents rather than staff.	No change to the policy document needed.
4	Charges	Reduced fee after 6pm (Bourne Place) for those using the cinema complex, etc on weekdays.	This is already in place. Customers of the cinema can validate their parking ticket at the cinema after 6pm on weekdays and will receive free parking when they return to exit.	These were fed into the Parking Policy Member Working Group (PPMWG) and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.
5	Charges	The charges for evening parking, especially Faversham, are appalling. It	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.	These were fed into the PPMWG and have led to the recommendations

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		heavily impacts on social and hospitality businesses who are already struggling.		made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
6	Charges	The waiting time at minor injuries is often in excess of an hour, putting a cost on families already struggling.	Comment noted.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
7	Charges	Families are finding the cost prohibitive for the swimming pool, and is adding a horrific cost to members of the swimming club.	When considering the charges to levy each year, the Council will consider usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
8	Charges	I would be interest to know how much revenue has been generated, against how much will be lost in business rates if just 2 businesses close.	The income from evening charging is estimated at £300k for 2023 to 2024.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
				Committee on 6 March 2024.  No change to the policy document needed.
9	Charges	Night Charging is killing local businesses - theatre, cinema, restaurants, bars. You can't just pop for a swim or yoga now without it costing you even more now. The carparks are empty - which is so sad as charging puts people off - the additional cost adds up in a cost of living crisis. Especially for regular visits such as the pool or yoga studio for weekly classes.	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.  When considering the charges to levy each year, the Council will consider usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
10	Charges	You should be helping not hindering town centres.	Comment noted.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
11	Charges	Such a bad decision by SWB. Bring back no charges from 6pm to 8am!!	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.  When considering the charges to levy each year, the Council will consider	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
			usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	Committee on 6 March 2024.  No change to the policy document needed.
12	Charges	Consider a reduction in car parking fees on market and event days to encourage independent and smaller traders, and tourism.	The Council relies on parking income to offset the costs of operating the service and then surplus is used to fund other Council services. Ad-hoc reductions often confuse people and it is hard to maintain consistent signage to deliver this.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
13	Charges	Do not substantially increase charges for, or decrease provision of, parking used by urban residents without their own provision or which provide access to country walks etc. The latter are needed for exercise and health where the overall cost of withdrawing provision would be greater than the cost of providing it.	Comment noted.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
14	Charges	Concerned about how short visits to the high street will be affected.	Comment noted.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
				No change to the policy document needed.
15	Charges	Instead of your short sighted policy of raising as much money NOW from carpark charges (I know this probably raises plenty of short term revenue but this is at the expense of the high street retailers (just look at Canterbury high street – there’s nothing there!)), I suggest you make all parking free for two hours to enable people to just pop in to their local shops and spend their money. Further, get rid of the evening charges which directly affects the hospitality sector including small businesses such as Faversham cinema.	The policy sets out a range of principles around charging but is annually reviewed. Part of that annual review is comparing our charges to other areas so as not to be out of sync. Swale remain in the middle zone of charging.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
16	Charges	The car park in the evening usually has around 5 cars in it now so is hardly bringing in substantial cash. It would be far better and safer to return to the old system and allow vehicles to park there free from 6.30. It would also promote Faversham town centre (including the cinema) as an attractive place to come in the evenings and help to support local business. The new car park charging timings do not work and are causing problems for visitors to the town and residents alike.	It is projected to generate an additional £300k a year across the Borough.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
17	Charges	It’s bad enough that we have higher prices in the day time without being stung to attend a show or event in the evening. It would be sensible to go back to the	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.	These were fed into the PPMWG and have led to the recommendations made in the covering

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		cheaper evening tariff whilst leaving the day time tariff where it is.	When considering the charges to levy each year, the Council will consider usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	report going to Community Committee on 6 March 2024.  No change to the policy document needed.
18	Charges	Charging people to park after 6pm is simply madness in Faversham.	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.  When considering the charges to levy each year, the Council will consider usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
19	Charges	Central car park in Faversham was previously free of charge after 6pm. This is a short stay car park which previously accommodated the overflow of town centre resident permit holders who could not otherwise find a space when returning home from work. Notwithstanding the fees, this is no longer an option as a vehicle can be parked there for a maximum of 4 hours, taking you to only 10pm. The evening charges are also adversely impacting on the local theatre, swimming pool, cinema and restaurants. In particular the theatre is run by	Members reviewed the loss of income for different time periods and different set evening charges. A £1 charge was estimated to lose in the region of £181k per year.  The new proposal has considered and resolved the issue of maximum stay in short stay car parks during the evening.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		volunteers who now have to pay to park. It would make sense for: <ul style="list-style-type: none"> <li>• An overnight fixed charge from 6pm to 7am – say £1</li> <li>• Resident permit holders to be allowed to park free of charge from 6pm to 7am</li> </ul>		
20	Charges	Parking should be free again after 6.30pm it is killing the local evening economy and causing more parking issues on local side streets.	The costs of operating the car parks in the evenings remain the same, if not more, than in the day time.  When considering the charges to levy each year, the Council will consider usage data, compare with other local authority pricing and nearby competition and balance against the increasing costs of operating and maintaining the car parks.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
21	Charges	Your job is to provide the services the public want and to control the cost, value and quality of those services. You are tasked to manage public infrastructure and land in the interests of the community and not just the Council coffers or green agendas.	The Council has committed to a very aspirational target of reducing carbon emissions in our operations and across the whole Borough by 2030.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
22	Charges	As a minimum you should be providing the following financial information as you should be monitoring it and it would not be commercially sensitive. You are a geographic monopoly after all! It is:	The figures for on-street parking are broken down and shown on our website as per the transparency guidelines <a href="#">Performance and</a>	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Comment no.	Subject	Summary of Representation	Response	Working Group Recommendation
		<ul style="list-style-type: none"> <li>• the past 3 years total costs associated with running the Swale parking operation (separated between direct and contractor costs)</li> <li>• the income generated in total by Swale, then split by permits, parking charges and penalties</li> <li>• how much of the income goes outside Swale to contractors, consultants and advisors</li> <li>• how much of the income is retained by Swale and the profit you believe you are making</li> <li>• the forecast financial benefits of the changes you are proposing for Swale, plus the changes to contractors income. Then show the direct costs of the changes and charges to the community</li> </ul>	<p><a href="http://swale.gov.uk">Transparency - Transparency (swale.gov.uk)</a>.</p> <p>As mentioned before once the costs of operation are taken away from car park income, the balance is used to generate funds for providing other services.</p>	<p>Committee on 6 March 2024.</p> <p>No change to the policy document needed.</p>
23	Charges	Parking charges should be withdrawn for all locations around the town centre and congestion seen as a sign of a healthy economy. We want towns to be popular!	Closing off all parking operations would not be sensible. Even with enforcement we all regularly see the infringements that take place. Abandoned vehicles, people living in vehicles, loss of capacity through inappropriate parking would lead to a very unsightly position.	<p>These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.</p> <p>No change to the policy document needed.</p>



**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
24	Charges	It is interesting that pricing of parking is totally omitted. Do you not want the public to have a say in that area? Again, if you want to change parking prices that should be a consultation to the public or even a simple referendum. The Swiss seem to have a very good system.	The proposed parking charges were included in the Budget Consultation rather than the Parking Policy Consultation.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
25	Charges	Charging for on street parking should be minimised wherever possible as it is too easy for Councils to get hooked on the income. A 3 yearly review should be carried out to see which streets would benefit from the removal of on street charges. Penalties for the public parking on public roads and spaces should be a last resort for flagrant violation and not seen as an opportunity to scalp the public for economic gain.	On-street charging is governed by very strict rules/legislation. Councils are not allowed to simply make a profit. Therefore every year we calculate the costs of running the on-street parking service and then measure the income. Swale has NO on-street pay and display parking bays for that reason. We have also kept the resident parking charge the same for over 5 years as we have delivered a surplus over that period. Surplus funds are put into a ring fenced fund that MUST be used for expenditure on traffic infrastructure so there is no benefit in us increasing on-street parking charges.	These were fed into the PPMWG and have led to the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
26	Charges	In order to support economic growth, Swale should be looking to encourage travel to all our centres of commerce and remove parking charges wherever	The evidence shows that people do pay for a parking service during major events. Therefore we do not believe	These were fed into the PPMWG and have led to the recommendations made in the covering

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		possible as they are killing our High Streets and small businesses. If charges are necessary at a very few select occasions then they should be removed when major events are on. Swale should be looking to its towns to be major congestion centres showing that people wish to visit them and spend money.	that charging during events is a barrier.	report going to Community Committee on 6 March 2024.  No change to the policy document needed.
27	Charging periods	In terms of maximum parking. When I've been to the cinema, then for a meal I exceed the maximum time I can park. I've had to leave the cinema early before the film has finished to move my car. If you insist on charging, please increase the time you can park. 4 hours is not enough.	There is the option of parking in long-stay car parks which are within walking distance of the cinemas in Sittingbourne and Faversham.  The new proposal resolves the 4 hour maximum stay in a short stay car park during the evenings.	No change to the policy document needed.
28	Coach parking	It is good to see you wish to encourage coach parking and there are plenty of suitable locations near town centres and one solution is to do deals with commercial premises in the location. Coaches can then drop off in centre on bus routes and then withdraw to commercial sites until pick up time.	Comment noted. The Council continues to look for suitable locations.	No change to the policy document needed.
29	Consultation process	Can you provide a list of any individuals, groups, charities that you sent the consultation directly to for comment? Have any responses been included from any person or organisation that benefits from parking activities or might benefit in the future?	The consultation was publicised using a variety of methods. There were regular posts on social media. Business and voluntary organisations newsletters included items on the consultation and details about how to view and respond. Parish/town council clerks were emailed direct with a link	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

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			to the consultation. Partner organisations were also emailed direct. In the early development stage a presentation was given at all four Swale Borough Council (SBC) Area Committees asking for feedback.	
30	Consultation process	Was this consultation drawn up in house or by a consultancy? If a consultancy was used, who are they for transparency and what is the cost of their work? The total sum would not be commercially sensitive and have you bought, as part of the contract, the intellectual property so you can do it without consultants in future.	The consultation was developed in-house. A Member Working Group was set up to decide on the scope of the policy and to work with officers to develop the draft policy. The cost to SBC was the officer time. No external consultancy was used.	No change to the policy document needed.
31	Consultation process	At a time where virtually all councils are complaining about their budgets there is no financial information contained in the consultation. This stops the public deciding whether your proposals are reasonable value for money and robs them of the ability to make an informed decision.	The proposed parking charges were included in the Budget Consultation rather than the Parking Policy Consultation.	No change to the policy document needed.
32	Consultation process	There are no alternative scenarios at all put forward. What if you closed off the whole parking operation. What costs would be saved in the short term and long term? What would be the risks? All potential avenues should be considered.	The Community Committee report has now included alternative proposals.  Closing off all parking operations would not be sensible. Even with enforcement we all regularly see the infringements that take place. Abandoned vehicles, people living in vehicles, loss of capacity through	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
			inappropriate parking would lead to a very unsightly position.	
33	Consultation process	I am a member of the public, a business owner and a local Parish Councillor and I nearly missed this consultation. This fact should clearly illustrate how poor the visibility of public consultations are and suggests an intentional lack of transparency in policy making by Swale Council.	The consultation was publicised using a variety of methods. There were regular posts on social media. Business and voluntary organisations newsletters included items on the consultation and details about how to view and respond. Parish/town council clerks were emailed direct with a link to the consultation. Partner organisations were also emailed direct. In the early development stage a presentation was given at all four Swale Borough Council (SBC) Area Committees asking for feedback.	No change to the policy document needed.
34	Controlled parking zones	I agree that it is important to maintain residential car parking zones to ensure that residents are able to park. This is particularly important in the centre of Faversham where the historic make up of our housing stock means that driveways and garaging are rare.	Comment noted, it is important that restriction of usage in certain areas is maintained to support resident use.	No change to the policy document needed.
35	Controlled parking zones	Controlled parking zones should again be subject to review using the three headline criteria. If at least one is met then it can stay but if not they should be removed. If the scheme is to protect resident parking then they should have the final say.	Each individual zone would need to be reviewed. This takes input from residents through informal and formal consultations, through the usual Joint Transportation Board process. Unintended consequences always need to be considered as every piece of regulation/restriction ends up impacting another person.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
36	Disabled parking	Disabled parking bays are important but there are often too many unused. Their usage should be monitored and re-designated if not well used. They are important to the disabled but we need to remember that a blue badge holder can park anywhere and do.	<p>There is a process for reviewing disabled bays on-street. Any resident can request a review for an on-street bay and they can be removed through resident consultation in the same way one can be installed.</p> <p>We are required by law to have a certain number of fully disabled bays in each car park and we therefore are not looking to reduce the existing numbers.</p>	No change to the policy document needed.
37	Displacement	Parking is particularly problematic at the moment due to the recent decision to extend the payable hours in the central car park to midnight. The residents bays are full as people who would previously have used the central car park for late afternoon and overnight cannot. I live on a road in the centre of Faversham (in residents zone B) with a single yellow line and find that more and more people are parking on these when previously they would have parked in the car park. This is causing traffic chaos in the mornings for school runs, refuse collections etc. I have nearly had an accident on several occasions as it is so hard to see to get out with the volume of parked cars.	<p>Each individual zone would need to be reviewed. This takes input from residents through informal and formal consultations, through the usual Joint Transportation Board process.</p> <p>Enforcement of those parking inappropriately e.g. blocking junctions or roads or in a zone without a permit are dealt with by penalty charge notices.</p>	No change to the policy document needed.
38	Displacement	The car park is mostly empty and the streets crammed with cars. God forbid	Comment noted.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

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		someone gets hurt, or worse because the services cannot get through the streets.		
39	Disposal of assets	Disposal of assets. No land should be re-designated without formal consultation with the public. There is a danger that assets are hived off for short term budgetary gain but with long term negative impacts.	The Council has just agreed their Property Asset Management Strategy. This details the process undertaken which culminates in a public decision report going to committee.	No change to the policy document needed.
40	Enforcement	Vigorously enforce against pavement parking, parking on corners and where an obstruction is caused. This will improve the safety of pedestrians on footways and cyclists on roads whilst also improving traffic flow.	Current legislation does not provide powers to Civil Enforcement Officers to deal with highway obstruction or pavement parking where no parking restrictions such as yellow lines are placed. Where parking restrictions are placed, the Council deploys Civil Enforcement Officers across Swale for over 15,000 hours a year through our enforcement contractor. In 22/23 this resulted in 20,444 Penalty Charge notices being issued to improve driver compliance to the regulations.	No change to the policy document needed.
41	Enforcement	Provide further guidance to enforcement officers. (I have had three PCN's recently, all annulled. Two where the ticket was not visible because of rain on the windscreen, one where the PCN yellow ticket was stuck on the screen to obscure the ticket.)	Noted. This is why an appeals process exists to ensure transparency and that errors are rectified.	No change to the policy document needed.
42	Enforcement	With regards to Swale Councils proposed increase in parking charges, what action will be taken to prevent anti-social parking? At present The Avenue of Remembrance has numerous occasions	The Council deploys Civil Enforcement Officers across Swale for over 15,000 hours a year through our enforcement contractor.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

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		of people blatantly parking on the double yellow lines knowing that they will get away with it. This will only increase with an increase in fees.	In 22/23 this resulted in 20,444 Penalty Charge notices being issued to improve driver compliance to the regulations.	
43	Enforcement	Yellow lines should only be introduced where there is a risk to traffic flow.	Noted	No change to the policy document needed.
44	Environment	The traffic wardens are using electric vehicles which you quote as carbon neutral. Just because an electric vehicle isn't emitting exhaust gases, you still have to build the thing, charge it, scrap the vehicle and batteries at end of life, plus the fact that an electric vehicle weighs a lot more than a normal car resulting in more tyre degradation as well as dust from the brakes and of course greater wear to the road surface, so this misleading "fact" should be removed from your consultation.	Noted. Policy has been amended to say that CEOs operate on a much lower carbon footprint than normal. This is due to some innovative approaches. The electricity used to charge the vehicles is 100% renewable energy.	The Working Group have agreed the amendment to wording in the Policy.
45	Environment	The so called 'Active Travel and Environmental Issues' section should not feature here. Again, here there is nothing to support the words. No costs, no benefits and no information from schemes already implemented. By now there should have been a study for the 20mph blanket roll out. What is the accident rate; what are the emissions in the area (they go up as does congestion; productivity goes down and there is more wasted time); has actual cycling usage been factually measured before and after as nearly every cycle parking area and cycle path seem to be	The policy is saying what we are doing or want to do so we believe it has a place in the policy. Major operational changes will always go through the Council's decision making process to show the pros and cons of any changes.  The 20mph scheme is not led by SBC.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Comment no.	Subject	Summary of Representation	Response	Working Group Recommendation
		empty nearly all the time. Swale air quality is incredibly clean according to the last expensive consultants report. The only areas outside the low limits that have been set appeared to be more about the locations rather than the air itself. (Quality will be lower on lorry routes at junctions on a narrow road with tall buildings close to the road).		
46	EV chargers	On EV chargers there is no data to support them either way. As a minimum you should provide the information as to how much public money went in to their installation; how much income they bring in; whether you own them, lease them or contract them; split of headline monies; reliability etc but there is nothing.	This is a policy document rather than detailed business plan. Installations of EV chargers have been documented in reports to committees to allow contract awards.	No change to the policy document needed.
47	Motorcycle charging	I'd like to object to charging for motorcycle parking. My 16 year old daughter volunteers at the British Heart Foundation on a Saturday. She rides her Moped and parks it in one of the town centre car parks. If she needs to start paying for her parking, she won't be able to continue with her volunteering job. You can only park for 4 hours max and her shift is longer than that. She also sometimes parks in the town when she goes to her 6th form class, as her school don't allow their 16-18 year olds to park on the school site. The streets around Sittingbourne just aren't safe for her to leave her moped. It will get stolen.	Noted. Considered as part of the working group's discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.



**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		She parks it in the town centre car park as there is an element of safety involved too. Please reconsider charging for motorcycle parking. This will impact young people trying to get ahead in life. It's simply unfair.		
48	Motorcycle charging	Motorcycle Parking. I have a motorcycle, I don't have a smartphone, or apps, on anything like it. You are being prejudiced and discriminating against people like me who don't own or use this type of equipment. It's not my fault that parking tickets are vulnerable to removal by unknown persons. For the very small amount of motorcycles, and the small area they take up in a carpark, surely waiving the fee would be the simplest solution, I mean you can't be losing much revenue by doing this, can you?	Noted. Considered as part of the working group's discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.
49	Motorcycle charging	Motor cycle charges to be introduced in car parks – are residents then able to apply for a residents parking permit? How will this permit be displayed on the vehicle? It is acknowledged that they can pay only by Ringo due to inability to display a ticket. Similarly, how would they display a resident's parking permit? Where will motor cycles be able to park? If the only available parking is in pay and display car parks this is going to be extremely inconvenient and costly,	Noted. Considered as part of the working group's discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		particularly if the motor cycle is not used daily.		
50	Motorcycle charging	- It would appear that the anti car lobby has now moved on to powered two wheelers. These are probably the best form of transport. They take up virtually no more space than a bicycle; do not contribute to congestion; journey times are predictable and seldom affected by traffic jams; safer for other road users as they have less kinetic energy in collisions (unlike all the 2 tonne EVs appearing on the road and releasing more particulates); they are more fuel efficient and have lower emissions in real life due to almost never sitting in queues and jams; not limited in range; etc The only method of payment is the RingGo app because a ticket cannot be affixed to a bike?! Then don't do it for the above reasons or people will just use their cars.	Noted. Considered as part of the working group's discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.
51	Motorcycle charging	You only have 15 spaces spread across 46 car parks. Not only is this ridiculous but you now propose to charge for parking a motorcycle!!! You can generally get 2 bikes in a car space and often up to 4 so again congestion is reduced. This was proposed in London and has now been dropped after action by the public. Can you name who put this forward?	Noted. Considered as part of the working group's discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.
52	Motorhomes	Swale should introduce and advertise overnight parking for Motorhomes and	One for consideration in the next year's fees and charges. We could	These were fed into the PPMWG and have led to

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		campervans near town centres and costal areas. Like the French, have simple byelaws that limit the number of days you can stay (normally 2 or 3 nights). Motorhomes tend to be expensive and the owners have disposable income and spend it in the communities they visit. We tend to holiday in France and Germany due to their Aires and Stellplatz respectively. Motorhomes being in car parks at night also tends to stop misuse of the car parks and vandalism. We should be making our towns and holiday locations a pleasure and easy to visit. Allow the parking for free or a token level.	look at advertising certain car parks as suitable for overnight stays.  We would need to consider some additional infrastructure and enforcement is always difficult. We will investigate how other local authorities in UK do it.	the recommendations made in the covering report going to Community Committee on 6 March 2024.  No change to the policy document needed.
53	Parking Policy Principles	The proposals do not meet your headline 'Parking Policy Principles'. It would take too long to detail them but if interested you can make contact with me but they are pretty obviously against many of them. The service is not efficient; not transparent; unfair to many groups; does nothing for safety as written; irrelevant to congestion except for pushing people to go elsewhere; is a partial restriction on free movement; reduces town centre access etc	Comment noted. This consultation was an opportunity to put forward clear concerns and it is difficult to respond to generic statement. We believe the parking service does offer each of the bullet points.	No change to the policy document needed.
54	Parking Policy Principles	These proposals do not benefit the Swale Community or businesses nor visitors to Swale. In fact quite the opposite as it is likely to further damage our town centres which your actions seem to promote. In	Comment noted.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

Comment no.	Subject	Summary of Representation	Response	Working Group Recommendation
		fact, during your local plan consultation, I believe the state of the roads was at the top and the ridiculous cost of parking was also near the top. Both were far higher than 20mph limits and cycle paths.		
55	Payment methods	I agree that it is important to keep cash as a payment method in car parks.	Agreed.	No change to the policy document needed.
56	Payment methods	It is unacceptable to be pushing for electronic payment methods so please continue to accept cash. Please also ensure that machines are working with cash as many seem to have problems, leaving only the cashless option. What is the response standard of service when the cash payment does not work and is it accepted that an attempt to pay has been made. Would the council cancel a penalty notice? You may have noticed that cash usage is increasing as people are rebelling against the push toward digital money and being continuously tracked. Also, as I get older, I and many elderly people increasingly struggle with the app processes and electronic systems, as do the disabled.	<p>The policy is clear that we will look to maintain cash options at sites. The additional of new technology is simply offering a wider choice. As with all technology there are periods where breakdowns occur, or maintenance is needed. This has been vastly improved with the recent replacement of all of our pay machines.</p> <p>We have however seen a reduction in cash usage since the new machines have been installed and expect that to continue increasing.</p> <p>Wherever possible we have multiple machines installed to offer alternative options if a certain machine isn't accepting cash and there are often alternative car parks that can be used if a machine is broken. We still expect customers to pay for a service even if one method of payment is not operational at the time.</p>	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
57	Pedal bikes and e-bikes	Consider incorporating e bike charger points in some cycle bays. This is particularly important for cargo bikes which tend to have a lower range.	Comment noted.	No change to the policy document needed.
58	Pedal cycles and e-bikes	That substantial numbers of secure and covered cycle parking stations are considered. Many cyclists are deterred from using bicycles for shopping or longer stays because of the very high risk of theft of cycles and their components, despite secure locks being used. It is also very unpleasant to cycle on a wet bike, and many e-bikes are subject to damage from rain or water ingress to battery connections.	We have been working to provide additional storage and will continue to do so as funding becomes available.	No change to the policy document needed.
59	Preston Street, displacement	The problem of evening charges forces cars onto local roads. Preston street in Faversham is so congested and permit holders can't find anywhere to park on residential roads.	Noted and under consideration. Local reviews of resident parking schemes can occur when residents raise concerns.  We cannot advocate dangerous parking in Preston street and are urging those involved to resolve through further traffic restrictions.	No change to the policy document needed.
60	Preston Street, displacement	It's interesting how by putting up the car parking charges in the evenings - when it used to be a few pounds to park in the evening after 6pm, that it now has caused another issue where people try to park for free up Preston street. This is not only stupid but a danger waiting to happen.	We cannot advocate dangerous parking in Preston street and are urging those involved to resolve through further traffic restrictions.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
61	Preston Street, displacement	Parking throughout Preston Street on both sides of the road causes a danger to those walking & trying to cross between the parked cars, The narrowness the cars cause is also a danger for any emergency vehicles that may need to get through should they ever need to.	We cannot advocate dangerous parking in Preston street and are urging those involved to resolve through further traffic restrictions.	No change to the policy document needed.
62	Preston Street, displacement	<p>I live in Preston Street in Faversham and I'd just like to add my voice to the many you have probably already heard pointing out the ludicrous consequences of the new parking charges in the town's central car park in the evening. People are avoiding parking in the car park and are either parking on both sides of the road (and on the pavement) the entire way up Preston Street or they are parking on the residential roads around the centre of town.</p> <p>The former is very annoying for pedestrians trying to use the pavements, and dangerous in terms of blocking any emergency vehicles that may need to get up the road. The latter is just highly irritating for those of us who have resident's permits and then can't find anywhere to park because all the parking bays have been taken up by people who would previously have parked in the car park.</p>	We cannot advocate dangerous parking in Preston street and are urging those involved to resolve through further traffic restrictions.	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		Might I suggest that you either reinstate the free parking in the evening or apply a flat rate of £1 for an evening's parking? It is far too expensive at the moment and that is what's causing the problem.		
63	Preston Street, displacement	As far as I am concerned, the car park charging in the central car park in Faversham after 6p.m. Is ridiculous and counter productive. I have seen 2 traffic wardens in the evening “monitoring “ the few cars there, whilst the adjacent streets are chock a block with cars parked on both sides of the road, particularly Preston Street, which is a bus route. I am sure these charges are detrimental to businesses which rely on evening trade.	We cannot advocate dangerous parking in Preston Street and are urging those involved to resolve through further traffic restrictions.	No change to the policy document needed.
64	Ship on Shore car park, Isle of Sheppey	As part of your draft parking policy I believe the current parking policy for the ship on shore car park is not working and in desperate need of review. There are people living in mobile homes and caravans in this car park, it is an eye sore for anyone walking or driving past. It's meant to be a car park not a residential area for anyone.	Agreed. The Ship on Shore car park is to be cleared soon ahead of resurfacing and installation of pay and display parking to ensure it is available for those needing to use it for car parking.	No change to the policy document needed.
65	Station Road, Faversham	I am a resident of Station Road in Faversham. Parking spaces are fiercely competed for here. There is huge demand from residents, people using the town and, particularly, people using the railway. It is often difficult to find a space here.	Residential streets in Faversham were built without the current level of car ownership in mind. Resident parking schemes are designed as best as possible to get a balance between control to protect residents and to provide parking for those using nearby	No change to the policy document needed.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
			facilities. The scheme rules limit the number of permits per property and times of restriction can be reviewed if displacement is causing additional capacity issues. This would need to follow the usual route through Joint Transportation Board.	
66	Station Road, Faversham	Vehicles are able to park on Station Rd for two hours or if they have a valid Resident Permit B. The Residents permit B covers residents from 35 roads and streets in Faversham. This means most of Faversham. Meanwhile Abbey St, Abbey Place, Church St and Vicarage Street have their own zone (FAA).	Each individual zone would need to be reviewed. This takes input from residents through informal and formal consultations, through the usual Joint Transportation Board process. This would be possible for Station Road in isolation however unintended consequences always need to be considered as every piece of regulation/restriction ends up impacting another person.	No change to the policy document needed.
67	Station Road, Faversham	Station Road takes an unfair burden of parking because of its proximity to the railway station. I would ask that the committee considers designating a separate letter/zone to Station Rd.	Each individual zone would need to be reviewed. This takes input from residents through informal and formal consultations, through the usual Joint Transportation Board process. This would be possible for Station Road in isolation however unintended consequences always need to be considered as every piece of regulation/restriction ends up impacting another person.	No change to the policy document needed.
68	Typing error	Typo on page 8 “This process can take up around 12 months.”	Comment noted, the correction will be made.	The correction will be made to the policy document.



**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
69	Typing error	Typo on page 13 “Appeals Although discretion cannot not be considered by a CEO on the ground upon an observation of illegal parking”	Comment noted, the correction will be made.	The correction will be made to the policy document.
70	Facebook comment	It’s killing local businesses.	Noted	No change to the policy document needed.
71	Facebook comment	Nobody stays in town for any longer than they absolutely need to due to extortionate parking fees, it’s killing off local businesses. The High Street is now half empty! How about doing something to attract footfall and make people want to browse, have a bit of lunch and use the local shops? You have already started trying to ruin business for the new restaurants and cinema in Bourne place and High St pubs by introducing max 4hr parking for over £5 after 6pm when it used to be free! No way you can go for a meal, cinema then a drink in Sittingbourne if you need to drive.	Residents are not restricted to only parking in the Forum car park which is a short stay car park aimed at quick turnover for people making short trips. The MSCP provides options for longer parking and has concessions for the cinema.	No change to the policy document needed.
72	Facebook comment	Motorcycle parking - Motorcycles will now pay a charge which will be determined at the annual fees and charges review. Motorcycles can only use the dedicated bays provided for safe motorcycle parking in some car parks. The only method of payment available for motorcycles is the RingGo parking app due to the fact that tickets cannot be securely fixed to the vehicle.	Noted. Considered as part of the working group’s discussions.	The Member Working group have decided not to go ahead with the proposal to charge for motorcycle parking.  The policy document will be updated to reflect this.

**DRAFT PARKING POLICY – REPRESENTATIONS, RESPONSE & RECOMMENDATIONS TABLE (Continued)**

<b>Comment no.</b>	<b>Subject</b>	<b>Summary of Representation</b>	<b>Response</b>	<b>Working Group Recommendation</b>
		So what happens if you not got a RingGo?		
73	Facebook comment	Badly like everything else.	Noted.	No change to the policy document needed.
74	Facebook comment	Disappointed that nighttime charging has been applied now, used to be free after 6	Noted.	No change to the policy document needed.
75	Facebook comment	The Pools Arden Theatre and the Royal Cinema and restaurants will suffer - as if things weren't bad enough already.	Noted. We believe we are providing a service for people to park in the same way as those facilities you mentioned providing a service. We have to cover the costs of providing the service.	No change to the policy document needed.
76	Facebook comment	In Rainham every Monday's free parking. Although there aren't as many shops as in Sittingbourne the shopping centre is busy, busy.	Different local authorities offer different incentives. We have trialled free parking in previous year's which evidenced no marked improvement in footfall during the period.	No change to the policy document needed.
77	Facebook comment	There is no need to charge for overnight parking anywhere.	Noted.	No change to the policy document needed.