

# Draft Parking Policy



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## **Introduction**

This document sets out our policy for the effective running of parking services across the borough.

The policy covers a range of matters relating to on and off-street parking, including provision of parking spaces, our approach to charging and parking enforcement.

## **Parking Policy Principles**

Our parking operations comply with national guidance and legislation, and the parking policy principles are aimed at tackling congestion and changing travel behaviour by:

- providing an efficient parking service which continually seeks to improve
- being fair, consistent and transparent
- improving safety for road users and assist in the smooth flow of traffic to reduce congestion
- balancing demand and supply for parking spaces across the borough
- encouraging the use of sustainable methods of transport
- safeguarding the needs and requirements of residents, businesses and visitors
- consulting appropriately on any substantial changes to parking permits and prices
- enforcing the Traffic Management Act 2004 fairly and in accordance with the regulations
- improving accessibility to the town centre for all members of the public
- reducing the impact of antisocial parking
- reducing peak time congestion in town centres

We will do this by;

- Regulating the use of vehicles in the busiest and most congested areas.
- Regulating parking, both on street and off street, and provide adequate Pay & Display facilities.
- Encouraging the use of public transport.
- Safeguarding the needs and requirements of local residents, visitors and businesses

The parking service operates under a range of legislation:

- Road Traffic Regulation Act 1984
- The Traffic Signs Regulations and General Directions 2002
- Traffic Management Act 2004
- The Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022
- The Civil Enforcement of Road Traffic Contraventions (Representations and Appeals) (England) Regulations 2022

On street parking enforcement is currently delegated from Kent County Council under an agency agreement and parking protocol.

Any change in legislation is closely monitored and any impact managed to ensure consistent and compliant services across Swale.

## **Active Travel and Environmental issues**

Like all council services, our parking service should aim to encourage active transport and reduce carbon emissions.

We seek to do this through measures such as:

- providing suitable space for free cycle parking in our car parks or high footfall locations where possible
- civil enforcement officers have a low carbon footprint
- providing electric vehicle charging points in areas where alternatives are limited
- exploring the feasibility of alternative energy provision through measures such as solar panels or canopies

## **Partnership Working**

We operate a parking partnership with Maidstone Borough Council. This allows each authority to have their own policies and principles, but also benefit from shared staff, joint contracts and sharing innovation. This approach brings additional expertise that may not be possible with individual councils and financial economies of scale.

## **Parking provision**

### **Background**

The council operates 46 car parks across the borough.

Our car parks currently provide:

- 2,588 parking bays
- 138 disabled bays
- 4 family and toddler bays
- 15 motorcycle bays
- 26 electric vehicle charging bays

Currently, 18 of the car parks are free to stay, and 28 are pay and display.

Of the chargeable car parks, 15 are short stay and 13 are long stay.

There are approximately 314 free car parking bays at parks and open spaces locations throughout the borough. These are not controlled by the parking team and not all the bays are marked. A list of locations is included in Appendix II of this policy.

## **Off-street parking**

### **Payment methods**

Pay units accept payments via:

- cash
- card (contactless payments)

Our chargeable car parks also have a cashless payment option through our cashless provider which allows payment via:

- telephone
- text
- app
- web

There is no charge in our car parks for drivers displaying a valid Blue Badge and they have a maximum stay of 8 hours in any surface car park.

Whilst most payments are made using alternative methods, it remains a key principle that where cash is suitable to be accepted, this should continue to be provided as an option.

There are a small number of sites where this is not possible as no cash machines are installed. This is due to either being in vulnerable remote locations, or the car parks are too small to justify the cost of installing a machine. In these locations payment can be made via app, telephone, text or online.

Change is not offered from pay and display machines due to the risk of theft as it requires much larger stock of coins to be left in the machines, and the cost of maintenance. Therefore, pay units that offer change are normally used only in large secure locations such as multi storey car parks.

### **Short stay car parks**

Short stay car parks support local businesses by providing turnover of parking spaces throughout the day to increase footfall and deter all day parking by users such as commuters.

Short stay car parks are located near high footfall areas and offer up to 4 hours of chargeable parking.

### **Long stay car parks**

Long stay car parks provide more time for drivers such as commuters and leisure visitors whose stay may exceed 4 hours.

They are located within a reasonable distance from local destinations such as train stations and leisure attractions.

### **Free car parks**

We provide a number of free car parks which generally are in more remote locations and serve local residents and visitors where there may be a shortage of other on or off-street parking. These are consistently reviewed as user habits change. We may also consider using seasonal charges where a car park is well used at certain times and not at other times of the year.



## **Bourne Place multi-storey car park**

Bourne Place multi-storey car park (MSCP) provides secure, monitored parking 24 hours a day, 7 days a week.

Unlike other car parks, the MSCP has a barrier on entry and exit system, with users paying on return when they leave.

The MSCP was built to service the neighbouring Bourne Place development, and with more spaces than were currently needed, in order to build future capacity for growth or to take the slack where we reduce car parking spaces elsewhere.

## **Off-street disabled parking**

There are 138 disabled spaces in council-operated car parks:

- Sittingbourne – 67
- Faversham – 30
- Sheppey – 41

Whilst there is no legal requirement under the Equalities Act 2010 to provide a specific number of disabled bays, the British Standards Institution provides some clear guidance which recommends disabled bays form at least 5% of the overall car park capacity. We will always strive to meet this guidance.

They are not chargeable for drivers who have and display a valid Blue Badge in the windscreen, apart from the multi-storey car park.

When parking in our car parks the Traffic Regulation Orders state: “The driver of a vehicle displaying a current Disabled Person’s Badge’ in accordance with the provisions of the Regulations of 2000 may wait or park the vehicle, free of charge in a parking place provided that the period of stay does not exceed the 8 hours maximum stay. A driver displaying a current disabled person’s valid badge may also wait or park in a standard bay under the same conditions”.

The Blue Badge is linked to holder rather than a vehicle, so it can be used with any car. This includes taxis and hire cars that the holder is driving or travelling in as a passenger.

## **Electric vehicle charging**

We have installed electric vehicle (EV) chargers in a number of car parks to encourage take up of more sustainable methods of travel and support our ambitious carbon reduction targets.

EV chargers are installed in areas where:

- Data suggests EV drivers use our parking facilities
- access to chargers is limited due to the nature of the built environment such as residential areas where driveway charging is unavailable
- long stay town centre car parks where they can charge all day without impacting on footfall

Our EV Strategy sets out our approach in more detail and can be found [here](#).

## **Motorcycle parking**

There will be no charge for motorcycles to use the dedicated bays in some car parks.

## **Coach parking**

The Council wants to encourage further use of the Borough by coach groups in order to boost local tourism and the wider economy. However, there is a shortage of suitable sites across our current parking assets. We have an initial site earmarked at Minster-on-Sea and will continue to look at potential opportunities but will also need to work with external organisations to try to develop and promote such sites.

## **Disposal of assets**

There may be occasions where we look to cease use of an area for car parking. Car Park usage is monitored and any that are poorly used, will be reviewed on a case-by-case basis. There may also be other occasions where the land can be used for a better purpose. In both situations the Property Asset Strategy would then be used to determine next steps regarding disposal options for the land.

## **On-street parking**

We manage on-street parking through:

- controlled parking zones
- disabled parking bays
- Blue Badge parking
- on street limited waiting bays
- loading bays for deliveries
- taxi ranks

The income from on-street charging and any penalty charge payments received (whether for on-street or off-street enforcement) must only be used in accordance with section 55 (as amended) of the Road Traffic Regulation Act 1984.

English authorities outside London must keep an account of all income and expenditure in respect of:

- on-street parking places which are not in a civil enforcement area
- on-street parking spaces which are in a civil enforcement area
- their functions as an enforcement authority

Kent districts must send a copy of the account annually to Kent County Council.

If an authority makes a surplus on any its on-street parking charges and on-street-and-off-street enforcement activities, it must use the surplus in accordance with the legislative restrictions in section 55 (as amended) of the Road Traffic Regulation Act 1984.

The council manages on-street parking through:

- Resident parking schemes across the borough (in Sittingbourne, Faversham and Bapchild)
- designated disabled bays
- on street limited waiting bays
- loading bays for deliveries
- taxi ranks

## Controlled parking zones

Controlled parking zones (often referred to as resident parking schemes) aim to:

- reduce the effects of antisocial and commuter parking on residents
- maintaining the free flow of traffic on the public highway
- preserve access for emergency and other essential services which use large vehicles

They are generally set up to protect parking in the daytime, but they do not provide a guaranteed space for residents. There are five zones across the Borough.

Each individual zone has its own rules including times of operation which are set out when the traffic regulation order is implemented. During this process residents of the proposed area are consulted widely and therefore can raise support or objections against the proposed times/details of the scheme.

To maximise the amount of available on-street parking the council uses runs of bays rather than individual marked bays.

Householders within the area of a resident parking scheme can apply for up to two annual permits which allows them to park vehicles registered to the address in the zone, during the times the scheme is operating. The charges for these are set by the council to cover the costs of administering and enforcing the scheme.

Residents can request a resident scheme is set up in their area by submitting a petition to the council.

We will then then assess the need for a scheme, and will consider whether:

- off-street parking is not available for the majority of the residents
- the request involves more than one road or small area
- there is no possibility that parking will be displaced unnecessarily to other locations in the borough
- any existing parking problems are not the result of residents parking on the road, as there is no point in introducing permit charges for residents who will then compete for the same number of parking spaces
- the majority of residents support the request

If we believe a resident parking scheme is necessary, it will then apply for the necessary traffic regulation order from Kent County Council to set up the scheme. This process can take around 12 months.

We will consider changing, including removal of an existing scheme if:

- the scheme is not working effectively
- changes within the area, such as new development, make the scheme unworkable
- residents feel the cost of the scheme outweigh the benefits
- there is a majority support from residents to remove the scheme



## **Disabled parking bays**

There are two types of disabled parking bay:

- enforceable which includes signage stating 'Disabled Badge Holders Only'
- advisory which doesn't include signage

Residents can apply for a disabled parking bay by applying to the council with details of their Blue Badge and relevant benefit payments, in accordance with the criteria set by Kent County Council. After receiving an application, we will carry out a three week public consultation which gives other residents an opportunity to provide comments, objections or support.

Applications will be assessed alongside the suitability of existing parking.

Advisory bays are usually installed to begin with. If there are continuous problems with drivers that don't hold a blue badge parking in the bay, it may be changed to an enforceable bay instead.

Changing a disabled parking bay from advisory to enforceable can take up to 12 months, due to the formal Traffic Regulation Order process. Once changed, a sign will be put up that allows enforcement of the bay. Anyone with a blue badge can use a disabled parking bay.

There is no charge for installing a disabled parking bay or removing an existing one.

Disabled bays can be removed by contacting us setting out the location of the bay and the reasons it should be removed.

Requests to move bays will be assessed by the council and a public consultation will take place for up to three weeks.

It can take up to three months to remove an advisory bay and up to 12 months to remove an enforceable one.

## **Blue Badge parking**

For on-street parking, the Blue Badge allows a maximum of 3 hours stay on single or double yellow line restrictions providing there are no loading restrictions identified by kerb markings and that it is safe to do so. The blue badge must be clearly displayed at all times.

## **On-Street Limited Waiting Bays**

Limited waiting bays are generally installed on-street where a high turnover of short-term parking is required. This tends to be adjacent to shops and town centre areas, allowing customers to commercial properties to park for short period of time (usually 30 minutes).

To ensure maximum availability of these spaces, a "no return within" time limit is specified, which is usually 2 hours, to prevent the same vehicles returning to the bays within a short timescale.

To maximise the amount of available on-street parking the council uses runs of bays rather than individual marked bays.

The council also specifies days and times when these restrictions apply, and outside of these times, parking in the bays is unrestricted.

## **Loading Bays for Deliveries**

Loading bays are installed outside of commercial premises to restrict on-street parking areas making it easier for vehicles delivering or collecting goods from the property. The restrictions can apply at all times or can be restricted to certain days and times, depending on the requirements of the premises.

Loading Bays are designated for use by good vehicles only, however areas of the carriageway can also be designated as loading places which limit parking for any vehicle loading or unloading.

## **Taxi Ranks**

On-street taxi ranks are installed in high footfall areas, such as outside railway stations and town centres, to designate certain areas of the carriageway for taxis to wait to collect passengers.

The bays are limited for use by Hackney Carriage vehicles only, and the restrictions can apply at all times, or can be designated on certain days between certain times. If timed restrictions apply, the bays are unrestricted for parking outside of these times.

## **Approach to charging**

We charge for the following parking services:

- off street parking in council car parks
- season tickets
- controlled parking zones (residential parking and visitor permits)
- electric vehicle charging
- bay suspensions
- dispensations and waivers

Parking charges are set annually by councillors within the fees and charges element of the budget-setting process. Time periods for the tariffs to be charged will be debated and agreed by the committee responsible for parking with any budget implications referred to Policy & Resources Committee. Any surplus income from off-street car parks forms part of our overall Council income and any surplus generated reduces the budget requirement, and therefore the level of council tax charged, along with supporting the delivery of other key council services.

### **Off-street parking charges**

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 and of course the nearby areas e.g. street cleansing of the high streets.

We will also monitor government guidance with the aim to provide more dynamic charging systems where appropriate.

We will set time periods for charging and make this clear to customers through clear signage and the set-up of our machines and payment methods.

Daytime charges are currently offered in period bands, but overnight, fixed priced charging can be considered, with rates set as part of the council's fees and charges review.

## **Differential car parking charges**

We currently apply the same short stay and long stay tariff to all paid car parks across the borough.

Where deemed appropriate, we may charge a different rate per hour depending on the type and location of the car park.

This approach is used elsewhere to incentivise parking where there is lower demand by charging a premium for the busiest car parks.

Any decision on which car parks this applies to would be undertaken at the annual fees and charges review.

## **Season tickets**

Some car parks provide the option of buying a quarterly season ticket.

These are suited to customers that use our car parks on a regular basis and provide a reduced cost when compared to paying for each day individually.

The locations and charges for these are set as part of the annual fees and charges review.

## **Electric vehicle payments**

The way we charge for electric vehicles is different to standard car parking fees. Electric vehicles wishing to use electricity from our dedicated charging units and bays will need to sign up to the relevant 'app'. This will then describe to customers how to connect to the units and how they will be charged. The current approach is to charge users a price per kilowatt hour used. This amount includes the cost of the electricity, parking fee and ongoing costs of providing the service.

## **Charging for special events**

There needs to be a balance between supporting our local events whilst maintaining adequate parking capacity to support those visiting and not disperse it to local residential streets. Therefore, all requests for use of a car park for something other than car parking will be considered on a case by case basis. Fees and charges will also set out the rates that events may be charged should usage be agreed.

## **On-street parking charges**

There are a couple of different ways we charge for on-street parking.

## **Controlled parking zones and visitor permits**

Eligible residents can purchase up to two permits. They are also able to purchase books of visitor permits that can be used by people visiting them. As stated above, the fees for controlled parking zones are set to cover the costs of operating the scheme. Any surplus made is reinvested back into transport infrastructure. The fee again is set annually by Councillors during the fees and charges process.

## **Bay suspensions, dispensations and waivers**

There may be occasions where residents need to use part of a controlled parking zones for a time limited period – such as to house a skip for building works or to guarantee space for a home removal van.

In these occasions we will levy an administration charge that will be included in our annual fees and charges document.

## Parking enforcement

Civil enforcement officers (CEO's) carry out 15,000 hours of patrols every year and more than 70% of the council's enforcement activity is carried out on-street.

This deployment reduces inconsiderate and illegal parking and helps maintain the free flow of traffic, which is essential for the emergency services and some of our own services like refuse and recycling collection.

Officers have the power to issue penalty charge notices (PCNs) to any vehicles observed parked in contravention of an active parking restriction under civil parking enforcement legislation.

All members of staff under this contract are salaried and not in receipt of a commission based rate of pay or any other enforcement performance related incentives.

Through membership of the British Parking Association, we are also committed to the Positive Parking Agenda which promotes the positive outcomes from parking management.

CEOs are fully carbon neutral using either foot patrols, bicycles and fully electric vehicles.

### Scope of enforcement

CEOs can legally enforce:

- Single and double yellow lines
- Taxi bays
- Loading restrictions
- Motorcycle bays
- Loading bays
- Disabled bays
- School keep clear markings
- Limited waiting bays
- Resident parking bays
- Crossing zig zag restrictions
- Off-street pay and display car parks

Yellow line restrictions are enforceable from the centre of the road to the nearest property boundary.

Where a vehicle is parked partially or fully blocking the footway and a yellow line restriction is in place, CEOs are able to issue a PCN. This is not against the obstruction but against the yellow line contravention.

Where a vehicle is observed as parked blocking the footway but where no yellow line restrictions apply, CEOs are unable to deal with the obstruction. Kent Police have retained the delegated authority to deal with such offences under highway obstruction powers.

### Penalty Charge Notices (PCNs)

Where illegal parking is observed, the CEO on patrol has a responsibility to record the relevant contravention and issue a PCN accordingly.

## **PCN charges**

Legislation states that PCNs can be issued at two different tiers, depending on the relevant parking contravention. The differential charges will change as legislation dictates so check our website for the latest information.

The higher-level charge is applicable if parking is observed in places where it is prohibited such as on yellow lines during prescribed hours of enforcement or in a disabled bay without displaying a valid blue badge.

The lower-level charge would be applicable where parking is permitted but a less serious contravention has occurred such as failing to display a valid pay & display ticket or parked outside the remit of a marked bay.

PCNs are reduced by 50% if paid within 14 days of issue.

## **Issuing PCN's**

A CEO will serve a PCN by either attaching it to the vehicle or placing it under the windscreen wiper, should the notice be issued during inclement weather.

The PCN will specify the contravention that has been observed, amount payable and the methods available for the recipient to informally challenge the notice.

Where loading or unloading needs to be established, the CEO will observe the vehicle for a period to determine activity and record any observation period in the case notes before PCN issue.

## **Appeals**

Although discretion cannot be considered by a CEO upon an observation of illegal parking, any mitigating circumstances relevant to the motorist at the time of receiving a PCN, remain a consideration of the Parking Services appeals officer as part of the statutory appeals process.

Information on the appeals process and all applicable parking contraventions can be viewed at [www.patrol-uk.info](http://www.patrol-uk.info)

Every appeal is exceptional and has no bearing on the outcome of any other cases. Appeals are considered on statutory ground and in accordance with the mitigation submitted as part of the legal process.

Cases appealed through the statutory legal process include the opportunity for a case review at an independent Traffic Penalty Tribunal when the local authority and the appellant fail to reach an agreed outcome.

More information can be found at [www.trafficpenaltytribunal.gov.uk](http://www.trafficpenaltytribunal.gov.uk)



### **Body worn cameras**

Body-worn cameras ensure the health and safety of the officers by acting as a deterrent to verbally and physically abusive members of the public, as well as providing sufficient evidence to prosecute when required. They also allow officers to detect and identify crime and antisocial behaviour.

The cameras record for a full shift (all officer deployed hours) in 720p HD image quality with full colour and audio recording. All cameras are tamperproof by the officer.

Cameras are also used to investigate complaints made by members of the public, providing an impartial 'third witness'. However, footage cannot be used as supporting evidence when challenging a PCN.

### **Schools patrols**

CEOs undertake schools patrols every weekday during term time.

The main aim of the visits is to keep the traffic moving and improve safety around the schools to protect children.

Our CEO's cannot be at every school at every drop-off and pick up as problems persist at many locations at the same time each day.

Patrols are deployed to priority school locations and rotated to ensure that inconsiderate parking is reduced and that drivers comply to the regulations that are in place to ensure the safety of others

## **Review period of policy**

This Parking Policy will be reviewed as changes are required.

## **Appendices**

Appendix I – Resident Parking schemes

Appendix II – List of car Parks in Swale

## Appendix I

### Implementation Dates for Residential Permit Zones

<b>Zone</b>	<b>Area</b>	<b>Implementation Date</b>
FAA	Abbey Street, Faversham	Pre 1992
FAA	Abbey Place, Faversham	Pre 1992
FAA	Church Street, Faversham	Pre 2000
FAA	Vicarage Street, Faversham	Pre 2000
B	Aldred Road, Faversham	Pre 2002
B	Athelstan Road, Faversham (odd numbers up to 55, even numbers up to 48)	Pre 2002
B	Beaumont Terrace, Faversham	Pre 2002
B	Beckett Street, Faversham	Pre 1994
B	Briton Road, Faversham	Pre 2002
B	Caslocke Street, Faversham	Pre 1994
B	Chapel Street, Faversham	Pre 2002
B	Church Road, Faversham	Pre 2002
B	Court Street, Faversham	Pre 2002
B	Davington Hill, Faversham	Pre 2002
B	Edith Road, Faversham	2 <sup>nd</sup> September 2022
B	Fielding Street, Faversham	Pre 1994
B	Flood Lane, Faversham	Pre 2002
B	Garfield Place, Faversham	Pre 2002
B	Hatch Street, Faversham	Pre 1994
B	Mendfield Street, Faversham	Pre 1994
B	Napleton Road, Faversham	Pre 1994
B	Newton Road, Faversham	Pre 2002
B	Norman Road, Faversham	Pre 2002
B	Orchard Place, Faversham	Pre 2002
B	Park Road, Faversham	Pre 2002
B	Preston Street, Faversham	Pre 2002
B	Roman Road, Faversham	Pre 2002
B	Saxon Road, Faversham	Pre 2002
B	School Road, Faversham	3 <sup>rd</sup> April 2018
B	St John's Road, Faversham	Pre 2002
B	St Mary's Road, Faversham	Pre 2002
B	Station Road, Faversham	Pre 2002
B	Stone Street, Faversham	Pre 2002
B	Tanners Street, Faversham	Pre 1994
B	The Mall, Faversham	Pre 2002
B	Union Street, Faversham	Pre 2002
B	Victoria Street, Faversham	Pre 2002
B	West Street, Faversham	Pre 1994
B	William Street, Faversham	Pre 2002
SA	Arthur Street, Sittingbourne	Pre 2010

<b>Zone</b>	<b>Area</b>	<b>Implementation Date</b>
SA	Barker Court, Sittingbourne	Pre 2010
SA	Chalkwell Road, Sittingbourne (Nos.133-195 & 128-144)	Pre 2010
SA	Frederick Street, Sittingbourne	Pre 2010
SA	Gibson Street, Sittingbourne	Pre 2010
SA	Hawthorn Road, Sittingbourne	Pre 2010
SA	Laburnum Place, Sittingbourne	Pre 2010
SB	Addington Road, Sittingbourne	Pre 2010
SB	Albany Road, Sittingbourne (Nos.3-45 & 2-98)	Pre 2010
SB	Anselm Close, Sittingbourne	Pre 2010
SB	Belmont Road, Sittingbourne	Pre 2010
SB	Burley Road, Sittingbourne	Pre 2010
SB	Connaught Road, Sittingbourne	Pre 2010
SB	Epps Road, Sittingbourne	Pre 2010
SB	Park Road, Sittingbourne (Nos.5-165 & 2-176)	Pre 2010
SB	Rock Road, Sittingbourne	Pre 2010
SB	Ufton Lane, Sittingbourne (Even Nos. To 62, Odd Nos. To 155)	Pre 2010
SB	Unity Street, Sittingbourne	Pre 2010
SB	Valenciennes Road, Sittingbourne	Pre 2010
SB	William Street	Pre 2010
BA	Fox Hill, Bapchild (Nos.19 to 51 Odd)	14 <sup>th</sup> June 2021

## Appendix II

### List of Car Parks in Swale

SITTINGBOURNE Pay & Display	SPACES (inc EV bays)	Mini Bus bay	DISABLED	M/C	TOTAL	BICYCLE	Height Restriction	Term stay	P&D units	Card	CCTV	RingGo	EV Points
Albany Road	97	0	5	1	103	4	No	Short	2	Yes	Yes	YES	6
Bell Road	22	0	2	0	24	0	No	Long	1	Yes	No	YES	No
Central Avenue	59	0	5	1	65	4	No	Short	2	Yes	Yes	YES	No
Cockleshell Walk	69	0	8	0	77	0	No	Long	1	Yes	No	YES	No
Crown Quay Lane	39	0	3	1	43	1	No	Short	2	Yes	No	YES	No
Milton High Street	10	0	0	0	10	2	No	Short	1	Yes	Yes	YES	No
Spring Street	86	0	5	1	92	0	No	Long	1	Yes	Yes	YES	No
Swale House	59	0	1	0	60	0	No	*Short	1	Yes	No	YES	2
The Forum	84	0	6	1	91	0	No	Short	3	Yes	No	YES	No
The Swallows	124	2	6	0	132	20	No	Short	3	Yes	Yes	YES	2
East Street	16	0	0	0	16	0	0	Short	0	Yes	No	YES Only	No
Albany Road (Service Area)	16	0	0	0	16	0	0	Short	0	Yes	No	YES Only	No
Multi-storey car park	282	0	22	0	304	10	Yes	Long	3	Yes	Yes	No	4
<b>Total:</b>	<b>963</b>	<b>2</b>	<b>63</b>	<b>5</b>	<b>1033</b>	<b>41</b>			<b>20</b>				<b>14</b>
<b>Free Car Parks</b>	<b>SPACES</b>	<b>Mini Bus bay</b>	<b>DISABLED</b>	<b>M/C</b>	<b>TOTAL</b>	<b>BICYCLE</b>	<b>Height Restriction</b>	<b>Term stay</b>	<b>P&amp;D units</b>	<b>Card</b>	<b>CCTV</b>	<b>EV points</b>	
Grafton Road	10	0	4	0	14	0	No	Long	0		No	No	
Shortlands Road	NO BAY MARKINGS	0	0	0	0	0	No	Long	0		No	No	
<b>Total:</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>0</b>			<b>0</b>				

Faversham Pay & Display	SPACES (inc EV bays)	Mini Bus bay	DISABLED	M/C	TOTAL	BICYCLE	Height Restriction	Term stay	P&D units	Card	CCTV	RingGo	EV Points
Central	205	3	16	1	225	7	No	Short	3	Yes	Yes	YES	4
Institute Road	36	0	3	1	40	3	No	Short	1	Yes	No	YES	No
Partridge Lane	48	0	3	1	52	0	No	Long	2	Yes	No	YES	No
Queenshall	128	0	8	1	137	1	No	Long	2	Yes	Yes	YES	3
<b>Total:</b>	<b>417</b>	<b>3</b>	<b>30</b>	<b>4</b>	<b>454</b>	<b>11</b>			<b>8</b>				<b>7</b>
Free Car Parks	SPACES	Mini Bus bay	DISABLED	M/C	TOTAL	BICYCLE	Height Restriction	Term stay	P&D units	Card	CCTV	EV Points	
Front Brents	14	0	0	0	14	0	No	Long	0		No	No	
Ospringe	30	0	0	0	30	0	No	Long	0		No	No	
Park Road	NO BAY MARKINGS	0	0	0	0	0	No	Long	0		No	No	
<b>Total:</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>			<b>0</b>				



Sheppey Pay & Display	SPACES (inc EV bays)	Mini Bus bay	DISABLED	M/C	TOTAL	BICYCLE	Height Restriction	Term stay	P&D units	Card	CCTV	RingGo	EV Points
Beachfields	62	0	2	0	64	12	NO	Short	2	Yes	Yes	YES	No
Rose street	153	0	6	3	162	2	NO	Short	2	Yes	Yes	YES	5
Hope street	8	0	1	0	9	0	NO	Short	1	Yes	No	YES	No
Trinity Place	51	0	5	1	57	1	NO	Short	2	Yes	No	YES	No
Bridge Road	47	0	0	0	47	0	NO	Long	1	Yes	Yes	YES	No
Beach Street	92	0	2	0	94	1	NO	Long	1	Yes	Yes	YES	No
Cross Street	76	0	5	1	82	1	NO	Long	2	Yes	yes	YES	No
Trinity Road	59	2	2	1	64	0	NO	Long	1	Yes	No	YES	No
Albion Place	14	0	2	0	16	0	NO	Long	1	Yes	Yes	YES	No
Leysdown Promenade	246	0	7	0	253	0	NO	Long	2	Yes	No	YES	No
Ship on Shore	No bay markings	0	0	0	0	0	NO	Long	1		No	No	YES
<b>Total:</b>	<b>808</b>	<b>2</b>	<b>32</b>	<b>6</b>	<b>848</b>	<b>17</b>			<b>16</b>				<b>5</b>

Sheppey Free Car Parks	SPACES	Mini Bus bay	DISABLED	M/C	TOTAL	BICYCLE	Height Restriction	Term stay	P&D units	Card	CCTV	EV Points
Shellness	NO BAY MARKINGS	0	0	0	0	0	Yes	Long	0	No	No	No
Halfway	41	0	0	0	41	0	NO	Long	0	No	No	No
Beachfields (Disabled only)	5	0	5	0	10	0	NO	Long	0	No	No	No
Library, Queenborough	41	0	2	0	43	0	NO	Long	0	No	No	No
Guildhall, Queenborough	10	0	0	0	10	0	NO	Long	0	No	No	No
Park Road, Queenborough	25	0	0	0	25	0	NO	Long	0	No	No	No
Old House at Home, Queenborough	8	0	0	0	8	0	NO	Long	0	No	No	No
Little Oyster	30	0	2	0	32	0	NO	Long	0	No	No	No
Seathorpe Avenue	20	0	0	0	20	0	NO	Long	0	No	No	No
Abbey	NO BAY MARKINGS	0	0	0	0	0	NO	Long	0	No	No	No
Cliff Drive, Warden	NO BAY MARKINGS	0	0	0	0	0	NO	Long	0	No	No	No
Jetty Neptune Terrace	6	0	0	0	6	0	NO	Long	0	No	No	No
Leysdown Coastal	NO BAY MARKINGS	0	0	0	0	0	Yes	Long	0	No	No	No
<b>Total:</b>	<b>186</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>195</b>	<b>0</b>			<b>0</b>			

Pay & Display totals for Borough	M/C	Free of charge	DISABLED	BICYCLE	P&D MACHINE S	EV Points
2195	15	240	138	69	44	26

TOTAL BAYS FOR BOROUGH:
2588

Open spaces parking (not controlled by the Parking Team)	Estimated number of spaces (not all marked)
Barton's Point Coastal Park	42
Dicksons Field, Eastchurch	6
Thistle Hill Community Woodland (Thistle Way)	16
Kingsborough Manor Community Woodland (Plough Road)	13
Scrapsgate Road Field	12
Perry Wood Main Car Park (Beeches Road)	25
Perry Wood (Rear of Rose & Crown PH)	4
Oare Gunpowder Works Country Park (off Bysingwood Road)	18
King George's Playing Field (The Mount), Faversham	18
Milton Creek Country Park	55
Milton Recreation Ground (Vicarage Road)	42
Grove Park (Sanford Road)	28
King George's Playing Field Sittingbourne	35

## Contacting Swale Borough Council

The customer Service Centre deals with all enquiries across the Council, it should be your first stop when contacting us.

Call 01795 417850.

Copies of this report are available on the council website.