

# **ACCESSIBILITY OF PARKING PROVISION IN SANDWICH**

**Survey of residents for Sandwich Town Council**

**October 2015**

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Background	2
Methodology	3
Cost	5
Results	6
Appendix 1 - Questionnaire	9
Appendix 2 - Responses by street	11
Appendix 3 - Comments by respondents	13

## Background

1. A survey was initiated and undertaken by Sandwich Town Council (STC) in order to inform Dover District Council's (DDC) Parking Strategy Review. It is important that the Review assesses the balance between supply and demand, and the STC survey was intended to provide an indication of the extent to which Sandwich residents parking needs can currently be met.
2. The survey results are intended to be no more than a contribution to consideration of issues that STC considers essential to the Review:
  - Accessibility - how far from their address is it reasonable for residents to be able to park?
  - Does current parking practice or provision impede traffic flow?
  - Could capacity be increased?
  - Has the right balance been struck between resident and visitor provision?
  - Cost:benefit of stricter enforcement and increased/reduced restrictions
3. The exercise was in part prompted by an earlier survey conducted by DDC's consultants via the DDC website twitter feed. That survey claimed that 46% of respondents believed capacity in Sandwich was inadequate and 54% believed it was adequate either all or most of the time. However, the sample was only 60, of which only 18 of the respondents were Sandwich residents and there was no information on the number of those who live within the controlled parking area. STC therefore believed that the results could not be regarded as reliably representative and that a more comprehensive picture was required.

## Methodology

4. Questionnaires were distributed between 4 and 11 September 2015 to 661 addresses, predominantly in the controlled parking zone but extending to other roads with known parking constraints such as St George's, St Bart's, Sandown and Woodnesborough Roads.

5. We selected all addresses in the streets listed in Appendix 1 that did not appear to have a proprietorial parking facility (working garage/private driveway/shared car park). However, Sandwich has several rental garages and yards that are not easily associated with individual dwellings and we therefore assumed that some respondents would have permanent access to facilities that would not be apparent when distributing questionnaires.

6. The survey was closed on 8 October 2015 when 255 responses (145 paper/110 on line) had been received, a response rate of 38.6%. At a 95% confidence level, this indicates a 4.81% margin of error, which is within acceptable parameters. Further responses were received after 1 October

### *Form of questionnaire*

7. The questionnaire (see Appendix 1) was designed to fit onto a single A4 sheet because it was felt that a longer format might deter respondents. It encouraged respondents accessing an on-line survey facility via the Sandwich Town Council site but offered the option of hard copy responses, delivered to the Town Council offices.

### *Qualifications*

8. The single A4 sheet format limited the number of questions that we wanted to put to residents. Had we been able to conduct the survey entirely on line or by telephone, the following would have been included:

- Permit holder? If not, questions on on-street/public car park use by non-permit-holding residents
- Mobility issues/disabled badge holder (to establish whether this category experiences difficulty in accessing space close to their address)?
- Should capacity allocation favour residents, visitors, or is the current balance about right?

9. Question 3 included the options of on street/car park in case respondents felt that they had a permanently accessible space there. This gave rise to a qualification - see 15. below.

10. In addition, for the survey to offer a full picture of the current position we would need data on the split (by time of day/week/year) between resident and visitor use of on-street/public car park space and on the impact of parking searches on traffic flow. It is hoped that this might be commissioned by Dover DC.

11. In assessing responses, it must be expected that those who are not concerned about parking provision are less likely to respond.

12. Responses from Fisher St residents may have been influenced by lengthy bay closures and may not represent a long term view.
13. A number of hard copy respondents appended comments. They are reproduced in Appendix 3 as obiter remarks.

## **Cost**

14. The cost of the survey was £30.10

## Results

Note: percentages have been rounded upward to the nearest decimal point

### 15. Proportion with/without a permanently accessible parking facility

252 respondents

17.5% with\*

82.5% without

\*Note - 25.4% of respondents claimed a permanently accessible facility, but 27.8% of those claimed that it was in a public car park or on street. This may have been because they felt that they could park there whenever needed, but 86.9% of that sub-group also answered the question about experiencing problems at certain times of the week/year. The true number of those with a permanently accessible facility may therefore be adjusted to 17.5%.

### 16. How far from their address could those without a permanently accessible parking facility find space whenever they needed it?

196 respondents

Almost 80% of respondents could not reliably access space within 200 yards of their address and just under half of the total could not do so within 400 yards.

Within 100 yards	4.6%
Within 200 yards	16.8%
Within 400 yards	31.1%
Beyond 400 yards	46.9%

17. **When do people experience difficulty in parking within 100/200/400 yards of their address?**

238 respondents

Concerns reflected periods with higher visitor numbers; but almost three fifths of respondents experience year-round difficulties.

On weekdays: 27.7%

At weekends: 47%

During events such as Le Weekend, Sandwich Festival etc: 54.6%

In Summer: 37%

Year-round: 58.4%

18. **Parking in non-permitted areas (non-resident bays; yellow lines; beyond permitted times) because of inability to find space on-street or in the public car parks**

223 respondents

49.3% have had to park in non-permitted areas



## Appendix 1 - Questionnaire

**Is parking provision in Sandwich adequate? We want to hear your views. Please answer the short questionnaire at [sandwichtowncouncil.gov.uk](http://sandwichtowncouncil.gov.uk) or complete the following**

### 1. In which street do you live? (Tick one)

Austin's Lane	Bowling St	Cattle Market	Church St (either)
Cottage Row	Delf St	Fisher St	Galliard St
Guildcount Lane	Harnet St	High St	King St
Knightrider St	Loop St	Market St	Millwall Place
Moat Sole	New St	Paradise Row	Potter St
Sandown Rd	School Rd	Short St	St Bart's Rd
St George's Rd	St Peter's St	Strand St	The Butchery
The Chain	Upper Strand St	Vicarage Lane	Woodnesborough Rd

### 2. Do you have a permanently accessible parking facility? (Tick one)

Yes                      please answer question 3 below                      No                      please answer questions 4-6 below

### 3. If you answered YES to 2. above, is your principal parking facility (tick one only)

At your home                      In a private garage not at your home                      On street                      In a public car park

**4. If you answered NO to 2. above, are you able to find parking space whenever you need it (tick one, or leave blank if you cannot park within 400 yds of your address)**

Within 100 yards of your address | Within 200 yards of your address | Within 400 yards of your address

**5. If it is difficult to park within 100/200/400 yards of your address, is this (tick any that apply)**

On weekdays | At weekends | During events such as Le Weekend, Sandwich Festival etc | In Summer | Year-round

**6. Have you had to park in non-permitted areas (non-resident bays; yellow lines; beyond permitted times)? (Tick one)**

Yes | No

Street	Own space	No space	At home	Garage	Car park	On street	<100yds	<200yds	<400yds	>400yds	wkday	w/end	Festivals	Summer	Year round	Parked in non permitted space	Not in non permitted space
Austen's Lane 3		3							1	2	1	2	2	2	2	3	1
Bowling St 6	2	4			3				1	3	1	2	3	1	4	2	4
Butchery 4	1	3		1					2	1		1	2		1	2	2
Cattle Mkt 8	3	5	1		2		4	1	1		2	1	5	3			7
Chain 4		4								4	4	4	4	3	3	3	1
Church St 11	1	10			1			2	3	5	1	6	8	5	4	1	9
Cottage Row 5	1	4	1					1	2	1		1	3	2	1		5
Delf St 5		5						1	2	2	4	4	3	4	5	2	3
Fisher St 9		9						3	3	3	2	4	7	6	3	3	5
Galliard St										1			1	1			1
Guildcount Lane																	
Harnet St 9	3	6	2			1		1	3	2	3	3	5	3	5	7	1
High St 14	2	13			2			3	8	3	2	6	9	6	5	4	12
King St 10	1	10	1				1		2	6	5	6	8	6	5	6	3

Street	Own space	No space	At home	Garage	Car park	On street	<100yds	<200yds	<400yds	>400yds	wkday	w/end	Festivals	Summer	Year round	Parked in non permitted space	Not in non permitted space
Knightrider St 4		4					1	1		2	1	3	3	2	3	3	1
Loop St 3	1	2	1							2	1	2	2	2	2	1	2
Market St 5	1	4	1					1	1	2		2	2	2	3	4	
Millwall Place 9	2	7	1			1		2	3	2	3	5	3	1	5	5	4
Moat Sole 8	3	5	1		1					5	3	4	3	2	4	3	4
New St 19	5	14	4		1		1		3	10	5	7	7	6	14	11	7
Paradise Row 5		5							4	1	1	4	4		4	3	2
Potter St 4	1	3		1					1	2		1	3		2	1	3
St Bart's Rd 3		3					1	1	1		2	2	1	1	3	1	2
St George's Rd 12	7	5	3	1		3		1	3	1	3	3	3	1	4	2	7
St Peter's St 12	7	5	3	2	2	1		1	1	3	2	4	2	4	7	7	4
Sandown Rd 1		1							1		1	1	1	1	1	1	
School Rd 2		2								2	1	2	1	1	2	2	
Short St 3		3							1	2	1	1	2	1	2	3	
Strand St 24	5	19	3	1				3	4	13	9	15	12	9	19	13	9
Upper Strand St 12	2	10	1		1		1	4	1	4		7	9	6	2	4	6
Vicarage Lane 7	3	4			3				2	2	3	3	4	3	4	3	4
Woodnesborough Rd 24	7	17	7					7	10	2	3	3	4	2	19	7	2

Street	Own space	No space	At home	Garage	Car park	On street	<100yds	<200yds	<400yds	>400yds	wkday	w/end	Festivals	Summer	Year round	Parked in non permitted space	Not in non permitted space
Other/no street8	5	1	2		2			1			2	2	3	1	2	3	2
255	64/252	188	32	6	17	6	9/196	33	61	92	66/238	112	130	88	139	110/223	113

## Appendix 2 - responses by street

## Appendix 3 - Comments

All comments received are reproduced verbatim with minor abridgement. Those offering proposals are separately listed below

- Business owner - customers have cancelled because of lack of parking: one job lost as a result
- People are parking for more than 1 hour in Strand St bays because of lack of enforcement. Wardens claim they are not allocated sufficient time in Sandwich and can only cover car parks, the New St meter and Market St. Offenders are residents who will not buy a permit because enforcement is so lax
- Cars often block driveway. Should not be allowed to park in narrow streets. Police/DDC do not enforce
- Inadequate enforcement re cars/commercial vehicles parking in Millwall Place all day without permits
- St George's Rd: problem is people parking on both sides. Tractors and large lorries cannot get through, causing delays trying to find car owners
- Big issues in Whitefriars Meadow where parking on the footpath is all too common
- Just spend ages driving round till a space appears
- Can be difficult for permit holders to park in a J zone - luck is needed
- Forced to park right down past the tennis courts on Sandown Rd and past Manwood Rd. No point buying a permit: we can't get parked anyway.

- There are three properties here and spaces for six cars, none of which are residents'. It's crazy
- Totally inadequate parking provision for all festivals
- Since the dentist came to New St it has been even more difficult to park as their users can park free for an hour in the J area opposite
- Parking isn't the problem - it's parking over pavements and speeding
- (Delf St) Cannot park anywhere near due to local taxi firm parking taxis
- Do not park in non-permitted areas because I drive out of the parking zone and park on Manwood Rd for instance
- Lack of wardens checking illegal parking
- Non-permit holders taking our spaces: nowhere near to park
- Speed in Harnet St is very dangerous. My house has been hit

### *Proposals*

- Space can be found - more bays could be created in the road alongside the Quay; the High St could have a couple more if tables do not go ahead (would also slow traffic); and all open bays should be usable by permit-holders (ie Strand St., end of Harnet St. etc)
- Weekend parking should be free to encourage visitors
- Encourage bay parkers to park right up to the end of bays to maximise space and to move up/down when gaps occur
- Increase pay and display bays in New St; introduce 2-3 in Strand St/High St in existing space, allow 20 minute loading in them and reserve the rest for resident permits
- All car parking should be free to regenerate the Town
- Strand St loading bays should be derestricted outside shop closing hours
- Allocate space in the car parks for 1 hour free visitor parking and restrict street bays to permit holders and deliveries
- Whilst some new yellow lining has occurred in the vicinity of the Tennis Club it is very frequently dangerous and/or impossible to drive between the St George's Rd junction and Knightrider St due to poor parking of vehicles that during term time probably carry workers at the school and, during

holiday time and weekends, people attempting to park to visit the town. Drivers are unhappy paying the daily parking rate at the Quay and finding a space in the town can be extremely tricky. Please encourage KCC to extend their yellow lining far further eastwards along Sandown Rd

- Austin's Lane is a rat run. It needs closing/for access only
- If more parking areas are created, do not use green areas eg Cow Leas, Gazen Salts.
- Due to regular Road Rage incidents on/near Potter St., please pedestrianise it