

## Rye Neighbourhood Plan Steering Group – Parking

At the Rye Planning meeting on 1 Nov 2017 it was agreed there were points in the context of the RNP which should be considered by those presently looking at Civil Parking Enforcement (CPE) for Rye.

First, we all know that the parking system in Rye is complex and any change must be considered as it affects the whole. We know that by adding a measure in one place could well have impacts in several others. For instance: proposals affecting one street might well simply push the problem elsewhere.

Secondly, while individuals will blame others from different groups - for instance residents in one part; traders in another - it needs to be acknowledged that there are numerous groups with differing interests, **but all** need to be considered:

- \* residents living in: resident parking? Where, how many and how much?
- \* residents living out: access to vital services such as chemists
- \* visitors including blue badges: any restrictions?
- \* businesses and traders: where, how many and how much?
- \* those delivering - people or parcels - loading bays?

Lastly. From RNP consultations a summary of the ideas on all traffic issues is below. To consider change to the parking arrangements to:

Encourage people who drive to the town to park in the “interceptor car parks” (Car parks shown in RED on Figure 49 ). These have the potential to capture vehicles before they enter the town centre. This will require increased signage and consultation about more attractive parking fees.

Provide an improved town centre allocation of short term on-street car parking in the Town Centre with better clarity for users, more blue badge spaces and signage to underused parking areas. The on-street car parking zones need to be better allocated (loading, short stay, blue badge) and marked. Clear signage, designation and delineation of car parking bay areas without yellow lining is required to assist users.

Provide more capacity closer to the Town Centre, considering the feasibility of multilevel parking sites close to the Station.

Consider more effective motorcycle parking provision at the Strand to meet existing peak demands and to create separation between bikes and pedestrians.

At peak tourist times consider Park and Ride, using existing sites, such as Gibbet Marsh.

Consider the creation of residents' parking zones in certain areas of the town centre and station. This will prevent commuters and town centre employees from occupying residents' parking areas.

Ensure that all new developments have adequate off-road parking.

Work with Rother DC, Network Rail and ESCC to provide preferential parking rates – for residents and town centre workers.

Encourage other partners to reinstate daily parking enforcement.