

Feedback from Dedham Parish Council from meeting held on Monday, 8th July 2013

This is a summary of the main points raised by residents, businesses, and other interested members of the public at the above meeting or communicated separately by other means.

- It was noted that the document entitled “A Parking Strategy for Dedham” was labelled as a final draft, suggesting some significant previous consultation, but this had clearly not taken place with Dedham Village which reportedly had been advised that the implementation date for the new parking strategy was the commencement of the school summer holiday period this year.
- Rather than a strategy ‘for Dedham’ it was considered to be an income-generation strategy for Colchester Borough, as evidenced by a lack of interest or appreciation of the impact on both the business and community life of Dedham. For example the proposal for two annual permits per year for Dedham businesses were wholly inadequate and demonstrated a critical lack of awareness of the potential impact this would have on the footfall in the village and economic success of the traders.
- Suggestions that there have been ‘calls for more enforcement of parking in Dedham’ have not been evidenced by any meaningful statistics
- The lack of consistency between the two hours free parking in the High Street and only one hour in the two main car parks would arguably impact negatively on parking habits in the High Street with consequential difficulties of parking in the High Street and on Royal Square.
- Concern was expressed that to avoid charges in the two public car-parks visitors might park along the streets leading to congestion and safety issues
- The financial model was considered to be superficial and inadequate. To be informative and useful it needs to include:
 1. Costs and revenues for NEPP Annual maintenance including defined on-costs for management and administration
 2. Specified costs directly attributable to Dedham as opposed to an average share of global costs which could effect Dedham disproportionately
 3. Additional income reflecting a suitable increase of permits to some businesses
- Although not an implicit component of the parking strategy, DPC would like it to be clarified how Colchester’s income from business rates is allocated and how this will be affected by proposed Govt. changes to rebate 50% of the total received back to local communities.
- The strategy demonstrated lack of knowledge and research on Dedham’s infrastructure, i.e. the limited nature of public transport and the poor quality of mobile signals in many areas of the village
- No specific reference as to how the Mill Lane car park might be upgraded, e.g. retention of coach park – which is currently filled with private cars at weekends – how would this be managed in a payment environment and what the economic impact might be of loss of facility for coaches? Also the aesthetic element of upgrading in an ANOB.
- Was there a possibility that DPC could seek the transfer/sale of the two public car parks from CBC to enable it to manage and maintain the areas itself?