Cabinet
10 November 2026
Parking Review
For Decision

Cabinet Member: Cllr Jack Jeanes, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:
Jan Britton, Executive Director, Economy and Environment

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Statutory Authority: Dorset Council

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

Dorset Council has reviewed its parking service and parking charges, covering 82 council-operated car parks and more than 11,000 parking spaces. The review provides an evidence-led framework for updating parking from 2027/28 to better manage traffic and parking demand, tackle air quality and congestion, and contribute to wider transport and environmental objectives.

Parking data analysis found that parking demand varies a lot at different car parks. Some coastal and town centre car parks experience high demand and often run out of spaces. Other car parks remain underused. The current countywide three-tier tariff structure does not reflect these local differences. A more localised approach will allow charges and length-of-stay limits to be tailored to local conditions, helping to improve availability of parking spaces, manage demand better, and reduce congestion and unsafe parking.

The report recommends that Cabinet approve proposed new parking charges, including seasonal pricing for some sites, as the basis for public engagement, during which local adjustments to tariffs will be possible. The approach balances affordability with the need to maintain and improve parking services.

The review is considering wider policy measures. Evidence gathered through stakeholder engagement suggests that existing parking permits continue to offer good value for money; however renewed promotion of the permits is needed. In view

of the Council's objectives for climate, air quality and public health, an Electric Vehicle (EV) discount is proposed in a one-year pilot scheme for Flexi Stay permits.

Engagement undertaken led to feedback that demonstrated strong support for localised pricing, improved enforcement, better accessibility, and greater integration between parking policy and wider transport objectives. Operational improvements are already being delivered, including investing in enforcement staff, upgrading the payment technology, and modernising the back-office IT system.

2. Recommendations

2.1 Approve the proposed 2027/28 tariffs for car parks, multi-use parking areas, on-street parking (set out in Appendices 1A, 1B, 1C) as the basis for further public engagement.

2.2 Approve a one-year pilot scheme in which EV drivers will be eligible for a 15% discount for the Flexi Stay Permit.

2.3 Grant delegated authority to the Executive Director for Economy and Environment, in liaison with the Cabinet Member for Place, regarding:

- Adjusting and promoting the existing resident permit schemes
- Conducting a public engagement about the parking proposals in this report
- Making possible minor adjustments to tariffs and maximum length of stay times in each town or car park, in liaison with local stakeholders
- Improving signage directing drivers to, and within, car parks
- Introducing charging in free car parks under Dorset Council's control, for those car parks that are selected and viable to warrant the investment
- Conducting further feasibility work to assess options for:
  <u>Medium term</u>
  - Solar canopies above car parking bays
  - Park and Ride options for new sites
  - Methods to better utilise underused car park sites

  <u>Long term</u>
  - Multi-storey car parks (MSCPs)
  - Dynamic pricing

2.4 Delegate authority to the Executive Director for Economy and Environment to prepare a five-year Parking Strategy and present it to Cabinet for approval.

2.5 That the Director for Economy and Environment should build upon the many car park safety improvements already implemented, and review car park safety to identify and implement any further measures needed to keep women and girls safe.

3. Reason for the recommendations

3.1 The recommendations enable Cabinet to make key decisions about parking tariffs for 2027/28.

4. The report

4.1 Factors that led to the parking review

Parking tariffs were increased in 2023/24 and 2025/26, but not in 2026/27. The Parking Service is now being reviewed, and specifically the 2027/28 tariffs, because:

- Demand for car park spaces is imbalanced, with too much demand in certain town centres, while other nearby car parks have spare capacity.
- Some drivers routinely park incorrectly, unsafely and/or fail to pay to park.
- Parking tariffs can nudge driver behaviours to achieve positive outcomes: better managed traffic and parking demand, less congestion, cleaner air, less incorrect and/or dangerous parking behaviours.
- Service improvements are underway but more needs to be done.
- Parking Service costs are increasing every year.

4.2 Key findings from detailed analysis

In-depth analysis considered future parking options, including off-street car parks, and tariffs. The findings support an evidence-led approach using tariffs to manage parking demand, reduce non-compliant/ dangerous parking, reduce congestion, improve usage of the parking estate and provide a framework to respond to future transport and environmental challenges. The findings are as follows.

Place and town-focused parking policy that responds to local circumstances

- Set parking charges on a town-by-town, car park-by-car park basis
- Align tariffs and the parking approach to each town's needs and aspirations

Manage parking demand and make best use of available capacity

- Manage turnover of parking bays using tariffs and maximum stay limits
- Redistribute demand for parking away from overused sites

Set tariffs positively to influence the demand for parking spaces

- Charge more in highest demand sites and during peak demand seasons
- Charge less in peripheral sites to nudge congestion away from town centres
- In town centres balance affordable prices with good turnover of parking bays

- Consider options to reduce the cost of parking for residents but do not create a new, separate resident discount scheme
- Consider introducing charging in selected free car parks

Customer experience and communications

- Improve communications with the public and local stakeholders
- Improve street signs to help drivers to find the most suitable car park
- Improve signage within each car park
- Continue with the existing range of permits and promote them better
- Review and improve the resident on-street parking zones permit schemes

Enforcement, operations, technology and operational service effectiveness

- Recruit more Civil Enforcement Officers (CEOs)
- Invest in a new back-office IT system for parking and permit management

Address the Council's environmental and Net Zero priorities

- By managing demand, reduce congestion and improve air quality
- Consider whether to introduce a parking discount for EVs

Strategic planning and policy

- Create a five-year parking strategy aligned with public transport, active travel, town centre regeneration, economic development, tourism, net zero and environmental objectives
- Consider new park and ride sites plus good public transport into town centres

Parking estate asset management and investment

- Review underused sites for potential enhancement, promotion, additional uses, partial or full redevelopment, or sale
- Consider multi-storey car parks

Monitoring and evaluating

- Monitor and evaluate utilisation, revenue, permits, driver behaviours, redistribution of demand, displacement effects, and adjust as required
- Regularly benchmark tariffs and policies against comparable authorities

4.3 Decisions already taken

Civil Enforcement Officer (CEO) staff: non-compliant, dangerous parking is not being enforced against sufficiently, due to having too few CEOs. Patrol rosters are shaped by limited staffing instead of meeting actual enforcement need. More CEOs are now being recruited.

IT: A new parking enforcement and permit management IT system is being procured, to enable CEOs to quickly see if a parked vehicle has paid correctly.

Machines: The parking machines will be upgraded. The driver will enter the number plate, and then the screen will display the tariffs and times. After payment a virtual ticket will be issued. CEOs will see the compliant payment. As a result, there will no longer be any need for physical tariff display boards, saving £125k whenever tariffs change in future, and neither will paper tickets or printers be needed (tickets jamming and faulty printers are the most common faults for customers).

4.4 Engagement 'Listening Events'

Recognising that parking is of wide public interest, ten 'Listening Event' webinars were held, to listen and engage with local stakeholders. Invitees were the Dorset Association of Parish & Town Councils, Parish/ Town Councils, Dorset Council members, Business Improvement Districts, Chambers of Commerce & Industry, and the Transport Action Groups. Over 160 people attended. The key points raised were:

- The Council's listening approach is welcome
- Setting tariffs on a localised approach is welcome
- Better public transport is needed to make switching from car to bus viable
- Resident Zones have too few parking bays for the number of permits in use
- EV discounts are perceived as unfair on people unable to afford an EV
- Parking enforcement is recognised as necessary and welcome
- Additional Park & Ride sites may need to be considered for some towns
- Parking capacity is too limited and more spaces are needed
- Accessibility of parking for people with limited mobility needs more attention
- Local businesses see easy access to parking as crucial to their success
- Integrated transport and travel are viewed as the correct framing for parking
- Underused car parks generated interest about future possibilities
- Existing payment methods (coin, card, app, Permit) should remain unchanged
- Worker parking is a problem, taking too many town centre spaces all day long
- Free parking periods are welcome and should continue

4.5 Parking tariffs for 2027/28

Proposed 2027/28 car park charges are set out in Appendix 1A, itemising the baseline charges, plus proposed new tariffs, which are recommended to be adopted. Two systematic changes are proposed, both for the long stay car parks. The half hour tariff, representing only 5% of all parking tickets, is withdrawn. A new 6-hour tariff is introduced, giving drivers more choice for length of stay. These tariffs will enhance managing of parking demand, reducing non-compliant/ dangerous parking, reducing congestion, and improving usage of the parking estate.

4.6 On-street charges

Proposed changes to on street charges are set out in Appendix 1B. It is recommended that these proposed tariffs be adopted. The on-street tariffs have been set higher than those of car parks, to encourage drivers to park off-street, and only use on-street parking for short stays.

4.7 Multi-use car parks

Proposed changes to these car parks are set out in Appendix 1C. It is recommended that these proposed tariffs be adopted.

4.8 Air quality and an EV parking discount

Road traffic is a significant source of local air pollution, particularly nitrogen oxides (NOx) and other pollutants associated with vehicle exhaust emissions. Exposure to air pollution is linked to respiratory and cardiovascular illness and can adversely affect public health.

Encouraging a greater proportion of EVs to travel to and park within Dorset's towns can contribute to improved local air quality, particularly in busy town centres, shopping areas and locations with high levels of pedestrian activity. As EVs produce no tailpipe emissions, increased EV use can help reduce residents' and visitors' exposure to harmful pollutants.

A one-year pilot scheme is proposed: a 15% EV parking discount for the Flexi Stay Permit scheme as a proportionate environmental incentive that supports cleaner transport choices, contributes to the Council's wider climate, air quality and wellbeing objectives, whilst maintaining the financial sustainability of parking services.

4.9 Options to lower the cost of parking for residents

Members wish to know if discounts could help residents, and/or residents on low incomes, to access cheaper parking, in real time, at the point of buying their parking ticket while stood at the parking machine. This was carefully assessed for feasibility. However, there are significant difficulties.

Possible approaches were considered to prove residency and/or low income (based on Council Tax, Council Tax Reduction, and DWP benefits for people on a low income). However, a workable mechanism could not be found to administer such an approach that provided all the following essential requirements needed:

- a single, complete dataset for all residents who are eligible to park
- data that could be accessed instantly in real time, regardless of mobile signal strength, without making the motorist to wait until a connection could be made
- data that was accessible in real time, systematically, frequently, routinely
- data that equitably included all residents on a low income, and not just some

- data to which the Data Controller would grant the Council such access

The conclusion was that no feasible route exists to achieve all the above criteria.

Legal advice received also stated that it is not legal to make parking cheaper solely on the grounds that the vehicle driver is a local resident. Parking tariffs must comply with national legislation and statutory guidance, which requires parking tariffs to be set to achieve a traffic management outcome.

In addition, legal advice has been obtained regarding the scope of the Council's powers when setting parking charges. The Council is required to exercise its parking functions in accordance with the Road Traffic Regulation Act 1984 and relevant statutory guidance, which require parking charges to be set having regard to traffic management and related transport objectives. Officers have therefore concluded that a resident-only discount scheme would require a clear and demonstrable connection to those objectives.

Therefore, this option will not be taken any further.

4.10 Parking permits

Apart from on-street Resident Parking Zones (see below), all our parking permits give excellent value for money (prices given are for 2026/27):

- Flexi Stay car park permit (£31/month or £330 for 12 months): Unlimited daily use of participating car parks, plus one 3-hour stay/day in additional car parks
- Tradesperson parking waiver (£17/day): Temporary parking for a tradesperson parking close to a job where parking restrictions normally apply
- Short stay car park permit (£100 for 12 months): One 3-hour session per day, extendable, usable in most Council car parks, two vehicles can be registered
- Healthcare permit (£17 for 12 months): Home visit permit for health and care professionals, 3 hours on-street where allowed, some exclusions apply, and not valid in car parks or at your standard workplace
- Blue Badge (£10 for 3 years)
- Restricted Mobility car park permit (£19, valid until the Blue Badge expires) gives 3 hours free parking once a day, with a Blue Badge

It is recommended to better promote our permits so that residents know about them, understand their benefits, and access them more.

4.11 Resident Parking Zones permits for on-street parking

Residents living within a restricted parking Zone may purchase a permit, but this does not guarantee the availability of an on-street parking space. In a number of locations, particularly in coastal towns and in Dorchester, demand for parking exceeds the number of available on-street spaces, with pressures increasing during peak periods and seasonal events. This reflects both the number of permits in

circulation and changing patterns of vehicle ownership (some households now own multiple vehicles).

As a result, permit holders can experience difficulty finding an available on-street space and may need to use alternative parking provision. It is recognised that the current arrangements for this type of permit do not operate effectively in areas of highest demand. While no immediate changes to existing permit entitlements are proposed through this report, it is recommended that a further report be brought to Cabinet setting out options to address these issues.

4.12 Further feasibility work

It is recommended that delegated authority be granted to the Executive Director for Economy and Environment, in liaison with the Cabinet Member for Place, regarding the following items. (These topics will be part of a planned public engagement).

Short term possible options

(a) Charging in free car parks: Of the 17 free car parks, some of them could be considered for introducing parking charges. Proposed changes to these car parks are set out in Appendix 1D. Except for exempted industrial estate and leisure centre car parks it is recommended that these proposed tariffs be assessed case by case. If any charges are introduced, possible parking displacement will be monitored and steps taken to avoid creating a new problem.

(b) Safety in car parks: Dorset Council has undertaken improvements to lighting and CCTV in car parks where required in recent years to enhance user safety. Further work will make any additional improvements needed across the car park estate.

(c) Solar photovoltaic canopies above off-street parking bays would generate clean energy, be a visible commitment to tackling climate change, give shade during hot weather, give shelter in wet weather, and – if placed above Blue Badge bays – protect people with limited mobility from the rain as they get out of or into their car.

Medium term possible options

(d) New Park and Ride sites could be developed for towns needing one, noting that good, accessible, reliable and affordable public shuttle transport links to the town centre would be essential for any Park and Ride to work correctly.

(e) Underutilised car parks: Parking data shows that some car parks are underused. However, the data does not capture parking by Flexi Stay permit holders, meaning some sites may be more heavily used than recorded.

For sites with genuinely low levels of use, options will be explored to increase their value to the community. These may include promotion, hosting events, redevelopment, or disposal where appropriate.

Long term possible options

(f) Multi-Storey Car Parks (MSCPs) use little land to concentrate off-street parking, but they have financial, environmental, operational, safety, security, safeguarding and reputational risks. Any new MSCP typically considers four key questions.

1. Financial: Will parking demand and revenue justify the capital/operational costs?
2. Sustainability: Will MSCPs align with climate and environmental objectives?
3. Adaptability: Can a MSCP be repurposed if future parking demand declines?
4. Place: Will MSCPs support wider regeneration and transport objectives?

The strategic question is not whether a MSCP can host vehicles in the short term, but whether it can remain - over the next 30 to 60 years - adaptable, financially viable and aligned with long-term transport, regeneration and net-zero objectives.

(g) Dynamic charging involves adjusting the charges at a specific car park in real time during the day. As demand increases and the car park becomes almost full during peak periods, the tariff increases to manage the demand. As demand decreases, prices then reduce. Officers are not aware of UK local authorities using dynamic pricing; but it is used in other countries. Developments will be monitored.

4.13 Governance and implementation timetable

Place and Resources Overview Committee considered (9 July 2026) the progress of the Parking Review and broadly welcomed the direction of travel.

After Cabinet's decisions today there will follow:

(a) Nov 2026: an engagement exercise with Dorset Council's Members to set out the proposals and to receive their feedback.

(b) Dec to Jan 2027: A public engagement covering the themes mentioned in this report.

(c) Feb to Apr 2027: Update the Traffic Regulation Order (TRO) that governs parking tariffs, maximum length of stay periods, etc. This must be completed before any tariff changes can be introduced.

(d) Nov to Jan 2027: Discussions with local stakeholders will consider how the parking proposals align with the vision for each town, whilst also being mindful that the Parking Service must meet the cost of providing its services. Discussions have already started with some Town Councils.

(e) Feb 2027: The latest parking machine model may be installed early in 2027.

(f) Apr to Jun 2027: New parking tariffs and arrangements may go live depending on when all the above steps have been completed.

5. Alternative options considered

Retention of the existing countywide tariffs was considered. However, given that this arrangement does not reflect the local context of towns that are very different, this option was not taken any further.

6. Legal considerations

6.1 Parking operations must comply with the Traffic Management Act 2004 (TMA 2004), the Road Traffic Regulation Act 1984 (RTRA 1984) and associated secondary legislation. While the power to set parking charges derives from the RTRA 1984, the TMA 2004 provides the framework for civil parking enforcement and imposes a duty on authorities to secure the expeditious movement of traffic across their networks.

6.2 The authority's RTRA 1984 power to set on street and off-street parking charges is broad but must be done in a manner consistent with s122 RTRA 1984, which requires that parking charges are aligned with traffic management objectives rather than revenue generation. The authority must have regard (so far as is practicable) to the matters set out in s122(2), including:

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locality affected
- The importance of facilitating the passage of public service vehicles
- National air quality strategies
- Any other matters appearing relevant to the authority

A failure to demonstrate that these considerations have been properly taken into account could expose the authority to challenge on public law grounds. Parking charges are set primarily for traffic management purposes and any surplus generated must be used in accordance with section 55 RTRA 1984.

6.3 s55 RTRA 1984 imposes specific financial management obligations. The authority must keep an account of income and expenditure relating to designated parking spaces. This includes income from parking charges and penalties together with expenditure on enforcement and administration.

6.4 Any parking surplus funds must be used in accordance with s55. Surplus income must first be used to pay the costs of providing and maintaining parking spaces. Where further off-street parking is not required, the surplus may also be used for:

- Meeting the costs of public passenger transport services
- Funding highway or road improvement projects
- Supporting environmental improvement

6.5 The Parking review will provide a clear audit trail demonstrating how charges have been set in compliance with these statutory duties.

6.6 Councils can introduce differential charging, such as discounts or surcharges for low/ high emission vehicles. Such measures must:

- Be reasonable, proportionate and must not appear to be punitive or arbitrary
- Be clearly linked to environmental objectives such as improving air quality
- Be supported by clear evidence and structured in a fair and transparent way
- Consider potential impacts on different groups, including equality implications

6.7 Charges may vary by location or time to help traffic flow or lower congestion.

7. Financial implications

7.1 Parking tariffs were increased in 2023/24 and 2025/26, but not in 2026/27.

7.2 Parking Service costs have been increasing in recent years. National inflation has increased the supply chain costs. Salaries have increased annually (+3.3% in 2026/27). Maintenance including lines painting and signs upkeep have increased by more than 3% each year.

7.3 CEO recruitment will fill existing vacancies and will be self-funded.

7.4 Assumptions underpinning the Parking review are as follows:

- The proposed parking tariffs will be implemented from April 2027
- Previous parking patterns remain unchanged and modelling using 2024/25 baseline ticket sales data tallies with current actual levels of ticket sales
- Drivers continue to be willing to accept and pay the amended tariffs
- Enhanced enforcement will stimulate drivers to park and pay correctly

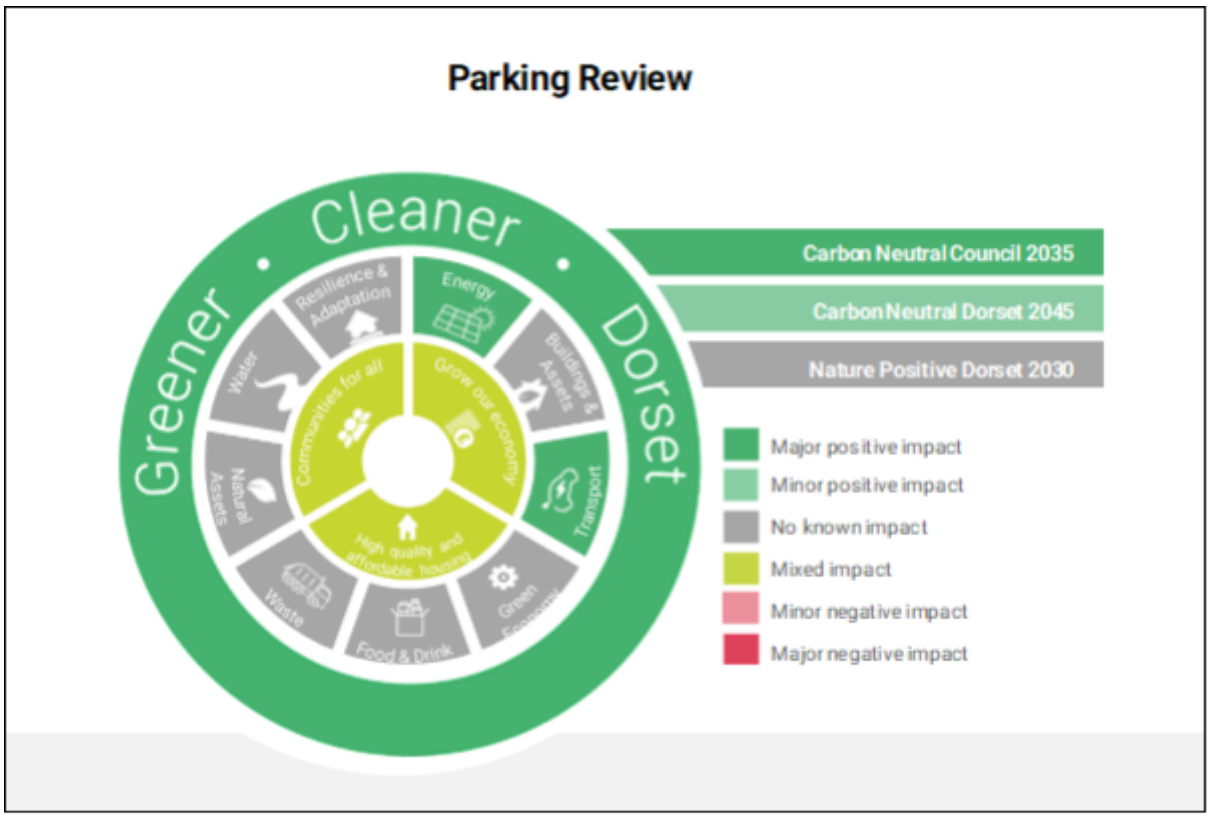
7.5 If the Flexi Stay Permit EV discount is agreed the likely financial impact is not known but will be a marginal change.

7.6 Actual income may be higher or lower than modelled projections depending on driver behaviour, economic conditions, weather, tourism, and parking demand.

7.7 When the IPS parking machines are upgraded to the latest model, IPS has stated that the cost will be £250k. That will be offset by no longer having to update tariff boards across the car park estate, which costs £125k each time that happens.

8. Natural environment, climate & ecology implications

8.1 The strategic direction supports Dorset Council's climate and ecological commitments by reducing congestion, discouraging unnecessary circulation for parking and encouraging use of sustainable transport and cleaner vehicles.



Natural Environment, Climate & Ecology Strategy Commitments	**Impact**
Energy	Positive impact
Buildings & Assets	No known impact
Transport	Positive impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	No known impact
Corporate Plan Aims	**Impact**
Grow our economy	Neutral
High-quality and affordable housing	Neutral
Communities for all	Neutral

9. Well-being and health implications

9.1 This approach to parking supports Dorset Council's wellbeing and health priorities by reducing congestion, redistributing parking to peripheral car parks, minimising town centre circulation of drivers searching for a town centre space and indirectly encouraging use of sustainable transport and cleaner vehicles.

10. Other implications

10.1 **Pavement parking** causes accessibility and road safety problems for pedestrians, wheelchair/ mobility scooter users, people with visual impairments, and parents with pushchairs. In heritage towns with narrow roads, pavement parking is common as cars leave room for the flow of traffic. Enforcement by non-London authorities is limited, inconsistent, and relies on obstruction offences, police actions and site-specific TROs. Dorset Council needs to prepare for local implementation of new enforcement powers. Recent national legal changes provide authorities with broader powers to introduce and enforce pavement parking restrictions without relying solely on street-specific TROs. However, secondary legislation and guidance have not yet been published and there is no national commencement date.

10.2 **Moving traffic** is another enforcement development, and the Council now has the new powers. Camera enforcement of moving traffic restrictions will be part of this. Once a new system and process is in place, the new powers will start being used, focusing first on enforcing school streets.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium – reflecting public and Members' sensitivity to parking changes and operational complexity.

Residual Risk: Low to Medium – subject to phased delivery, community engagement and ongoing monitoring.

12. Equalities

The Council has had due regard to the matters set out in section 149 of the Equality Act 2010 (Public Sector Duty) including the need to a) eliminate discrimination, harassment and victimisation; b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and c) foster good relations between such persons. An Equalities Impact Assessment (EqIA) has been prepared (appended), demonstrating that due regard has been given.

13. Appendices

Appendix 1A: Proposed tariffs for each town and car park 2027/28

Appendix 1B: Proposed tariffs for on-street parking 2027/28

Appendix 1C: Proposed tariffs for multi-use areas within car parks 2027/28

Appendix 1D: Proposed tariffs for free car parks 2027/28

Appendix 2: EqIA Assessment

14. Background papers

Parking Review report, Place & Resources Overview Committee 9 July 2026

Phase 1 report

Phase 2 report

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holders

Appendix 1A: Tariffs proposed for each car park in each town

Blank cells = time band not available

Prices shown as 2026/27 = prices charged since 2025/26 and still the same, unchanged, charged now in 2026/27

Prices shown as 2027/28 = proposed prices, coming into force at some time in the first Quarter of 2027/28 (April, May or June)

Seasons: 'All year' = prices stay unchanged all year, there are no seasons applied

Black text, 'Low' = winter

Red text, italics, 'High' = summer

For long stay car parks, it is proposed that the 30-minute time band be withdrawn, and a 6-hour time band be introduced (to give drivers greater choice about how long they wish to stay for)

Year	BEAMINSTER	THE SQUARE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£0.90	£1.20	£1.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.00	£1.20	£1.50	£1.90

Year	BEAMINSTER	YARN BARTON	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	BLANDFORD	CHURCH LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.30	£2.90

Year	BLANDFORD	EAGLE HOUSE GARDENS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BLANDFORD	LANGTON ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BLANDFORD	MARSH AND HAM + OVERFLOW	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	BLANDFORD	STATION COURT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£3.90	£4.80	£6.50

Year	BRIDPORT	EAST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.20	£2.90	£4.10	£5.00	£6.70

Year	BRIDPORT	HOPE TERRACE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.40	£2.20	£2.60	£4.10	£5.00	£6.70

Year	BRIDPORT	ROPE WALKS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	BRIDPORT	SOUTH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.20	£1.70	£2.20	£2.90	£4.10

Year	BRIDPORT	WEST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	BRIDPORT	WYKES COURT (WAX LANE)	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 2hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.20	£1.70	£2.30	£2.90	

Year	CHARMOUTH	LOWER SEA LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
	Max stay 2026/27	*10 hrs*		*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.40	£1.70	£2.10	£3.10	£3.60	£4.60

It is proposed that Lower Sea Lane will no longer have two seasons

Year	CORFE CASTLE	PURBECK PARK	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year							£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.30	£1.80	£2.30	£2.80	£3.50	£4.70

Year	CORFE CASTLE	WEST STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.60	£1.60	£2.10	£2.70	£4.00		

It is proposed that West Street will change from a long stay to a short stay car park

West Street currently has no separately priced seasons. That could be changed if there is consensus among local stakeholders.

Year	DORCHESTER	ACLAND ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	DORCHESTER	COLLITON PARK	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	DURNGATE STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	FAIRFIELD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	OLD MARKET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70		
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

It is proposed that Old Market will switch from a short stay to a long stay car park

Year	DORCHESTER	TOP O' TOWN	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	DORCHESTER	TRINITY STREET SOUTH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.50	£1.90	£2.30	£3.00	

Year	DORCHESTER	WOLLASTON FIELD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.20	£2.90	£4.10	£5.00	£6.70

Year	FERNDOWN	PENNY'S LODGE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.70	£2.20	£3.20	£3.70	£4.70

Year	GILLINGHAM	CHANTRY FIELDS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	GILLINGHAM	GAS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.80	£2.30	£3.20	£3.70	£4.70

Year	GILLINGHAM	HIGH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.00
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£1.80	£2.30	£3.20	£3.70	£4.70

Year	LYME REGIS	BROAD STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.30
2027/28	Max stay 2027/28	3 hrs			£1.80	£2.40	£3.10	£4.10
2026/27	*Max stay 2026/28*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/29*	*3 hrs*			*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	LYME REGIS	CHARMOUTH ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£0.80*	*£1.50*	*£2.30*	*£3.30*	*£5.30*		*£9.00*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

It is proposed to uplift Charmouth Road in the High season.

Year	LYME REGIS	COBB GATE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs			£1.80	£2.40	£3.10	£4.10
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*			*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	LYME REGIS	HOLMBUSH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	PORTLAND	CASTLETOWN	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs				£2.40	£3.20	£4.10	£6.20	£7.50	£10.10
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*				*£3.90*	*£5.50*	*£6.90*	*£8.50*	*£11.20*	*£16.40*

Year	PORTLAND	CHESIL BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr	24hr
2026/27	Max stay 2026/27	24 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50	£14.00
2027/28	Max stay 2027/28	24 hrs				£2.40	£3.20	£4.10	£6.20	£7.50	£10.10	£14.50
2026/27	*Max stay 2026/27*	*24 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*	*£20.00*
2027/28	*Max stay 2027/28*	*24 hrs*				*£3.90*	*£5.50*	*£6.90*	*£8.50*	*£11.20*	*£16.40*	*£20.50*

Year	SHAFTESBURY	ANGEL LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	SHAFTESBURY	BELL STREET SHORT STAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.60	£1.90	£2.50	£3.10	£4.40

Bell Street is currently a short stay car park. It is proposed to divide it into two areas, one for short stay, one for long stay.

Year	SHAFTESBURY	BELL STREET LONG STAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	n/a	n/a	n/a	n/a						
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.90	£2.50	£3.10	£4.40	£5.20	£6.80

Year	SHERBORNE	ACREMAN STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	COLDHARBOUR	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	CULVERHAYES	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.60	£2.10	£2.70	£4.00	£4.90	£6.60

Year	SHERBORNE	NEWLAND NORTH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.10	£1.60	£2.30	£2.90	

Year	SHERBORNE	OLD MARKET YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.30	£2.90	

Year	STURMINSTER NEWTON	CHURCH STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£0.90	£1.20	£1.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.10	£1.30	£1.60	£2.10

Year	STURMINSTER NEWTON	STATION ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.20	£1.50	£1.90	£2.90	£3.40	£4.40

Year	WAREHAM	BONNETS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WAREHAM	CONNEGAR LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WAREHAM	REMPSTONE CENTRE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.30	£1.80	£2.40	£3.10

Year	WAREHAM	STRECHE ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.70	£2.20	£2.90	£4.10	£5.00	£6.70

Year	WEST BAY	BRIDPORT ARMS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	4 hrs	Short		£2.00	£2.60	£3.30	£4.30	£6.30
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*4 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*	*£8.60*

Year	WEST BAY	EAST BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.70	£2.40	£3.10	£4.10			
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.50*	*£3.90*	*£5.40*	*£6.90*			

It is proposed that East Beach will switch from a Long Stay to a Short Stay car park

Year	WEST BAY	ESPLANADE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	4 hrs	Short		£2.00	£2.60	£3.30	£4.30	£6.30
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*4 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*	*£8.60*

Year	WEST BAY	QUAYSIDE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	3 hrs	Short		£1.50	£2.10	£3.30	£4.30	
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.10*	*£3.60*	*£5.60*	*£7.10*	

Year	WEST BAY	STATION YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.10	£2.90	£3.90	£6.00	£7.30	£9.90
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEST BAY	THE MOUND	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.30	£3.10	£4.10	£6.10	£7.40	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.80*	*£5.40*	*£6.90*	*£8.40*	*£11.10*	*£16.30*

Year	WEST BAY	THE GEORGE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.50	£2.20	£3.30	£4.30
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.20*	*£3.70*	*£5.60*	*£7.10*

Year	WEST BAY	WEST BAY ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs	Long			£2.20	£2.90	£3.90	£5.90	£7.10	£9.50
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£0.80*	*£1.50*	*£2.30*	*£3.30*	*£5.30*		*£9.00*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£10.80*	*£15.80*

Year	WEST BEXINGTON	THE BEACH	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£0.70	£0.90	£1.20	£1.70	£2.70		£4.20
2027/28	Max stay 2027/28	10 hrs	Long			£1.30	£1.60	£2.10	£3.10	£3.60	£4.60
2026/27	Max stay 2026/27	10 hrs	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEYMOUTH	BEACH PRESTON ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	Max stay 2026/27	10 hrs	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	Max stay 2027/28	10 hrs	Long			*£3.80*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	WEYMOUTH	COSENS QUAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	COSENS QUAY CHARTER BOAT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	GOVERNORS LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.60	£2.00	£2.50	£3.10

Year	WEYMOUTH	HARBOURSIDE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£2.00	£2.60	£3.30	£4.30
2026/27	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.70*	*£4.10*	*£5.60*	*£7.10*

Year	WEYMOUTH	LODMOOR	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.40	£3.10	£4.10	£6.20	£7.50	£10.00
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.80*	*£5.40*	*£6.90*	*£8.50*	*£11.10*	*£16.30*

Year	WEYMOUTH	MELCOMBE REGIS	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.60	£3.30	£4.30	£6.40	£7.70	£10.20
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£4.00*	*£5.60*	*£7.10*	*£8.70*	*£11.30*	*£16.50*

Year	WEYMOUTH	NORTH QUAY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.00	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	NOTHE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	WEYMOUTH	OVERCOMBE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.10	£2.90	£3.90	£6.00	£7.30	£9.90
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£3.60*	*£5.20*	*£6.70*	*£8.30*	*£11.00*	*£16.20*

Year	WEYMOUTH	PARK STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr
2026/27	Max stay 2026/27	3 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50
2027/28	Max stay 2027/28	3 hrs	Short		£1.80	£2.40	£3.40	£4.30
2027/28	*Max stay 2026/27*	*3 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.50*	*£3.90*	*£5.70*	*£7.10*

Year	WEYMOUTH	PAVILION	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	Low	£1.00	£1.70	£2.50	£3.50	£5.60		£9.50
2027/28	Max stay 2027/28	10 hrs	Long			£2.70	£3.40	£4.30	£6.30	£7.60	£10.20
2026/27	*Max stay 2026/27*	*10 hrs*	Long	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*		*£15.80*
2027/28	*Max stay 2027/28*	*10 hrs*	Long			*£4.10*	*£5.70*	*£7.10*	*£8.70*	*£11.30*	*£16.50*

Year	WEYMOUTH	PAVILION FORECOURT	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	Low	£1.00	£1.70	£2.50	£3.50	£5.60
2027/28	Max stay 2027/28	3 hrs	Short		£2.10	£2.70	£3.60	£4.50	
2026/27	*Max stay 2026/27*	*4 hrs no return 4 hrs*	Short	*High*	*£1.70*	*£3.20*	*£4.80*	*£6.30*	*£7.90*
2027/28	*Max stay 2027/28*	*3 hrs*	Short		*£2.70*	*£4.10*	*£5.90*	*£7.30*	

Year	WEYMOUTH	ROYAL YARD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£2.10	£2.50	£3.10	£4.40	£5.30	£6.90

Year	WEYMOUTH	SWANNERY	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.80	£1.50	£2.30	£3.30	£5.30		£9.00
2027/28	Max stay 2027/28	10 hrs	Long			£2.20	£2.90	£3.90	£5.90	£7.10	£9.50

Year	WIMBORNE	ALLENVIEW	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.80	£2.30	£2.90	£4.20	£5.10	£6.80

Year	WIMBORNE	HANHAM ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	KING STREET	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	LEIGH ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.00	£1.50	£2.00	£2.70			

It is proposed that Leigh Road will switch from being a Long Stay to a Short Stay car park

Year	WIMBORNE	OLD ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	WIMBORNE	PARK LANE	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr
2026/27	Max stay 2026/27	4 hrs no return 4 hrs	Short	All year	£0.70	£1.20	£1.70	£2.40	£3.70
2027/28	Max stay 2027/28	3 hrs	Short	All year	£1.40	£1.80	£2.50	£3.10	

Year	WIMBORNE	POOLE ROAD	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	WIMBORNE	PYE CORNER	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	4 hrs	Short	All year	£1.00	£1.50	£2.00	£2.70	£4.00		

It is proposed that Pye Corner will switch from Long Stay to Short Stay

Year	**WIMBORNE**	**WALFORD MILL**	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

Year	**WIMBORNE**	**WESTFIELD CLOSE**	Long/Short Stay	Season	0.5hr	1hr	2hr	3hr	4hr	6hr	10hr
2026/27	Max stay 2026/27	10 hrs	Long	All year	£0.70	£1.20	£1.70	£2.40	£3.70		£6.30
2027/28	Max stay 2027/28	10 hrs	Long	All year		£1.50	£2.00	£2.70	£4.00	£4.90	£6.60

APPENDIX 1B: Proposed tariffs for on street parking

Area	0.5 hr	1 hr	2 hr	3 hr	4 hr	10 hr	Notes
Dorset (Weymouth)	£2.80	£4.60	£6.30	£8.10	£10.90	n/a	Overnight charge £7.30
Dorset (Weymouth) proposed	£3.10	£5.10	£7.00	£9.00	£12.00	n/a	Overnight charge £8.10
Dorset (Swanage, Shore Rd)	n/a	£4.60	£6.30	£8.10	£10.90	£21.70	Overnight charge £7.30
Dorset (Swanage, Shore Rd)	n/a	£5.10	£7.00	£9.00	£12.00	£23.90	Overnight charge £8.10
Dorset (Current)	n/a	£1.70	£2.20	£3.20	£4.20	n/a	Overnight charge £2.20
Dorset Proposed	n/a	£2.20	£3.40	£5.10	£6.60	n/a	Overnight charge £2.75

It is proposed that these proposed tariffs be adopted as the baseline tariffs for 2027/28, subject to any localised adjustments that may be agreed with local stakeholders.

The proposed on-street tariff has been set to be higher than the proposed high tariff in car parks. This mechanism will ensure that all on street parking is a less favourable option than utilising the off-street parking provision.

For context, Dorset's proposed on-street tariff compares to nearby authorities as follows:

Authority	0.5 hr	1 hr	2 hr	3 hr	4 hr	10 hr	Notes
Dorset new	n/a	£2.00	£3.10	£4.60	£6.00	n/a	
BCP	n/a	£3.20	£6.30	£9.60	£13.70	n/a	15/3 - 31/10
Devon	£0.50	£1.70	£4.40	£6.60	£8.80	n/a	1/4 - 31/10
Portsmouth	£2.00	£2.20	£3.80	£5.10	£6.40	n/a	All year
Somerset	n/a	£1.70	£3.70	£4.70	*£5.50*	n/a	All year / *(Mar-Oct)*
Southampton	£1.20	£2.80	£3.00	£4.00	£8.50	n/a	All year

APPENDIX 1C: Proposed tariffs for multi-use car park areas

A further 26 car park areas in Dorset allow parking for motorhomes and coaches, with specific tariffs for the type of vehicle.

A review of the current tariffs has been undertaken as part of this study.

The tables below set out

- the current tariffs
- the proposed new tariffs

The following table indicates the proposed parking tariff increases for the multi-use sites.

	Car Park			Motorhome, Coaches & large vehicles																	
				Adhoc Charges																	
				Motorhome- Winter						Motorhome - Summer						Coaches / Commerical - Multi Use					
	Name	Towns	Just Park Code	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 2hrs	Upto 4hrs	Upto 6hrs	Upto 10 hrs	Upto 24hrs	7 Days
1	Yarn Barton Multi Use	Beaminster	6424													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Langton Road Multi Use	Blandford	3649													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Marsh & Ham Multi Use	Blandford	3650													£3.70	£7.40	£9.80	£15.80	X	X
2	West Street Motorhome	Bridport	818436	x	£1.60	£2.10	£3.20	£4.20	£7.40												
2	West Street Multi Use	Bridport	6420													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Lower Sea Lane Multi Use	Charmouth	6423													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Purbeck Park Motorhome	Corfe	853218						£7.40											X	
1	Purbeck Park Multi Use	Corfe	7717													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Fairfield Motorhomes	Dorchester	818437	£0.70	£1.20	£1.70	£2.40	£3.70	£6.30	£0.70	£1.20	£1.70	£2.40	£3.70	£6.30						
2	Top O Town Multi Use	Dorchester	6410													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
1	Chantry Fields Motorhomes	Gillingham	818225		£1.60	£2.10	£3.20	£4.20	£7.40												
3	Charmouth Road Motorhomes	Lyme Regis	818435		£2.30	£3.00	£4.50	£6.00	£10.50												
3	Charmouth Road Multi Use	Lyme Regis	6421													£5.30		£14.00	£22.50	£33.00	£90.00
3	Holmbush Motorhomes	Lyme Regis	818436		£2.50	£3.20	£4.80	£6.30	£11.10		£4.00	£5.60	£7.20	£8.80	£20.50						
3	Holmbush Multi Use	Lyme Regis	6422													£5.60		£14.70	£23.70	£34.70	£90.00
3	Chesil Motorhomes	Portland	818433		£2.50	£3.20	£4.80	£6.30	£11.10		£4.00	£5.60	£7.20	£8.80	£20.50						
3	Chesil Multi Use	Portland	6227													£5.60		£14.70	£23.70	£34.70	£90.00
2	Bell Street Multi Use	Shaftesbury	3651													£3.70	£7.40				
2	Culverhayes Multi Use	Sherborne	6418													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
2	Streche Road Multi Use	Wareham	852709													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00
3	West Bay Road Motorhome	West Bay	818438		£2.30	£3.00	£4.50	£6.00	£10.50												
3	West Bay Road Multi Use	West Bay	6425													£5.30		£14.00	£22.50		£90.00
1	The Beach Motorhomes	West Bexington	818439	x	£1.60	£2.10	£3.20	£4.20	£7.40	x	£4.00	£5.60	£7.20	£8.80	£20.50						
3	Lodmoor Multi Use	Weymouth	6228													£5.60		£14.70	£23.70	£34.70	£90.00
3	Pavilion Motorhomes	Weymouth	818432	x	£2.50	£3.20	£4.80	£6.30	£11.10	x	£4.00	£5.60	£7.20	£8.80	£20.50						
2	Allenview Multi Use	Wimborne	4351													£3.70	£7.40	£9.80	£15.80	£23.10	£90.00

	Car Park			Motorhome, Coaches & large vehicles																	
				Adhoc Charges																	
				Motorhome- Winter						Motorhome - Summer						Coaches / Commerical - Multi Use					
	Name	Town	Just Park Code	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 30 mins	Upto 1 hr	Upto 2 hrs	Upto 3hrs	Upto 4 hrs	Upto 10hrs	Upto 2hrs	Upto 4hrs	Upto 6hrs	Upto 10 hrs	Upto 24hrs	7 Days
1	Yarn Barton Multi Use	Beaminster	6424													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Langton Road Multi Use	Blandford	3649													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Marsh & Ham Multi Use	Blandford	3650													£4.10	£8.10	£10.80	£17.40		
2	West Street Motorhome	Bridport	818436		£1.80	£2.30	£3.50	£4.60	£8.10												
2	West Street Multi Use	Bridport	6420													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Lower Sea Lane Multi Use	Charmouth	6423													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Purbeck Park Motorhome	Corfe	853218						£8.10												
1	Purbeck Park Multi Use	Corfe	7717													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Fairfield Motorhomes	Dorchester	818437	£0.80	£1.30	£1.90	£2.60	£4.10	£6.90	£0.80	£1.30	£1.90	£2.60	£4.10	£6.90						
2	Top O Town Multi Use	Dorchester	6410													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
1	Chantry Fields Motorhomes	Gillingham	818225		£1.80	£2.30	£3.50	£4.60	£8.10												
3	Charmouth Road Motorhomes	Lyme Regis	818435		£2.50	£3.30	£5.00	£6.60	£11.60												
3	Charmouth Road Multi Use	Lyme Regis	6421													£5.80		£15.40	£24.80	£36.30	£99.00
3	Holmbush Motorhomes	Lyme Regis	818436		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Holmbush Multi Use	Lyme Regis	6422													£6.20		£16.20	£26.10	£38.20	£99.00
3	Chesil Motorhomes	Portland	818433		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Chesil Multi Use	Portland	6227													£6.20		£16.20	£26.10	£38.20	£99.00
2	Bell Street Multi Use	Shaftesbury	3651													£4.10	£8.10				
2	Culverhayes Multi Use	Sherborne	6418													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
2	Streche Road Multi Use	Wareham	852709													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00
3	West Bay Road Motorhome	West Bay	818438		£2.50	£3.30	£5.00	£6.60	£11.60												
3	West Bay Road Multi Use	West Bay	6425													£5.80		£15.40	£24.80		£99.00
1	The Beach Motorhomes	West Bexington	818439		£1.80	£2.30	£3.50	£4.60	£8.10		£4.40	£6.20	£7.90	£9.70	£22.60						
3	Lodmoor Multi Use	Weymouth	6228													£6.20		£16.20	£26.10	£38.20	£99.00
3	Pavilion Motorhomes	Weymouth	818432		£2.80	£3.50	£5.30	£6.90	£12.20		£4.40	£6.20	£7.90	£9.70	£22.60						
2	Allenview Multi Use	Wimborne	4351													£4.10	£8.10	£10.80	£17.40	£25.40	£99.00

The proposed tariffs – calculated by allowing for current inflation (3%) plus a further 2 years of a similar inflation rate – leads to a 10% increase on current tariffs. However, some of the modelled figures exceed PCN value (£25 if paid within two weeks), which could incentivise drivers not to pay at all and see if they get a PCN. Therefore, some tariffs may need to be reduced in the 10hr and 24 hr time bands.

APPENDIX 1D: Proposed tariffs for free car parks

Some of the 17 free car parks could be considered for charging. If charges are introduced, monitoring will identify any parking displacement, and actions will follow to avoid creating a new parking problem elsewhere. This table lists the free car parks reviewed, possible tariffs, and reasons for introducing charges or for remaining free. Introducing parking tariffs at key locations such as beaches and town centres will help to better manage parking demand, increase turnover of spaces and reduce congestion at peak periods.

Possible charging structure by location and stay duration								
Car Park	Town	1 hr	2 hr	3 hr	4 hr	6 hr	10 hr	Notes
Masonic	Portland	£0.80	£1.20	£1.60	£2.60	£3.00	£4.10	Large but quiet car park due to location, was charged in previously but machines removed due to very low income.
Lord Clyde	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Small car park very close to Masonic, used currently by local businesses and residents. Needs work and tidying up.
Hambro	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Car park mostly used by residents rather than shoppers or short stay visitors due to lack of parking (narrow roads and terraced housing)
Fortuneswell	Portland	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Car park mostly used by residents rather than shoppers or short stay visitors due to lack of parking (narrow roads and terraced housing). The area behind this car park is being developed for housing. Displaced cars can park in another location.
Stour Meadows	Blandford	£0.80	£1.20	£1.60	£2.30	£3.00	£4.10	Just outside town centre used by walkers and users of skate park etc.
Station Road	Corfe Castle	Residents' car park with bays leased to local homeowners annually for £500, suggested increase to £650. Explore the possibility of changing to Blue Badge parking area as local parking strategy develops.						
Deans Court	Wimborne	Traders' car park with bays leased to local business owners annually for £500, suggested increase to £650.						

These outline options will be explored further, using delegated authorisation. No decisions have been made so far.

The following sites are not proposed for introduction of charging, and they will remain free to use:

Car Park	Town	Notes
Park & Ride	Weymouth	Free to encourage use to help with congestion and capacity pressure on town centre roads and car parks.
Southill	Weymouth	Small car park on out skirts of Weymouth, set amongst other private free car parks, will be difficult to enforce and may just move vehicles into other car parks. Potential long length of time for return on investment #.
New Ground	Portland	Group of unsurfaced areas that provide parking for walkers locally.
Easton	Portland	Small car park used mainly by residents that back on to it, and for school drop offs. Potential very long return on any investment #.
The Milldown	Blandford	Small car park on outskirts of town used by walkers. Very long return on any investment #.
Longmead	Shaftesbury	Industrial estate car park next to waste depot. Depot is too small to operate safely so plans are being developed to expand into car park area.
Ebblake	Verwood	Industrial estate car park. Its use is being developed as part of the solution to parking issues on local residential roads.
The Hub	Verwood	Leisure centre car park that is only open during operational hours of the Hub.
Jenner Close	Verwood	Due to location used by residents and as overflow for doctors' surgery.
Towers Way	Corfe Mullen	Small area amongst other private free car parks. Lightly used. Long return on any investment #. Difficult to enforce.

investment = install a parking machine, signs, resurfacing & lining, etc

Appendix 2: Parking Review Equality Impact Assessment (EqIA)

1. Initial information

The Parking Review reconsiders the role of parking in each town and proposes new tariffs and maximum length of stay for parking.

2. This is review of an existing service

The parking review introduces a new, more locally differentiated pricing strategy, allowing town-by-town and car park by car park selection of tariffs and maximum stay time periods.

3. This will impact: external stakeholders mostly but also Council staff

This project will directly impact both internal and external customers because it will affect the prices to park in most of the car parks managed by the Council.

4. Please provide a brief overview of its aims and objectives:

The Parking review aims to:

- Support wider transport outcomes including less congestion, traffic flow, air quality, town centre better access for residents, legal and safe parking
- Redistribute parking demand towards peripheral car parks that have spare capacity and away from overly full town centre car parks
- Use tariffs and maximum stay periods to influence driver choices as they decide where to park
- Support active travel by nudging motorists to park in peripheral locations and continuing into town either on foot or by bus
- Enable the Council and each town to co-design tariffs that meet the needs of each town's development goals
- Adjust parking tariffs to align better to prices being charged by comparable authorities
- This proposal supports Dorset Council's Natural Environment, Climate and Ecological Strategy and associated Net Zero commitments by managing parking effectively, reducing congestion and vehicle circulation, and improving safety by encouraging motorists to park their vehicles correctly.

5. Background to this proposal

Across 82 car parks the Council provides 11,474 parking spaces and interact with drivers through millions of transactions. During 2025/26 and 2026/27 there were no parking tariff increases, in line with Council policy at the time. The Parking Service and the 2027/28 tariffs are being reviewed, for these reasons:

- Demand for car park spaces is imbalanced, with too much demand in certain town centres, while nearby car parks remain underused
- Inflation is increasing our Parking Service costs

- Parking tariffs can nudge driver behaviours to increase positive outcomes (less congestion, cleaner air, people shop locally, vibrant town centres)
- Unsafe parking behaviours are still a daily problem
- A proportion of drivers still choose not to pay to park
- Service improvements are underway but more needs to be done

6. Sources of data, evidence or research used for this assessment

Service data and operational insight

- An independent report in Phase 1 about current utilisation of car parks
- An independent report in Phase 2 about how our parking tariffs compare to other councils and what levels of tariffs this Council might select
- Analysis of vehicles recorded in national statistics as being based in Dorset

Customer experience and service delivery considerations

- The current tariff setting method uses three tiers which then apply universally across the county, without taking into account the local context.
- Records of complaints, comments and compliments about Parking
- Records held of PCN appeals
- Records of direct contacts made to the Parking back-office team

Benchmarking

- Benchmarking of our parking tariffs to those of other adjacent authorities

Strategic and policy context

- Alignment with Council Plan priorities, including improving customer focus.
- Compliance requirements under Traffic Management Act 2004, Road Traffic Regulation Act 1984.

Forecast demand and future service pressures

- Demand remains very high in peak seasons for central car parks. This demand will not decrease and may increase as local tourism grows.

7. What did this tell you?

Protected Characteristics data

The Council holds no protected characteristic groups demographic data for:

- How people access, use and pay for parking services
- Complaints, comments and compliments sent to the Council
- PCN correspondence or appeals

However, ongoing discussions with town-based stakeholders may identify if there are any unintended impacts on specific groups.

In depth analysis

Detailed analysis concluded that a more sophisticated and locally responsive parking tariff model should be adopted. The evidence suggests that a site-specific approach would better reflect the varied nature of Dorset's parking estate and provide a more effective mechanism for managing demand. Key recommendations are:

- Replace the tiered tariff system with a car park-by-car park charging structure
- Manage seasonal demand in high-pressure coastal and visitor locations
- Maintain affordability in lower-demand town, rural and peripheral car parks
- Use peripheral car parks to absorb demand from busy central locations
- Review length-of-stay controls alongside tariff reforms
- Do not introduce a separate residents' discount scheme at present
- Keep emissions-based charging under consideration as a future policy option
- Plan carefully before introducing tariff changes
- Monitor ongoing occupancy, revenue, permit use and behavioural impacts
- Continue benchmarking the parking tariffs against comparable authorities

Listening Events seeking local perspectives

During July and August 2026, ten Listening Event webinars were attended by over 160 people from all parts of Dorset. The webinars were run by Dorset Association of Parish and Town Councils. This made it clear that the Council is seeking to listen, and to reach all local Town & Parish Councils (TCs, PCs) and their representatives and members. Invitations were sent to TCs/PCs via DAPTC. DAPTC digested the points raised and distributed them to all who registered to attend each webinar.

Parking staff sent invitations to the Transport Action Groups, Business Improvements Districts (BIDs), and the Chambers of Commerce and Industry, and through them to all their member businesses. Democratic Services staff sent invitations to all Dorset Council members.

The Listening Event findings were as follows.

Strong support for a town-by-town approach

The most consistently supported proposal was moving away from countywide parking tariffs towards town-by-town and car park-by-car park pricing. Stakeholders agreed that different towns have different economies, visitor patterns, transport options and parking pressures, and therefore require tailored.

Local engagement was welcomed

One of the clearest messages was appreciation for early engagement. While some participants expressed scepticism based on previous experiences, most welcomed the opportunity to influence the review at an early stage. There was repeated support for ongoing dialogue with town councils, parish councils, businesses, transport groups and community organisations before decisions are made.

Parking should support town centres and local economies

A dominant theme was concern about the impact of parking charges on high streets, local businesses and visitor economies. Participants repeatedly emphasised that parking policy should encourage people to visit town centres rather than drive trade towards supermarkets, retail parks or online shopping. There was strong support for retaining incentives that support evening economies, such as free parking after 6pm, and for using parking as an economic tool rather than simply a source of revenue.

Better management of parking demand rather than reducing capacity

Across Dorset there was broad agreement that the issue is often not a shortage of spaces but overly concentrated distribution of demand. Many central car parks are full while peripheral car parks still have spaces. Attendees supported differential pricing, improved signage and better information to encourage drivers to use less popular car parks and reduce congestion in town centres.

Resident permits are valued but poorly understood

Participants frequently praised Dorset Council's resident permit and Flexi-Stay offers, but there was widespread agreement that awareness remains low. Many felt the schemes are under-promoted and that more residents would use them if they better understood the benefits. Several individuals also supported retaining the Dorset-wide permit approach where possible.

Concerns about emissions-based parking charges

Concerns were raised about giving discounts to EVs, and/or charging non-EVs higher tariffs, as follows:

- Unfair impacts on lower-income residents who cannot replace older vehicles
- Potential disadvantages for rural residents, farmers and tradespeople
- Risk of displacing vehicles into residential streets
- Complexity of implementation and accessibility concerns
- Perception that EV owners could receive disproportionate benefits

Some attendees supported environmental objectives. There was some support for incentives or discounts for low-emission vehicles, but little support for surcharges on higher-emission vehicles. Few attendees would accept emissions-based tariffs.

Need to maintain multiple payment methods

Many stakeholders highlighted poor mobile phone coverage in parts of Dorset and concerns about over-reliance on app-based payments. There was strong support for retaining coin and card payments alongside digital options, particularly for elderly users, visitors and those in rural areas. Attendees were pleased that the Council will continue to allow payments via coins, contactless cards, apps, and MiPermits.

Accessibility must be improved

Accessibility emerged as a recurring theme, particularly regarding:

- New parking machine design
- Screen visibility in sunlight
- Wheelchair access to machines
- Location and design of disabled bays
- Park and Ride accessibility
- Provision for visually impaired users

Stakeholders were supportive of technological upgrades but wanted accessibility designed into all future improvements.

Strong support for improved enforcement

Many attendees reported issues with unsafe parking, pavement parking, abuse of disabled parking provisions and inconsistent enforcement. There was broad support for recruiting additional Civil Enforcement Officers and improving enforcement technology. Stakeholders also wanted clearer reporting mechanisms and stronger action in known problem locations.

Parking should be integrated with wider transport policies

Participants argued that parking cannot be considered in isolation. There was support for the Council's stance of linking parking policy with initiatives including public transport, community transport, Park and Rides, Park and Stride, active travel, wider regeneration and town centre strategies.

Park and Ride remains underutilised but widely supported

Discussion around Park and Ride focused on improving rather than reducing provision. Stakeholders supported:

- Better signage
- Improved facilities and passenger information
- Additional infrastructure investment
- Better links with major destinations
- Inclusion within wider master-planning exercises

There was a common view that Park and Ride has untapped potential, particularly in Weymouth.

Better data, technology and communication are needed

Participants welcomed investment in new parking machines, IT systems and improved data collection. There was also strong interest in:

- Better sharing of parking data with town councils
- More evidence-based decision making
- Improved promotion of underused car parks
- Better public understanding of how parking services operate
- Clear explanations of how parking income is used

Stakeholders generally supported technology improvements provided they improved customer experience and remained accessible.

Overall conclusion

The Listening Events revealed broad support for a more localised, data-led parking strategy that balances economic vitality, transport objectives and operational sustainability. Stakeholders generally support tailored local solutions, better use of existing car parks, stronger enforcement, improved accessibility and closer integration between parking and wider transport policies. Concerns relate to the potential impact of emissions-based charging, the need to protect town centres and the importance of maintaining fair, accessible payment and permit arrangements.

8. Who have you engaged and consulted with as part of this assessment?

Elected Members (Councillors)

- Member engagement has taken place through Place and Resources Overview Committee (9 July 2026), the Cabinet lead Member for Place Services, Informal Cabinet, and Cabinet reporting process and wider governance route, ensuring democratic oversight and alignment with corporate priorities.

External stakeholders

- Ten webinars were held, styled as Listening Events. Organisations and their representatives and members were invited: Dorset Association of Parish and Town Councils, Town Councils, Parish Councils, Business Improvement Districts (and their business members), Chambers of Commerce and Industry (and their business members), Transport Action Groups.

Parking Services (Service Manager and operational teams)

- Provided detailed insight and data into current services, tariffs and service offers that influence customer interactions and service demand.
- Identified key issues relating to customer experience and service history.

9. Is further information needed to help inform decision making?

No. At this stage, no significant gaps in evidence have been identified that would prevent informed decision making. The assessment has been supported by internal operational data, market benchmarking, and stakeholder engagement through Listening Events. However, equality considerations will continue to be refined during implementation phases, in ongoing discussions with local stakeholders. Ongoing monitoring and user feedback will be used to identify any emerging impacts and ensure appropriate mitigations are implemented when required.

10. Is an EqIA required?

This project will require an EqIA because it will directly affect how the public access, use and liaise with the Parking Services at Dorset Council.

11. Public engagement

Following the decisions taken by Cabinet engagement with the public, interested stakeholders and service users will be undertaken during Nov to Jan 2027.

12. Assessing the impact on different groups of people

The following assessment considers the potential impacts of the proposed system on different groups of people, particularly in relation to how services are accessed and used, rather than any changes to eligibility or policy.

For each of the protected characteristics groups below, please explain whether your proposal could have a positive, negative, unclear or no impact. Where an impact has been identified, please explain what it is and if unclear or negative please explain what mitigating actions will be taken.

- use the evidence you have gathered to inform your decision making.
- consider impacts on residents, service users and employees separately.
- if your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option.
- see guidance for more information about the different protected characteristics.
- The assessment below reflects both the potential benefits of improved digital services and the risks associated with digital exclusion or accessibility barriers

Key to impacts

- Positive Impact: the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
- Negative Impact: protected characteristic group(s) could be disadvantaged or discriminated against
- Neutral Impact: no change/ no assessed significant impact of protected characteristic groups

- Unclear: not enough data/evidence has been collected to make an informed decision.

Impacts on who or what?	Choose impact	How
Age	Neutral	The new arrangements will still allow people who need to park close to town centres to do so. Payment provisions will still allow use of coins and contactless cards as well as digital options.
Disability	Neutral	The new arrangements will still allow people who need to park close to town centres to do so. Blue Badge provision, plus the Restricted mobility car park permit, assist drivers whose mobility is restricted, and help to lower the cost of parking. Payment provisions will still allow use of coins and contactless cards as well as digital options and permits.
		Potential accessibility concerns will be addressed via: • New parking machine design with a clear layout and easy to follow instructions • A bright, full colour screen display to enhance visibility in sunlight • Ensuring seated wheelchair access to parking machines is viable • Where needed, reviewing the location and layout of disabled bays on a site-by-site basis, using BS 8300-1:2018 as the standard to follow • When any DC-controlled car park's lines are repainted, the bays are being widened by 200mm on each side (given that many modern cars are wider than before[1]) which will help all drivers get in and out of their car more easily • Assessing the feasibility of installing solar roofs over selected Blue Badge bays, which will also protect wheelchair users from the rain • Reviewing options to enhance accessibility features in Park & Ride sites • Liaising with local disability advocacy groups [2]
Care Experience	Neutral	No direct impact as the services offered do not differentiate based on care experience.

[1] https://www.transportenvironment.org/articles/cars-are-getting-1-cm-wider-every-two-years-research
[2] Eg Dorset Disability Equality Forum (DDEF), South East Dorset Accessible Transport (SEDCAT), Access Dorset, Dorset Council Disability Engagement Networks, Transport Action Groups

Impacts on who or what?	Choose impact	How
Gender reassignment and Gender Identity	Neutral	No direct impact as the services offered do not differentiate based on gender.
Marriage or civil partnership	Neutral	No direct impact as the services offered do not differentiate based on relationship status.
Pregnancy and maternity	Neutral	No direct impact as the services offered do not differentiate based on pregnancy and maternity status.
Race and Ethnicity	Neutral with potential for negative impact	Parking machines will provide clear information about how to park and how to pay. Language barriers may affect some users. Use of clear plain English and consideration of translation or support options will help mitigate this. Liaising with Dorset Race Equality Council will help to clarify impacts, and to minimise risks.
Religion and belief	Neutral	No direct impact identified as our services do not affect religious practices.
Sex (consider men and women)	Neutral	No differential impact expected as our services apply equally to all users.
Sexual orientation	Neutral	No direct impact as the service is unrelated to sexual orientation.
People with caring responsibilities	Neutral	No direct impact as the services offered do not differentiate based on caring responsibilities.
Rural isolation	Neutral	Non-digital access and payment options will continue, mitigating against loss of digital signal in parts of the county.
Socio-economic deprivation	Positive	The existing range of resident permits already provide excellent value for money. Once they have been better promoted, people will understand what permits are available and the benefits resulting. People who need to have a car but find it difficult to pay to park will be helped through the permits available.

Impacts on who or what?	Choose impact	How
Single parents	Neutral	No direct impact as the services offered do not differentiate based on parenting responsibilities.
Armed forces communities	Neutral	No direct impact identified as the system does not specifically differentiate for Armed Forces communities.

Summary of the impacts

Most of the protected characteristics are not affected, as parking does not differentiate by types of persons. There are some specific areas where impacts may happen: disabilities, rural isolation, race & ethnicity, socio-economic deprivation.

Action Plan

Issue	Action to be taken	Person(s) responsible	Completion date
Disability	Liaise with local disability advocacy groups to co-design accessibility improvements to Parking services and sites.	Mike Westwood, David Rosselli	28/2/2027
Race and Ethnicity	Use plain English, consider translation options, and ensure communications are clear and accessible. Liaise with Dorset Race Equality Council.	Mike Westwood, David Rosselli	28/2/2027
Rural Isolation	Ensure services are tailored to local needs of each town.	Mike Westwood, David Rosselli	28/2/2027
Socio-economic Deprivation	Promote the range of existing parking permit schemes, highlighting their affordability and the benefits resulting (i.e. cheaper parking).	Mike Westwood, David Rosselli	28/2/2027
	Ensure no additional financial barriers are introduced.	Mike Westwood, David Rosselli	Ongoing
Usage	Monitor usage by different groups post implementation of changes	Mike Westwood, David Rosselli	Ongoing

Sign Off

Officer completing this EqIA: David Rosselli

Officers involved in completing the EqIA: David Rosselli, Mike Westwood

Date of completion: 9/10/2026

Version Number: 3

Review date: 31/3/2027

Equality Lead Sign Off: James Palfreyman-Kay