

Report to	Scrutiny Committee for Economy, Transport and Environment
Date	23 November 2011
Report By	Director of Economy, Transport and Environment
Title of Report	Parking Strategy in East Sussex
Purpose of Report	<p>To review whether the intended outcomes from the current parking schemes introduced by the County Council under decriminalised parking enforcement (DPE) powers have been achieved, in particular:</p> <ul style="list-style-type: none"> • traffic and environmental benefits • civil parking enforcement effectiveness • economic development benefits and impact on businesses, and • demographic impact of residents' parking schemes in town centres

RECOMMENDATIONS: Scrutiny Committee is recommended to agree:

1. That the proposed changes to the Lewes and Eastbourne parking schemes detailed in Appendix B be endorsed;
2. That the general changes included in section 3 of Appendix A be endorsed;
3. That controlled parking schemes should be considered for other towns in East Sussex where appropriate; and
4. That the following elements need to be considered when proposing to introduce similar schemes into other areas within East Sussex:
 - There is support by the local district or borough council;
 - There is genuine evidence of parking and safety issues that are detrimental to the local environment;
 - The introduction of civil parking enforcement measures is the most appropriate solution to the problems highlighted;
 - The types of controls introduced are appropriate for the circumstances;
 - There is full and appropriate engagement with the local community before consideration is given to the introduction of any controls;
 - Any scheme includes and complements any off street schemes operated by the district or borough council

1. Financial Appraisal

1.1 The current civil parking enforcement schemes in Lewes and Eastbourne are self financing and any operating surpluses generated by the schemes are used to pay for the initial set up costs of the schemes, the cost of the current parking reviews and support travel and transport measures in East Sussex.

1.2 The estimated costs of implementing the proposed changes for the Eastbourne scheme are:

- Reduction in pay and display income of approximately £150k per annum (changes to the guest permit scheme and free parking on the western seafront during the autumn/winter season)
- Increased operating costs up to £120k per annum from 2012/13 for enforcement of new controlled parking areas
- One-off costs of approximately £100k for new signs, lines etc

1.3 The combined effect of the recommended changes in a full year are a reduction in surplus of some £270k per annum. The current scheme is projected to produce an operating surplus of £556K for 2011/12 which includes the part year effect of the changes that were introduced on a pilot basis. This compares to the surplus generated in 2010/11 of £824k.

1.4 The estimated costs of implementing the proposed changes to the Lewes scheme are:

- It is anticipated that the reduced income resulting from reduced control hours (including free parking during bank holidays) will be approximately offset by reduced enforcement costs.

- One-off costs of approximately £50k for new signs, lines etc

1.5 The current scheme is projected to produce an operating surplus of £148k for 2011/12 compared to the surplus generated in 2010/11 of £43k.

1.6 The introduction of the new contract with NSL Ltd from 1 September 2011 in Lewes and commencing 8 October 2012 in Eastbourne will have the benefit of reduced enforcement costs and this will benefit the surpluses in both areas.

2. Introduction and Summary

2.1 The County Council has introduced two civil enforcement parking schemes in East Sussex, the Lewes town centre scheme introduced in 2004 and the Eastbourne town centre scheme introduced in 2008. Both schemes are currently undergoing review. Decriminalised parking schemes like these provide a number of benefits including:

- Improved traffic management and traffic flow
- Effective levels of enforcement to reduce illegal and inconsiderate parking
- Improvement in the local environment benefiting pedestrians and the town centre streetscape
- Management of competing demands for limited parking space
- Self financing and with no impact on the funding of other services

2.2 Both the Lewes and the Eastbourne schemes have shown that they are effective and they should be continued to ensure we can provide high quality parking management and similar benefits for other towns where appropriate.

3. Why do we need controlled parking schemes?

3.1 The report attached as Appendix A provides detailed commentary on the benefits of controlled parking schemes based on the experience of the current Lewes and Eastbourne town centre schemes including traffic and environmental benefits, enforcement effectiveness, economic benefits and impact on businesses and demographic impact.

3.2 The report also includes commentary on the outcomes from the current parking reviews for Lewes and Eastbourne (a list of recommendations from each review is included as Appendix B), proposals for other changes and provides information about the new parking contracts for Lewes and Eastbourne which include performance measured incentives to reduce costs and provide an enhanced service.

4. Comment on the recent parking consultations

4.1 One of the issues faced when carrying out consultations about parking is assessing the true validity of the results obtained. Responses are often mixed with opposing views from residents, businesses and the wider population. It is therefore important to consider the size of the response not just the percentage of for and against responses. Similarly, face to face comments received at public exhibitions and surgeries add colour and depth to the consultation materials to be considered and are often more helpful than the questionnaire results alone when trying to draw conclusions.

5. Conclusion and Reason for Recommendation

5.1 The decriminalised parking schemes introduced in Lewes and Eastbourne have provided a number of benefits for residents, businesses and visitors and help manage competing demand for limited parking space. Scrutiny committee is therefore recommended to agree the recommendations set out in this report.

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Local Member: All

BACKGROUND DOCUMENTS

WSP Parson Brinckerhoff: Eastbourne Parking Review Summary of Informal Consultation (2011)
WS Atkins: Lewes report (draft) September 2011

This report considers the following:

1. Why do we need controlled parking schemes?
2. Parking Reviews – comments and recommendations
3. Other proposed changes
4. New Parking Contracts in Lewes and Eastbourne

1. Why do we need controlled parking schemes?

1.1 Consultation evidence suggests that parking controls on the whole are not popular and paying for parking even less so. However, it also shows that parking issues are a problem for many people and they would like something done about it. Problems with parking are a result of conflicting demands where commuters, residents, shoppers and local businesses compete for limited space. These problems commonly occur in our town centres but they are also found around other local land uses such as hospitals, train stations, commercial centres and schools and universities.

1.2 A high demand for parking and the related increase in congestion and illegal and inconsiderate parking leads to delays for local residents and visitors, bus services, deliveries and emergency vehicles. It also leads to a general reduction in the attractiveness of an environment and increases in local safety issues. Introducing controlled parking schemes:

- Provides more effective management of the limited on street parking stock making it fairer for users
- Reduces congestion by reducing circulating traffic 'hunting' for space and promotes more effective use of parking spaces ('churn')
- Reduces illegal/inconsiderate parking and improves safety
- Encourages the use of alternative ways of getting around like buses, walking and cycling and
- It improves the general urban environment making it more attractive for all

1.3 Traffic and environmental benefits

Introducing the parking schemes in Lewes and Eastbourne has resulted in less illegal and inconsiderate parking and peak time traffic levels entering the towns have reduced since the schemes were introduced (See Appendix C). At the same time there is evidence of increased bus usage and reliability leading to the introduction of enhanced services and an increase in walking and cycling.

1.4 Civil parking enforcement effectiveness

Both Lewes and Eastbourne had parking restrictions before the current civil parking enforcement schemes were introduced. However, levels of traffic and congestion have increased over time and this was mirrored by an increase in illegal and inconsiderate parking while enforcement levels remained either static or declined. This effectively resulted in lower and lower levels of enforcement but increasing levels of illegal parking and traffic congestion as people realised they had a good chance of getting away with it. Following the introduction of Part II of the Road Traffic Act 1991 (Appendix D) which enabled local authorities to take over from the police service the enforcement of parking the Lewes scheme was introduced in 2004 and the Eastbourne scheme in 2008. The main purpose of the Act was to enable local authorities to take over a wider range of parking enforcement powers from the police (prior to this there was a mixture of controls that had to be enforced by either the police or the authority) to restore levels of enforcement and help line up parking with the authorities other transport plan objectives.

APPENDIX A

Report on controlled parking schemes

1.5 Since the introduction of the civil parking enforcement schemes in Lewes and Eastbourne enforcement levels have been restored and illegal and inconsiderate parking has reduced. The money raised from these schemes has ensured that they are sustainable and self funding and the costs of civil enforcement do not have to be met from County Council revenues that could impact on other services.

1.6 Properly funded and well balanced civil parking enforcement measures help residents park close to their homes, provide shoppers the opportunity to stop and shop, local business customers the chance to get close to the services they want and streets are not 'sterilised' by all day commuter parking.

1.7 Economic development benefits and impact on business

It is difficult to determine what the direct economic development benefits are that result from the introduction of civil parking enforcement schemes like those of Lewes and Eastbourne. There are numerous factors that can influence the economic viability and development of a town including the appeal of the 'offer' of the town (what is there to attract shoppers and visitors) and more obvious factors like the state of the economy.

1.8 Different businesses will have been affected in different ways but the relatively low level of empty shops in Lewes, despite the most challenging trading conditions for decades, suggests that there has been no overall adverse impact on retail activity in the town and that the impact has probably, in fact, been positive. In Eastbourne the situation is more difficult to judge. The 'offer' here is more traditional (rather than specialist like Lewes) and there are significant alternatives to shopping in the town centre with large retail parks providing more convenience for car users. However, there is a significant proportion of the population in Eastbourne that do not have access to a car (around 40%) and retail parks maybe less convenient for them.

1.9 There is some anecdotal evidence from local shop owners and businesses that they believe access to their premises has improved for their customers since the controls were introduced. However, they have not necessarily benefited from this change because recent economic factors have had a counter influence.

1.10 Demographic impact of residents' parking schemes in town centres

There appears to be no evidence that the introduction of the controlled parking schemes in Lewes or Eastbourne has changed the economic demographic profile of the town centres. It appears to be the suitability, attractiveness and price of the housing that largely determines the population type in an area. However, some people will take account of the difficulty of parking in an area when choosing where to live in a town.

2. Parking Reviews

2.1 Both the Lewes and the Eastbourne schemes are currently being reviewed (this is the second review of the Lewes scheme) by independent reviewers providing the opportunity for anyone to comment on the current schemes. This is an important process because introducing parking schemes does have an impact on parking behaviour and the schemes may need adjusting as parking habits and land use change over time.

2.2 The responses to the most recent consultations for both schemes suggests that there is no significant wholesale demand for parking controls beyond the existing boundaries and therefore any further extensions are likely to be fairly limited.

APPENDIX A

Report on controlled parking schemes

2.3 A summary of the changes proposed for Eastbourne and Lewes is shown in Appendix B. For Eastbourne these include, changes to the current town centre scheme and new areas of shared use permit holder bays and time limited free parking for non permit holders. The changes proposed for Lewes include changes to the town centre controls on bank holidays, a small extension to the scheme to include one street and local changes in some villages and coastal towns.

2.4 The aim of any changes will be to provide parking management where there is a demand for it and to change the existing schemes to improve management effectiveness and user experience.

2.5 What happens next?

- 15th December 2011 - Recommendations for both reviews will be considered for approval at ETE Lead Member meeting
- January/February 2012 - Traffic Regulation Orders advertised
- March/April 2012 – Objections considered by Planning Committee
- May/June 2012 – Changes implemented

3. Other Proposed Changes

3.1 In addition to the specific changes outlined in Appendix B some general changes are proposed to the arrangements and management of the parking in East Sussex including:

- An analysis of whether other areas within East Sussex would benefit from the introduction of a civil enforcement parking scheme
- A review of the residents permits schemes across the County. Currently there are significant differences in the mechanism of charges for residents permits (Appendix E) that complicate the administration and do not wholly reflect the benefit provided.

4. New Parking Contracts in Lewes and Eastbourne

4.1 We have recently re-tendered the contract for parking enforcement in Lewes and Eastbourne. The new contract for Lewes and Eastbourne was awarded to NSL. The new contract in Lewes commenced on 1st September, whilst the existing contract in Eastbourne has another year to run. This performance led contract will incentivise and promote better customer service, introduce new technologies and reduce operating costs. Appendix F and G provide details about the new contract and the key performance indicators (KPI).

Parking Reviews –

Recommended Changes to the Eastbourne and Lewes Parking Schemes

1. EASTBOURNE

Consultation

Shortly after the town centre parking scheme started in 2008, the County Council promised to undertake a review of the scheme after it had been operating for a period of time. In April 2010 independent reviewers, WSP Parsons Brinckerhoff (WSP), were appointed to undertake the review. As part of the review WSP carried out a public consultation in June/July of 2010 to understand what issues (if any) people have with the current town centre scheme, the area around the edge of the scheme and also consider parking issues in a number of other areas of Eastbourne where parking problems have been identified including, Meads, Rodmill and Hampden Park. Following analysis of this information, WSP drew up proposals to help address the issues identified. These proposals were publicly consulted on in June/July of 2011 and included proposals for changes to the current town centre scheme, extending controlled parking into a number of areas around the edge of the scheme and also to introduce some control measures in Meads, Rodmill and Hampden Park.

The 2011 consultation process included:

- Sending out information and questionnaire surveys to 9,000 residents and businesses and 30 key stakeholders
- 6 public surgeries in and around the town for anyone to attend
- Providing information and questionnaires online and in public libraries
- A press release to 'promote' the consultation
- Meetings with the Eastbourne Parking Forum Eastbourne Chamber of Commerce, Eastbourne Hospitality Association, Eastbourne Borough Council, Town Centre Manager, Stagecoach and access groups
- Meetings with the Independent Traders Association and community groups

Response to Consultation

The level of response to the questionnaire survey was generally low at around 11% but some areas had better response rates e.g. Meads was 19%

The public surgeries were generally well attended and provided a richer level of information about peoples parking problems.

The various group meetings were very useful forums to discuss ideas and obtain a better understanding of their issues and many of the ideas put forward at these meetings were included in the proposals put forward for consultation by WSP.

All of this information has been considered and analysed by WSP and is presented in their report Eastbourne Parking Review Summary of Informal Consultation (2011). These recommendations have been considered by officers and are presented below.

A. Recommended changes to the current town centre scheme

The following changes (numbered 1 to 9) are recommended to be approved and taken forward to formal consultation (Traffic Regulation Order) stage:

1. Introduce free parking in the pay and display bays at the western end of the seafront between 1 November and 31 March to support businesses in the winter trading period leading up to and after Christmas (normal pay and display charging rates would apply between 1 April and 31 October on the whole of the seafront controlled parking area).

Note: WSPPB recommended in their report to remove the pay and display machines and introduce free parking at the western end of the seafront all year round. This recommendation is based on the response from the consultation feedback only and did not consider the following additional information:

- ◆ A reduced winter tariff trial was completed between 1 December 2010 and 31 March 2011 (a further trial is being carried out this winter) to provide information about the effect a reduced or near zero tariff would have on the pay and display usage on the seafront before any permanent changes were made (see attached Table 1). This information has not been considered by WSPPB as part of their analysis. This showed a significant impact in usage on the seafront and the streets behind the seafront when compared to the previous year with the number of tickets bought increasing while the income reduced.
- ◆ A revised scheme for hotel guest permits has been trialled since 1 April 2011 enabling hotel guest permit holders to park on the seaward side of the seafront all day for £1. Previously guest permits have been restricted to the landward side of the seafront (where there are less bays available) and the charge was 50p per day. Although the trial is still to be fully reviewed indications are that it has been well supported by the hospitality trade but, despite the increase in price from 50p to £1 for part of the period of the trial, there has also been a reduction in overall pay and display income along the seafront during this period (see attached Table 2). It is thought that this is due to the displacement of 'regular price' pay and display customers.

- ◆ Residents local to the western end of the seafront have raised concerns during the review about making this area free because it may attract long term seasonal parking by visitors in camper vans and commercial vehicles. Especially during the summer months.
- ◆ There are many Eastbourne Borough Council sponsored events along the seafront during the summer months (Eastbourne Airbourne for example) when the County Council helps control and manage traffic and parking along the whole of seafront to support these events. The western end of the seafront is an important part of that management during these events.
- ◆ In addition, if all the recommendations for Eastbourne included in this report are implemented there will be new areas requiring enforcement that will not generate any pay and display income (e.g. shared use permit holder and time limited parking areas. These additional management costs will need to be balanced by the town centre scheme as a whole.

2. Convert South Cliff from shared use pay and display and permit holder parking to permit holder and up to 4 hours time limited free parking for non permit holders.

3. Change all loading bays to operate from 24 hours 7 days a week to operate 7am to 7pm only Monday to Saturday (except bays where they are required for loading outside these hours).

4. Provide some additional disabled parking on/adjacent to the seafront at the eastern end where there is currently a low provision for blue badge holders.

5. Provide some 4 hour maximum stay pay and display bays in some streets to support the restaurant trade.

6. Provide some maximum stay 15 minute pay and display bays in some streets to support 'quick turn over' trade in these streets.

7. Introduce Sunday controls of pay and display and permit holder only parking in Wilmington Square (seasonal only – 1 April to 31 October)). The current pay and display and permit holder only controls operate Monday to Saturday

8. Introduce permanent changes to the Hotel guest permit scheme (currently running as a trial) including permitting guest permit holders to park on the seaward side of the seafront (currently not permitted).

9. Introduce a number of other minor changes to the controls (revised yellow lines, bus clearways, new loading bays etc)

B. New controlled parking measures

Around the edge of the current town centre

1. **Bourne Street North area*** - The consultation proposal was to introduce an area wide controlled parking scheme of shared use permit holder and time limited free parking for up to 2 hours for non-permit holders. This was not supported and the response rate was very low and therefore the proposal **is not recommended** to be taken forward to formal consultation (Traffic Regulation Order) stage.

2. **Langney Road South area*** - The consultation proposal was to introduce an area wide controlled parking scheme of shared use permit holder and pay and display parking for up to 2 hours for non-permit holders. There was no overwhelming majority in favour of the proposals and the response rate was very low and therefore the proposal **is not recommended** to be taken forward to the formal consultation (Traffic Regulation Order) stage.

However, **it is recommended** to take forward to the formal consultation (Traffic Regulation Order) stage short sections of permit holder only bays in Ceylon Place and Pevensey Road to provide some opportunity for parking for residents.

3. **Jevington Gardens area*** - The consultation proposal was to introduce an area wide controlled parking scheme of shared use permit holder and time limited free parking for up to 2 hours for non-permit holders. This was not supported and the response rate was very low and therefore the proposal **is not recommended** to be taken forward to the formal consultation (Traffic Regulation Order) stage.

4. **Spencer Road area** – The consultation proposal was to introduce shared use permit holder and 2 hour time limited free parking for non permit holders in Spencer Road, northern parts of Grange Road and Hardwick Road and one side of the eastern end of Blackwater Road. This was well supported and there was a good response rate. **It is recommended** this proposal is taken forward to the formal consultation (Traffic Regulation Order) stage but with some bays designated as permit holder only bays.

5. **Arlington Road area** – The consultation proposal was to introduce limited small scale parking scheme including shared use permit holder and 2 hour time limited free parking for non permits, double yellow lines and loading restrictions in parts of Hartfield Road, Old Orchard Road, Arlington Road and the southern end of The Goffs. This was well supported and there was a reasonable response rate. **It is recommended** this proposal is taken forward to the formal consultation (Traffic Regulation Order) stage.

and include some short stay bays (up to 1 hour) to serve the medical practice and include additional no waiting restrictions requested during the consultation.

* Requests for minor controls and adjustments to existing controls such as yellow lines, loading bays , disabled bays etc should also be taken forward for formal consultation (Traffic Regulation Order) stage.

6. **St Leonard's Road area** - The consultation proposal was to introduce permit holder only parking bays in some parts of Commercial Road, St Leonards Road and Wharf Road. This was well supported although there was a lower response rate than for 4 and 5 above. **It is recommended** this proposal is taken forward to the formal consultation (Traffic Regulation Order) stage.

but with all the bays designated as permit holder only bays.

7. **Upperton area** - The consultation proposal was to introduce a number of no waiting restrictions to protect junctions and access because this area is heavily parked with commuters during the day. **It is recommended** that these should be taken forward to the formal consultation (Traffic Regulation Order) stage.

Areas outside the town centre

5. Meads area:

- Introduce mixture of permit holder only and shared use permit holder and 2 hour time limited free parking in various roads in Meads village.
- Retain 2 hour maximum free parking outside shops in Meads Street.
- Allow parking on one side of Matlock Road only.
- Provide four hour maximum stay free parking on King Edwards Parade to serve Helen Gardens.

These proposals were well supported and there was a very good response rate. It is recommended these measures are taken forward to the formal consultation (Traffic Regulation Order) stage.

6. Rodmill area:

- Introduce Permit holder only parking bays on one side of Rangemoor Drive to serve houses with no off street parking (No. 17-35) and permit holder only bays outside properties adjacent to greensward in Westfield Road.
- Introduce 30 maximum stay free bays in lay by adjacent to shops in Framfield Way and install no waiting restrictions at various locations and junctions in Rodmill to maintain safety and visibility at junctions and narrow roads.

These proposals were well supported and there was a very good response rate. It is recommended these measures are taken forward to the formal consultation (Traffic Regulation Order) stage.

7. Hampden Park area:

- Install loading bay and short section of 2 hour time limited free parking on Station Approach to support local shops.

- Install no waiting restrictions at various junctions around Mountfield Road/Brassey Avenue.
- Install timed (8:00am to 10:00am) no waiting restriction on one side Mallard Close and short section of Brampton Road.

These proposals were well supported although there was a lower response rate than for Rodmill and Meads. It is recommended these measures are taken forward to the formal consultation (Traffic Regulation Order) stage.

2. LEWES

Consultation

Following the introduction of the Lewes scheme in 2004, a review, involving wide consultation, was undertaken on 2006/7 and, as a result of this, significant extensions to the controlled zone were made. Atkins were appointed in November 2010 to undertake a further, independent review of the scheme. They were asked at the same time to identify possible minor changes to parking controls in the coastal towns.

Atkins undertook a first round of consultation in Lewes, the villages and the coastal towns January/ February 2011. During the course of this, they held public surgeries and met representatives of Lewes Town Council, the Chamber of commerce and others. They identified a number of issues in Lewes, principally concerning the periphery of the current controlled zone; particular difficulties experienced by residents in the High Street and immediately surrounding streets and various specific local issues. In the villages they identified various matters that needed to be regularised and other specific local issues and in Falmer the need for urgent changes (which were already in the pipeline) to manage the opening of the new stadium. In the coastal towns, they identified a number of unrelated issues (including problems associated with railway station parking) and matters that needed to be regularised.

In July 2011, Atkins undertook a second round of consultation in Lewes and the villages (other than in Falmer where changes had been introduced through experimental orders). This involved:

- Distribution of almost 10,500 questionnaires
- Six public surgeries at various locations and at different times
- Information of the Council's website and in public libraries with on-line questionnaires

Response to Consultation

The overall level of response to the July consultation was 21%. This is relatively high for consultations of this type although it was rather lower than for earlier consultations about parking in Lewes where response rates have typically been closer to (or sometimes above) 30%. There was quite widespread and, in some cases, very strong

critical comment about the inclusion of the Council's standard "About You" questions in the questionnaire.

Attendance at the public surgeries was patchy but some were very well attended and many lively discussions took place which helped to give depth and texture to the "yes/no" responses to questionnaires. There is undoubtedly a pervasive, although by no means universal, low-level antipathy to parking controls and opposition to any general proliferation. In a few cases this extends to vehement hostility. However, many people visited the surgeries to press for specific new local controls or changes to existing controls which they regarded as beneficial. These discussions proved very helpful to Atkins in formulating their recommendations.

A. Recommended changes in Lewes town and the surrounding villages

Changes in Falmer identified during the first round of consultation have already been introduced by experimental orders in order to manage the opening of the new stadium. At the end of the experimental period, a decision will be taken as to whether they should be made permanent.

It is proposed to bring forward traffic regulation orders and to consult formally on the following changes in Lewes and the surrounding villages:

1. Extension of controlled parking zone A to include Ferrers Road
2. No other peripheral extensions of area-wide controlled parking (including Neville, Landport, Winterbourne and Malling)
3. Creation of a new HS zone, covering the High Street and immediately adjacent streets (these streets are currently included in zones B, C and D), and allowing HS permit holders to park in HS zone and in an appropriate adjacent zone (normally the zone in which they currently hold a permit). Only HS permit holders would be able to park in zone HS. The purpose of this change is to improve the opportunities for residents to park close to their home in that part of the town where spaces are particularly limited.
4. No other material changes to zone boundaries
5. Removal of parking charges on Bank Holidays (subject to Lewes District Council similarly removing charges from off-street car parks, because, otherwise, parking would be displaced from car parks onto surrounding streets making parking more difficult for residents).
6. No changes to the days of operation of the scheme
7. Hours of operation to be standardised to 9am to 5pm, unless specifically indicated otherwise. (In most cases, this will represent a reduction from 8am to 6pm).

8. Hours of operation in Barcombe to be brought into line with the new standard operating hours (9am to 5pm)
9. Introduction of single yellow lines at entrance to Ringmer Community College operating Monday to Friday, 7am to 9am and 2pm to 4pm.
10. Introduction or extension of double yellow lines to improve road safety at:
 - a. Barn Hatch Close, Lewes
 - b. Montacute Road, Lewes
 - c. Bell Lane, Lewes
 - d. Shepherds Way, Ringmer
 - e. Elphick Road, Ringmer
 - f. Mongers Lane, Barcombe
 - g. High Street, Barcombe
11. Introduction of lengths of yellow lines to create passing and crossing places in Grange Road, Lewes, Southover Road, Lewes and Paddock Lane, Lewes
12. Extension of double yellow lines in Southerham Lane, Lewes
13. Removal of permit bays in Priory Street, Lewes (outside 56-64) and reduction in the number of P&D parking bays in Harveys Way, Lewes to facilitate the safe passage of vehicles.
14. Introduction of motorcycle bay in Abinger Place, Lewes and St John's Terrace, Lewes
15. Introduction of a Car Club bay in Western Road, Lewes (outside the Meridian development) and, in principle, at other locations across Lewes as necessary in future
16. Retention of two bays in Bull Lane, Lewes subject to vehicular access to frontage properties being protected if required.
17. Removal of the informal concession whereby permit holders may park on crossovers in some wide streets in the Wallands area of Lewes (principally Prince Edwards Road) because it is not possible to retain such concession in a way that is both legal and practicable.
18. Various minor changes in Landport Estate to assist bus flow and pedestrian movement
19. Various other detailed local changes.

B. Changes to be further considered in Coastal Towns

Following one round of informal consultation in the Coastal Towns, a number of local issues were been identified. In view of the relatively localised, unrelated and

clearly defined nature of these issues, it has been decided that a further round of informal consultation would merely delay without adding to the process and so it is proposed to bring forward traffic regulation orders and to consult formally on the following changes:

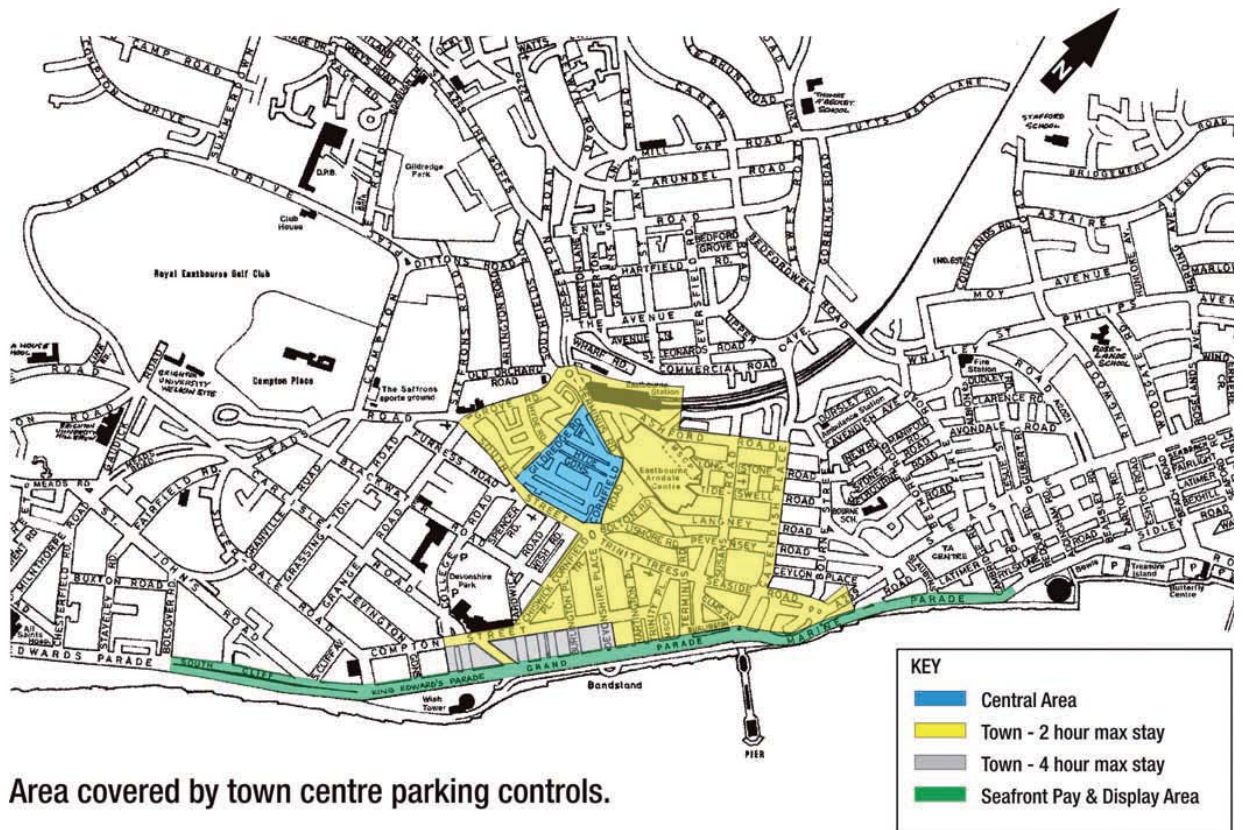
1. Extension of double yellow lines in Telscombe Cliffs
2. Parking problems in streets surrounding Bishopstone railway station (Station Road, Marine Road, Hawth Hill)
3. Parking problems in vicinity of Seaford railway station, especially Chichester Road, Seaford
4. Problems associated with parking on grass verges in Peacehaven
5. Various other detailed local issues

Appendix B Tables 1&2

Table 1				
No of tickets sold (full year comparison)				
Period	01/04/09 - 31/03/10	01/04/10 - 31/03/11	Variation	% Variation
No of tickets	230946	246338	15392	6.7%
P&D Income (full year comparison)				
Period/ Location	1/10/09-30/9/10	1/10/10-30/9/11	Variation	% Variation
Sea Front	£375,694	£307,095	£-68,600	-18.3%
Central	£153,232	£131,979	£-21,254	-13.9%
2 hours max	£674,864	£639,572	£-35,292	-5.2%
4 Hours Max	£54,490	£56,925	£2,435	4.5%
All	£1,258,281	£1,135,570	£122,711	-9.8%
No of tickets sold (trial period comparison)				
Period/ Location	01/12/09 - 31/03/10	01/12/10 - 31/03/11 Reduced Tariff	Variation	% Variation
Seafront	48890	79094	30204	61.8%
Seafront west	6163	11897	5734	93.0%
Seafront Total	55053	90991	35938	65.3%
Central	31712	33406	1694	5.3%
2 Hour Max Stay	200539	179644	-20895	-10.4%
4 Hour Max Stay	12133	8579	-3554	-29.3%
P&D Income (trial period comparison)				

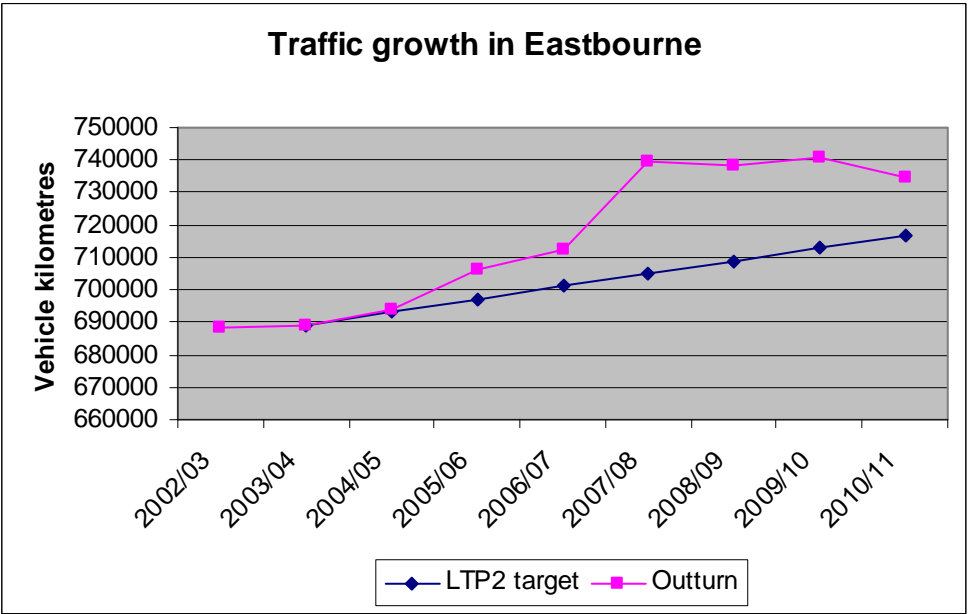
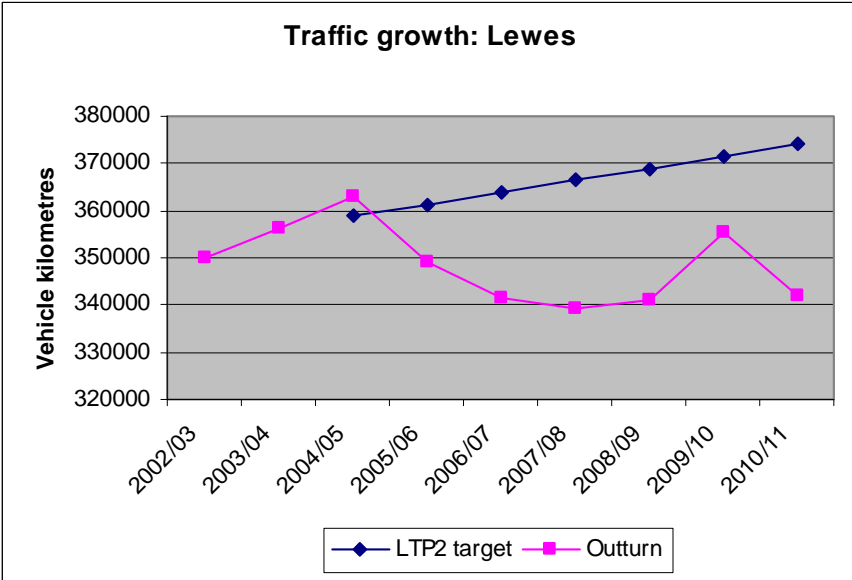
P&D Income/ Location	01/12/09 - 31/03/10	01/12/10 - 31/03/11 Reduced Tariff	Variation	% Variation
Seafront Total	£90,227	£47,253	-\$42,975	-47.6%
Central	£55,188	£43,294	-\$11,895	-21.6%
2 Hour Max Stay	£230,091	£211,638	-\$18,453	-8.0%
4 Hour Max Stay	£14,282	£16,957	£2,675	18.7%
Total	£389,789	£319,141	-\$70,648	-18.1%

Table 2				
Trial Guest permit scheme - P&D Income				
P&D Income/ Location	01/4/09 - 30/09/10	01/04/10 - 30/09/11 Trial Period	Variation	% Variation
Seafront Total	£232,613	£206,284	-\$26,329	-11.3%
Central	£71,061	£65,332	-\$5,729	-8.1%
2 Hour Max Stay	£331,538	£322,060	-\$9,478	-2.9%
4 Hour Max Stay	£32,759	£32,226	-\$533	-1.6%
Total	£667,971	£625,902	-\$42,069	-6.3%



Area covered by town centre parking controls.

Changes in Traffic Growth Lewes & Eastbourne



Decriminalised and Civil Parking Enforcement - Background Information

Prior to 1991, waiting or loading restrictions in roads were subject to regulations made under the Road Traffic Regulation Act 1984 (RTRA1984). Any driver who breached a regulation made using powers in the RTRA1984 was guilty of a criminal offence and subject to prosecution through the Magistrates Court by either the Police or, for a limited range of offences, by the Local Highways Authority. For the most part, the Police exercised their powers by means of the fixed penalty system, with traffic wardens carrying out the majority of enforcement activity. Local Authorities exercised their powers by means of the excess charge system, with parking attendants carrying out the enforcement.

By the mid 1980's many Highways Authorities, with the support of the Police, sought to obtain enforcement by other means. Initially this led to an increase in Local Authority parking attendants to carry out those functions that were within the powers of a local authority. These powers were however limited to dealing with some offences at parking places, such as meters and residents parking places, but did not extend to enforcement of yellow lines.

The resultant enforcement provided by two different agencies caused confusion with the public. It also encouraged an increase in yellow line parking, where, due to Police resource constraints, the chances of getting a ticket were lower, compared to the local authority patrolled parking places.

In order to address the above inconsistencies and provide for more effective enforcement new legislation was introduced in 1991 in the form of Part II of the Road Traffic Act 1991 (RTA1991). Under this Act, the enforcement process became known as Decriminalized Parking Enforcement (DPE) which gave local authorities powers to adopt Permitted Parking Areas/Special Parking Areas (PPA/SPA) within which they can enforce most stationary parking restrictions, leaving the Police service to deal only with endorsable offences such as parking on a pedestrian crossing or causing obstruction. The endorsable offences remained criminal, whereas non endorsable offences become a civil debt, and the responsibility of the local authority.

Under DPE the Penalty Charge Notice (PCN) replaced excess charge notices and fixed penalty notices used to notify drivers that they have committed an offence and are required to pay a charge. A PCN has the status of an unpaid bill and, unless the driver takes action to challenge it, payment remains due. If payment is not made, the Council's recourse to County Court is to collect the debt, not to prove the offence.

By law, all London Boroughs were required to take on the new powers by 1 July 1994. Outside London local authorities have the choice whether or not they adopt the powers.

1.2.1 Traffic Management Act 2004

Part II of the Road Traffic Act 1991 enabled local authorities to take over from the police service the enforcement of parking regulations. As from 31 March 2008 these regulations were replaced by the parking provisions in Part 6 of the Traffic Management Act 2004 (TMA) which also replaced sections of the London Local Authorities Act 1996 and the London Local Authorities and Transport for London Act 2003, to provide a single framework in England for the civil enforcement of parking, bus lanes, some moving traffic offences and the London lorry ban.

All Local Authorities with DPE powers were required by law to adopt the provisions of the TMA from 31 March 2008. Local Authorities who wish to take over enforcement of parking regulations from the police after 31 March 2008 will do so under the provisions of the TMA

Under the TMA, Decriminalised Parking Enforcement becomes known as Civil Parking Enforcement (CPE), and an existing Permitted Parking Area/Special Parking Area as a Civil Enforcement Area (CEA) with the addition of Special Enforcement Area (SEA) for some contraventions. Parking Attendants have a wider remit and become known as Civil Enforcement Officers (CEOs).

Residents Parking Permit Charges

Lewes Parking Scheme

Vehicles registered		First permit	Second
1 March 2001 or after	before 1 March 2001		
CO ₂ value	Cylinder capacity	Annual	
More than 185g/km	More than 1800cc	£95	£130
185g/km or less	1800cc or less	£85	£120
150g/km or less	1500cc or less	£75	£110
120g/km or less	1000cc or less	£55	£90
100g/km or less	–	£15	£50
Electric and LPG vehicles		£15	£50

Eastbourne Parking Scheme

Any Registered anytime	£25	£75
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Hastings Parking Scheme

Permit holder only parking areas	£75	£120
Shared permit/time limited free parking areas	£35	£56

Highlights of NSL Contract

- The contract management fee is a guaranteed amount for 5 years. The annual fee is £1,031,121 (£1,151,121 if the full KPI payment is reached each month)
- The contract has been developed to incentivise the contractor in different ways, focusing on service delivery and continuous improvement, and the contract allows for the sharing of any efficiency savings identified by the contractor.
- There are no profits built into the NSL management fee. NSL will achieve a monthly bonus of £10,000 by achieving all of the monthly KPIs. If the KPIs are not achieved NSL will not be paid the full bonus, and if they fail to meet 4 of the KPIs they will pay a penalty that month. The bonus payments will decrease in set levels depending on the number of KPI's not met:
 - The Contractor is paid a bonus of £10,000 which is added to the monthly contract price if the target of all the Key Performance Indicators is improved upon or achieved.
 - If the Contractor fails to achieve the performance target stated for one of the Key Performance Indicators then the Contractor's bonus payment will be reduced to £7,000.
 - If the Contractor fails to achieve the performance target stated for two of the Key Performance Indicators then the Contractor's bonus payment will be reduced to £3,000.
 - If the Contractor fails to achieve the performance target stated for three of the Key Performance Indicators then the Contractor's bonus payment will be nil.
- NSL will pay a penalty for not achieving 4 or more of the KPIs. The penalty payments will be:
 - If the Contractor fails to achieve the performance target stated for four of the Key Performance Indicators then a penalty payment of £3,000 will be deducted from the monthly Contract Price.
 - If the Contractor fails to achieve the performance target stated for five of the Key Performance Indicators then a penalty payment of £7,000 will be deducted from the monthly Contract Price.
 - If the Contractor fails to achieve the performance target stated for six or more of the Key Performance Indicators then a penalty payment of £10,000 will be deducted from the monthly Contract Price.
- There will be the introduction of new technologies:
 - Handhelds with integrated cameras
This will provide a more efficient way of working by automatically indexing photographs to the PCN.
 - Push to talk communications
This will allow clear communication across the whole County. This also offers lone work protection as a panic button automatically signals an alert on the PC and the location of the CEO. This will be integrated into the handheld device which removes the need for a CEO to carry a separate radio unit.
 - CEO tracking
NSL will provide a GPS tracking system providing a very robust system to track our deployed CEOs.

- SOTI software on the handheld
This software will allow the management team to remotely access the handheld in real time to monitor a CEO or to assist a CEO with an issue. This will remove the need for the CEO to return to base and reduce downtime by keeping the CEO deployed.
- NSL will work in partnership with ESCC to identify and introduce advanced technologies to improve parking compliance. This could include: use of mobile ANPR to enforce locations where instant tickets can be issued, use CCTV cameras to enforce areas where non compliance is high for example taxi offices, schools and so on, use of NSLs large supply chain to generate innovation and appropriate technology and CCTV enforcement vehicles.

Key Performance Indicators

KPI number	KPI Category	Description	Measurement	Target
1	Deployment of CEOs	Our enforcement survey will output the level of CEO deployed hours that are required to meet the Council's required levels i.e. core hours daily and non core hours daily	HHC shift log Deployment of CEOs Each day the shift supervisor will fill out a daily beat sheet and briefing record which will record how many CEO's were deployed on that day This information will be entered into the monthly KPI sheet Pocket book log	96%
2	Maintenance of the Council's Pay & display machines	Monitor and maintain the Council's Pay & display machines. All faults will be reported to the Council and responded to within the agreed timescales.	On-street CEO's CEO'S pocket books Pay & display log sheet Customer complaints	100%
3	Contractual compliance	Measuring compliance is subjective since there are a number of variables involved and different components that can be measured and interpreted. We would suggest that via the use of stratified random sampling beats could be picked to survey.	Prescriptive agreed method statements and procedures Supervisor monitoring CEO'S pocket books HHC data Compliance monitoring data	98%
4	Quality parking enforcement	The % of PCNs paid PCNs will only be issued when a contravention has been identified, according to ESCC's guidelines and where supporting information recorded by the CEO'S is adequate to support enforcement of the PCN. This will help to ensure a	IT processing system Compliance monitoring	85%

		successful payment is achieved.		
5	Quality parking enforcement	The % of PCNs cancelled due to CEO errors PCNs will only be issued when a contravention has been identified according to ESCC's guidelines and where the supporting information, collected and recorded by the CEO, is adequate to support enforcement of the PCN and to enable ESCC to deal with representations and adjudication cases.	IT processing system PCNs should be cancelled according to set and jointly agreed cancellation codes (cancelled PCNs against a particular CEO will lead to advice to the CEO) Daily performance sheets Spoiled PCNs records Pocket book check log Compliance monitoring	No more than five (5) per month
6	Availability of IT system	The downtime of the service provider's IT system during the core hours of operation	Helpdesk software report Monthly report Compliance monitoring	98% full functionality during core hours
7	Quality of administration services	The % of all telephone calls answered within 5 rings	Mystery shopping Compliance monitoring	98%
8	Quality of administration services	The % of all correspondence responded to within 10 days	Contract management team will provide the Council with all relevant details IT processing system	98%
9	Quality of administration services	Penalty charge notice processing respond to within the agreed timescales	IT processing system Compliance monitoring	100%
10	Quality of administration services	Permit processing All permit processing will be handled by the Parking Information centre staff with strict guidelines in place to ensure that all permits applied for are correctly vetted. Regular communication will take place between the contractor and the Council to	IT processing system Compliance monitoring Mystery shopping	100%

		ensure that all permits are issued correctly and in line with Council policy.		
11	Quality of administration services	<p>Suspensions</p> <p>All suspensions will be handled by the Public Interface Point staff with strict guidelines in place to ensure that all suspensions applied for a correctly vetted. Regular communication will take place between the contractor and the Council to ensure that all suspensions are issued correctly and in line with Council policy</p>	<p>IT processing system</p> <p>Compliance monitoring</p> <p>Mystery shopping</p>	100%