

Report to **Lead Member for Transport and Environment**

Date **5 September 2005**

By **Director of Transport and Environment**

Title of Report **Eastbourne Decriminalised Parking Scheme**

Purpose of Report **To decide whether, or not to introduce decriminalised parking enforcement in Eastbourne**

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**RECOMMENDATION - that all necessary steps be taken, in close consultation with Eastbourne Borough Council, to introduce decriminalised parking enforcement in Eastbourne at the earliest practical date.**

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## **1. Financial Appraisal**

1.1 Costs will be incurred in developing and implementing decriminalised parking enforcement. All such costs can be recovered from surplus operating income once the scheme is operational but will need to be funded in the meantime from the Integrated Transport element of the capital programme. Provision of £100,000 is included in the 2005/06 programme with the balance of set up costs (£500,000) phased over 2006/07 and 2007/08.

1.2 In a full year the net operating surplus is estimated to be £418,000. All set up costs should have been repaid from surpluses during 2009/10. A full appraisal is given in Appendix A.

## **2. Supporting Information**

2.1 The introduction of decriminalised parking in Eastbourne is a key element of the Local Transport Plan programme. Consultation on the principle of decriminalised parking throughout Eastbourne and a substantial extension of an established controlled parking zone (CPZ) in the town centre, took place in the autumn of 2003. In the light of that consultation, work was undertaken to develop revised proposals but this work was put on hold earlier in 2005 to allow further discussions to take place with Eastbourne Borough Council.

2.2 Those discussions have resulted in agreement in principle about the arrangements for taking the scheme forward and for the subsequent management of the scheme. Formal application will be made to the Department for Transport for the whole of Eastbourne Borough to become a Special Parking Area (SPA). This will mean that responsibility for enforcement of all parking regulations throughout Eastbourne will pass from the Police to the highway authority. All on-street parking and all pay-and-display car parks will come under a single parking operation. It is proposed that the parking operation in the SPA will be overseen by a Joint Board comprising members of ESCC and Eastbourne Borough Council and will be managed by the County Council. An experienced contractor from either the private or public sector will be appointed, following a formal tendering process, to operate the enforcement under the direction of the County Council.

2.3 The size of the existing CPZ in the centre of Eastbourne will be increased but will be smaller than that proposed at the previous consultation. The CPZ will include the existing town centre CPZ and the Seafront but the final area will be determined through further consultation. These changes in the proposals reflect the views previously expressed. Based on experience from other schemes, the increased enforcement in the town centre and Seafront areas will create a knock on effect to adjoining areas. It is anticipated that more cars will park in the area surrounding the existing CPZ. We will, therefore, be asking local residents and businesses in a

wider area shown on the Map in Figure 1, to express a view about whether they would prefer to be inside the CPZ or outside. Letters and an explanatory leaflet will be sent to every business and residential address within the consultation area shown in Figure 1 early in 2006. Local exhibitions will be held at the same time giving the opportunity for local people to discuss with council officers and consultants the implications of being in, and of not being in, the scheme.

2.4 It is proposed that the County and Borough Council will enter into a formal agreement setting out the financial and other arrangements for managing parking operations within the SPA. Early expressions of interest will be invited from potential contractors so that, subject to formal approval by the Department for Transport and to the outcome of local consultation, the scheme can be implemented at the earliest practical date which is likely to be in Autumn 2007.

### **3. Consideration**

3.1 Decriminalisation will allow parking restrictions in Eastbourne to be enforced more effectively than at present. This will allow residents living in the town centre to park more easily close to their home and allow shoppers and people on business to find a convenient short-stay space. The scheme will help to reduce congestion and the danger and inconvenience caused by illegally parked vehicles. It will also make a particularly important contribution to the plans of the Eastbourne Quality Bus Partnership to improve the quality and reliability of bus services in the Borough.

3.2 Some commuters who currently park free of charge in residential streets in parts of the town centre will no longer be able to do so. They will have the option to either park further out, to pay to park or to make alternative travel arrangements.

3.3 Any surplus income arising from on-street parking will be reinvested in local transport in the Borough and this will allow improvements to public transport, cycling, pedestrian facilities and other appropriate measures to be implemented sooner than would otherwise have been possible.

### **4. Conclusions and Reasons for Recommendations**

4.1 The introduction of Decriminalised parking enforcement is a vital element of the overall transport strategy for Eastbourne and will bring significant benefits to business and residents. Similar arrangements now apply or are being introduced in most other towns of similar size and, increasingly, in smaller towns. It will take some time to get everything in place and I consider, therefore, that all necessary steps should be initiated now, so that, subject to securing the necessary approvals, the scheme can be implemented at the earliest possible date.

**BOB WILKINS**  
Director of Transport and Environment

Contact Officer: John Robbins (Tel 01273 482236)

Local Members: Councillors Elkin, Harris, Mrs Healy, Lacey, Skilton,  
Taylor, Tunwell, Tutt, Woodall