

Lead Member Transport and Environment

20 January 2020 Appendix 1

**Proposals for East Sussex Parking Charges Consultation
Analysis**

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1 Executive Summary

- 1.1 Each of the three controlled parking areas were introduced some years apart and with varying types of parking provision to satisfy the needs of the local community. Although there are similarities between the three areas, there are different levels of charging in each area and the difference is particularly noticeable in the charges for permits.
- 1.2 The level of charging is a vital tool to manage the demand for parking. Whether this is by type of user (e.g. permit user or pay and display), by location (e.g. differential pricing between on-street parking and off-street car parks) or by type of vehicle (e.g. second residents' permits or lower-emission vehicles).
- 1.3 The effective control of parking is a crucial element of wider transport strategies as set out in our Local Transport Plan (LTP3). It supports the local economy by assisting with the management of congestion and the availability and demand for parking spaces as well as encouraging greater use of more sustainable forms of transport.
- 1.4 The aims of the proposals include acting as a disincentive to multiple vehicle ownership and a move to encourage greater use of sustainable alternatives, whilst not limiting the availability of permits for those that need them. As such, it is important that charges are set at a level that has some meaningful effect on parking behaviour.
- 1.5 Charges for on-street parking have not been significantly changed for many years. In Eastbourne and Hastings the charges were last increased in 2008 and in Lewes in 2007.
- 1.6 The key changes proposed, which were consulted on, are:
 - standardising the price of residents' permits across Lewes, Eastbourne and Hastings for the first time.
 - linking the cost of residents' permits to the CO₂ emissions of pollution from the vehicle the permit covers, with owners of low emission vehicles paying less than those with higher emissions. Charges for first permits in Hastings would remain the same or reduce for residents with a vehicle in car tax bands A to F, while the majority of motorists in Eastbourne would pay more for annual permits. The cost of a first permit would be between £15 and £95 per year.
 - that the cost of visitor and day permits should be higher in all three scheme areas to encourage people to make more sustainable travel choices.
 - increasing the cost of on-street P&D charges to encourage people to use alternative sustainable forms of transport, which will help reduce congestion and improve air quality in our towns. The increase in charges for on-street parking across Eastbourne, Hastings and Lewes would range from 20p to £1.90 per hour depending on the location. Blue Badge holders are not impacted by this proposal as they do not have to pay for on-street parking.
 - targeted increases in on-street parking charges in a small number of locations where nearby off-street car park prices have higher charges than on-street prices. This will help encourage people to use car parks first and minimise the pressure on on-street parking in these locations. Blue Badge holders are not impacted by this proposal as they do not have to pay for on-street parking.
- 1.7 The reasons for proposing increased parking charges comprises several environmental aspects which includes improving air quality in our town centres, reducing congestion in our town centres and encouraging the county's population to use more sustainable modes of transport, whilst encouraging greater use of the town

centre off street car parks. Permit and pay and display charging structures are a useful and effective way to encourage a switch to less polluting vehicles and to encourage people to make more sustainable travel choices.

- 1.8 Appendix 1B provides the current and proposed permit charges and Appendix 1C provides the current and proposed P&D charges across the County.
- 1.9 During the consultation, respondents were invited to have their say on the proposed changes listed above, by completing a consultation questionnaire via the online consultation hub. A total of 2,161 people responded to the questionnaire: 2,155 completed it online and six respondents completed a paper version.
- 1.10 Emails were also received by the Council's Parking Team directly with comments relating to the proposals, 40 representations via email were received which included 11 attached letters regarding the proposed changes from members of the public, organisations and MPs. Two Parish Councils also responded to this consultation.
- 1.11 There were also two petitions received against the proposed changes to parking charges, totalling 4,838 signatures, one petition was submitted by a parish councillor for Lewes and one petition was submitted by a local MP and Councillor in Eastbourne. Neither of the petitions provided a response to the questions in the consultation.
- 1.12 All of the comments, feedback and suggestions received during the consultation have been analysed and have helped to inform the final proposals for presentation to East Sussex County Council's Lead Member for Transport and Environment on 16 December 2019.
- 1.13 The response to the consultation questionnaire has received a large majority of responses from residents of Eastbourne (76.1%) followed by Lewes (13.8%) and Hastings (7.6%). Analysis of those responses where a postcode was given showed that around 2.5% of respondents were from outside the County.
- 1.14 When considering the environmental aspects of the consultation:
 - 54.33% of respondents indicated they strongly agreed or agreed the Council should take measures to reduce congestion in our town centres.
 - 66.64% of respondents strongly agreed or agreed the Council should take measures to improve local air quality and reduce vehicle emissions.
 - 57.75% of respondents strongly agreed or agreed the Council should take measures to encourage the use of more sustainable modes of transport and use vehicles that emit lower levels of pollution.
- 1.15 When considering parking habits and the cost of parking in our town centres there was varying opinion:
 - 65.43% of respondents strongly agreed or agreed that the cost of parking charges influence where people park.
 - 50.48% of respondents strongly agreed or agreed the cost of off street parking should be lower than that of on street parking.
 - 38.6% of respondents strongly agreed or agreed that less polluting vehicles should pay less for the resident permit compared to 40.35% who disagreed or strongly disagreed.
 - Only 12.08% of respondents strongly agreed or agreed permit charges should be aligned with those in Lewes compared to 59.6% who disagreed or strongly disagreed.

- 1.16 The consultation also proposed changes to day permits with 10.04% of respondents indicating they strongly agreed or agreed the cost should increase compared to 74.46% respondents indicating they disagree or strongly disagree.
- 1.17 The consultation sought to understand local opinion on proposed increase to on street pay and display charges, 11.48% respondents indicated they strongly agreed or agreed with 82.37% of respondents indicating they disagreed or strongly disagreed with the proposed increases.
- 1.18 The questionnaire responses also indicated 84.96% of the respondents did not have any type of permit.
- 1.19 Following analysis of the questionnaire responses which included additional comments and alternative suggestions to help reduce congestion and air quality, it is evident that the main point of concern is the negative economic impact the proposed charges will have on the town centres. The top ten additional themed comments were identified as follows:

Rank	Comment Theme
1	Concerned about the negative effect (mainly economic) on the area
2	Need to improve buses and bus services - mainly around cost, reliability, availability
3	Alternative parking (regulation and pricing) suggestions
4	Need to improve railways and rail services - mainly around cost and reliability
5	Need to develop Park & Ride services
6	This is just a stealth tax / just a revenue making proposal
7	Cycling related comments - more / better cycle lanes and priorities needed
8	After investing in the development in Eastbourne (The Beacon), it would be counterproductive to increase charges
9	General comments about the difficulties presented by roadworks, and the need to improve road links
10	It's unfair to compare the three areas as they have different parking requirements and are demographically different

- 1.20 Proposals relate to on street parking places, they do not extend to off street car parks anywhere in the county. As the Highway Authority East Sussex County Council encourage the use of off-street car parks to help minimise journeys, congestion and any environmental impacts within our town centres. The proposed increase in on street parking charges will also help to encourage greater use of more sustainable transport options which include bus travel, walking and cycling. There is little published evidence which demonstrates a direct correlation between changes in parking charges and changes in town centre footfall. Other factors will have an influence on people's choice on where they shop or access services and, therefore, the level of footfall in a town centre. These include the amount and availability of paid and free parking; the cost and quality of off-street parking; the accessibility of the town centre by different transport modes (e.g. by train, bus etc); and most fundamentally the quality of the retail, leisure and services on offer.

- 1.21 The management of parking, including through appropriate charging, is an important part of the demand management toolkit in the LTP3 which complements the investment the Council is making to improve travel choices which encourage the use of walking, cycling and public transport in East Sussex, with the overall aim of supporting sustainable economic growth.
- 1.22 Charging at a sufficient level to impact driver behaviour, can bolster the local economy by encouraging a 'churn' of visitors and shoppers, rather than spaces being occupied by a single user for a long period of time. It should also encourage drivers to:
- consider how they travel and whether it is alternative mode of travel – walk, cycle, bus or train
 - park in off street car parks,
- 1.23 The Council have reviewed the number of on street parking spaces that would be affected by the proposals compared to the number of off street parking spaces in the town centres. In Eastbourne, of the 2,008 on street parking spaces which provide pay and display parking 425 parking spaces in the town centre (Zone A and Zone G), those within a short walking distance of the main retail area, will be most affected by the proposals. As an alternative to parking on street there are 1,718 off street parking places in the Railway Station, Beacon, Junction Road and Hyde Gardens car parks that will offer cheaper and longer stay parking. The proposals seek to encourage visitors to utilise the off street parking places which will help to reduce vehicle movements in the town centre and in turn reduce air pollution.
- 1.24 In Lewes, of the 1,084 on street parking spaces that provide pay & display parking; of these 149 parking spaces in the town centre, close to the local amenities will see the highest increase in the parking charges. As an alternative there are 706 parking spaces in 12 off street car parks within walking distance of the town centre which will offer cheaper and longer stay parking.
- 1.25 In Hastings 463 pay and display parking spaces across the town centre will be affected by the proposed increases, as an alternative there are 2,749 off street parking spaces in 16 car parks across the town centre which will offer cheaper and longer stay parking options. There are also 31 pay and display coach parking spaces in the town centre. There are a further 127 off street parking spaces in St. Leonards.
- 1.26 The above analysis demonstrates that the majority of car parking capacity in Eastbourne, Lewes and Hastings is in off street car parks. So, the proposed increases to Pay and Display charges should not have a detrimental impact on the economic viability of these towns. The proposals are intended to encourage wherever possible, visitors to use the off street parking facilities but also provide all day parking where there is limited off street parking provision.
- 1.27 Offering a discount based on the vehicle emissions resident parking permits can help to encourage greater use of less polluting vehicles which will help to reduce harmful emissions and improve air quality in our town centres and across the county. The proposals for the on street parking charges will encourage greater use of off street car parks, reduce the number of vehicles driving on our town centre roads searching for parking spaces and aim to encourage greater use of alternative modes of transport which in turn will reduce harmful emissions and improve air quality. These outcomes aim to make these towns a more appealing place to work, live and visit and thereby boost the local economy.
- 1.28 Following analysis of consultation responses and comments, we do not consider that the new information has been presented that would lead us to withdraw our proposals.

2. Introduction

- 2.1 The public consultation was undertaken by the County Council between 1 July and 11 August 2019 on proposed changes to on street parking charges across East Sussex. The reason for the proposed changes includes a number of environmental aspects which includes improving air quality in our town centres, reducing congestion in our town centres and encouraging the county's population to use more sustainable modes of transport, whilst encouraging greater use of the town centre off street car parks.
- 2.2 Charges for on street parking have not been significantly changed for many years. In Eastbourne and Hastings the charges were last subject to an increase in 2008 and in Lewes in 2007.
- 2.3 The County Council's Local Transport Plan 2011 - 2026 (LTP3) sets out the Council's vision and objectives which include tackling climate change and improving accessibility and enhancing social inclusion.
- 2.4 To help achieve the aims of LTP3, a number of changes were proposed, including:
 - standardising the price of residents' permits across Lewes, Eastbourne and Hastings for the first time.
 - linking the cost of residents' permits to the CO₂ emissions from the vehicle the permit covers, with owners of low emission vehicles paying less than those with higher emissions.
 - we propose that the cost of day permits should be higher in all three scheme areas to encourage people to make more sustainable travel choices.
 - increasing the cost of on-street pay and display charges to encourage people to use alternative sustainable forms of transport, which will help reduce congestion and improve air quality in our towns.
 - targeted increases in on-street parking charges in a small number of locations where nearby off-street car park prices have higher charges than on-street prices. This will help encourage people to use car parks first and minimise the pressure on on-street parking in these locations.
- 2.5 Two external consultancy companies were appointed to assist with the delivery of this consultation. Project Centre, locally based transportation consultancy provided project management services and MCL, a locally-based transport and research consultancy, provided data processing and analysis services of the consultation comments in support of the consultation. This report is produced by the County Council in conjunction with Project Centre and MCL.
- 2.6 This report provides a complete analysis of all of the consultation questionnaires completed. It also includes the Council's response to the main issues raised in questionnaire responses and other forms of representations (e.g. email and letter). Section 5 of the report also provides a summary of the representations from key stakeholders made outside of the consultation questionnaire.

- 2.7 A range of methods and media were used to publish and advertise the consultation, to try to ensure that as many people as possible were encouraged and able to give their views. The intention was to ensure participation from a wide range of interested members of the local population and representative groups.
- 2.8 The publicity included
- a press release,
 - a letter sent to all permit holders via the NSL Apply system,
 - notices on all pay and display machines across the county,
 - a text message reminder of the consultation was sent to all RingGo customers who had completed a parking transaction in the county in the previous 12 months and who had previously agreed to receive 3rd party marking information
 - and promotion on the County Council's website and via social media.
- 2.9 Various stakeholders were emailed directly to notify them of the proposals and the consultation, encouraging them to respond via the survey or in writing. These included the County, District and Borough Councils and councillors, Town and Parish Councils, MPs, and public sector organisations (see Appendix A of this report).
- 2.10 The priorities and proposals were set out in the introduction to the consultation questionnaire, which is reproduced in full in Appendix E of this report. The questionnaire was available in different formats upon request, and included seven sections as follows:
- Permit prices to encourage lower emissions vehicles;
 - Align Resident permit charges in Eastbourne and Hastings with those in Lewes ;
 - Business permit charge increase;
 - Visitor and other permit price variations in different towns;
 - Increase to on street parking charges;
 - Increase to pay and display near off street car parks;

3. The Consultation Process

- 3.1 The consultation sought to understand people's views on the Council's proposed approach to the management of parking demand across the county through the increase in on-street pay & display parking tariffs and parking permit charges. The consultation also looked to better understand whether these proposed changes would encourage drivers to use more sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants. The following section provides the analysis of responses received and the level of support for the proposed changes. The consultation ran from 1 July to 11 August. The consultation questionnaire can be found in Appendix E of this report.
- 3.2 The overall responses to each of the questions asked are summarised below – questions 4 to 15 relating to the respondent's views regarding the proposals being put forward.
- 3.3 Further questions (16 to 26) provide demographic and other personal information to assist in analysis and interpretation of the results are included in section 6, 'About You - Classification of Respondents'.
- 3.4 The majority of feedback to the consultation was submitted via the ESCC Consultation Hub but responses were also received via the dedicated consultation email address: parking.consultations@eastsussex.gov.uk Petitions were also received as part of the consultation process. The total number of consultation responses received is:

Online Questionnaire	Emails/Letters	Petitions
2161	40	2

- 3.5 There were also 32 responses received via the Eastbourne parking review consultation that ran at the same time as the Proposal for East Sussex Parking Charges, six respondents replied to both consultations. We identified six duplicate responses, by this we mean the same individual replied to both consultations with the same response. Only one of each of the duplicate responses has been considered as part of this consultation.
- 3.6 The questionnaire was split into two specific sections, the environmental aspect and the parking charges aspect.
- 3.7 The first part of the analysis considers the opinions of the consultees concerning environmental issues faced across the county and what support there is for the County Council to introduce measures to help combat air pollution whilst also encouraging a modal shift to alternative modes of transport.
- 3.8 The second part of the analysis considers the opinions of the consultees concerning the proposed increase in parking charges across the county, with the emphasis on increasing the charges to encourage changes to parking habits and a greater take up of less polluting vehicles.

4. Consultation Questions

The first part of the consultation questionnaire asked a range of questions relating to environmental issues for the purpose of determining if there is support for the County Council to introduce measures to help improve the local environment across the county.

Reducing Traffic Congestion

Question 4: To what extent do you agree that East Sussex County Council should take measures to assist in reducing traffic congestion in our town centres?

Option	Total	Percent
Strongly agree	405	18.74%
Agree	686	31.74%
Neither agree or disagree	489	22.63%
Disagree	322	14.90%
Strongly disagree	259	11.99%
Not Answered	0	0%
Total Responses	2,161	100%

Summary of responses:

50.48% of all responses indicated they either strongly agree or agree that ESCC should take measures to assist in reducing traffic congestion in our town centres.

22.63% neither agreed or disagreed.

26.09% of responses disagreed or strongly disagreed accounted for.

Improve Local Air Quality and Reduce Vehicle Emissions

Question 5: To what extent do you agree that East Sussex County Council should take measures to improve local air quality and reduce vehicle emissions?

Option	Total	Percent
Strongly agree	565	26.15%
Agree	875	40.49%
Neither agree or disagree	428	19.81%
Disagree	134	6.20%
Strongly disagree	159	7.36%
Not Answered	0	0.00%
Total Responses	2,161	100%

Summary of Responses:

66.64% of respondents indicated they strongly agreed or agreed ESCC should take measures to improve local air quality and reduce vehicle emissions.

19.81% of responses indicated they neither agreed or disagreed.

13.56% responded they disagreed or strongly disagreed accounted for of responses.

Use of More Sustainable Modes of Transport

Question 6: To what extent do you agree that East Sussex County Council should take measures to encourage people to use more sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants?

Option	Total	Percent
Strongly agree	467	21.61%
Agree	781	36.14%
Neither agree or disagree	469	21.70%
Disagree	241	11.15%
Strongly disagree	203	9.39%
Not Answered	0	0%
Total Responses	2,161	100%

57.75% of respondents indicated they either strongly agree or agree that East Sussex County Council should take measures to encourage people to use more sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants.

21.70% of all responses indicated they neither agree nor disagree.

20.54% of respondents either strongly disagreed or disagreed.

The second part of the questionnaire asked a range of questions based on the proposed increase in on street parking charges to determine if there was support for the proposals and to understand the current perception of how parking charges influence parking habits across the county.

Parking Charges Influence Where People Park

Question 7: To what extent do you agree that the cost of the existing parking charges influences where people park?

Option	Total	Percent
Strongly agree	795	36.79%
Agree	619	28.64%
Neither agree or disagree	312	14.44%
Disagree	235	10.87%
Strongly disagree	200	9.25%
Not Answered	0	0.00%
Total Responses	2,161	100%

65.43% of respondents either strongly agreed or agreed that the cost of existing parking charges do influence where people park.

14.44% of respondents neither agreed nor disagreed.

20.12% disagreed or strongly disagreed.

Charges in Off Street Car Parks Should be lower than On Street Charges

Question 8: To what extent do you agree that charges in off-street car parks should be lower than adjacent on-street parking charges to encourage more people to park off-street where possible and assist keeping traffic flowing more freely on the surrounding roads?

Option	Total	Percent
Strongly agree	405	18.74%
Agree	686	31.74%
Neither agree or disagree	489	22.63%
Disagree	322	14.90%
Strongly disagree	259	11.99%
Not Answered	0	0%
Total Responses	2,161	100%

50.48% of respondents indicated they strongly agreed or agreed that off street parking charges should be lower than those on street, to encourage more people to park in car parks.

22.63% of respondents neither agreed nor disagreed that off street charges should be cheaper.

26.89% of respondents either disagreed or strongly disagreed.

Less Polluting Vehicles Should Benefit from Reduced Permit Charges

Question 9: To what extent do you agree that people who use less polluting vehicles should pay less for their resident permit?

Option	Total	Percent
Strongly agree	318	14.72%
Agree	516	23.88%
Neither agree or disagree	455	21.06%
Disagree	433	20.04%
Strongly disagree	439	20.31%
Not Answered	0	0%
Total Responses	2,161	100%

Opinion regarding lower charges for permits for less polluting vehicles did not provide a clear majority.

38.6% of responses strongly agreed and agreed

21.06% neither agree or disagree.

40.35% of responses indicated they disagreed or strongly disagreed.

All Permit Charges Should Be Aligned Across the County

Question 10: To what extent do you agree with the proposals that people living in Eastbourne and Hastings should pay the same for their resident permit as those who live in Lewes?

Option	Total	Percent
Strongly agree	105	4.86%
Agree	156	7.22%
Neither agree or disagree	612	28.32%
Disagree	457	21.15%
Strongly disagree	831	38.45%
Not Answered	0	0%
Total Responses	2,161	100%

Permit charges for Eastbourne and Hastings are proposed to be increased to match those in Lewes.

12.08% of respondents strongly agreed or agreed that permit charges should be brought into line with Lewes.

21.15% of respondents neither agreed or disagreed.

59.60% of respondents disagreed or strongly disagreed.

Changes to Visitor and Day Permit Charges

Question 11: To what extent do you agree with the proposed changes to visitor and day permit charges?

Option	Total	Percent
Strongly agree	75	3.47%
Agree	142	6.57%
Neither agree or disagree	335	15.50%
Disagree	419	19.39%
Strongly disagree	1190	55.07%
Not Answered	0	0%
Total Responses	2,161	100%

10.04% of respondents strongly agreed or agreed that there should be an increase in visitor and day permit charges.

15.50% neither agreed or disagreed.

74.46% of respondents either disagreed or strongly disagreed.

Changes to On Street Parking Charges

Question 12: To what extent do you agree with the proposed increases to on-street Pay & Display parking charges?

Option	Total	Percent
Strongly agree	97	4.49%
Agree	151	6.99%
Neither agree or disagree	133	6.15%
Disagree	326	15.09%
Strongly disagree	1454	67.28%
Not Answered	0	0%
Total Responses	2,161	100%

11.48% of respondents indicated they strongly agreed or agreed with the proposed increase to on street Pay & Display parking charges.

6.15% of respondents neither agreed nor disagreed

82.37% of respondents indicated they either disagreed or strongly disagreed.

Questionnaire Summary

- 4.1 The responses to the questionnaire indicate there is generally widespread support for the reduction of traffic and traffic movements in our town centres which contribute to congestion and high levels of air pollution for which the introduction of measures to help reduce air pollution are supported.
- 4.2 As stated in LTP3, 80% of air pollution across the county is generated by road traffic which is the fastest growing source of greenhouse gases and Carbon Dioxide (CO₂) affecting human and environmental health.
- 4.3 A specific objective of LTP3 is to reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport.
- 4.4 Taking measures to reduce congestion will contribute to improving the health of our residents and visitors and improving the local environment whilst also encouraging use of healthier transport options.
- 4.5 Parking charges can and do generally influence where parking occurs, which is indicated in the responses received during the consultation. Respondents generally agreed the charges in the off street car parks should be lower than those for on street parking. Increasing the on street charges will encourage greater use of the off street car parks, where there are far more parking spaces than on street in our town centres, see Appendix D for details of the off street provision in each of the town centres. Off street parking also offers greater flexibility in terms of length of stay and convenience.

- 4.6 When considering the 59.6% of respondents that indicated they did not agree with aligning resident permit charges across the county. It is worth noting that 466 of respondents said they have a current resident permit, this equates to 6% of the total number of resident permits valid in the County. Price increases are never popular but aligning permit charges in Eastbourne and Hastings to those in Lewes which are based on vehicle emissions will mean incentives for owning less polluting vehicles will be available to all resident permit holders. This would also be the first parking charges increase in over ten years. Introducing such an incentive will help to achieve one of the main objectives set out in LTP3 which is to reduce air pollution across the county.
- 4.7 A mixed response was received to the question relating to less polluting vehicles benefitting from reduced permit charges. It was not clear if respondents either agreed or disagreed with this benefit. By offering a reduction in the permit charge based on vehicle CO2 emissions the County Council can help to encourage greater use and ownership of less polluting vehicles in Eastbourne, Hastings and Lewes which in turn will help to reduce pollution in our town centres.
- 4.8 There was little support for the proposed increase to day permits charges which include visitor, hotel, trade and care permits. The purpose of the proposed increase is to encourage greater use of sustainable modes of transport wherever possible, using alternative modes of transport will help to reduce vehicle congestion and pollution in the town centres. The level of the proposed day permits still represent good value for money, for example resident visitor day permits only increase to £1.20 per day in Lewes and Eastbourne. The proposed increase for hotel parking permits will still offer value for money and will be cheaper than the standard on street parking charge. For example, in Eastbourne the proposed cost of this permit would be £2 per day. The terms of use of the hotel permit is not changing and all vehicle will be permitted to park until 11 am the following day. The relatively low cost of this permit will continue to assist in helping to boost the visitor economy to East Sussex.
- 4.9 Although there was a greater level of support for introducing measures to deal with environmental issues and reducing vehicle congestion, the majority of respondents suggested they did not support the proposed increase to on street pay and display charges. Comments received generally related to concerns about the negative economic effect increased parking charges would have on what is perceived to be an already difficult period for the local High Street. Increasing the cost of on-street P&D charges will encourage people to use alternative sustainable forms of transport and encourage people to use off street car parks first, which will minimise the pressure on on-street parking, help reduce congestion and improve air quality in our towns. The increase in charges for on-street parking across Eastbourne, Hastings and Lewes would range from 20p to £1.90 per hour depending on the location. Blue Badge holders are not impacted by this proposal as they do not have to pay for on-street parking.

Resident Permit Holders

Question 13: Do you have any of the following parking permits? (RESIDENT)

Option	Total	Percent
Lewes resident parking permit	116	5.37%

Eastbourne resident parking permit	224	10.37%
Hastings resident parking permit	93	4.30%
Other resident parking permit	33	1.53%
Do not have a resident parking permit	1695	78.44%
Total Responses	2,161	100%

The majority of responses received were from those that do not have a resident permit. 78.44% of those who responded do not have a resident permit.

Of the respondents that indicated they are a resident permit holder, the percentage of responses received from each town were:

5.37% of respondents are Lewes resident permit holders,

10.37% are Eastbourne resident permit holders,

4.30% are Hastings resident permit holders, and

1.53% are other resident permit holders.

In terms of respondents who indicated they were a resident permit holder the figures above represent the following number of resident permit holders in each town, 6% in Lewes (total resident permits 1,909), 11% in Eastbourne (total resident permits 2,026) and 3% in Hastings (total resident permits 2,741)¹.

Business/Other Permits

Question 14: Do you have any of the following types of parking permit? (BUSINESS/OTHER)

Option	Total	Percent
Eastbourne business	35	1.62%
Eastbourne doctor	2	0.09%
Eastbourne healthcare and carer	10	0.46%
Eastbourne hotel	6	0.28%
Eastbourne trade	14	0.65%
Eastbourne visitor	95	4.40%
Falmer visitor	1	0.05%
Hastings business user	2	0.09%
Hastings business annual	3	0.14%
Hastings doctor	1	0.05%
Hastings PCW	3	0.14%
Hastings visitor	27	1.25%
Lewes business	5	0.23%
Lewes healthcare and carer	2	0.09%
Lewes hotel	0	0%
Lewes trade	1	0.05%

¹ Figures taken from 2017/18 Annual Parking Report

Lewes visitor	44	2.04%
Other	91	4.21%
None	1836	84.96%
Not Answered	0	0.00%

The last question that required an answer asked if the respondent used any other specific types of permit.

84.96% of the respondents indicated they did not have any other specific type of permit.

4.40% of respondents have an Eastbourne visitor permit,

4.21% have an **Other** type of permit (not included in the list).

6.43% of respondents hold a business, doctor, hotel, PCW, trade or healthcare and carer permit in Lewes, Eastbourne and Hastings.

5. Consultation Comments

5.1 Respondents were also given the opportunity to record any additional comments on the consultation or alternative suggestions which would help reduce congestion and improve air quality in our town centres. Following analysis, these comments have been broken down and divided into separate themed sub categories. The response comments have been analysed and the top ten themes in order of frequency are listed in the table below.

5.2 The comments generally suggest that improvements to the current public transport offer and road networks need improvement, this includes buses and train services across the county and more dedicated cycle lanes. The top issues submitted as part of the consultation are addressed below in Table 1 and in 'The Councils Response to Key Themes' in section 4 of this report.

Table 1 - Summary of key themes in relation to the Proposal for East Sussex Parking Charges

Rank	Comment Theme	Final Quantity
1	Concerned about the negative effect (mainly economic) on the area	614
2	Need to improve buses and bus services - mainly around cost, reliability, availability	568
3	Alternative parking (regulation and pricing) suggestions	282
4	Need to improve railways and rail services - mainly around cost and reliability	280
5	Need to develop Park & Ride services	249
6	This is just a stealth tax / just a revenue making proposal	178
7	Cycling related comments - more / better cycle lanes and priorities needed	158
8	After investing in the development in Eastbourne (The Beacon), it would be counter productive to increase charges	150

9	General comments about the difficulties presented by roadworks, and the need to improve road links	136
10	It's unfair to compare the three areas as they have different parking requirements and are demographically different	114

- 5.3 The consultation questionnaire attracted 2,161 responses in total, with 1,704 completing the open text comment box, these comments have been analysed as part of the overall consideration of responses.
- 5.4 There were also a number of other themes comprised of comments raised by between 15 and 109 people outside of the top ten.
- 5.5 The most common theme suggests the proposal to increase on street parking charges would have a negative economic effect on the area as a whole with many people believing parking charges are one of the main reasons why visitors are staying away from the high street and generally visiting the area. Many have suggested those that may consider visiting the town centres will change their habits and use out of town shopping centres where parking is free of charge.
- 5.6 Also prominent within the comments was the suggestion the increase in parking charges is counter-productive following the significant investment made to redevelop The Beacon shopping centre in Eastbourne.
- 5.7 In response to the questionnaire asking for people's alternative proposals; there were a significant number of comments suggesting there is a need to improve local bus and rail services if there is to be a move from cars to sustainable modes of transport. Comments suggested local residents would be happy to use bus services if they were more frequent, it was also suggested the use of buses and trains is cost prohibitive compared to using a car. The introduction of a Park and Ride scheme was also a popular suggestion as a way to deal with parking demand across the county. Section 4 of this report provides the Council's response to the most common themes.

6. County Council's response to key themes

- 6.1 All of the responses, comments and feedback received as part of the consultation process have been read and considered to help inform the final recommendations that will be put to the Lead Member for Transport and Environment in December 2019.
- 6.2 On completing the on-line questionnaire, respondents were asked to submit any additional commentary relating to the proposals and any alternative suggestions to help reduce congestion and improve air quality in our town centres. The top ten most popular themes from the comments and alternative suggestions received are listed in descending order of frequency, the themes are as follows:

RANK	Comment Theme
1	<p>Concerned about the negative effect (mainly economic) on the area</p> <p>The comments received as part of the consultation were split between six themes, the most popular comments suggested the proposals would have a negative impact on the High Street and will cause people to shop elsewhere where there is free parking, also popular was the suggestion the price increases would negatively affect tourism in our towns.</p> <p>Further comments suggested the proposals would negatively impact residents and those that work in the town.</p> <p>Whilst there is often anecdotal evidence there is little published evidence which demonstrates a direct correlation between changes in car park charges and changes in town centre footfall. Other factors will have an influence on people's choice on where they shop or access services and, therefore, the level of footfall in a town centre. These include the amount and availability of paid and free parking; the cost and quality of off-street parking; the accessibility of the town centre by different transport modes (e.g. by train, bus etc); and most fundamentally the quality of the retail, leisure and services on offer. If it was the case that higher parking charges result in less footfall, then we would expect a number of our smaller towns in the county, where there are no on or off-street parking charges, to be seeing significant increases in footfall more so than the likes of Eastbourne, Hastings and Lewes. These towns also, of course, provide shoppers and visitors with an excellent retail, leisure and wider services offer.</p> <p>The management of parking, including through appropriate charging, is an important part of the demand management toolkit in our LTP3 which complements the investment the Council is making to improve travel choices which encourage the use of walking, cycling and public transport in East Sussex, with the overall aim of supporting sustainable economic growth.</p> <p>Charging at a sufficient level to impact driver behaviour, can bolster the local economy by encouraging a 'churn' of visitors and shoppers, rather than spaces being occupied by a single user for a long period of time. It should also encourage drivers to:</p> <ul style="list-style-type: none">• consider how they travel and whether it is alternative mode of travel – walk, cycle, bus or train• park in off street car parks <p>The proposed increase for hotel parking permits will still offer value for money</p>

	<p>and will be cheaper than the standard on street parking charge. For example, in Eastbourne the proposed cost of this permit would be £2 per day. The terms of use of the hotel permit is not changing and all vehicle will be permitted to park until 11 am the following day. The relatively low cost of this permit will continue to assist in helping to boost the visitor economy to East Sussex.</p> <p>We have reviewed the number of on street parking spaces that would be affected by the proposals compared to the number of off street parking spaces in the town centres. In Eastbourne, of the 2,008 on street parking spaces which provide pay and display parking 425 parking spaces in the town centre (Zone A and Zone G), those near the main retail area, will be most affected by the proposals. As an alternative to parking on street there are 1,718 off street parking places in the Railway Station, Beacon, Junction Road and Hyde Gardens car parks that will offer cheaper and longer stay parking. The proposals seek to encourage visitors to utilise the off street parking places which will help to reduce vehicle movements in the town centre and in turn reduce air pollution.</p> <p>In Lewes, of the 1,084 on street parking spaces that provide pay & display parking; of these 149 parking spaces in the town centre, close to the local amenities will see the highest increase in the parking charges. As an alternative there are 706 parking spaces in 12 off street car parks within walking distance of the town centre which will offer cheaper and longer stay parking.</p> <p>In Hastings 463 pay and display parking spaces across the town centre will be affected by the proposed increases, as an alternative there are 2,749 off street parking spaces in 16 car parks across the town centre which will offer cheaper and longer stay parking options. There are also 31 pay and display coach parking spaces in the town centre. There are a further 127 off street parking spaces in St. Leonards.</p> <p>The above analysis demonstrates that the majority of car parking capacity in Eastbourne, Lewes and Hastings is in off street car parks. So, the proposed increases to Pay and Display charges should not have a detrimental impact economic viability of these towns. In fact, by offering a discount based on the vehicle emissions resident parking permits can help to encourage greater use of less polluting vehicles which will help to reduce harmful emissions, and improve air quality in our town centres and across the county and support the Government's priority to achieve net zero emissions by 2050. The proposals for the on street parking charges will encourage greater use of off street car parks, reduce the number of vehicles driving on our town centre roads searching for parking spaces and will encourage greater use of alternative modes of transport which in turn will reduce harmful emissions and improve air quality. These outcomes will make these towns a more appealing place to work, live and visit and thereby boost the local economy.</p>
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2	<p>Need to improve buses and bus services - mainly around cost, reliability, availability</p> <p>Responders to the consultation have suggested that an alternative proposal could be to improve buses and bus services, mainly in terms of cost, reliability and availability.</p> <p>The Council agrees that improvements in this area would have benefits and the County Council's LTP3 sets out its strategy for encouraging greater use of more sustainable and healthier modes of transport. Bus services in East Sussex are predominantly provided by bus companies on a commercial basis, without funding from the County Council. The commercially run services in East Sussex are mainly concentrated along the coastal strip and on the inter-urban routes between Brighton and Tunbridge Wells, Brighton and Eastbourne, Eastbourne and Uckfield, and Eastbourne and Tunbridge Wells. Where bus routes require additional services bus companies can increase the frequency by adding additional buses to the route, a prime example of this is the Brighton and Hove Bus Service 12 between Brighton and Eastbourne where additional buses were recently added to increase frequency due to growing demand.</p> <p>However, the needs of the rural areas and small market towns are less well served which means services in these areas often need to be subsidised. The Public Transport Strategic Commissioning Strategy sets out how the County Council will use the funding available for subsidised services to secure the best outcomes for East Sussex residents, through its understanding of need, matching supply with need, and thereby make the most effective use of all available resources. The Strategy has effected a change in the overall nature and configuration of subsidised bus services and is a statement of commitment about the way in which the County Council purchases services in the future to ensure best value for council tax payers.</p> <p>The number one contributor to the late running of bus services is traffic congestion in and around town centres. By encouraging the use of more sustainable modes of transport, coupled with improvements at junctions to enable improved movement of buses, we aim to reduce the congestion and improve the reliability of the bus services across the county. Reducing congestion will also help to improve air quality and the health of our residents and visitors.</p> <p>Bus services can only operate within the confines of the existing road network, road works can also be a significant contributing factor to the reliability and frequency of services, wherever possible the Council will try to minimise disruption to services but in some instances delays are inevitable to achieve the longer term aim of improving our road networks.</p> <p>The council also looks to identify locations where increased congestion is likely and where necessary explore measures that could minimise the impact to bus services and congestion. By improving junction, constructing bus lanes and improving bus stops and footways. We are looking to improve the reliability of the service making it more attractive as an alternative transport choice whilst minimising increases in congestion.</p> <p>Where greater use of bus services occur or increased demand is identified, our transport partners may consider increasing the frequency of services.</p>
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	<p>The Government has recently announced an overhaul of bus services backed by an investment of £220m that will be rolled out across England. The plan will fund new 'superbus' networks and expand the fleet of low-emission buses to give local authorities that wish to pursue "London-style bus system in their area" the support needed.</p> <p>With the ongoing pressure on Council budgets, any future Parking Surplus, excluding existing commitments, could be used as a further contribution towards the County Council's public transport costs. The investment in these activities is complimentary to the objectives of our LTP3 in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County. However, improvements to buses and bus services alone will not achieve the change in behaviour that the proposals to parking tariffs is seeking to achieve.</p>
3	<p>Alternative parking (regulation and pricing) suggestions</p> <p>The County Council may consider amendments to the hours of operation of the existing permit holder parking to ensure those spaces are protected later into the evening. This will ensure a greater availability of on street parking, primarily for permit holders but will also encourage greater use of the off street car parks.</p> <p>The proposed changes to parking charges have taken into consideration the need to encourage use of less polluting vehicles and the amended permit charges structure would mean those with the lowest polluting vehicle could pay less than they currently do</p>
4	<p>Need to improve railways and rail services - mainly around cost and reliability</p> <p>Responders to the consultation have suggested that an alternative proposal could be to improve railways and rail services, highlighting the high cost of travel and unreliability of the network.</p> <p>The County Council does not have a statutory responsibility in relation to rail, and therefore cannot set rail fares or increase the frequency of rail services. Each of our main towns have regular train services providing inter-settlement connections as well as to London or along the coastal corridor to Brighton and Ashford meaning visitors can access the local amenities without using a car.</p> <p>The Council acknowledges the rail network and standard of train services in the county are restricted by shortcomings in the infrastructure which affects east/west movements along the coastal corridor, connections to Brighton, Ashford and Gatwick Airport, and also between Hastings and London. We will continue to lobby and work with the rail industry to seek infrastructure improvements to the railways which improve travelling times, increased and better quality rail services and more accessible rail stations – both on the journey to and from the station as well as at the station itself – to provide as best a service as possible to ensure our town centres are accessible and continue to be a desired destination for our many visitors.</p> <p>However, improvements to railways and rail services alone will not enable the change in behaviour that the proposals to parking tariffs is seeking to achieve, and needs to be considered as part of a wider strategy for delivering improved travel choices that encourages less travel by car.</p>

5	<p>Need to develop Park & Ride services</p> <p>Responders to the consultation have suggested that an alternative proposal could be to develop Park & Ride schemes in the County.</p> <p>Park and Ride generally works best where there is a 360 degree catchment area, albeit there are exceptions; limited town centre parking; and where car parking pricing discourages accessing town centres by car. As such any provision for Park and Ride would be dependent on:</p> <ul style="list-style-type: none"> • The capacity and use of parking in the town centre; • The cost of parking in the town centre; • Site location for parking sites – they need to be located on the outskirts and directly off main routes into the town so that they can intercept car journeys easily. This is alongside the need for sites which are of a sufficient size to make it financially viable (need at least 400 – 500 spaces); • Whether a Park and Ride would be self-sufficient in terms of bus operating costs – from a County Council perspective, there would be no available subsidisation – and whether an operator would be willing to run the services; • An assessment on the capacity of the road network and whether better journey times for buses can be provided over car traffic through the provision of bus priority measures (bus lanes, priority at traffic signals) on key corridors. These schemes can also increase traffic congestion within the wider area of a Park and Ride site caused by vehicles accessing the site, so any assessment would also need to factor this in, because additional traffic management measures may be required. • Ability to change travel behaviour; providing a service which supports the journey purposes, is of a high quality, is comfortable and accessible for all users and is economically priced, are essential factors. <p>In relation to the potential for park and ride in East Sussex:</p> <ul style="list-style-type: none"> • there is a good supply of parking both off street and on street in our main town centres; • the pricing structure for on and off road parking in our main towns is trying to balance the turnover of parking spaces with encouraging access into the town centre and supporting the local economy, therefore is unlikely to deter people from driving into the town centre; • there are currently limited site locations on the outskirts and on the main routes into our main town that could be used to provide park & ride; <p>Any proposals for a Park & Ride scheme would need to be fully costed and there would need to be convincing evidence that any investment by the Council would be paid back through the scheme and that the scheme would continue to cover its operational costs moving forward.</p> <p>Therefore, there are no plans to explore Park & Ride services in the county as they are not thought to be viable.</p>
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6	<p>This is just a stealth tax or a revenue making proposal</p> <p>The changes to parking charges have been proposed to influence driver behaviour and encourage people to use alternative sustainable forms of transport or to use off-street car parks if they continue to drive, which will help reduce congestion and improve air quality in our towns. The proposed changes to resident permits, with owners of low emission vehicles paying less than those with higher emissions, will give an incentive to encourage greater use and ownership of less polluting vehicles in Eastbourne, Hastings and Lewes which in turn will help to reduce pollution in our town centres.</p> <p>A significant proportion of carbon dioxide is generated by transport compared to other contributors which has an effect on human and environmental health. A specific objective of LTP3 is to reduce congestion by improving the efficiency of the transport network and encouraging greater use of sustainable modes of transport. Taking measures to reduce congestion will contribute to improving the health of our residents and visitors and improving the local environment whilst also encouraging use of healthier transport options.</p> <p>East Sussex County Council, Lewes and Eastbourne Councils have recognised and declared a climate emergency. With the County Council setting a target of carbon neutrality from its activities by 2050, in line with the new target for the UK agreed by Parliament in 2019. In order to combat air pollution and to improve the health of our residents across the county, the proposed changes to parking charges can help to encourage cleaner and healthier travel options and a move to less polluting vehicles.</p> <p>Any surplus income generated, after operating costs, can only be used on transport and highway initiatives which are qualifying expenditure as governed by Section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by Section 95 of the Traffic Management Act 2004. With the ongoing pressure on Council budgets, any future Parking Surplus, excluding existing commitments, could be used as a contribution towards the County Council's public transport costs. The investment in these activities is complimentary to the objectives of our LTP3 in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County.</p>
7	<p>Cycling related comments - more / better cycle lanes and priorities needed</p> <p>Responders to the consultation have suggested that an alternative proposal could be to provide more and better cycle lanes.</p> <p>A significant part of the LTP3 Strategy and future direction for East Sussex is to implement infrastructure to support integrated sustainable travel – walking, cycling, public transport, car sharing etc. For example – bus priority measures, cycle lanes and facilities, improvements to pedestrian routes to key trip attractors, better rail / bus /cycle interchanges, less street clutter and enhanced public spaces.</p> <p>Work since 2011 has been carried out to implement improved cycle routes across the county and our transport partners have invested in better and more secure cycle storage at local transport interchanges.</p> <p>By providing dedicated cycle lanes, better and more secure cycle storage, residents can be encouraged to cycle part of their journey and continue on buses or trains which will help to reduce vehicle trips and also reduce air</p>

	<p>pollution across the county.</p> <p>Through the South East Local Enterprise Partnership's Local Growth Deal, we have secured £9m of Local Growth Fund monies in Bexhill and Hastings towards improving movement and access in the two towns, with a significant proportion being used to fund walking and cycling infrastructure. £6m has also been secured for walking and cycling infrastructure in Eastbourne and South Wealden with a further £6m being spend on improving movement and access in Eastbourne town centre. This investment in infrastructure has and will continue to be delivered up until March 2021.</p> <p>The County Council is currently developing its county wide Local Cycling & Walking Infrastructure Plan in response to the Department for Transport's national Cycling & Walking Investment Plan, on which it will be consulting later this autumn. We will use this to lobby for future investment in cycling and walking infrastructure and initiatives through bidding for external funding as well as, where possible, using either the council's own funding towards local transport improvements or development contributions. However, these improvements alone will not deliver the benefits that the proposals are seeking to achieve.</p>
8	<p>After investing in the development in Eastbourne (The Beacon), it would be counterproductive to increase charges</p> <p>The availability and frequency of public transport close to The Beacon and with the investment currently being made in improving movement and access into Eastbourne Town Centre either through the Eastbourne/South Wealden Walking and Cycling Package or the Town Centre Movement and Access Package, means there are alternative options to parking on street. Where visitors are unable to use the local bus services or trains, or are not able to walk or cycle to the town centre, we would always recommend using the off street car parks close to The Beacon.</p> <p>On street parking spaces are provided for convenience to allow visitors to quickly access the local amenities and we would not expect longer stay and all day parking to occur on street, especially in Eastbourne town centre.</p> <p>There is considerable parking provision for The Beacon and main shopping area provided in two car parks which have a combined total of 1,300 parking spaces.</p> <p>The proposed increase in parking charges have been designed to encourage the use of the off street parking facilities and to help encourage greater use of sustainable modes of transport such as buses, cycling and walking. This has been supported by the significant investment we have been making to improve these travel choices, and we will continue to seek further external funding towards deliver the enabling infrastructure and initiatives to encourage the use of alternatives to the car.</p>
9	<p>General comments about the difficulties presented by roadworks, and the need to improve road links</p> <p>The County Council tries, wherever possible, to minimise disruption caused by road works and to keep traffic flowing whilst completing the highway works whether this be East Sussex County Council or the various utilities. Road works are necessary to help maintain the condition of the road to enable it to be used safely and for utilities to maintain vital services.</p>

	<p>By encouraging more sustainable modes of transport we can reduce the number of vehicles on our roads which in turn will reduce congestion, especially in areas affected by ongoing road works.</p> <p>As part of the LTP3 Strategy, we recognise that there is a need to improve capacity of key junctions on our road network. These improvements will be targeted and will need to support housing and employment growth as well as the overall effectiveness and efficiency of the road network. A number of the improvements to road links in the county are set out below.</p> <p>A number of the economically important local authority managed A class roads have been identified as part of the Major Road Network (MRN). The MRN sits between the Strategic Road Network, which is managed by Highways England, and the rest of the local road network, which is managed by the County Council as the local highway authority.</p> <p>At present the County Council is currently developing proposals for a package of junction improvements on the A22 around Hailsham and Stone Cross to support the housing and employment growth in the area with a view to securing Major Road Network funding from Government towards their delivery. Likewise, we will be undertaking a study on the A259 between Eastbourne and Brighton to identify the potential interventions required to improve the efficiency and effectiveness of the road which may include capacity improvements at key junctions. Similar package of schemes for the MRN will be developed over the coming years to enable external funding to be secured.</p> <p>We also have proposed improvements to the A2270 corridor which will in part improve junction capacity at the A2270/Wannock Rd/Polegate High Street junction as well as improvements on the corridor for public transport users and cyclists. These will be delivered using Local Growth Fund monies in 2020/21.</p> <p>From a strategic road network perspective, Highways England are bringing forward a package of smaller scale interventions for the A27 corridor between Lewes and Polegate with particular focus on improvements around Polegate. These will be delivered on March 2020 onwards.</p>
10	<p>It's unfair to compare the three areas as they have different parking requirements and are demographically different</p> <p>There are always unique challenges within town centres to provide parking provision for all users whether they are residents, visitors or other service users. Ultimately the Council needs to balance the parking provision for residents who live in the town centres and need to park their vehicles on street due to a lack of driveway, garage or private parking with also ensuring there is short term parking provision for those wishing to make a quick visit to the local amenities. Under the proposals, the parking schemes in Eastbourne, Lewes and Hastings will still meet these local needs.</p> <p>The proposals will also ensure resident permit holders in Eastbourne and Hastings will be able to benefit from the same discounted rates that are available in Lewes should they have a less polluting vehicle. The proposals will help to encourage the take up of less polluting vehicles which in turn will help the environment and reduce air pollution across the county.</p>

7. Further Analysis – Consultation Comments

7.1 From the 1,704 comments submitted via the open text box at the end of the questionnaire, we have identified 1,373 respondents who provided details of their location as part of their response. This information has been used to identify location specific comments.

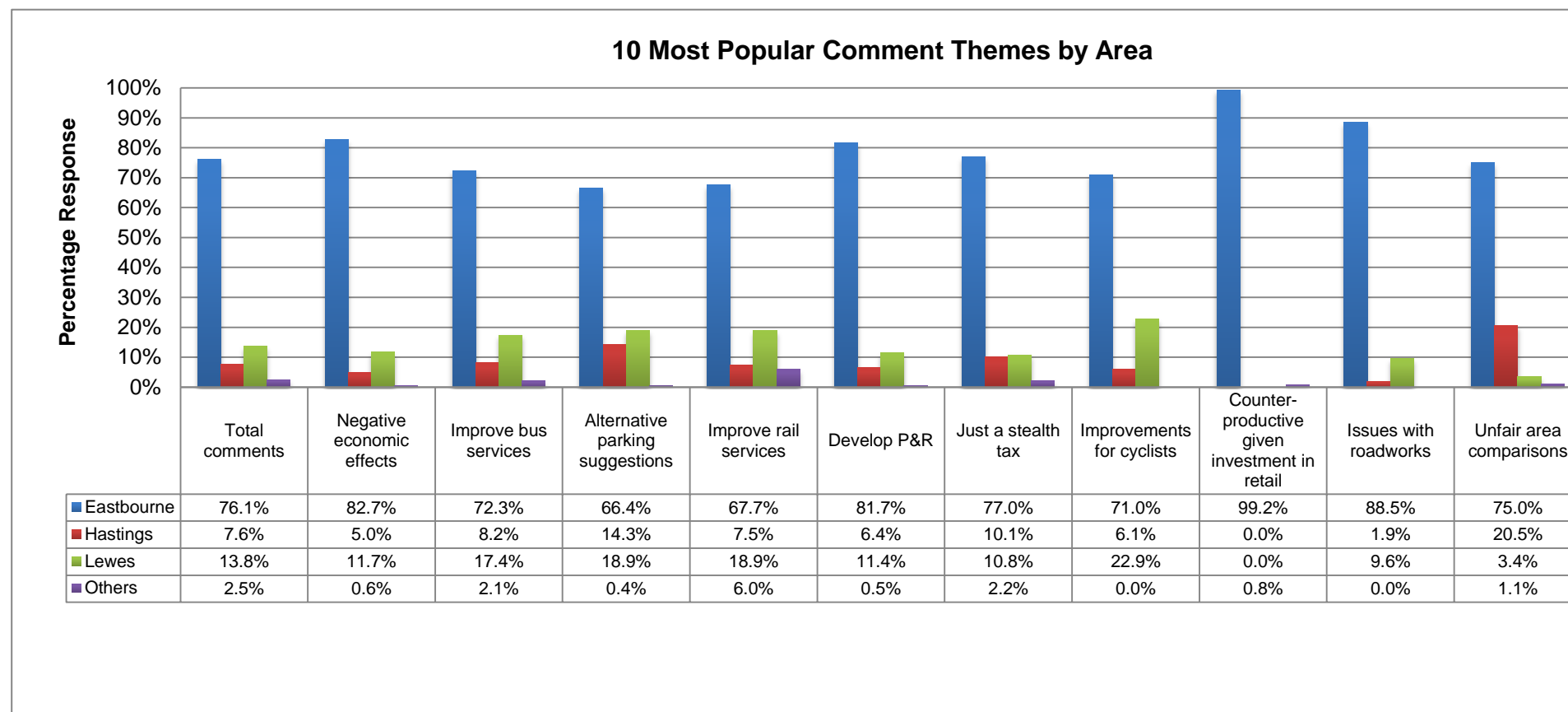
7.2 Our analysis shows the majority of responses were received from Eastbourne (76.1%). To put these comments into context, the table below indicates the number of comments relating to each town/district and the number of individual comments related to the specific topic. In most instances the respondent provided a range of comments and these have been analysed separately to produce the overall top 10 areas of concern.

By Area	Eastbourne	Hastings	Lewes District	Others	All areas
Negative economic effects	397	24	56	3	480
Improve bus services	316	36	76	9	437
Alternative parking suggestions	158	34	45	1	238
Improve rail services	136	15	38	12	201
Develop P&R	165	13	23	1	202
Just a stealth tax	107	14	15	3	139
Improvements for cyclists	93	8	30	0	131
Counter-productive given investment in retail	129	0	0	1	130
Issues with roadworks	92	2	10	0	104
Unfair area comparisons	66	18	3	1	88

7.3 Of the 1,373 respondents who were identified as area specific, 1,045 of those individual comments relate to Eastbourne (76.1%), 189 comments relate to Lewes (13.8%), 104 (7.6%) comments relate to Hastings and 35 (2.5%) comments were submitted by respondents who do not live in any of the towns.

Chart 1 below shows how the top ten comment topics are broken down by area.

Chart 1 – 10 Most Popular Comment Themes by Area



Additional Consultation Comments

Emails

7.4 40 emails which included 11 attached letters, were received during the consultation period. 21 relate to comments about Eastbourne, 16 relate to comments about Lewes, one relates to East Sussex and a further email relating to general comments.

- 36 of the emails indicated their objection to the proposals
- 1 email was classed as a neutral comment
- 1 email related to existing visitor parking permits
- 1 email related to various reasons for air pollution/emissions levels
- 1 email enquired as to whether National Parks Powers had been taken into consideration as part of the proposals, the Council's response to this is as follows:

The National Park purposes are set out in the Environment Act 1995 and all public bodies, when undertaking any activity which may have an impact on the National Park, have a duty to have regard to these purposes and a corresponding duty. Whilst the Council needs to have regard to these purposes, it is not a legal requirement to comply with them on every decision that we may take that may impact upon the National Park area.

Purpose 1: *To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.*

Purpose 2: *To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.*

Duty: *To seek to foster the social and economic wellbeing of the local communities within the National Park in pursuit of our purposes.*

Eastbourne Parking Review

7.5 There were also 32 responses received via the Eastbourne parking review consultation that ran at the same time as the Proposal for East Sussex Parking Charges, six respondents replied to both consultations. Where duplicates have been identified those responses to the Eastbourne parking review have not been considered as part of this consultation.

The comments were made up of the following subjects:

- 1 response indicates support for increasing the charges
- 15 responses suggest the charges will deter visitors from Eastbourne
- 6 responses suggest a negative economic impact on the town centre
- 2 responses are against the proposed increase in permit charges
- 1 response suggested the proposed increases are just a money making exercise
- 1 response suggested the proposed changes were unfair on low income families

7.6 In general the emailed comments reflect the greater comments received as part of this consultation. The majority of the comments suggested the increased parking charges would deter visitors to Eastbourne or would have a negative economic impact on the town centre.

Lewes Parking Review

- 7.7 A Lewes parking review was also running at the same time as the Proposal for East Sussex Parking Charges, three comments relating to these proposals were submitted and have been included within the comments of this consultation.

The comments were made up of the following subjects:

- 1 response suggested a negative economic impact on Lewes town centre
- 1 response suggested this was a money making exercise and more radical thinking was required to deal with the parking issues
- 1 response suggested it was not possible for everyone to cycle or benefit from sustainable modes of transport and the increase would deter visitors from Lewes

- 7.8 In general the emailed comments reflect the greater comments received as part of this consultation. The majority of the comments suggested the increased parking charges would deter visitors to Lewes or would have a negative economic impact on the town centre.

Hastings Parking Review

- 7.9 There was one response received via the Hastings parking review consultation that ran at the same time as the Proposal for East Sussex Parking Charges. This comment has been included as part of this consultation.

8 Consultation Submissions from Key Stakeholders

As part of the consultation, key and statutory stakeholders were informed of the proposals via an email with an attached letter explaining the proposals and inviting comments. A full list of stakeholders can be found in Appendix 1 of this report. Submissions have been received from Polegate Town Council, Heathfield and Waldron Parish Council, the Eastbourne Hospitality Association, an Eastbourne Councillor and a Lewes District Councillor.

There were also two petitions received against the proposed changes to parking charges, totalling 4,838 signatures, one petition was submitted by a parish councillor for Lewes and one petition was submitted by a local MP and Councillor in Eastbourne. Neither of the petitions provided a response to the questions in the consultation.

All of the comments, feedback and suggestions received during the consultation have been analysed and have helped to inform the final proposals for presentation to East Sussex County Council's Lead Member for Transport and Environment on 16 December 2019.

The details of these submissions together with all correspondence and consultation questionnaires are available to be viewed in the members room.

Local Authorities

Polegate Town Council

The Town Council has discussed the proposed changes and makes the following comments:

- 8.1 It disagrees that the increased parking charges will change driver behaviour re on street review dates 17th June 2019 point 3.11.

It was noted that the parking tariffs will be reviewed each year, by reviewed this was read to mean that it will be increased.

Regarding the surplus income Item 4, Council believe it would be a good idea if All surplus income was contributed to improving transport, so that people could feel more confident and inclined to utilise local buses. The council hoped that surplus money paid by drivers is not taken away to ease budget deficits in other areas.

- 8.2 Council questioned that on 9th Feb 2016, Council (ESCC) agreed to continue drivers' payments totally £630,000 towards supporting the bus network and concessionary fares and wondered if this had happened? Also was any money contributed in 2017?

- 8.3 The council commented that it is very helpful to have live bus information at bus stops. In Edinburg, passengers have either correct change or use a contactless card to pay for fares on entry. This reduces delay by the drivers having to give change. In addition, one can buy weekly passes etc. buses also drop off and pick up passengers at the allocated stop, so if there is already a bus there, the second bus will wait until the first has left. This is a safer practice for elderly and disabled.

- 8.4 Council felt that if the public could see meaningful improvements in public services, they would feel more confident in relying on the bus and not the car. The proposed increase of just under 100% is very high, especially if more is to follow.

- 8.5 Council also suggest that all health workers, whether it be carers, nurses or doctors who visit people in their homes or take them to see a GP should not be taken advantage of by being immorally charged. They should be able to park and not pay. Parking should have similar rules as per blue badge holders when visiting or escorting the ill and those in need.

- 8.6 Council also suggest that there be a “shoppers” permit which could be bought annually for say £50 for 2 hours per stay. This works in other areas of the country. If ESCC do get the revenue, then perhaps if it is not ploughed back into transport, then it should be put into the fund to improve the potholes and road repairs.
- 8.7 Council also commented that the new bus stops in Eastbourne should be moved closer to the town centre, as those who are elderly and have heavy bags have commented that they don't visit town as it is too far to walk to the bus stops and the train station.
- 8.8 Council also had another suggestion where like London and larger towns, a pass be introduced for bus AND train travels so that people could travel by either. This used to be run in Eastbourne.

The Councils response to Polegate Town Council

From the consultation 65.43% of respondents either strongly agreed or agreed that the cost of existing parking charges do influence where people park. We believe that the proposed price increase will help to encourage greater use of alternative modes of transport and/or encourage greater use of off-street car parks which will help reduce congestion in our town centres.

Parking schemes are regularly reviewed, this does not necessarily mean increase to parking charges, parking charges have not increased in Eastbourne since 2008. Parking reviews also consider if the current zones meet the requirements of our residents and businesses and the reviews offer the chance for improvements to be made if required. However, parking charges should be reviewed regularly to ensure they are set at a level that is having the required impact.

Any surplus income generated, after operating costs, can be used on transport and highway initiatives which are qualifying expenditure as governed by Section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by Section 95 of the Traffic Management Act 2004. Any future Parking Surplus, excluding existing commitments, could be used as a further contribution towards the County Council's public transport costs. The investment in these activities is complimentary to the objectives of our LTP3 in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County.

We confirm that on 9 February 2016 full Council agreed that should the Parking Surplus be available it would contribute £630,000 towards the supported bus network and concessionary fares and that this was a permanent budget change. .

Real time bus information systems continue to be introduced across the county and the local bus companies will introduce the latest technologies to help speed up boarding buses across the county, both Stagecoach and Brighton and Hove Buses offer various weekly, monthly and yearly tickets via a card or mobile app.

East Sussex County Council continues to work with our public transport partners and will continue to lobby central government for more funding for our public transport network, we are keen for as many viable services as possible to run across the county, providing better access to our town centres for all our residents.

Current and proposed permit charges will remain low for health care workers, carers and doctors across the county. Where a blue badge holder requires assistance or needs to travel by car, as long as the vehicle is used for this purpose, a blue badge can be used to park in dedicated parking places or on yellow lines close to the premises.

We are not able to introduce a shoppers permit as this would mean additional resource is required to administer and enforce the scheme which would not make it cost effective. The proposed parking charges increase is intended to encourage the use of off street car parks in the town centre where parking is cheaper and longer stays are permitted.

Bus stops are located as close to the local amenities as is possible and where, especially in town centres they can accommodate large numbers of people.

Any ticket providing travel on both buses and trains would currently be issued by the operators of those services such as PlusBus which is offered by Southern Rail. There is however work being undertaken at a regional level which will further consider the role of smart and integrated ticketing to better facilitate end to end travel across both buses and trains.

Heathfield and Waldron Parish Council

8.9 The Parish Council considered your proposals for changes to East Sussex Parking Charges and the accompanying consultation response document. Whilst the charges are not being made in Heathfield, our residents will be paying them when they visit the larger towns.

8.10 The Parish Council felt that the questions in the response document were loaded a particular way and have therefore asked me to write to you with their comments. They feel that people should not be charged for the first hour of on street parking, that the amount of the increase in the charges is excessive and the increased charges will have an impact on local business.

8.11 The Parish Council request that their response be included and be considered in with the other responses.

The Councils response to Heathfield and Waldron Parish Council

Parking charges have not been subject to an increase in Eastbourne since 2008, in Lewes since 2007 and in Hastings since 2008. These proposals only relate to the on street parking charges, off street car park charges are not affected by these proposals and will offer better value for money and greater flexibility than parking on street.

We believe that the consultation has been undertaken in a fair and transparent manner. The consultation looked to understand people's views on environmental impacts and the direct proposals for changes to on street parking charges. Making the first hour of parking free would reduce the efficiency of the parking enforcement as well having a financial impact on the parking scheme, which needs to be self-financing.

Local Councillors

8.12 An Eastbourne Councillor indicated their objection to the proposed increase to residents permits, who felt the proposals were far too high especially for those who may have two cars.

The Councils response

Parking charges have not been subject to an increase in Eastbourne since 2008 and by aligning with the current charges in Lewes we are able to provide incentives for less polluting vehicles which will help to improve the air quality and reduce harmful emissions in the town centre.

- 8.13 A Lewes Councillor indicated their objection to the proposed increase in on-street parking charges for Lewes on the grounds that it will deter visitors to local businesses, depriving the town's economy of income and discriminate against people in rural areas who often have no choice but to use their car. While it is always good to use public transport or cycle whenever possible, sometimes there is no alternative. It was also felt that Lewes already has a reputation for putting off visitors due to its parking regime.

The Councils response

Whilst there is often anecdotal evidence there is little published evidence which demonstrates a direct correlation between changes in car park charges and changes in town centre footfall. Other factors will have an influence on people's choice on where they shop or access services and, therefore, the level of footfall in a town centre. These include the amount and availability of paid and free parking; the cost and quality of off-street parking; the accessibility of the town centre by different transport modes (e.g. by train, bus etc); and most fundamentally the quality of the retail, leisure and services on offer. If it was the case that higher parking charges result in less footfall, then we would expect a number of our smaller towns in the county, where there are no on or off-street parking charges, to be seeing significant increases in footfall more so than the likes of Eastbourne, Hastings and Lewes. Lewes, of course, provides shoppers and visitors with an excellent retail, leisure and wider services offer.

The management of parking, including through appropriate charging, is an important part of the demand management toolkit in our Local Transport Plan which complements the investment we are equally making to improve travel choices which encourage the use of walking, cycling and public transport in East Sussex, with the overall aim of supporting sustainable economic growth.

Charging at a sufficient level to impact driver behaviour, can bolster the local economy by encouraging a 'churn' of visitors and shoppers, rather than spaces being occupied by a single user for a long period of time. It should also encourage drivers to:

- consider how they travel and whether it is alternative mode of travel – walk, cycle, bus or train
- park in off street car parks

Of the 1,084 parking spaces in Lewes that provide pay and display parking there are 149 pay and display parking spaces in Lewes town centre that would be subject to the proposed increase, to mitigate against this there are 706 off street parking spaces in car parks within walking distance of the town centre where parking charges will be significantly lower than those for on street parking.

The off street parking provision also offers greater flexibility than the on street parking. By encouraging use of the off street car parks there will be less congestion on the town centre roads which will help to improve bus service punctuality.

The Eastbourne Hospitality Association

- 8.14 The Association indicated they generally support the argument to protect the environment and the health of our residents and visitors. The association feels our public transport links are not good enough for visitors to use them rather than the car.
- 8.15 The Association's main point of concern is the proposed increase in hotel permits from £1 to £2.
- 8.16 In the present climate the proposed 100% increase for the "H" permits to the hoteliers is a further blow to what is a very difficult time in tourism. The prices in Eastbourne are at an all-

time low, with none of us being able to increase our prices for several years. The charge at present is generally absorbed by the accommodation providers, and if you start to ask guests to pay for them they will not return. This is a situation that we could all do without, we need to encourage people to return and to keep returning. Under the proposed increase to £2 this cost will be another blow to the industry, which is the main economy for Eastbourne.

- 8.17 A suggestion was put forward to allow the hotelier to print the permit themselves which would save the cost of producing the scratch cards. It is felt this would also alleviate the necessity for members to have to apply online and then visit the library to collect the permits.
- 8.18 Further comments from the Eastbourne Hospitality Association included:

At a time when our town is under a state of major road changes, with the works seeming to be going on for ever, and the current climate of the retail industry. The proposal to increase parking meter charges at this time does not seem the best time to introduce this increase.

We ask that you consider the impact that these proposed increases will have on our businesses at this time and ask that you defer the price increase until:

- 1) We are in more certain times economically.
- 2) The works in the town are completed.
- 3) There is major improvement to the public transport structure.
- 4) Making provision for a park and ride scheme to the town.

The Councils response to Eastbourne Hospitality Association

The proposals will see the first increase in parking charges in Eastbourne since 2008. The proposed increase of £1 per day for hotel parking permits will still offer value for money and will be cheaper than the standard on street parking charge. The terms of use of the hotel permit is not changing and all vehicle will be permitted to park until 11 am the following day.

The proposed price increase is also intended to encourage alternative modes of transport which will help to reduce the number of vehicles coming into Eastbourne, this will also help to reduce emissions levels and improve air quality in the long term.

The proposed increase in parking charges only relates to the on street parking provision, with over 1,300 of the 2,631 off street parking spaces available in the town centre it will be cheaper and more convenient for most visitors to utilise the off street parking provision.

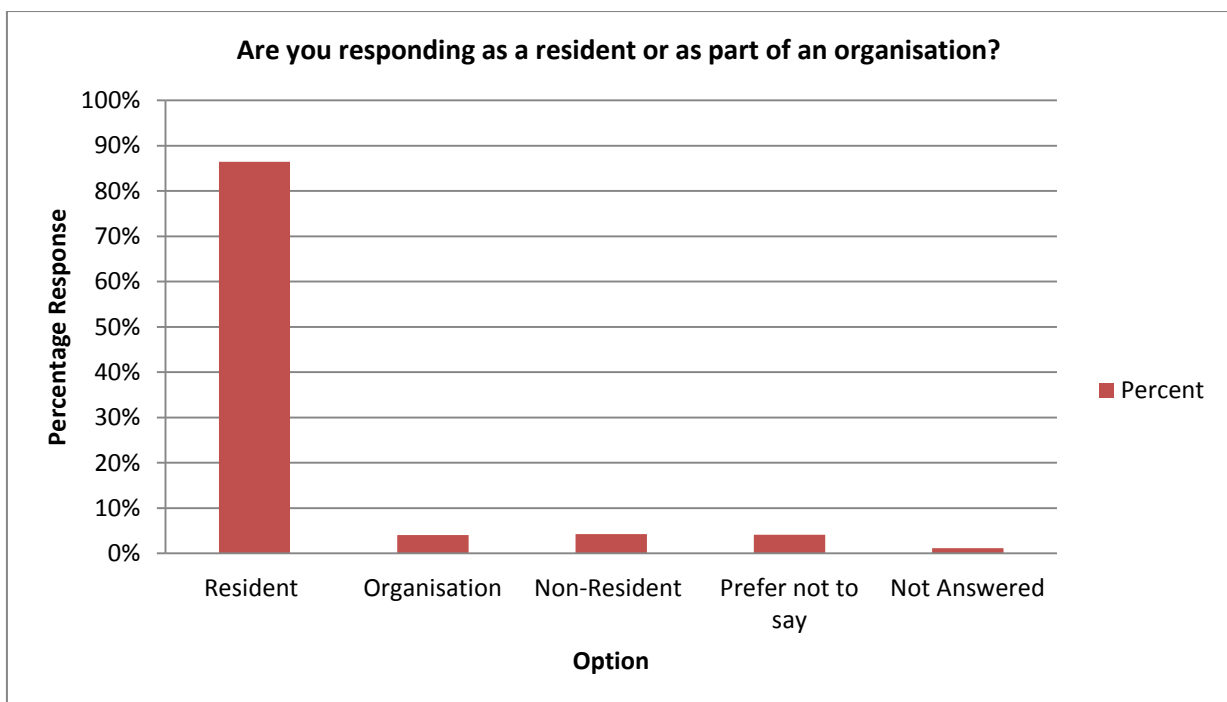
The management of parking, including through appropriate charging, is an important part of the demand management toolkit in our Local Transport Plan which complements the investment we are equally making to improve travel choices which encourage the use of walking, cycling and public transport in the town, with the overall aim of supporting sustainable economic growth. Within Eastbourne, this currently includes the £8.25m currently being invested in the improvements for pedestrians and public transport users in Terminus Road, Cornfield Road and Gildredge Road, with a further £3m planned to be spent on the second phase of improvements in Terminus Road from Bankers Corner to Langney Road; as well as the Local Growth Fund investment we are making in cycling infrastructure across the town and the first phase of the public transport corridor to improve connectivity between Hailsham, Polegate and Eastbourne.

9. About You

These questions provide demographic and other personal information to assist in analysis and interpretation of the results, and in particular to inform the Equalities Impact Assessment.

Q16. Are you responding as a resident or as part of an organisation?

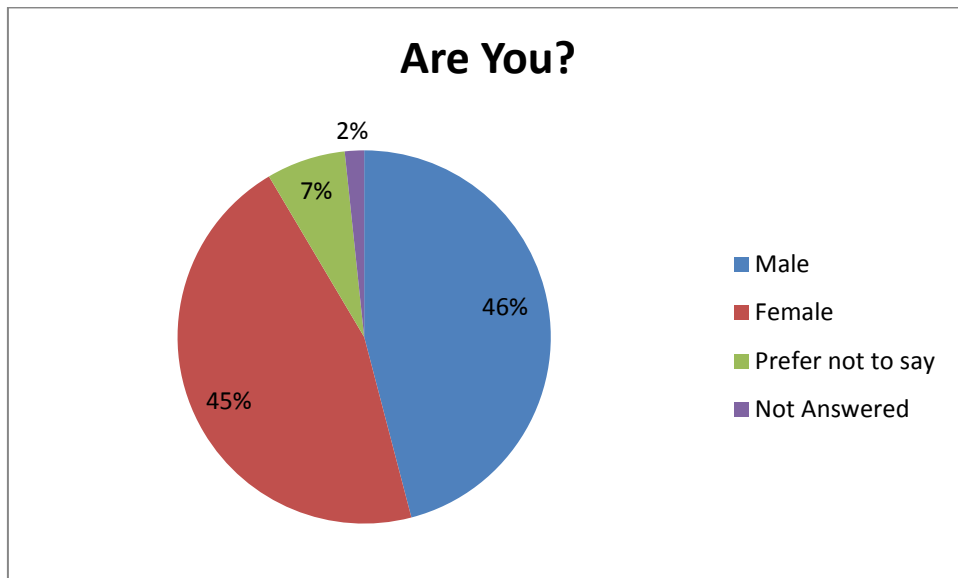
Option	Total	Percent
Resident	1868	86.48%
Organisation	87	4.03%
Non-Resident	92	4.26%
Prefer not to say	88	4.07%
Not Answered	25	1.16%
Total	2,160	100%



The majority of those responding indicated they are residents which accounted for 86.48% of responses, those responding as organisations accounted for 4.03% of responses, those indicating they were non-resident accounted for 4.26% of responses, 4.07% of responses preferred not to say and 1.16% did not answer this question.

Q17. Which gender are you?

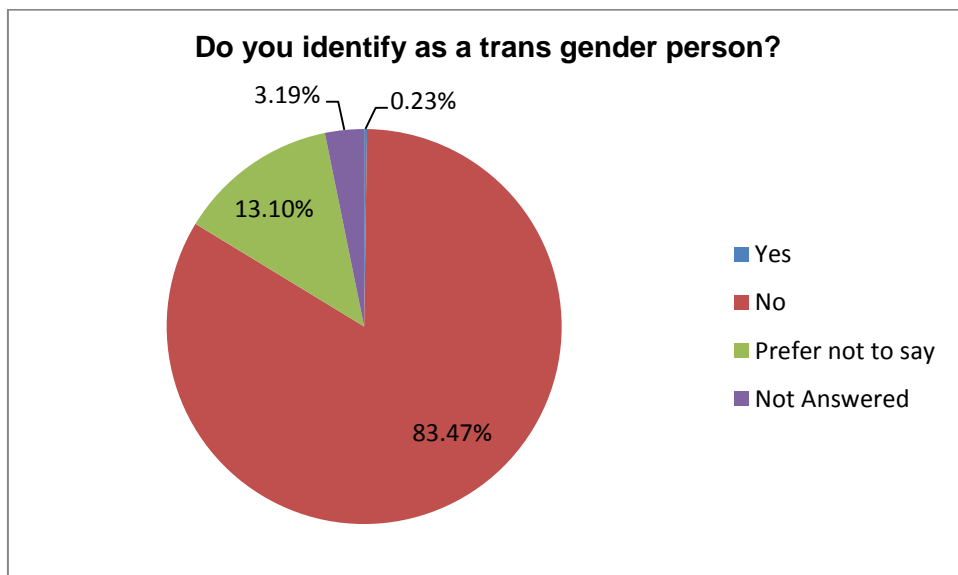
Option	Total	Percent
Male	992	45.93%
Female	984	45.56%
Prefer not to say	148	6.85%
Not Answered	36	1.67%
Total	2,160	100%



The response appears to be evenly split between men and women. Of those that gave their gender, there appeared to be a similar number of women (45%) as men (46%) who responded to this question, 7% chose not to say and 2% chose not to answer the question, so the gender split of respondents shown may not be entirely reflective of the reality.

Q18. Do you identify as a transgender person?

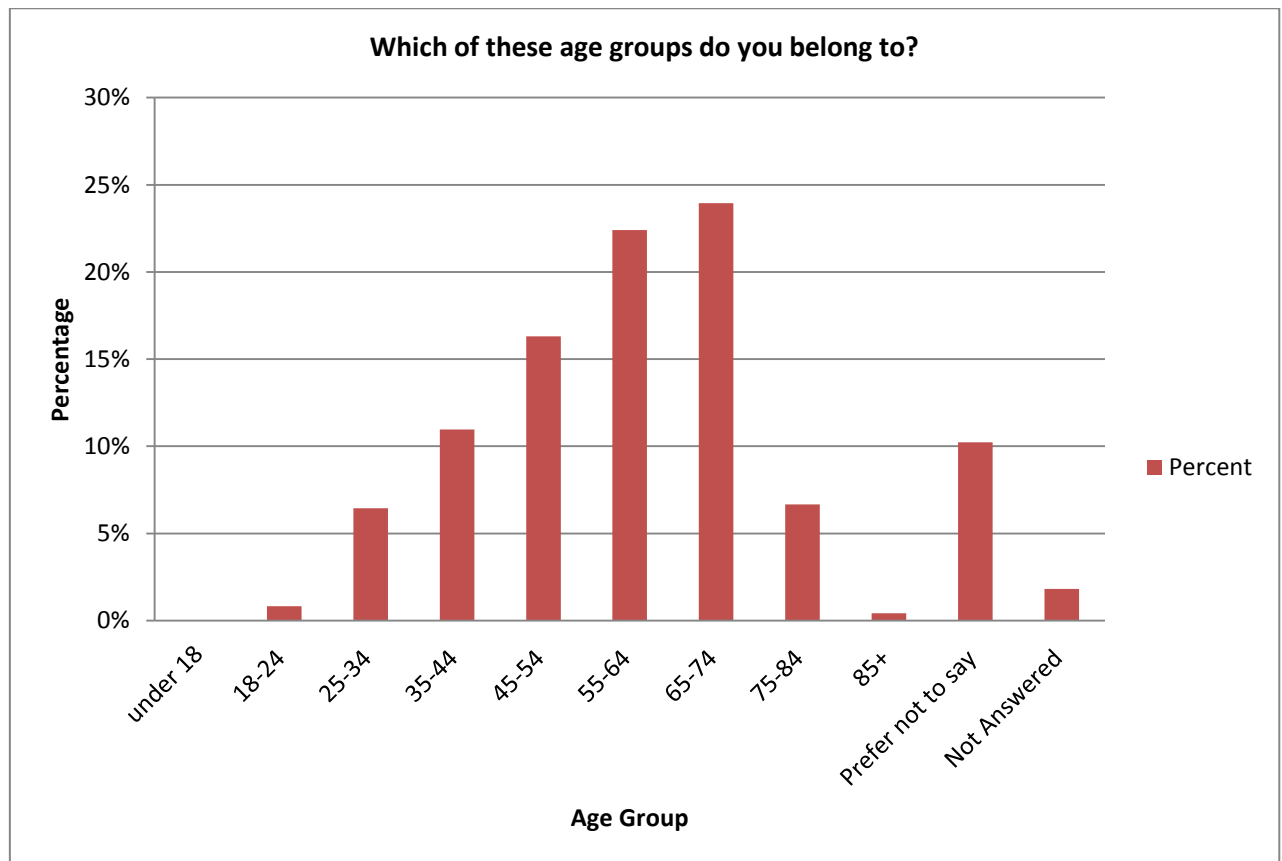
Option	Total	Percent
Yes	5	0.23%
No	1803	83.47%
Prefer not to say	283	13.10%
Not Answered	69	3.19%
Total	2,160	100%



Overall, 83.47% of the respondents indicated they did identify as a transgender person. Less than 1% of respondents indicated they do identify as a transgender person (0.23%). 13.1% of respondents indicated they preferred not to say and 3.19% of respondents did not answer this question.

Q.19. Which of these age groups do you belong to?

Option	Total	Percent
under 18	0	0%
18-24	18	0.83%
25-34	139	6.44%
35-44	237	10.97%
45-54	352	16.30%
55-64	484	22.41%
65-74	517	23.94%
75-84	144	6.67%
85+	9	0.42%
Prefer not to say	221	10.23%
Not Answered	39	1.81%
Total	2,160	100%



Overall, 72.62% of the respondents were in the age range 35-74. Just over 10% of respondents indicated they preferred not to disclose their age group. The results show the largest proportion of respondents fall in the 55-64 and 65-74 age groups.

Q21. To which of these ethnic groups do you feel you belong?

Response	Number of Respondents	Percentage
White British	1677	77.64%
White Irish	23	1.06%
White Gypsy/Roma	0	0%
White Irish Traveller	1	0.05%
White Other	58	2.69%
Mixed White and Black Caribbean	2	0.09%
Mixed White and Black African	0	0%
Mixed White and Asian	1	0.05%
Mixed Other	8	0.37%
Asian or Asian British Indian	3	0.14%
Asian or Asian British Pakistani	4	0.19%
Asian or Asian British Bangladeshi	1	0.05%
Asian or Asian British Other	1	0.05%
Black or Black British Caribbean	1	0.05%
Black or Black British African	4	0.19%
Black or Black British Other	2	0.09%
Arab	1	0.05%
Chinese	3	0.14%
Other ethnic group	2	0.09%
Prefer not to say	289	13.38%
Not Answered	79	3.66%
Total	2,160	100%

Of those that gave an ethnicity, 81.58% identified as a 'White' group. However, 368 people (17.04% of respondents to this question) chose not to answer this question or selected the "prefer not to say" option.

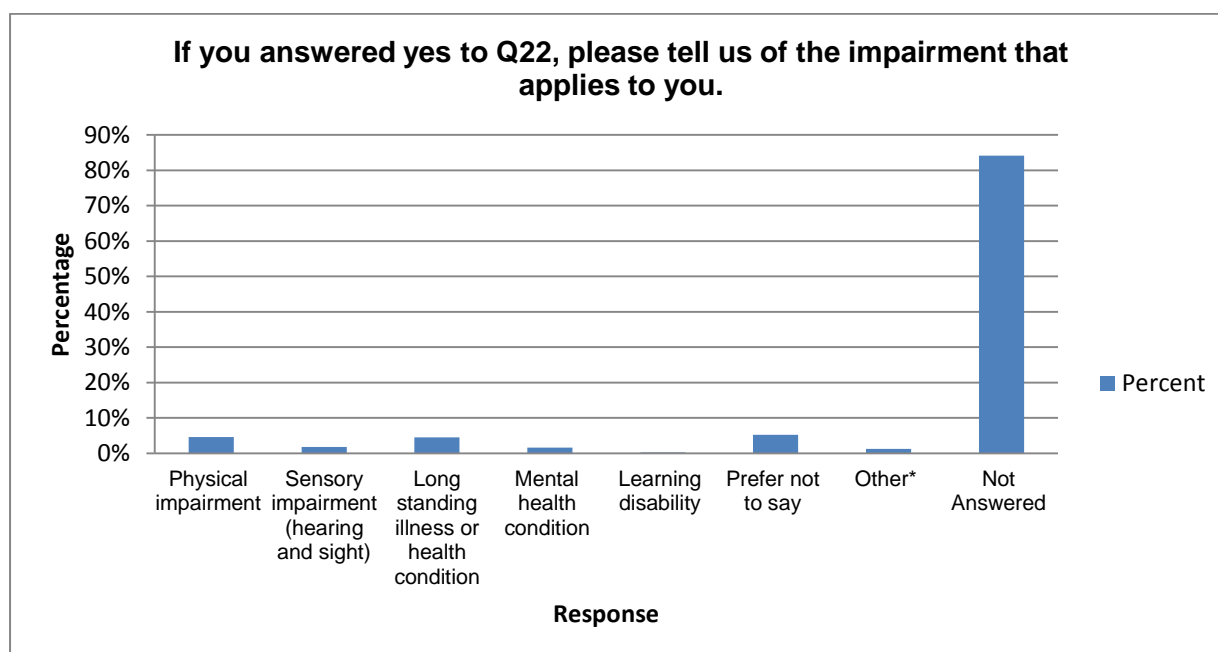
Q23. Do you consider yourself disabled as set out in the Equality Act 2010?

Response	Number of Respondents	Percentage
Option	Total	Percent
Yes	223	10.32%
No	1642	76.02%
Prefer not to say	243	11.25%
Not Answered	52	2.41%
Total	2,160	100%

1,642 (76.02%) of respondents indicated they were not disabled, 223 (10.32%) respondents indicated they are disabled, 243 (11.25%) respondents preferred not to say and 52 (2.41%) did not answer this question.

Q24. If you answered yes to Q23, please tell us the type of impairment that applies to you.

Option	Total	Percent
Physical impairment	99	4.58%
Sensory impairment (hearing and sight)	39	1.81%
Long standing illness or health condition	98	4.54%
Mental health condition	35	1.62%
Learning disability	6	0.28%
Prefer not to say	114	5.28%
Other*	27	1.25%
Not Answered	1817	84.12%
Total	2,160	100%



In 2016/17, 19% of adults of working age and 45% of adults over State Pension age reported a disability under the terms of Equality Act 2010, with mobility being the most prevalent impairment reported (Source: Family Resources Survey 2016/17).

In the 2011 county data, some 20% of people had a long-term health problem or disability, and in 9% of those their day-to-day activities were significantly limited.

The proportion of respondents who told us they are disabled was much less than this at 10.23%, and of those that told us the type of impairment they had, a physical impairment was the most frequently reported, followed closely by a long standing illness or health condition, with 9.12% having either a physical impairment or a long standing illness or health condition. 5.28% preferred not to say whether they were disabled or not, which could have affected the outcome.

Q25. Do you regard yourself as belonging to any particular religion or belief?

Option	Total	Percent
Yes	601	27.82%
No	1069	49.49%
Prefer not to say	428	19.81%
Not Answered	62	2.87%
Total	2,160	100%

Q26. If you answered yes to Q25, which one?

Option	Total	Percent
Christian	575	26.62%
Buddhist	5	0.23%
Hindu	0	0%
Jewish	6	0.28%
Muslim	6	0.28%
Sikh	0	0%
Not Answered	1568	72.59%
Total	2,160	100%

Not all those that indicated they belonged to a religious or belief group went on to specify which. Of those that did, the clear majority are Christian, levels of the smaller religious groups in the county appear to be broadly reflected in the percentages of survey respondents, albeit in small numbers overall.

The final group of questions (27 and 28) related to sexuality and pregnancy rates among respondents, and these were used specifically for the Equalities Impact Assessment.

10. Conclusions

- 10.1 The consultation on the proposed changes to parking charges in East Sussex was open to all residents, businesses and stakeholders with an interest in the County Council's on street parking arrangements across the county.
- 10.2 A total of 2,161 responses were received via the online consultation hub, a further 32 comments relating to the proposals were submitted via the Eastbourne Parking Review consultation that was running at the same time. 40 email responses were received via the parking.consultation@eastsussex.gov.uk email address, two petitions were also received relating to the proposed parking charges increases, one specific to Lewes and one specific to Eastbourne and two parish councils responded to the consultation.
- 10.3 **Congestion-** There appears to be strong support for ESCC to introduce measures to reduce traffic congestion in our town centres. The proposed increase to parking charges aims to help to reduce vehicle trips and encourage greater use of sustainable modes of transport.
- 10.4 **Improve Air Quality-** Concerns about the local air quality of our town centres were identified through the on line questionnaire with almost two thirds of respondents indicating they feel ESCC should take measures to improve air quality across the county. Incentives such as a reduced resident parking permit for the least polluting vehicles aim to encourage a modal shift to electric vehicles.
- 10.5 **Encourage Sustainable Modes of Transport-** Over half of respondents to the on line questionnaire indicated measures should be taken by East Sussex County Council to encourage more sustainable modes of transport across the county.
- 10.6 **Parking Charges influence parking habits-** The responses suggest almost two thirds of respondents feel parking charges do influence where people park.
- 10.7 **Off Street parking charges should be lower than on street parking charges-** Just over half of the respondents felt off street parking charges should be lower than those on street. As part of this consultation process, we have identified that the majority of off street parking provision in each of the town centres will be cheaper than that of the proposed increases. As part of the intended changes East Sussex County Council welcome greater use of the off street parking facilities which will help to reduce demand for on street parking and in turn reduce the number of vehicles driving around our town centres.
- 10.8 **Cheaper resident permit charges for less polluting vehicles-** Opinion regarding lower charges for permits for less polluting vehicles did not provide a clear majority. A mixed response was received to the question relating to less polluting vehicles benefitting from reduced permit charges with respondents not clearly indicating if they agreed or disagreed with this benefit. By offering a reduction in the permit charge based on vehicle CO2 emissions the County Council can help to encourage greater

use and ownership of less polluting vehicles in Eastbourne, Hastings and Lewes which in turn will help to reduce pollution in our town centres.

- 10.9 Resident Permit Charges Should Be Aligned Across the County-** A mixed response was received to the question relating to less polluting vehicles benefitting from reduced permit charges with respondents not clearly indicating if they agreed or disagreed with this benefit. It is difficult to gauge the reason for the response to this question as the majority of those that responded did not hold any type of permit. Comments submitted in addition to completing the questionnaire suggest a number of respondents feel the requirements for each town centre are different and should be treated as such rather than aligning across the county. Price increases are never popular but aligning permit charges in Eastbourne and Hastings to those in Lewes which are based on vehicle emissions will mean incentives for owning less polluting vehicles will be available to all resident permit holders and this would also be the first parking charges increase in over ten years. Introducing such an incentive should help to achieve one of the main objectives set out in LTP3 which is to reduce air pollution across the county.
- 10.10 Changes to Visitor and Day Permit Charges-** The responses to the proposed increases to visitor and day permit charges suggest there is not widespread support for increasing these charges.. The purpose of the proposed increase is to encourage greater use of sustainable modes of transport wherever possible, using alternative modes of transport will help to reduce vehicle congestion and pollution in the town centres. The level of the proposed day permits still represent good value for money, for example resident visitor day permits only increase to £1.20 per day in Lewes and Eastbourne. The proposed increase for hotel parking permits will still offer value for money and will be cheaper than the standard on street parking charge. For example, in Eastbourne the proposed cost of this permit would be £2 per day. The terms of use of the hotel permit is not changing and all vehicle will be permitted to park until 11 am the following day. The relatively low cost of this permit will continue to assist in helping to boost the visitor economy to East Sussex.
- 10.11 Changes to On Street Parking Charges Pay & Display-** The majority of respondents suggested they did not support the proposed increase to on street pay and display charges. Increasing the cost of on-street P&D charges will encourage people to use alternative sustainable forms of transport and encourage people to use off street car parks first, which will minimise the pressure on on-street parking, help reduce congestion and improve air quality in our towns. The increase in charges for on-street parking across Eastbourne, Hastings and Lewes would range from 20p to £1.90 per hour depending on the location. Blue Badge holders are not impacted by this proposal as they do not have to pay for on-street parking.
- 10.12** The majority of the comments submitted via the on-line questionnaire or email indicated that respondents felt the proposed increases to parking charges would have a negative effect on the local economy and would contribute to even harder times for the High Street. Most of the responses received related to Eastbourne and these generally centred around how the proposed charges increase would deter visitors from coming to the town. Similar comments were also received relating to Lewes and Hastings, but the number of responses were much lower for both these towns. The Council do not agree that the proposals will have a negative effect on the local economy. Whilst there is often anecdotal evidence there is little published evidence which demonstrates a direct correlation between changes in car park charges and changes in town centre footfall. Charging at a sufficient level to impact driver behaviour, can bolster the local economy by encouraging a 'churn' of visitors

and shoppers, rather than spaces being occupied by a single user for a long period of time. The proposals for the on street parking charges will encourage greater use of off street car parks, reduce the number of vehicles driving on our town centre roads searching for parking spaces and aim to encourage greater use of alternative modes of transport which in turn will reduce harmful emissions and improve air quality. These outcomes will make these towns a more appealing place to work, live and visit and thereby boost the local economy.

10.13 As alternative options to the proposals for parking charges, many respondents suggested that the public transport offer could be improved if more people are to change to more sustainable modes of transport, this included the frequency and reliability of bus services and improved cycle routes and cycle storage across the county. The cost of using public transport was also a popular issue. A significant part of the LTP3 Strategy and future direction for East Sussex is to implement infrastructure to support integrated sustainable travel – walking, cycling, public transport, car sharing etc. For example – bus priority measures, cycle lanes and facilities, improvements to pedestrian routes to key trip attractors, better rail / bus / cycle interchanges, less street clutter and enhanced public spaces. The County Council cannot set rail fares or increase the frequency of rail services. We will continue to lobby and work with the rail network to provide as best a service as possible to ensure our town centres are accessible and continue to be a desired destination for our many visitors. With the ongoing pressure on Council budgets, any future Parking Surplus, excluding existing commitments, could be used as a further contribution towards the County Council's public transport costs. The investment in these activities is complimentary to the objectives of our LTP3 in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County. However, these improvements alone will not enable the change in behaviour that the proposals to parking tariffs is seeking to achieve.

10.14 Following our analysis of consultation responses and comments, we do not consider that the new information has been presented that would lead us to withdraw our proposals.

APPENDIX 1A – CONSULTATION STAKEHOLDER LIST

Third Sector Organisations	Other organisations included via East Sussex Strategic Partnership
3VA (Eastbourne, Lewes District and Wealden)	East Sussex Fire & Rescue Service
Action in Rural Sussex	Clinical Commissioning Groups in the county
Age UK/Age Concern East Sussex	Highways Agency
Ashdown Forest Conservators	JobCentre Plus
East Sussex Association for the Blind	Kent, Surrey and Sussex Community Rehabilitation Company (Seetec)
Eastbourne Seniors Forum	National Probation Service
Eastbourne Society (Civic)	NHS England - Surrey and Sussex Area Team
Environmental Protection UK	Sussex Associations of Local Councils
Friends of Lewes	Sussex Police
Hastings and St. Leonards Senior Forum	MPs / Councillors
Hastings Older People's Ethnic Group	Stephen Lloyd
Hastings Voluntary Action	Maria Caulfield
Lewes District Seniors Forum	Huw Merriman
Meridian Mature Citizens' Forum	Amber Rudd
Possability People	Nusrat Ghani
Rother Environmental Group	Lloyd Russell-Moyle
Rother Seniors' Forum	East Sussex District & Boroughs
Rother Voluntary Action	Lewes District Council
Seaford Seniors Forum	Hastings Borough Council
SpeakUp	Eastbourne Borough Council
Sussex Community Development Association	Wealden District Council
Sussex Deaf Association, East Sussex Division	Rother District Council
The Friends of Ashdown Forest	Town / Parish Councils
Transition Town Eastbourne	All in East Sussex
Transition Town Hastings	Educational institutions
Transition Town Lewes	University of Brighton
Transition Wadhurst	University of Sussex
Wealden Senior Citizens Partnership	
Public bodies	
Environment Agency	
Hastings Youth Council	
High Weald AONB Unit	
Natural England	
South Downs National Park Authority	

APPENDIX 1B – PERMIT PARKING CHARGES

Current and Proposed Permit Parking Charges

Eastbourne current permit charges				Eastbourne proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit)	12 Months	6 months	3 months
Standard	£25	£15	£8	Standard -More than 185g/km of CO2	£95.00	£55.00	£31.25
				Discount -185g/km or less of CO2	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less of CO2	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less of CO2	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less of CO2	£15.00		
Disabled resident	£5			Disabled resident	£6.50		
Resident (second permit)				Resident (second permit)			
Standard	£75	£38	£19	Standard -More than 185g/km of CO2	£130.00	£72.50	£40.00
				Discount -185g/km or less of CO2	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less of CO2	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less of CO2	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less of CO2	£50.00		
Business (all zones)				Business (all zones)			
Petrol or diesel	£420	£210	£105	Petrol or diesel	£546.00	£273.00	£136.50
Electric or LPG	£100	£50	£25	Electric or LPG	£130.00	£65.00	£32.50
Business (single zone)				Business (single zone)			
Petrol or diesel	£220	£110	£55	Petrol or diesel	£286.00	£143.00	£71.50
Electric or LPG	£110	£50	£25	Electric or LPG	£143.00	£65.00	£32.50
Doctor permits	£60			Doctor permits	£78.00		
Voluntary permits	£0.00			Voluntary permits	£0.00		
Day permits				Day permits			
Resident Visitor	£0.50			Resident Visitor	£1.20		
Resident visitor concession	£0.25			Resident visitor concession	£0.60		
Health care worker / carer permits	£0.50			Health care worker / carer permits	£1.20		
Trade permits	£2.00			Trade permits	£4.50		
Hotel guest permits	£1.00			Hotel guest permits	£2.00		

Hastings current permit charges				Hastings proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit) - Zones A to F and W	12 Months	6 months	3 months
Resident	£75.00	£37.50	£18.75	Standard -More than 185g/km of CO2	£95.00	£55.00	£31.25
				Discount -185g/km or less of CO2	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less of CO2	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less of CO2	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less of CO2	£15.00		
Resident (second permit)				Resident (second permit) - Zones A to F and W			
Resident	£120.00	£60.00	£30.00	Standard -More than 185g/km of CO2	£130.00	£72.50	£40.00
				Discount -185g/km or less of CO2	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less of CO2	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less of CO2	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less of CO2	£50.00		
Resident Shared (first permit)				Resident Shared (first permit) - Zones G to L and O,S			
Resident Shared	£35.00	£17.50	£8.75	Petrol or diesel	£50.00	£30.00	£20.00
				LPG or compressed gas	£37.51	£22.51	£15.00
				Electric vehicle	£25.00	£15.00	£10.00
Resident Shared (second permit)				Resident Shared (second permit) - Zones G to L and O,S			
Resident Shared	£56.00	£28.00	£14.00	Petrol or diesel	£75.00	£43.00	£27.00
				LPG or compressed gas	£62.51	£35.51	£22.00
				Electric vehicle	£50.00	£28.00	£17.00
Resident Zone S (first permit)							
Resident Zone S	£25.00	£12.50	£6.25				
Resident Zone S (second permit)							
Resident Zone S	£40.00	£20.00	£10.00				
Doctor	£110.00			Doctor	£143.00		
Primary Care Worker	£20.00			Primary Care Worker	£26.00		
Day permits				Day permits			
Resident Visitor (2 hour)	£0.80			Resident Visitor (2 hour)	£1.00		
Resident Visitor (5 hour)	£2.00			Resident Visitor (5 hour)	£2.60		
Business scratch cards (5 hour)	£4.00			Business scratch cards (5 hour)	£5.20		
Business scratch cards (10 hour)	£6.00			Business scratch cards (10 hour)	£7.80		
Business	£200.00			Business	£260.00		

Lewes current permit charges				Lewes proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit)	12 Months	6 months	3 months
Standard -More than 185g/km	£95	£55	£31.25	Standard -More than 185g/km of CO2	£95.00	£55.00	£31.25
Discount -185g/km or less	£85	£50	£28.75	Discount -185g/km or less of CO2	£85.00	£50.00	£28.75
Discount 2 -150g/km or less	£75	£45	£26.25	Discount 2 -150g/km or less of CO2	£75.00	£45.00	£26.25
Discount 3 -120g/km or less	£55	£35	£21.25	Discount 3 -120g/km or less of CO2	£55.00	£35.00	£21.25
Discount 4 -100g/km or less	£15			Discount 4 -100g/km or less of CO2	£15.00		
Resident (second permit)				Resident (second permit)			
Standard -More than 185g/km	£130	£72.50	£40	Standard -More than 185g/km of CO2	£130.00	£72.50	£40.00
Discount -185g/km or less	£120	£67.50	£37.50	Discount -185g/km or less of CO2	£120.00	£67.50	£37.50
Discount 2 -150g/km or less	£110	£62.50	£35	Discount 2 -150g/km or less of CO2	£110.00	£62.50	£35.00
Discount 3 -120g/km or less	£90	£52.50	£30	Discount 3 -120g/km or less of CO2	£90.00	£52.50	£30.00
Discount 4 -100g/km or less	£50			Discount 4 -100g/km or less of CO2	£50.00		
Business				Business			
Standard -More than 185g/km	£1,000	£550	£300	Standard -More than 185g/km of CO2	£1,000.00	£550.00	£300.00
Discount -185g/km or less	£900	£500	£275	Discount -185g/km or less of CO2	£900.00	£500.00	£275.00
Discount 2 -150g/km or less	£800	£450	£250	Discount 2 -150g/km or less of CO2	£800.00	£450.00	£250.00
Discount 3 -120g/km or less	£600	£350	£200	Discount 3 -120g/km or less of CO2	£600.00	£350.00	£200.00
Discount 4 -100g/km or less	£200			Discount 4 -100g/km or less of CO2	£200.00		
Falmer current permit charges				Falmer proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit)	12 Months	6 months	3 months
Petrol or diesel	£37.50	£22.50	£15	Petrol or diesel	£50.00	£30.00	£20.00
LPG or compressed gas	£28.13	£16.88	£11.25	LPG or compressed gas	£37.51	£22.51	£15.00
Electric vehicle	£18.75	£11.25	£7.50	Electric vehicle	£25.00	£15.00	£10.00
Resident (second permit)				Resident (second permit)			
Petrol or diesel	£56.25	£32.25	£20.25	Petrol or diesel	£75.00	£43.00	£27.00
LPG or compressed gas	£46.88	£26.63	£16.50	LPG or compressed gas	£62.51	£35.51	£22.00
Electric vehicle	£37.50	£21	£12.75	Electric vehicle	£50.00	£28.00	£17.00
Lewes & Falmer Day permits				Lewes & Falmer Day permits			
Resident Visitor	0.9			Resident Visitor	£1.20		
Resident visitor concession	0.4			Resident visitor concession	£0.60		
Health care worker / carer permits	0.9			Health care worker / carer permits	£1.20		
Trade permits	£3.50			Trade permits	£4.50		
Hotel guest permits	0.9			Hotel guest permits	£2.00		

APPENDIX 1C – ON STREET PARKING CHARGES

Eastbourne							
Current							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer only)	Coach Bay
15mins	£0.20	£0.20	£0.20	£0.20	£0.20	£0.20	£2.00
30mins	£1.00	£0.50	£0.40	£0.40	£0.20	£0.40	£2.00
1hour	£2.00	£1.00	£1.00	£0.80	£0.20	£0.80	£2.00
2 hours	£3.00	£2.00	£2.00	£1.50	£0.20	£1.50	£4.00
4 hours			£3.00	£2.50	£1.20	£2.50	£4.00
6 hours				£3.00	£1.50	£3.00	
All Day				£4.00	£4.00	£4.00	
Proposed							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer Only)	Coach Bay
15mins	£0.40	£0.40	£0.40	£0.40	£0.40	£0.40	£3.90
30mins	£1.95	£1.00	£1.00	£0.80	£0.40	£0.80	£3.90
1hour	£3.90	£1.95	£1.95	£1.60	£0.40	£1.60	£3.90
2 hours	£5.85	£3.90	£3.90	£2.95	£0.80	£2.95	£7.80
4 hours			£5.85	£4.90	£2.35	£4.90	£7.80
6 hours				£5.85	£2.95	£5.85	
All Day				£7.80	£7.80	£7.80	

Lewes							
Current				Proposed			
Length of Stay	High Street	Intermediate	Outer	Length of Stay	High Street	Intermediate	Outer
15 mins	£0.50			15 mins	£1.00		
30 mins	£1.00	£0.30		30 mins	£1.95	£0.60	
1 hr	£2.00	£0.60	£0.30	1 hr	£3.90	£1.20	£0.60
2 hr	£4.00	£1.20	£0.60	2 hr	£7.80	£2.40	£1.20
3 hr		£1.80	£1.20	3 hr		£3.60	£2.40
4 hr		£2.40	£1.50	4 hr		£4.80	£3.00
5 hr		£3.00	£1.50	5 hr		£6.00	£3.00
6 hr		£3.60		6 hr		£7.20	
7 hr		£4.20		7 hr		£8.40	
8 hr		£4.80		8 hr		£9.60	
9 hr		£5.40		9 hr		£10.80	
10 hr		£6.00		10 hr		£12.00	

Hastings											
Current											
		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£0.50	£0.20	£0.50			£0.10					
30mins		£0.50		£0.50	£0.60		£0.50	£0.30			£0.50
1hour	£1.50	£1.00	£1.50	£1.00	£1.20	£0.30	£1.00	£0.60	£1.00	£0.10	
2 hours	£3.00	£2.00	£3.00	£2.00	£2.40	£0.60	£2.00	£1.20	£2.00	£0.20	
3 hours	£4.50	£3.00				£0.90	£3.00	£1.80	£3.00		
4 hours	£6.00	£4.00				£1.20	£4.00	£2.40	£4.00		
9 hours									£9.00	£2.00	
Up to 10 hours									£10.00		
Proposed											
		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£1.00	£0.40	£1.00			£0.20					
30mins		£1.00		£1.00	£1.20		£1.00	£0.60			£1.00
1hour	£2.95	£1.95	£2.95	£2.00	£2.40	£0.60	£2.00	£1.20	£1.95	£0.20	
2 hours	£5.90	£3.90	£5.90	£4.00	£4.80	£1.20	£4.00	£2.40	£3.90	£0.40	
3 hours	£8.85	£5.85				£1.80	£6.00	£3.60	£5.85		
4 hours	£11.80	£7.80				£2.40	£8.00	£4.80	£7.80		
9 hours									£17.55	£3.90	
Up to 10 hours									£19.50		

APPENDIX 1D – OFF STREET PARKING PROVISION

Summary of Lewes Off Street Parking Provision

The table below provides a summary of the number of spaces in each off street car park, the closet parking zone to the car park, the maximum stay and the maximum charge.

Car Park	Spaces	Chargable Hours Mon to Sat	Sun	Max Charge	Max Stay	Closet Zone
Spring Gardens	20	9am to 5pm	Free	£1.90	8 hours	B
Brook Street	90	9am to 5pm	Free	£1.90	8 hours	B
Corporation Wharf	80	8am to 6pm	Free	£2.00	12 hours	B
Cliffe High Street	11	9am to 5pm	Free	£1.80	2 hours	C
South Street (North)	13	9am to 5pm	Free	£1.80	2 hours	C
Pinwell Road	25	9am to 5pm	Free	£4.10	8 hours	D
Mountfield Road	54	9am to 5pm	Free	£4.10	8 hours	D
Lewes Station	289	24 hours	£2.25	£6.60	24 hours	D
Friars Walk	74	9am to 5pm	Free	£1.80	2 hours	D
The Maltings	25	9am to 5pm	Free	£4.00	4 hours	HS & D
Phoenix Causway	90	9am to 5pm	Free	£4.10	8 hours	HS&B
Little East Street	30	9am to 5pm	Free	£3.50	4 hours	HS&B
East Street	23	9am to 5pm	Free	£3.50	4 hours	HS&B
Westgate Street	27	9am to 5pm	Free	£3.50	4 hours	HS&B
Eastgate Wharf	50	24 hours	24 hours	£7.90	24 hours	HS&B
West Street	49	9am to 5pm	Free	£1.80	2 hours	HS&B
County Hall (West CP)	393	8am to 6pm	Free	£7.80	3 hours	
Total Off Street Spaces -	1243					

Summary of Eastbourne Off Street Parking Provision

The table below provides a summary of the number of spaces in each off street car park, the closet parking zone to the car park, the maximum stay and the maximum charge.

Car Park	Spaces	Chargeable Hours Mon to Sat	Sun	Max Charge	Max Stay	Closet Zone
Junction Road	600	8am to Midnight	Free	£3.50	16 hours	A/G
Southfields Road	26	8am to 6pm	8am to 6pm	£2	4 hours	G
Eastbourne Railway Station	341	24 hours	24 hours	£5.30	N/A	A/G
Hyde Gardens	86	8am to 6pm	Free	£3	2 hours	G
Princes Park	170	8am to 6pm	8am to 6pm	£4.80	N/A	O/S of Zone
Redoubt Car Park	138	8am to 6pm	8am to 6pm	£5.00	10 hours	O/S of Zone
Wish Tower	35	8am to 6pm	8am to 6pm	£14	12 hours	N
Trinity Place	414	24 hours	24 hours	£6	24 hours	S
Devonshire Park	121	8am to 6pm	8am to 6pm	£6.50	12 hours	S/N
The Beacon	700	8am to Midnight	Free	£16	16 hours	A/G
Total Spaces -	2,631					

Summary of Hastings Off Street Parking Provision

The table below provides a summary of the number of spaces in each off street car park, the closet parking zone to the car park, the maximum stay and the maximum charge.

Car Park	Spaces	Chargeable Hours Mon to Sat	Sun	Max Charge	Max Stay	Closest Zone
Falaise Hall	35	8am to 9pm	Free	£2.00	4 hours	A
The Pier	40	7am to 9pm	7am to 9pm	£8.00	24 hours	B
Falaise Road	53	8am to 9pm	Free	£2.00	4 hours	B
Saint Margarets Road	40	7am to 9pm	7am to 9pm	£8.00	24 hours	A
Summerfields	101	8am to 9pm	Free	£2.00	4 hours	O/S
Hastings Station	66	24 hours	24 hours	£5.60	24 hours	E
Priory Street	250	7am to 9pm	7am to 9pm	£8.00	24 hours	B
Carlisle Parade	171	7am to 9pm	7am to 9pm	£8.00	24 hours	B
Priory Meadows	1086	6am to Midnight	7am to 11pm	£5.50	18 hours	B/E
Cornwallis Street	71	7am to 9pm	7am to 9pm	£4.00	4 hours	E
Castle Hill	81	7am to 9pm	7am to 9pm	£9.00	14 hours	D
Pelham Place	276	7am to 9pm	7am to 9pm	£9.00	14 hours	D
The Bourne	29	7am to 9pm	7am to 9pm	£9.00	24 hours	F
Rock-A-Nore Road	450	7am to 9pm	7am to 9pm	£9.00	24 hours	F
Total Off Street Spaces -	2,749					

APPENDIX 1E - Public Consultation Questionnaire

Give Us Your Views

Q1. To what extent do you agree that East Sussex County Council should take measures to assist in reducing traffic congestion in our town centres?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q2. To what extent do you agree that East Sussex County Council should take measures to improve local air quality and reduce vehicle emissions?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q3. To what extent do you agree that East Sussex County Council should take measures to encourage people to use more sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q4. To what extent do you agree that the cost of the existing parking charges influences where people park?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q5. To what extent do you agree that increasing parking charges will encourage some people to use more sustainable forms of transport?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

6. To what extent do you agree that charges in off-street car parks should be lower than adjacent on-street parking charges to encourage more people to park off-street where possible and assist keeping traffic flowing more freely on the surrounding roads?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q7. To what extent do you agree that people who use less polluting vehicles should pay less for their resident permit?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q8. To what extent do you agree with the proposals that people living in Eastbourne and Hastings should pay the same for their resident permit as those who live in Lewes?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q9. To what extent do you agree with the proposed changes to visitor and day permit charges?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q10. To what extent do you agree with the proposed increases to on-street Pay & Display parking charges?

- ☐ Strongly agree
- ☐ Agree
- ☐ Neither agree or disagree
- ☐ Disagree
- ☐ Strongly disagree

Q11. Do you have any of the following parking permits?

- ☐ Lewes resident parking permit
- ☐ Eastbourne resident parking permit
- ☐ Hastings resident parking permit
- ☐ Other resident parking permit
- ☐ Do not have a resident parking permit

Q12. Do you have any of the following types of parking permit?

- | | |
|--|---|
| <input type="checkbox"/> Eastbourne business | <input type="checkbox"/> Hastings doctor |
| <input type="checkbox"/> Eastbourne doctor | <input type="checkbox"/> Hastings PCW |
| <input type="checkbox"/> Eastbourne healthcare and carer | <input type="checkbox"/> Hastings visitor |
| <input type="checkbox"/> Eastbourne hotel | <input type="checkbox"/> Lewes business |
| <input type="checkbox"/> Eastbourne trade | <input type="checkbox"/> Lewes healthcare and carer |
| <input type="checkbox"/> Eastbourne visitor | <input type="checkbox"/> Lewes hotel |
| <input type="checkbox"/> Falmer visitor | <input type="checkbox"/> Lewes trade |
| <input type="checkbox"/> Hastings business user | <input type="checkbox"/> Lewes visitor |
| <input type="checkbox"/> Hastings business annual | <input type="checkbox"/> Other |

Q13. Do you have other comments on the consultation or alternative suggestions which would help reduce congestion and improve air quality in our town centres?

- ☐ No
- ☐ Yes

About you

We want to make sure that everyone is treated fairly and equally and that no one gets left out. That's why we ask you these questions.

We won't share the information you give us with anyone else. We will only use it to help us make decisions and make our services better.

If you would rather not answer any of these questions, you don't have to.

The [privacy notice](#) for the hub can be found on the following link:

<https://www.eastsussex.gov.uk/privacy/consultation-hub/>

Q14. Are you responding as a resident or as part of an organisation? Please tick one box

- ☐ Resident
- ☐ Organisation
- ☐ Non-Resident
- ☐ Prefer not to say

Q15. Are you.....? Please tick one box

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

Q16. Do you identify as a transgender or trans person? Please tick one box

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Q17. Which of these age groups do you belong to? Please tick one box

- ☐ under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75-84
- ☐ 85+
- ☐ Prefer not to say

Q18. What is your postcode?

Q19. To which of these ethnic groups do you feel you belong? (source: 2011 census)

Please tick one box

- | | |
|--|---|
| <input type="checkbox"/> White British | <input type="checkbox"/> Asian or Asian British Indian |
| <input type="checkbox"/> White Irish | <input type="checkbox"/> Asian or Asian British Pakistani |
| <input type="checkbox"/> White Gypsy/Roma | <input type="checkbox"/> Asian or Asian British Bangladeshi |
| <input type="checkbox"/> White Irish Traveller | <input type="checkbox"/> Asian or Asian British other* |
| <input type="checkbox"/> White other* | <input type="checkbox"/> Black or Black British Caribbean |
| <input type="checkbox"/> Mixed White and Black Caribbean | <input type="checkbox"/> Black or Black British African |
| <input type="checkbox"/> Mixed White and Black African | <input type="checkbox"/> Black or Black British other* |
| <input type="checkbox"/> Mixed White and Asian | <input type="checkbox"/> Arab |
| <input type="checkbox"/> Mixed other* | <input type="checkbox"/> Chinese |
| <input type="checkbox"/> Other ethnic group* | <input type="checkbox"/> Prefer not to say |

*If your ethnic group was not specified in the list please describe your ethnic group.

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day to day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example) are considered to be disabled from the point that they are diagnosed.

Q20. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Please tick one box

- ☐ Yes ☐ No ☐ Prefer not to say

Q21. If you answered yes to Q23, please tell us the type of impairment that applies to you.

You may have more than one type of impairment, so please tick all that apply. If none of these apply to you please tick 'Other' and give brief details of the impairment you have.

- ☐ Physical impairment
- ☐ Sensory impairment (hearing and sight)
- ☐ Long standing illness or health condition, such as cancer, HIV, heart disease, diabetes or epilepsy
- ☐ Mental health condition
- ☐ Learning disability
- ☐ Prefer not to say
- ☐ Other*

*If other, please specify

Q22. Do you regard yourself as belonging to any particular religion or belief? Please tick one box

- ☐ Yes ☐ No ☐ Prefer not to say

Q23. If you answered yes to Q25, which one? Please tick one box

- | | | | |
|------------------------------------|---------------------------------|---------------------------------|--|
| <input type="checkbox"/> Christian | <input type="checkbox"/> Hindu | <input type="checkbox"/> Muslim | <input type="checkbox"/> Any other religion, please specify |
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Jewish | <input type="checkbox"/> Sikh | <div style="border: 1px solid black; height: 20px; width: 250px;"></div> |

Q24. Are you... Please tick one box

- | | | |
|--|--|--|
| <input type="checkbox"/> Bi/Bisexual | <input type="checkbox"/> Gay woman/Lesbian | <input type="checkbox"/> Other |
| <input type="checkbox"/> Heterosexual/Straight | <input type="checkbox"/> Gay Man | <input type="checkbox"/> Prefer not to say |

Q25. Are you currently pregnant or have you been pregnant in the last year? Please tick one box

- | | | |
|------------------------------|-----------------------------|--|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Prefer not to say |
|------------------------------|-----------------------------|--|

Thank you for taking the time to complete this questionnaire. Your views are important to us.

Completed surveys can be handed to staff at East Sussex libraries or posted back to us at:
Parking Tariff Consultation, B Floor, County Hall, St Anne's Crescent, Lewes, BN7 1UE.