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| Committee | Cabinet |
| Date | 11 July 2006 |
| Report By | Director of Transport and Environment |
| Title of Report | Parking in Eastbourne |
| Purpose of Report | To seek approval for the introduction of Civil Parking Enforcement and the extension of on-street parking charges in Eastbourne. |

RECOMMENDATIONS

The Cabinet is recommended to:

- 1. note the results of the public consultation exercise;**
 - 2. approve the modification of the parking proposals in accordance with the outcome of the consultation exercise and agree the recommendations set out in Appendix D; and**
 - 3. agree to the advertisement of the necessary traffic regulation orders and to make the necessary application to introduce a modified controlled parking scheme and Civil Parking Enforcement in Eastbourne in October 2007.**
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1 Financial Appraisal

1.1 Costs will be incurred in developing and implementing Civil Parking Enforcement (CPE) and the extension of parking charges in Eastbourne. All such costs can be recovered from surplus operating income once the scheme is operational but will need to be funded in the meantime from the Integrated Transport element of the capital programme.

1.2 In a full year the net operating surplus for the recommended scheme is estimated to be £643,000. All set up costs should have been repaid from surpluses during 2009/10. A full financial appraisal is set out in Appendix A.

1.3 In accordance with the rules for CPE, any surplus income arising from the scheme after repayment of set up costs will be reinvested, in local transport measures in Eastbourne. This will allow improvements to public transport, cycling, pedestrian facilities and other appropriate measures to be implemented sooner than would otherwise have been possible. A revenue commitment has already been made by the Cabinet to meet the annual revenue costs of the real time passenger information, which is due to be introduced in the current financial year. This cost is estimated to be in the order of £80,000 per year.

2 Supporting Information

2.1 The introduction of CPE in Eastbourne and the possible extension of the existing town centre Controlled Parking Zone (CPZ) are key elements of the Local Transport Plan programme for Eastbourne. They form part of an integrated package of transport measures aimed at reducing car use and encouraging greater use of alternative forms of transport. This approach was established in the County Council's first Local Transport Plan (LTP) and reaffirmed in the second LTP which was formally approved by Cabinet on 14 March 2006 and the County Council on 28 March 2006. Further background on the rationale for introducing CPE in Eastbourne is set out in Appendix B.

2.2 The County Council has been working in partnership with Eastbourne Borough Council (EBC) since 1999 to progress the introduction of CPE and the possible extension of the existing town centre CPZ. In February 2006 the County Council, in partnership with EBC undertook a full public consultation exercise on the possible extension of on-street parking

charges in Eastbourne. The main purpose of the consultation was to identify those streets where there was support for the controls and those where there was not. A summary of the results of the consultation are presented in Appendix C. In summary, a majority of residents in the streets in and immediately around the existing CPZ supported the proposed parking controls but those further away from the centre did not. There was also support for the proposals from residents in a small area in the Meads. By contrast businesses were against the proposals.

2.3 A series of recommendations based on the results of the consultation are presented in Appendix C and are summarised in Appendix D. In outline, it is recommended that the existing CPZ is extended to cover the seafront and a slightly wider area in which parking controls were supported by a majority of residents who responded to the consultation on a street by street basis. A separate CPZ would be introduced covering a number of streets in the Meads. The parking controls in this extended CPZ would operate between 8am and 6pm between Monday to Saturday reflecting the consensus emerging from the consultation. Charging would be introduced on part of the seafront on seven days a week. A number of the proposed permit charges and tariffs should be reduced below the levels illustrated for the purposes of the consultation, to address the concerns expressed during the consultation.

2.4 EBC has been consulted about the recommendations; on 19 April 2006, before the consultation results were known, EBC resolved:

'This Council has listened to the views of the public, expressed through the recent comprehensive consultation exercise on proposed civil parking in Eastbourne, and will consider the results of that consultation process when the final report is received by this Council. Subject to the results of that consultation, Eastbourne Borough Council is likely to agree that should any scheme be recommended, it will be restricted to the existing CPZ only, that there will be increased enforcement of parking and that we will work with partners to improve public transport. Furthermore, that Park and Ride will be investigated, that we would not recommend any charging on Sundays and that any scheme would be fairly priced in terms of on-street parking and resident's permits '

2.5 No further formal response has been received from EBC.

2.6 The recommendation contained in this report is to extend the CPZ to a wider area in which parking controls were supported by a majority of residents, who responded to the consultation. To do otherwise would demonstrate a disregard for the findings of the consultation and undermine public confidence in the County Council's approach to public engagement. Furthermore, the displacement of parked cars into the area immediately around the existing CPZ, which would occur following the introduction of increased enforcement, would only worsen the parking problem in streets where the consultation results demonstrate that a majority of residents support the introduction of parking controls.

3. Conclusions and Reasons for Recommendations

3.1 The introduction of CPE and the extension of on-street parking charges are vital elements of the overall transport strategy for Eastbourne. I consider, therefore, that all necessary steps should be initiated now, so that, subject to securing the necessary approvals, the introduction of CPE and the extension of the existing CPZ can be implemented at the earliest practical date which is likely to be in Autumn 2007.

BOB WILKINS

Director of Transport and Environment
C11July-Eastbourne Parking

Contact Officer: Mark Valleley Tel 01273 482237
Local Member: All Eastbourne Members
LMTE

Financial Appraisal of the Eastbourne Parking Scheme**1. Introduction**

1.1 It is a Government requirement that Civil Parking schemes of the type being proposed in Eastbourne are self financing and that any surplus can only be spent on local transport measures. An assessment has been undertaken of the likely income and expenditure on the recommended scheme. Assumptions have had to be made about the levels of parking activity, take up rates for permits, level of enforcement, staff costs, accommodation costs and levels of violation. As a result, there are a number of uncertainties that could affect the level of income and expenditure of the scheme. The financial appraisal presented in this Appendix demonstrates that the scheme should be self financing.

1.2 The decision as to whether the scheme is operated in-house or contracted out will determine whether certain significant set up costs are met directly by the County Council (as capital expenditure) or by a contractor (with the capital costs reflected in higher ongoing management fees to the Council). The financial appraisal presented in this Appendix assumes the latter of these two scenarios.

2. Analysis

2.1 The specific financial appraisal shown in Table 1 below is based on the recommended scheme. The individual elements of cost are estimated directly based on unit costs derived from experience elsewhere and estimated quantities. In practice, the enforcement operation will almost certainly be contracted out and these costs will be subsumed within a single monthly payment to the contractor.

2.2 The figures relate only to the on-street operation. Changes affecting off-street pay-and-display public car parks in Eastbourne would be made at the same time as changes on-street but these costs and income would accrue to EBC. The County Council would incur costs in managing the whole parking contract, including an element in respect of off-street parking but that element of the cost would be recovered from EBC. There would be no net cost or income to the County Council in respect of off-street parking.

2.3 Table 1 shows the estimated capital expenditure to be met by the County Council. The total cost is estimated at £725,000 and the greater part would be incurred during a period of approximately four months prior to the launch of the scheme. By that time, a firm decision would have been made to implement a scheme and a contractor would have been appointed. The analysis assumes an implementation date of 1 October 2007 and any variation in that date could affect the capital spend profile (but not the total spend).

2.4 In addition to direct capital expenditure by the County Council, the contractor would meet capital costs in setting up the scheme, principally for ticket machines and IT systems. This expenditure is estimated to be in the order of £375,000. The contractor would recover that expenditure through the monthly service charge. (If the scheme were to be operated in-house, this cost would have to be met by the council but this would almost certainly be done on a leasing arrangement so that total capital and revenue expenditure would be similar to that if a contractor were used).

2.5 Table 1 also shows the estimated profile of income and revenue expenditure. This again assumes an implementation date of 1 October 2007 and makes allowance for the need to give information and issue permits in advance of the start date and for the fact that some income streams will not be realised until some time after launch.

2.6 It is estimated that the scheme would show a small operational surplus of £59,000 at the end of the first part year (2007/08) but in a full year of stable operation is estimated to show an annual return of £643,000. On this basis, the scheme would move into overall surplus, having repaid the ESCC capital set up costs, during 2010/11.

2.7 It must be stressed that costs and, particularly, income are extremely sensitive to the behavioural responses of individual motorists to the introduction of charging and higher levels of enforcement factors. These cannot be predicted with certainty and may change over time. Also, costs and income can fluctuate for reasons beyond the County Council's control, such as the state of the national economy or the weather. Even relatively small changes in either the cost or income (or both) can have a significant impact on the net surplus or deficit. However, it is also the case that civil parking enforcement allows the County Council considerable scope to "fine tune" the scheme over time to achieve an acceptable net financial return.

2.8 The financial forecasts should only be regarded as a general indication. It is almost inevitable that the actual figures will fluctuate around those figures from year to year (particularly in the early years) but the Council can have a high level of confidence that, taking one year with another, the scheme will at least cover its costs and will be capable of showing a net surplus if appropriate charges are levied.

2.9 Any surplus from on-street decriminalised parking is required to be spent on local transport. This income can be a valuable supplement to other funding sources but the inevitable variability in the level of surplus from year to year means that it is inadvisable to rely on that income stream to fund core items. A revenue commitment has already been made by the County Council to meet the annual revenue cost of the real time passenger information system which is due to be introduced in Eastbourne during the current financial year. This cost is estimated to be £80,000 per year.

Table 1 – Income and Expenditure¹

| Item | 2005/06 | 2006/07 | 2007/08 | 2008/09 | 2009/10 | 2010/11 | TOTAL |
|--|---------------|----------------|----------------|---------|---------|---------|----------------|
| Capital Expenditure² | | | | | | | |
| Consultants/ Preparatory Work | 70,000 | 30,000 | | | | | 100,000 |
| Consultation and Publicity | 20,000 | 10,000 | 20,000 | | | | 50,000 |
| Design/ Notices/ Procurement | | 75,000 | | | | | 75,000 |
| Lines, Signs and Minor Works | | 50,000 | 450,000 | | | | 500,000 |
| TOTAL | 90,000 | 165,000 | 470,000 | | | | 725,000 |

| | | | | | | | |
|--|--|--|------------------|------------------|------------------|------------------|--|
| Income | | | | | | | |
| Pay and Display | | | 692,539 | 1,385,079 | 1,385,079 | 1,385,079 | |
| Residential Permits | | | 114,769 | 114,769 | 114,769 | 114,769 | |
| Other Permits (i.e. business, visitor) | | | 401,179 | 401,179 | 401,179 | 401,179 | |
| Penalty Charge Notices ³ | | | 104,496 | 417,984 | 417,984 | 417,984 | |
| TOTAL | | | 1,312,983 | 2,319,010 | 2,319,010 | 2,319,010 | |

| | | | | | | | |
|--|---------------|----------------|------------------|------------------|------------------|------------------|--|
| Revenue Expenditure⁴ (Operating Costs) | | | 1,254,220 | 1,881,331 | 1,881,331 | 1,675,851 | |
| Surplus/ (Deficit) | | | 58,763 | 437,680 | 437,680 | 643,160 | |
| Cumulative Operating Surplus/ Deficit (-) | | | 58,763 | 496,442 | 934,122 | 1,577,282 | |
| Cumulative Total Expenditure | 90,000 | 255,000 | 666,237 | 228,558 | (209,122) | (852,282) | |

¹ All figures GBP at 2005/06 prices.

² Sums shown relate to estimated capital expenditure by ESCC. Additional capital expenditure in respect of ticket machines and other items and estimated to be in the order of £500,000 will be borne by contractor and reflected in the contractor's charges to ESCC. The estimated on-going revenue expenditure allows for this. All figures at 2005/06 prices.

³ Assumes PCN income received equivalent of two months in arrears to reflect delay in receiving income after issuing PCN

⁴ Assumes equivalent of full monthly expenditure one month before commencement date to allow for set up, handling of enquiries and issue of permits etc

Rationale for the Introduction of Civil Parking Enforcement in Eastbourne

1. The introduction of CPE in Eastbourne will allow for increased enforcement of parking controls throughout the Borough funded through a charged zone in the centre of the town.
2. Under CPE the responsibility for the enforcement of on-street parking regulations across Eastbourne will pass from the Police to the County Council. To introduce CPE a formal application will need to be made to the Department for Transport for the whole of Eastbourne Borough to become a Special Parking Area (SPA). The Police and the local authorities affected by the proposed SPA will be consulted about the introduction of CPE.
3. The introduction of CPE will allow parking restrictions in Eastbourne to be enforced more effectively. This will allow residents living in the town centre to park more easily close to their home and allow shoppers and people on business to find a convenient short-stay space. The scheme will help to reduce congestion and the danger and inconvenience caused by illegally parked vehicles. It will also make a particularly important contribution to the plans of the Eastbourne Quality Bus Partnership to improve the punctuality and reliability of bus services in the Borough.
4. All on-street parking and all EBC owned pay-and-display car parks will come under a single parking enforcement operation. It is proposed that the parking operation in the SPA will be overseen by a Joint Board comprising Members of the County Council and EBC and will be managed by the County Council. An experienced contractor from either the private or public sector will be appointed, following a formal tendering process, to operate the enforcement under the direction of the County Council.

Parking in Eastbourne – Summary of the Results of the Public Consultation Exercise

1. Introduction

1.1 In February 2006, in partnership with the EBC, the County Council undertook a public consultation exercise on the possible extension of on-street parking controls in Eastbourne. Alpha Parking Ltd, a firm of independent parking consultants, were commissioned to produce a report setting out the results of the consultation exercise and making recommendations about the possible development of on-street parking controls. The purpose of this Appendix is to summarise the findings of this report. A copy of the consultants' full report is available in the Members' Room.

2. The Consultation Area

2.1 The extent of the consultation area and the area covered by the existing town centre Controlled Parking Zone (CPZ) is presented on Map 1. The purpose of the consultation was to establish which streets would support the introduction of controlled parking and which would prefer to remain outside the controlled zone. Accordingly, the consultation area was drawn to include all those streets where it was considered that there might be support for being included in a CPZ. In general terms, the boundary of the consultation area encompassed those roads within 20 minutes walking distance of the town centre and those roads where, in a previous public consultation exercise undertaken in 2003, there was support for the introduction of on-street parking controls or where opinion was divided.

2.2 The proposals also involved the introduction of pay and display parking on the seafront. The extent of the area of the Seafront that would be subject to charging is also shown on Map 1.

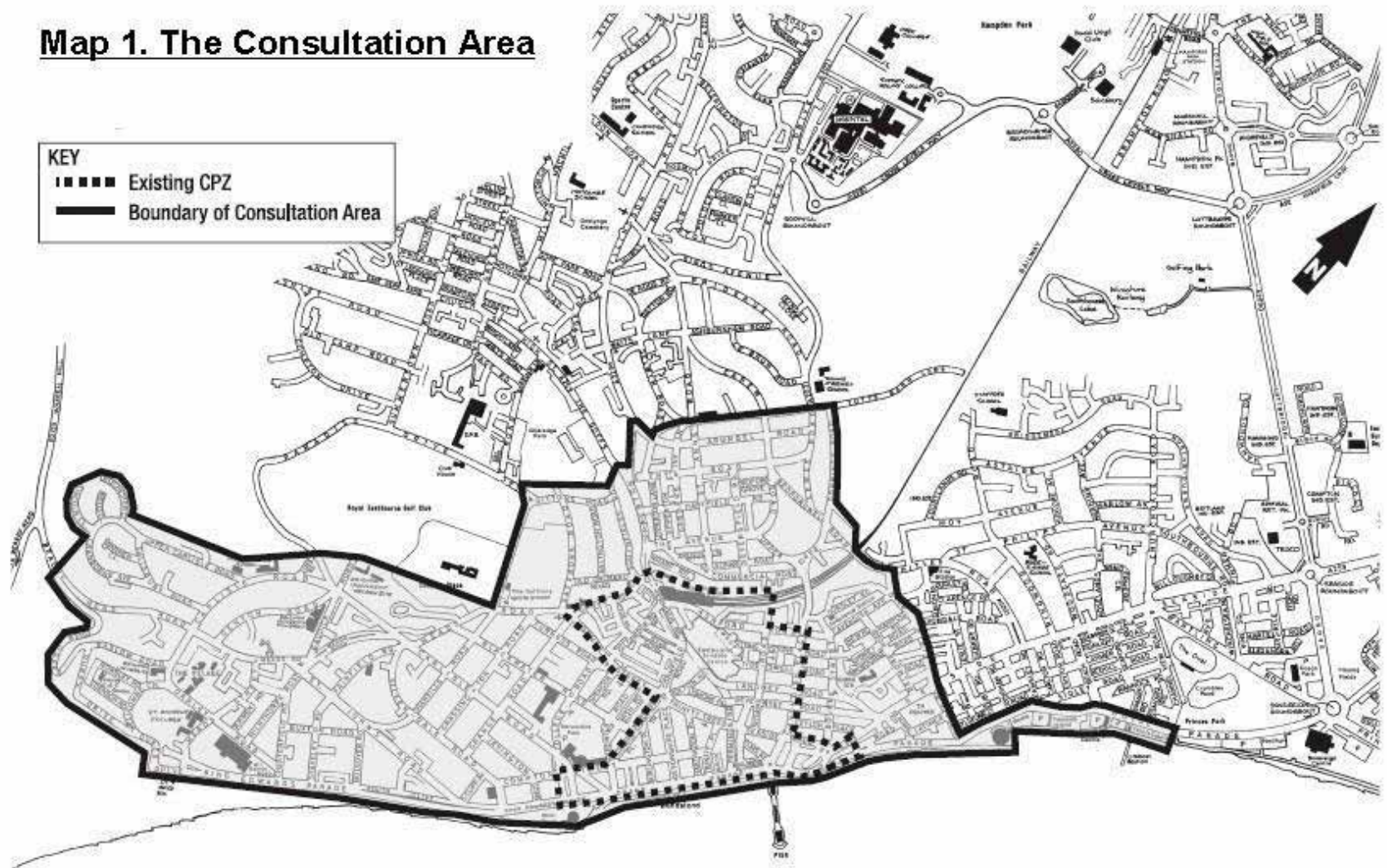
3. Format of the Public Consultation

3.1 The aim of the public consultation exercise process was to obtain the views of residents and businesses within the consultation area about the proposals, to inform the wider population that the consultation was happening and to provide opportunities for input into the process. The consultation exercise consisted of the following elements:

- Consultation packs delivered via Royal Mail to 12,000 households and 1400 businesses inside the consultation area;
- Information letters delivered to 3400 households and 170 businesses in the streets immediately outside the consultation area;
- Consultation packs sent to 250 key stakeholders;
- Copy of consultation material posted on the County Council's website;
- Telephone enquiry 'hotline' with out of hours voicemail;
- Press releases before and during the consultation process;
- TV, radio and press interviews;
- Six staffed public exhibitions at various locations in the consultation area, including the Arndale Shopping Centre.

Map 1. The Consultation Area

KEY
- - - - Existing CPZ
- - - - Boundary of Consultation Area



3.2 The consultation pack sent to residents and businesses consisted of an information booklet, a questionnaire, a map showing the form that the parking controls might take in their area and a freepost reply envelope. A sample copy of the consultation pack is available in the Members' Room.

3.3 The consultation leaflet set out the form that the parking controls might take including days and hours of operation, level of charges for parking on-street and cost of resident, business, visitor, carer and hotel guest permits. In outline, the scheme outlined involved the introduction of controls operating on seven days a week between 8am and 6pm. The charges for parking on-street would be highest in the central area and limited to a maximum of two hours, except for permit holders. This central area would be surrounded by two further tariff zones offering permit holder parking and pay and display parking. The cost of resident permits would be £25 for the first permit and £95 for the second with a single zone business permit costing £500 and an all zone business permit costing £900. Permits would also be available for residents' visitors, carers and for hotel guests.

3.4 Each consultation pack contained a map showing the type of parking controls that might be introduced on each road, distinguishing between permit holder only bays, pay and display parking and shared use bays (available to pay and display or permit holders). The maps also showed the on-street tariffs that would apply in different parts of the consultation area.

3.5 The remainder of this note focuses on the results of an analysis of the responses received from residents and businesses. An analysis of the responses received from stakeholders is contained in the consultants' full report on the consultation a copy of which is available in the Members' Room. In outline the issues raised by Stakeholders in their responses to the consultation were similar to those raised by residents and businesses.

4. Response to Public Consultation

4.1 The levels of response to the consultation from residents, businesses and stakeholders are shown in Table 1 below.

Table 1. Consultation Response

| Group | Number of consultation packs despatched | Number of questionnaires returned | Response rate (Percent) |
|--------------|--|--|--------------------------------|
| Residents | 12025 | 3422 | 28% |
| Businesses | 1436 | 419 | 29% |
| Stakeholder | 250 | 63 | 25% |

4.2 Overall, the response rates achieved were extremely good for a survey of this type. Response rates for this type of survey across the country are normally well below 20 percent. Work undertaken by the market research organisation MORI the validity of this level of sample.

5. Petitions

5.1 The County Council is aware of a total of four petitions against the parking proposals. The details of these petitions are set out in Table 2 below. None of the petitions were formally presented to the County Council.

Table 2. Details of Petitions against Eastbourne Parking Proposals

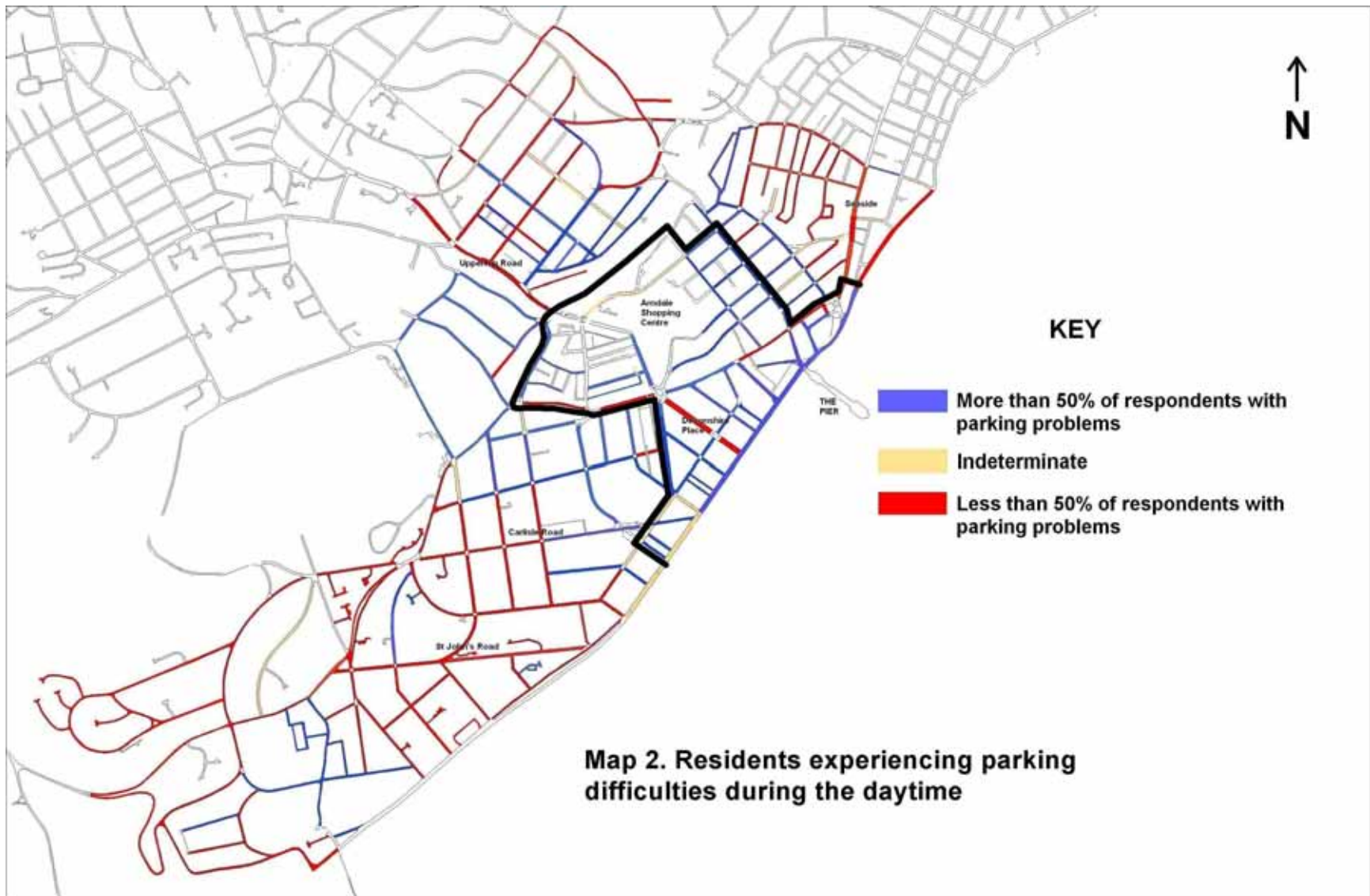
| Petitioner | Nature of Petition | Number of signatures |
|--|--|----------------------|
| Mr G Taylor | We believe the new parking regulations will have a detrimental effect on our town and its residents and businesses | 8601 |
| Our Lady of Ransom & St. Gregory's with St. Agnes Churches | Object to paying parking fees after 5pm on Saturdays or at any time on Sunday | 383 |
| St Andrew's United Reformed Church | Restrictions will impact on church attendance | 43 |
| Barwells Solicitors | Object to the extension of the area covered by on-street parking in Eastbourne and parking tariffs | 112 |

5.2 Whereas the consultation results relate to the views of people inside the consultation area, the petitions include people from outside the consultation area and outside Eastbourne.

6. Parking Problems in the Consultation Area

6.1 The questionnaire sent to residents and businesses in the consultation area asked respondents to indicate whether they experienced parking difficulties in their road during the daytime, at evenings or weekends. The percentage of residents who indicated that they experienced parking difficulties during the day is presented on a street by street basis on Map 2. Only the results for streets where there were more than 3 responses are shown on the map. Overall, the map shows that in the majority of streets in and immediately around the existing CPZ, more than 50 percent of residents stated that they experienced parking difficulties during the day. In addition, more than 50 percent of residents in a number of roads in the Meads area to the west of the existing CPZ also stated that they experienced parking difficulties. This is likely to be due to the presence of the University of Brighton Campus, all Saints Hospital and a number of schools attracting commuters and visitors, many of whom park on-street. The results for businesses have not been plotted as the majority of those that replied were within the existing CPZ.

6.2 In total 47 percent of residents and 41 percent of businesses across the consultation areas as a whole, stated that they did not experience difficulties parking on-street near their premises. However, 41 percent of residents and 54 percent of businesses stated that they did experience parking difficulties during the day.



6.3 Parking occupancy surveys were undertaken in the consultation area to provide objective means of assessing where parking problems occur. The level of parking occupancy recorded during the occupancy surveys on one weekday before 12 noon is shown on Map 3. The map uses a colour scale to indicate the level of parking occupancy with red indicating high occupancy levels with low occupancy levels indicated in blue. An occupancy level of more than 100 percent was recorded in some streets where cars were illegally parked on single or double yellow lines.

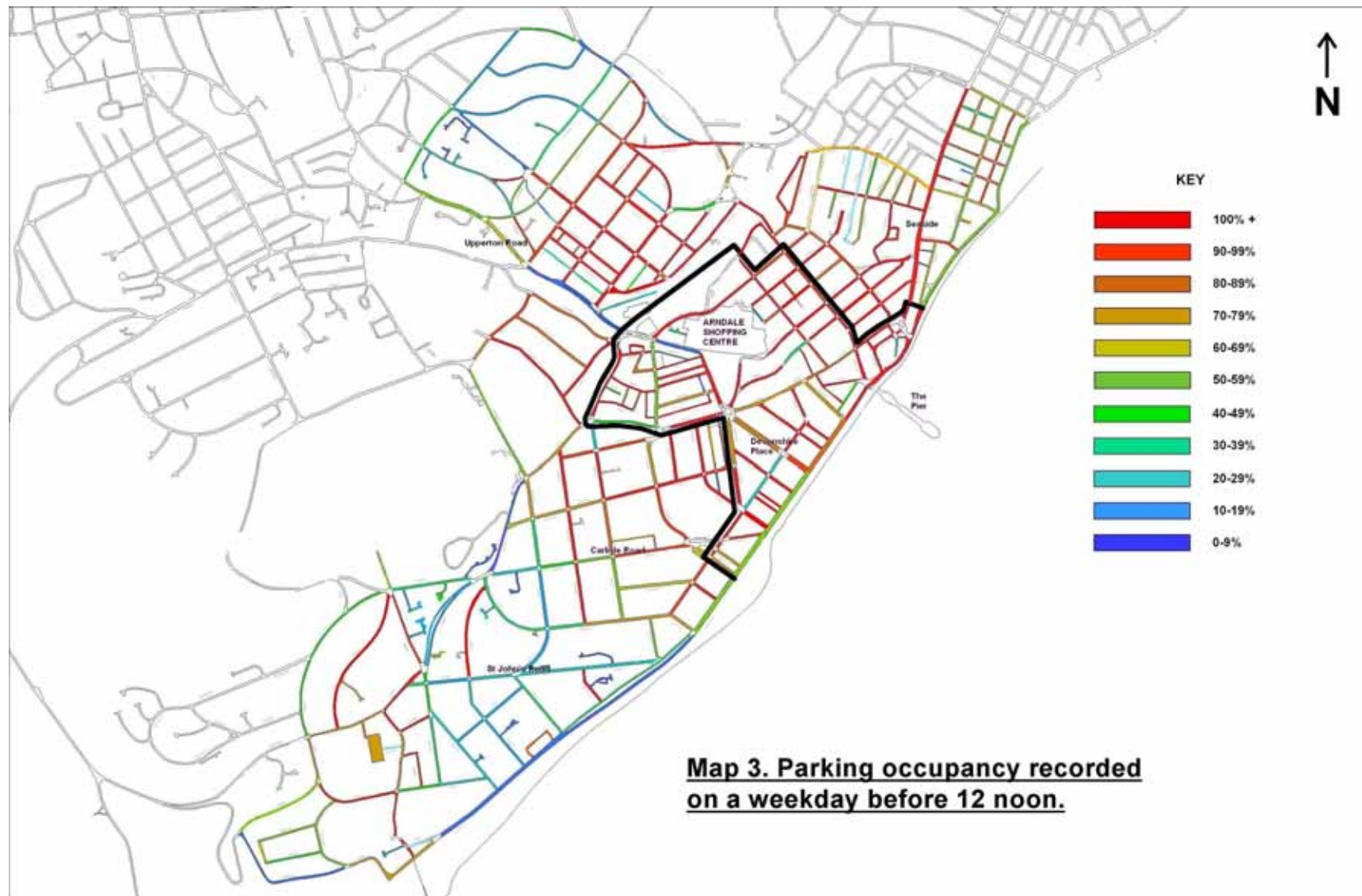
6.4 As shown on Map 3, the highest occupancy levels were recorded in streets in and around the town centre. High occupancy levels were also recorded in a number of roads in the Meads Area to the west of the town centre. Together the results of the resident questionnaire and the parking occupancy surveys indicate that parking difficulties occur during the day in and around the existing CPZ and on some roads in the Meads. In conclusion, the results support the need for parking controls in and around the town centre area and in the Meads to address the parking difficulties that people experience during the day.

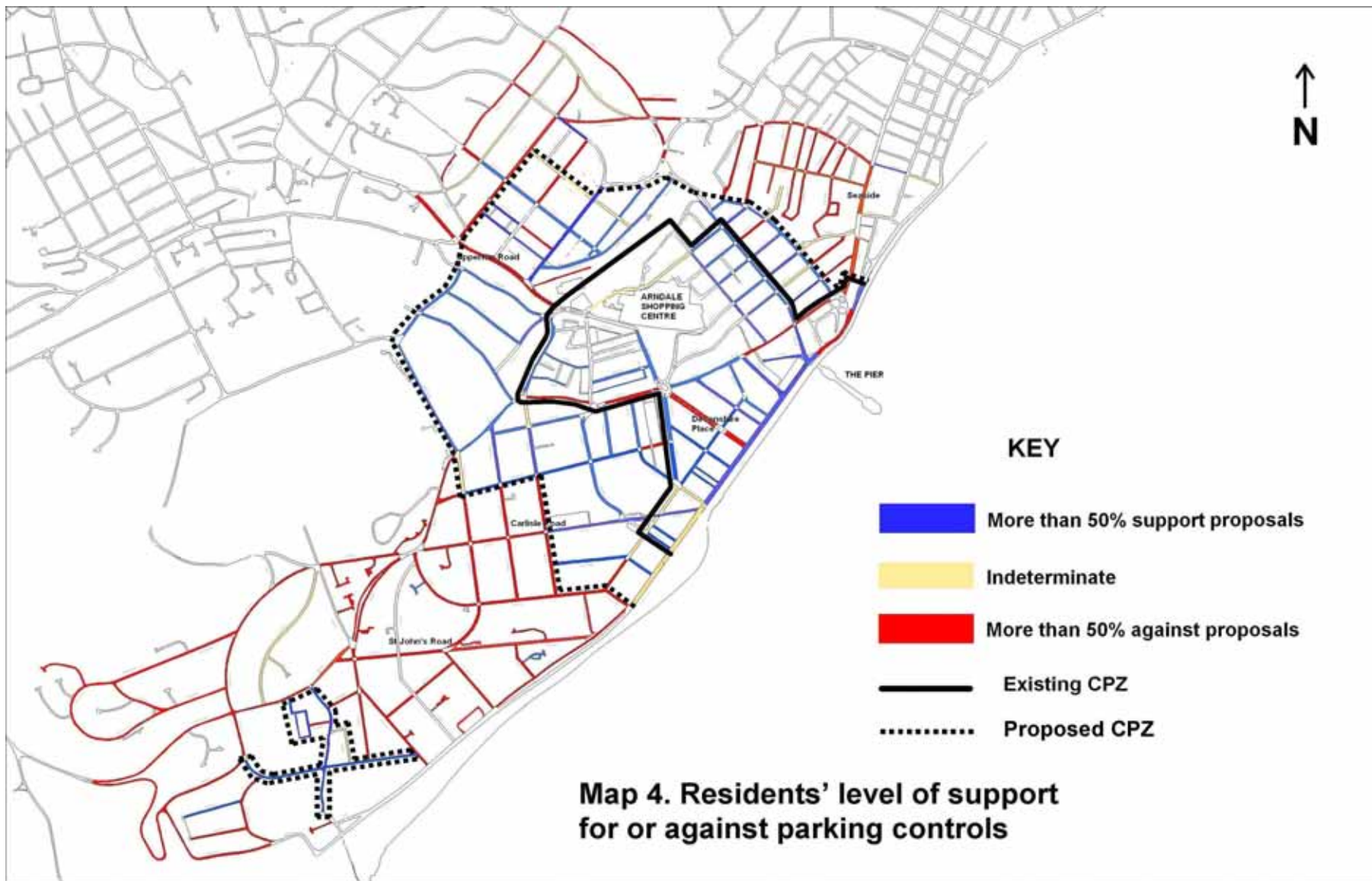
7. Level of support for parking controls

7.1 Both the resident questionnaire and the business questionnaire asked respondents whether they were in favour of the parking controls as described in the consultation leaflet being introduced in their road. An examination of the responses from residents on a street by street basis reveals support for the introduction of the proposed controls in and around the existing controlled parking zone. Map 4 shows the roads in which residents did or did not support the introduction of the proposed controls. Only respondents giving a 'yes' or a 'no' answer to the question are included. Map 4 clearly indicates that a majority of residents who live in and around the existing CPZ supported the introduction of the proposed parking controls in their road. The results also indicate that a majority of residents support the introduction of the parking proposals in a small area in the Meads to the west of the town centre.

7.2 Overall, across the consultation area as a whole, 53 percent of residents and 84 percent of businesses said that they did not support the introduction of parking controls as described in the consultation leaflet in their road. An examination of the results of the response from businesses on a street by street basis indicates opposition to the proposals across the entire consultation area.

7.3 There were some roads inside the existing CPZ where a majority of residents did not support the consultation proposals. For example, a majority of respondents in Devonshire Place, inside the existing CPZ, indicated that they did not support the proposals for their road. Comments made on the questionnaires and at the exhibitions indicated that this was because the map they received in their consultation pack indicated that pay and display only parking would be provided, which could not be used by residents. Currently there are shared use bays in Devonshire Place which can be used by both residents and people wanting to pay and display. If the proposals in a number of roads in the town centre were modified to include the provision of shared use bays it is possible that this would be supported by a majority of residents in these roads.





7.4 Dotted lines have been drawn on Map 4 around the areas where there is support for the introduction of the consultation proposals. The consultants report recommends that the hatched line forms the boundary of an extended CPZ. It also proposes the introduction of a separate CPZ in the Meads.

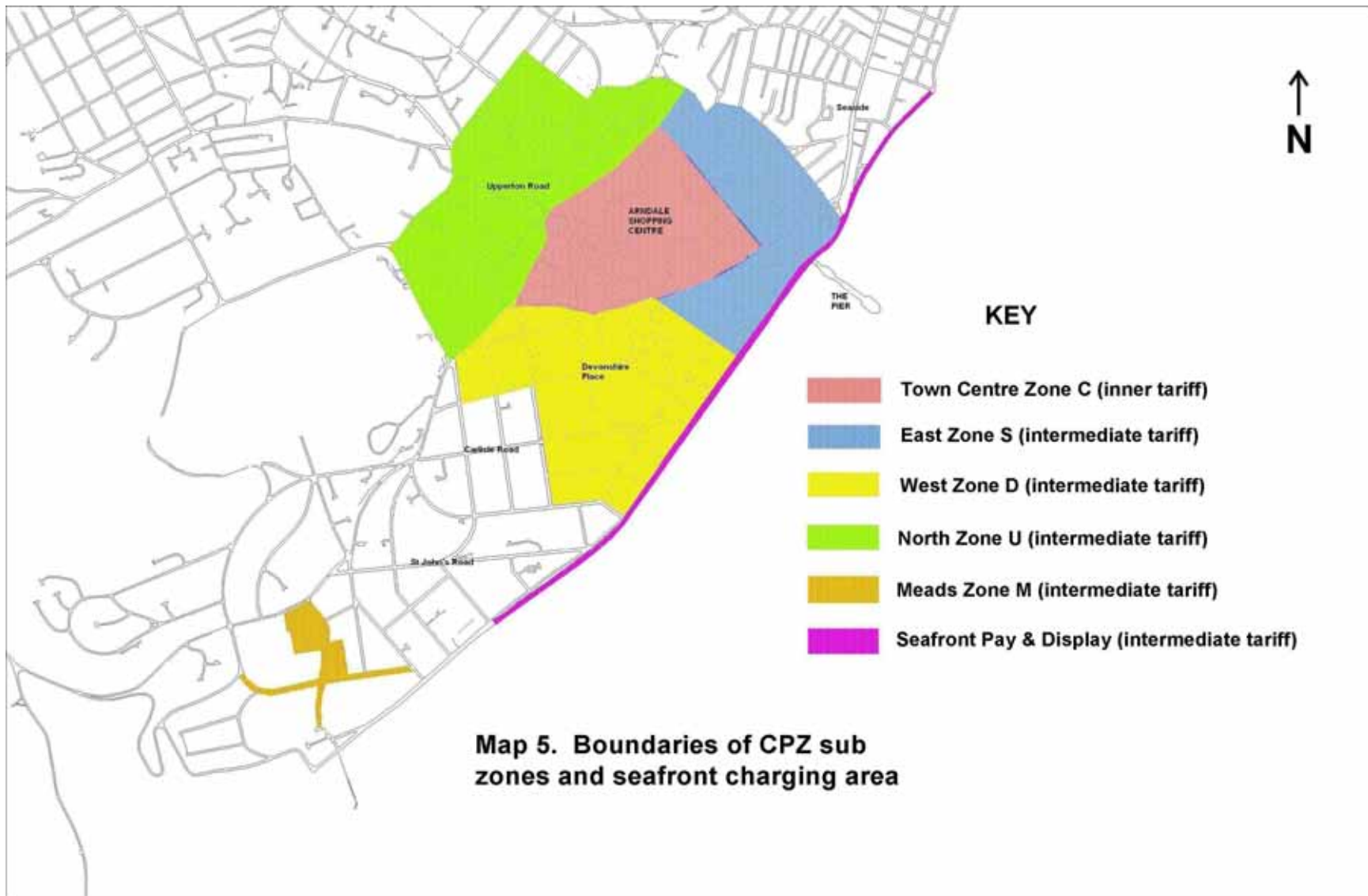
7.5 The extent of the proposed area of the seafront that would be covered by pay and display parking is shown on Map 1. Following the outcome of the consultation, the extent of the area that would be covered by pay and display parking on the seafront has been reduced to ensure that it is better related to the overall size of the proposed CPZ shown on Map 4. The extent of the area that would be covered by pay and display parking on the seafront is shown on Map 5. **Based on the results of the consultation, it is recommended that the existing CPZ in Eastbourne town centre is extended to cover a wider area, a separate CPZ is introduced in area of the Meads and that pay and display parking is introduced along part of the seafront.**

7.6 The consultants report recommends that the extended CPZ is divided into a number of sub-zones. This will ensure that residents will be entitled to a permit which will entitle them to park in the resident and shared use bays in and around the street where they live but will prevent them from parking in neighbouring areas. The consultants report recommends that the extended town centre CPZ is divided into four sub zones. The proposed Meads CPZ would operate as a separate zone. The location of these four sub-zones is shown on Map 5. **It is recommended that the extended CPZ is sub-divided into four sub-zones and that the Meads CPZ operates as a separate zone.**

8. Days and Hours of Control

8.1 Residents and business inside the consultation area were asked whether they supported the proposed operational hours for the scheme of 8am to 6pm seven days a week. In total 58 percent of residents and 84 percent of businesses in the consultation area said that they did not support the proposed days and hours of operation.

8.2 The existing town centre CPZ operates between Monday to Saturday and prohibits parking for more than 2 hours except for permit holders. This prevents commuters and long stay visitors from parking on-street in the town centre CPZ on a Saturday. Strong representation was made during the consultation about the potential impact of Sunday controls on those attending church. Sunday trading means that residents in and around the town centre could suffer parking difficulties if the controls were not in operation on a Sunday. In view of the results of the consultation and the representations that have been made, it is recommended that the days of operation for the parking control within the extended CPZ should be reduced from the seven days to Monday to Saturday. This should be kept under review and consideration given to the introduction of parking controls on Sunday if there is evidence of parking difficulties for residents within the extended CPZ. **Based on the results of the consultation, it is recommended that the parking controls in the extended CPZ area should operate on Monday to Saturday.**



8.3 Although it is recommended that the extended CPZ operates between Monday to Saturday it is recommended that the pay and display parking on the Seafront should operate on seven days of the week. Eastbourne attracts a large number of visitors on a Sunday who come to enjoy the seafront. Pay and display parking is a feature of most seaside towns. The introduction of pay and display parking would increase the turnover of spaces and improve the chances of finding a space. The introduction of pay and display parking on seven days a week on the seafront could result in some displacement of visitors into the neighbouring roads on a Sunday when the parking controls in these roads would not be in operation. Given that many of these roads are already heavily parked it is unlikely that space will be available. **It is recommended that pay and display parking on the seafront should operate on seven days a week.**

8.4 Taking the responses to the two questions about hours and days of control together reveals that the majority of respondents stated a preference for specific hours of operation, a majority of residents were in favour of controls that started on or at 8am and finish at 6pm and a majority of businesses were in favour controls that start after 8am and finish at 6pm. The existing CPZ in the town centre operates between 8am and 6pm and it is recommended that these operational hours be retained for the extended CPZ. **Based on the results of the consultation, it is recommended that the hours of operation inside the proposed extended CPZ and on the Seafront should be 8am to 6pm.**

8.5 The consultants report also recommends the introduction of a CPZ in an area of the Meads centred on Darley Road, Derwent Road and Meads Street, where there was support from a majority of residents during the consultation. Given the nature of the attractions in this area (University of Brighton campus, hospital and schools) which attract visitors throughout the day on weekdays, it is recommended that the controls operate on Monday to Friday between 9am and 5pm with a four hour maximum stay for pay and display parking. **Based on the results of the consultation, it is recommended that a separate CPZ in the Meads should operate on Monday to Friday between 9am and 5pm with a four hour maximum limit on pay and display parking.**

9. Level of tariff and permit charges

9.1 Respondents were asked in the questionnaire whether they supported the introduction of higher charges on the Seafront during the summer months. Overall 55 percent of residents and 73 percent of businesses said that they didn't support this proposal. It is recommended that higher tariffs are not introduced on the Seafront in the summer months. Table 3 shows the tariffs that were proposed on the seafront and the revised tariff which is recommended for implementation along the seafront. **It is recommended that a single tariff operates on the Seafront throughout the year.**

Table 3. Proposed and revised seafront tariffs

| Length of Stay | Proposed February 2006 | | | | Revised July 2006 |
|------------------|------------------------|---------------|------------------|---------------|-------------------|
| | East and West Seafront | | Central Seafront | | All Seafront |
| | Winter Tariff | Summer Tariff | Winter Tariff | Winter Tariff | Single tariff |
| Up to 15 Minutes | 20p | 20p | 20p | 20p | 20p |
| Up to 30 minutes | 40p | 50p | 50p | £1 | 40p |
| Up to 1 hour | 40p | £1 | £1 | £2 | 80p |
| Up to 2 hours | 80p | £1.50 | £1.50 | £4 | £1.50 |
| Up to 4 Hours | £1.20 | £3 | £3 | £6 | £2.50 |
| Up to 6 Hours | £1.60 | £4.50 | £4.50 | Not available | £3 |
| 8 Hours or more | £2 | £6 | £6 | Not available | £4 |

9.2 The comments section at the end of both the residents and business questionnaire provided the opportunity for respondents to make comments about the proposals. Apart from the question about the summer tariffs on the seafront, respondents were not specifically asked questions about on-street tariffs or the level of permit charges the set out in the consultation leaflet. However a significant number of respondents who filled in the comments section raised concerns about this issue. These comments included objecting to the introduction of charges, that the level of charges was too high and concern about the impact of the charges on businesses, visitors to the town, hotel guests, voluntary and low paid workers and carers. In view of this, it is proposed that some of the charges and tariffs are reduced. The proposed tariffs and charges are set out in Tables 4 and 5 below.

9.3 The proposal outlined in the consultation leaflet involved the introduction of three tariff zones. This has been reduced to two in view of the size of the proposed CPZ. It is proposed that the CPZ would be divided into a number of sub zones. The tariff which would operate in each of these zones is shown on Map 5. The maximum length of stay for pay and display parking in the town centre sub zone, where the inner tariff would apply, would be 2 hours. The inner sector tariff would apply in all the remaining sub zones and the Meads CPZ

9.4 The inner sector tariff has been modified with the charge for parking for up to 2 hours being reduced from £4 to £3. The proposed tariff is the same as the currently on-street tariff in Hyde Gardens. As shown in Table 4, the intermediate sector tariff has been reduced across most of the length of stay periods. The tariff for parking 8 hours or more has been reduced from £6 to £4. The intermediate sector tariff would apply in the proposed Meads CPZ but there would be a four hour limit on pay and display parking in this zone. The tariffs proposed in Table 4 are the recommended level as at July 2006. The start date for the scheme, if it is approved, is October 2007 which is over a year away. The proposed charges shown in Table 4 may need to be increased slightly to take account of inflation. The financial assessment presented in Appendix is based on the tariff levels shown in Table 4. **It is recommended that two tariff zones operate within the extended town centre CPZ and that some of the tariff levels are reduced below those proposed during the consultation.**

Table 4 Recommended on-street tariffs

| Length of Stay | Inner Sector Tariff | Intermediate Sector Tariff |
|----------------|---------------------|----------------------------|
|----------------|---------------------|----------------------------|

| | Proposed Feb. 2006 | Revised July 2006 | Proposed Feb. 2006 | Revised July 2006 |
|------------------|---------------------------|--------------------------|---------------------------|--------------------------|
| Up to 15 Minutes | 20p | 20p | 20p | 20p |
| Up to 30 minutes | £1 | £1 | 50p | 40p |
| Up to 1 hour | £2 | £2 | £1 | 80p |
| Up to 2 hours | £4 | £3 | £1.50 | £1.50 |
| Up to 4 Hours | not available | not available | £3 | £2.50 |
| Up to 6 Hours | not available | not available | £4.50 | £3 |
| 8 Hours or more | not available | not available | £6 | £4 |

9.5 The charges for permits set out in the consultation along with the proposed revisions following the consultation are shown in Table 5. Based on the comments received during the consultation about the levels of charges, it is proposed that two revisions be made to the permit charges. These are that reduction in the cost of a permit for second resident car from £95 to £75 and the reduction in the cost of an all zone business permit from £900 to £750. **It is recommended that the cost of a permit for second resident car and the cost of an all zone business permit are both reduced.**

Table 5. Recommended charges for permits

| Type of Permit | Proposed charge February 2006 | Revised charge July 2006 |
|--|--------------------------------------|---------------------------------|
| Resident Car | £25 per year | £25 per year |
| Second resident car | £95 per year | £75 per year |
| Business (one zone) | £500 per year | £500 per year |
| Business (all zones) | £900 per year | £750 per year |
| Book of 10 permits (resident, hotel guest, health worker) | £5 per book | £5 per book |
| Tradespersons' permit | £2 per day | £2 per day |

10 Eastbourne Borough Council's position

10.1 The position of EBC concerning the consultation proposals is set out in a motion agreed to at a meeting of the Full Council on 19 April 2006. The motion agreed was as follows:

'This Council has listened to the views of the public, expressed through the recent comprehensive consultation exercise on proposed civil parking in Eastbourne, and will consider the results of that consultation process when the final report is received by this Council. Subject to the results of that consultation, Eastbourne Borough Council is likely to agree that should any scheme be recommended, it will be restricted to the existing CPZ only, that there will be increased enforcement of parking and that we will work with partners to improve public transport. Furthermore, that Park and Ride will be investigated, that we would not recommend any charging on Sundays and that any scheme would be fairly priced in terms of on-street parking and resident's permits.'

10.2 The results of the consultation show that there is support for the introduction of parking controls in a limited area around the existing CPZ. This is why it is recommended that the proposed scheme extends beyond the boundary of the existing CPZ. Not to do so would mean parking controls would not be introduced in roads in which residents are in support of them.

Furthermore, the displacement of parked cars into the area immediately around the existing CPZ, which would occur following the introduction of increased enforcement, would only worsen the parking problem in streets where a majority of residents support the introduction of parking controls.

11 Conclusions

11.1 In conclusion there was a good level of response to the consultation with the response rates from both residents and businesses well above the normal level for this type of consultation. The main purpose of the consultation was to identify those streets where there was support for the controls and those where there was not. Overall a majority of residents and businesses within the consultation area who replied to the consultation did not support the introduction of the parking proposals in their road. However, an analysis of the results on a street by street basis indicates that a majority of residents in and immediately around the existing CPZ supported the introduction of the parking controls. There was also support for the proposals in a small area in the Meads. By contrast businesses from across the consultation area were against the proposals. A summary of the recommendations to reflect the outcome of the consultation is set out in Appendix D.

APPENDIX D

Summary of Recommendations

| Recommendation | Commentary |
|--|--|
| <p>The existing CPZ in Eastbourne town centre is extended to cover a wider area, a separate CPZ is introduced in a limited area of the Meads and that pay and display parking is introduced along part of the seafront.</p> | <p>The consultation results and parking occupancy surveys indicate that parking difficulties occur during the day in and around the town centre and in areas of the Meads.</p> <p>The consultation results indicate that a majority of residents in the majority of roads in and around the town centre controlled parking zone support the introduction of the proposed parking controls in their road. However, a majority of businesses do not support the proposals.</p> |
| <p>It is recommended that the extended CPZ is sub-divided into four sub-zones and that the Meads CPZ operates as a separate zone.</p> | <p>This will prevent inter zone commuting by residents living inside the extended CPZ.</p> |
| <p>The parking controls in the extended CPZ area should operate on Monday to Saturday.</p> | <p>Although majority of residents did not support the proposed days and hours of operation a majority of residents who did state a preference for different days of operation supported 7 day controls. Strong representation was made during the consultation about the potential impact Sunday controls on church congregations</p> |
| <p>The pay and display parking on the seafront should operate on seven days a week</p> | <p>The introduction of pay and display parking on the seafront will increase the turnover and increase the likelihood of finding a space.</p> |
| <p>The hours of operation inside the proposed extended CPZ and on the Seafront should be between 8am to 6pm.</p> | <p>Although majority of residents did not support the proposed days and hours of operation, a majority of residents who did state a preference for different hours of operation, supported controls starting at 8am and finishing at 6pm.</p> |
| <p>A separate CPZ should be introduced in the Meads operating on Monday to Friday between 9am and 5pm with a four hour maximum limit on pay and display parking.</p> | <p>The results of the consultation show that a majority of residents in these roads that would be covered by this CPZ supported the introduction of parking controls.</p> |
| <p>A single tariff should operate on the Seafront throughout the year.</p> | <p>A majority of residents and businesses who responded to the consultation stated that they did not support the introduction of a higher tariff on the seafront in the summer months.</p> |

| | |
|--|--|
| Two tariff zones operate within the extended town centre CPZ and that some of the tariff levels are reduced below those proposed during the consultation. | A number of residents and businesses raised concerns about the tariff levels and charges and their impact on businesses, visitors tourists hotel guest, voluntary and low paid workers and carers. |
| The cost of a permit for second resident car and the cost of an all zone business permit are both reduced. | As above. |