

**Report on Parking in Seaford  
Annex D  
Commentary on Recommendations**

	<b>Recommendation</b>	<b>Reference to Consultation</b>	<b>Comment</b>
1	Resident permits to be introduced in those residential streets in the town centre where a majority of residents want it. Disabled bays unaffected. Hours of control to be 9am to 5pm, Monday to Saturday.	<p>Whilst a majority of residents opposed introduction of the consultation proposals, in nine streets (or part thereof) within the consultation area there was a majority of residents in favour of the scheme.</p> <p>Consultation indeterminate regarding times</p> <p><i>Consultation reference Alpha Parking Report (Annex B) pages 16-19</i></p>	<p>If permit parking were introduced in a street, part or all of the parking in that street would be restricted to permit holders during the hours of control. Residents would be able to contribute to the decision about where, in their street, parking would be allowed and where not allowed.</p> <p>A permit would not guarantee the availability of a space but, because non permit holders would not be able to park in the protected spaces, there would be a much greater chance of finding a convenient space</p> <p>Residents would also be able to buy a day permit for their visitors.</p>
2	Areas for permit control to be determined by direct street-by-street consultation (street meetings or similar) undertaken jointly by ESCC and Town Council.	<p>About 30% of residents would like to be part of a parking zone if it were introduced in an adjacent street.</p> <p><i>Consultation reference Alpha Parking Report (Annex B) pages 20-23</i></p>	<p>It is provisionally planned that this consultation would take place in July 2007. It is envisaged that a letter would be sent in advance by the Town Council to each address in the streets concerned, stating the date and time at which their street would be</p>

			visited. The purpose of the visit would be to explain to residents the options available and to discuss their preferences.
3	<p>Town Council to be invited to comment on two alternative charging structures</p> <p>Option A, First permit £25. Second permit £50. Annual permit only (to keep administration costs low) but refunds available.</p> <p>Option B, Similar total income but with environmental differentials, making lower polluting vehicles less expensive and higher polluting vehicles more expensive (Table 1).</p> <p>With either option, residents would also be able to purchase day permits for their visitors allowing unlimited parking all day and until 10am the following morning.</p>	<p>Many respondents considered that the proposed charging levels were too high and/or were designed to raise surplus funds for the County Council. The consultation permit charges proposed were higher than currently in place in Eastbourne.</p> <p><i>Consultation references</i>  <i>Alpha Parking Report (Annex B) pages 24-25</i>  <i>Analysis of Written Responses (Annex C)</i></p>	<p>Option B would give a financial incentive or reward to anyone with a low polluting vehicle. A similar scheme has recently been introduced in Lewes.</p>
4	<p>Broad Street and immediately surrounding commercial area. Dedicated loading bays to be introduced. Limited waiting to be retained and traders and Town Council to be consulted about pros and cons of 1hr or 2hr (or any other) time limit. Loading ban elsewhere (to</p>	<p>Few written responses considered that there were no current parking problems in Seaford. 11% suggested better enforcement of existing restrictions with</p>	<p>A shorter maximum stay would encourage a greater turnover of traffic allowing more people to use a fixed number of spaces over the course of a day. It is recommended that, in the interest of business the</p>

	control indiscriminate parking by blue badge holders).	<p>an emphasis on Broad Street.</p> <p><i>Consultation reference Alpha Parking Report (Annex B) page 27 Analysis of Written Responses (Annex C)</i></p>	<p>maximum stay should be a short as is considered reasonable.</p> <p>A further option would be to introduce ticket machines issuing either free or nominally priced (say 10pence) tickets. This would allow more effective and efficient enforcement of the time limit but would represent an additional cost which would have to be recovered through income.</p>
5	<p>District Council to be invited to review tariffs in car parks with a view to:</p> <ul style="list-style-type: none"> <li>Achieving lower charges for up to 3-4 hours (and higher charges for longer stays) in some car parks and</li> <li>Designating some car parks for longer stay parking with appropriate tariffs.</li> </ul>	<p>Of the written responses, about a quarter (24%) suggested improvements to existing car parks and signing, and 15% that off street car parking should be more reasonably priced.</p> <p><i>Consultation references Alpha Parking Report (Annex B) page 27 Analysis of Written Responses (Annex C)</i></p>	<p>If a short time limit is introduced in the main shopping streets (catering principally for quick single purchases), anyone wishing to spend longer shopping, eating or on personal business, would be likely to use the central car parks.</p>
6	A pool of Parking Attendants to be established, employed by contractor (NCP) but specifically familiarised with Seaford with normally two deployed at any time. This	11% of written responses suggested that better enforcement of existing restrictions was	

	<p>would aim to achieve:</p> <ul style="list-style-type: none"> <li>• a more evenly spread and consistent enforcement regime across the day</li> <li>• enforcement staff who are more familiar with the particular “culture” of Seaford but without too “cosy” a relationship developing with individuals.</li> </ul>	<p>required. Local wardens were welcomed.</p> <p><i>Consultation reference Alpha Parking Report (Annex B) page 27 Analysis of Written Responses (Annex C)</i></p>	
7	<p>Town Council to provide a local base (possibly at Town Council offices) for parking attendants to include drying facilities and provision for breaks.</p>	<p>Town Council, in its submission of 9 February 2007 offered (in principle) to assist in developing practical solutions.</p>	
8	<p>Town Council to issue permits and provide other local services and make information available from council offices. (However, the peak of permit issue to be handled through NCP personnel in the normal way, possibly deploying a caravan)</p>		
9	<p>A scheme be developed in partnership with the Town Council to introduce charging on the seafront (and at Splash Point) in conjunction with a permit (issued free of charge) to allow people who live in the town and their guests (and beach hut users) to park on the seafront (and Splash Point) free of charge:</p>	<p>6% of written responses specifically opposed seafront charging, less than 1% were specifically for it. At surgeries a number of people raised the matter of charging on the seafront but often, upon elaboration,</p>	<p>It would be necessary to determine precise eligibility criteria terms of use for the Seaford Seafront Permit. This would be a matter for the Town Council.</p>

	<ul style="list-style-type: none"> <li>• Charges 9am to 5pm, seven days a week, 30p per hour (about £2 for a day on the beach)</li> <li>• Control of overnight parking</li> <li>• Total number of spaces increased</li> <li>• A few spaces reserved for occupiers of residences fronting the seafront</li> </ul>	<p>stated that their principal concern was about local people (rather than visitors) having to pay.</p> <p><i>Consultation reference Alpha Parking Report (Annex B) Analysis of Written Responses (Annex C)</i></p>	
10	District Council invited to consider charging at the Buckle car park.	None	
11	Further work is needed to assess the finances of the scheme (once the extent of resident permit control etc is determined through further consultation). In principle, Town Council would fund any shortfall in scheme finances (from income from Pay and Display tickets in Splash Point in the first instance and then, if necessary, from general funds) but, after any deficit is covered, would retain any surplus income from Pay and Display tickets in Splash Point.	Town Council, in its submission of 9 February 2007 offered (in principle) to assist in developing practical solutions.	