

Appendix C

Parking measures progressed only in cases of safety concerns.

Safety Concerns (what WSCC would do)	Non-Safety Concerns (what WSCC would not do)
Junction protection (double yellow lines)	Any new permit holder bays
Double/single yellow lines to improve carriageway access/safety i.e. retain appropriate running width	Any new pay and display bays
Double/single yellow lines to prevent obstructive pavement/verge parking	Any new free limited waiting bays
No waiting/loading areas (including bus stop clearways and school keep clears)	Any new shared use bays (free or charged)
Double yellow lines to prevent parking in cycle lanes (on carriageway)	Any new disabled bays (formal or informal)
Maintenance of existing signs and lines (necessary to ensure enforcement of the above)	Any new other bays e.g. specified user, ambulance, car club, electric vehicle
	Any new loading bays
	Any new traffic orders to facilitate pavement parking
	Any new single yellow lines to manage daytime non-residential parking
	Parking alterations as part of development or improvement schemes (e.g. public realm)

Additional Impacts

- This would require a complete re-write of the Integrated Parking Strategy and West Sussex Parking Policy as well as variations to other documents such as the Local Transport Plan as the 'demand management' element of parking would no longer be valid.
- Without this demand management element, it is highly likely that uncontrolled long-term parking would increase in many roads. The ability of residents/shoppers/visitors to park would therefore be affected and lead to criticism that the County Council had no approach. In many town centres, the lack of parking turnover could also have a significant effect on economic vitality and viability. Pollution and congestion levels could also increase as the number of vehicles 'searching for parking' would be higher. Demand for off-street parking could also be impacted by the availability of free on-street parking and may draw criticism from District and Borough Councils trying to adapt their local plans and development frameworks.
- It is also likely that the appeal of sustainable transport alternatives (buses, rail, walking and cycling) would reduce as free unlimited parking would be available in many areas, lessening the success of mode switch strategies. It would also not be possible to introduce controlled bays for car club users and for on-street electric vehicle charge points.
- Reviews of existing CPZs would no longer incur any changes to parking bays as this would not be considered a safety concern. The best use would not be made of the highway and many sections of road could remain underutilised. For example, it would not be possible to increase parking capacity for permit holders or review the status of existing bays in order to allow for different uses e.g. loading or disabled bays that were no longer in use. For the latter, this could have wider implications under the Disability Discrimination and Equality Acts.
- From a financial standpoint, there would be fewer opportunities to increase the overall on-street parking revenue as no new permit or pay and display bays would be provided.
- The number of complaints from councillors/stakeholders/public regarding the perceived lack of action from the County Council would be very likely to increase and take up more officer time. Accordingly, morale and staff turnover within the Parking Strategy Team may be affected.