

**Report to Communities, Highways and Environment Scrutiny
Committee (CHESC)**

10 June 2022

West Sussex Integrated Parking Strategy Review 2022 - 2027

Report by Assistant Director of Highways, Transport and Planning

Electoral divisions: All

As the Highway Authority for West Sussex, the County Council has an Integrated Parking Strategy (IPS) that sets out its approach to managing parking. This mainly includes the management and enforcement of on-street parking controls and regulations but it also sets out the County Council's view and role in off-street parking provision, primarily provided by district and borough councils, as well as how its approach to parking management relates to other policies and strategies.

The IPS was last updated in 2014 and this latest review, covering the period from 2022 to 2027, seeks to ensure that the County Council's approach to managing parking remains appropriate and effective at meeting the needs of local communities as well as its other objectives.

Focus for Scrutiny

- 1.** Members are asked to scrutinise the draft IPS and, focussing on the objectives set out in part 3, and consider:
 - Whether these are the right objectives
 - The extent to which these objectives are addressed within the Strategy

Traffic Management
Community
Economic
Health and Wellbeing
Location
Enforcement
Financial

- 2.** Members are also invited to consider whether the proposed parking management policies set out paragraph 2.2 of this covering report are appropriate, and achievable.
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Proposal

1 Background and context

- 1.1 As the Highway Authority for West Sussex, the County Council has an Integrated Parking Strategy (IPS) that sets out its approach to managing parking. This mainly includes the management and enforcement of on-street parking controls and regulations but it also sets out the County Council's view and role in off-street parking provision, primarily provided by district and borough councils, as well as how its approach to parking management relates to other policies and strategies.
- 1.2 The IPS was last updated in 2014 and this latest review, covering the period from 2022 to 2027, seeks to ensure that the County Council's approach to managing parking remains appropriate and effective at meeting the needs of local communities as well as its other objectives.
- 1.3 The aim of the IPS review is to ensure that the supply, regulation, enforcement and cost of all types of parking in West Sussex continues to be managed and controlled in ways which are consistent with the County Council's other transport, economic and environmental policies.
- 1.4 Policies to manage the demand for car use through the control of on-street parking need to be integrated with and supportive of measures to tackle congestion and pollution, promote alternative modes of transport, enhance the economic viability and vitality of town centres and improve road safety and residential amenity.
- 1.5 As a strategic document the IPS will not set out each and every decision or action that will affect car parking in West Sussex but rather set out the basis on which the County Council will make future decisions and what these should achieve.

2 Proposal details

- 2.1 The specific objectives of the IPS review 2022-2027 are to:
 - Collate and review the national/local policies and guidance that influence the County Council's approach to parking management in West Sussex. These are outlined in the Appendix of the draft IPS in Appendix 1.
 - Refine and set out a number of the County Council's parking management policies for the period 2022 - 2027. These are outlined (in detail) in Part 3 of the draft IPS in Appendix 1.
- 2.2 The County Council's proposed parking management policies for the period 2022-2027 are summarised as follows:
 1. Service Integration - The County Council, together with the district and borough councils, will take all reasonable steps to provide a cost-effective and efficient parking service.
 2. Effective Enforcement - Civil Parking Enforcement (CPE) will be quality based and information readily available to help road users understand that enforcement is as fair, accurate and expeditious as possible.

3. Asset Maintenance - Parking signing and lining defects will be corrected as soon as possible after being reported.
4. Parking Management - Management of all on-street parking spaces will complement other transport and planning policies to discourage car use in congested urban areas, balance the needs of various competing user groups and maintain the economic viability of those areas.
5. Parking Charges - On-Street parking charges will be reviewed regularly and set at an appropriate level to cover operating costs and influence parking demands, consistent with traffic management and environmental objectives.
6. Controlled Parking Zones - A new Controlled Parking Zone policy framework will set out an appropriate set of rules for the consideration, implementation, review and removal of Controlled Parking Zones (CPZ).
7. Verge/Pavement Parking - The County Council will maintain a locally responsive approach towards verge and pavement parking, enabling it to draw on a range of options to manage issues in local communities.
8. Blue Badge Scheme - The County Council will promote improved access for Blue Badge holders through the provision of designated on-street spaces and the detection and investigation of Blue Badge misuse.
9. Additional Enforcement Powers - The County Council will consider widening its parking enforcement powers, including for moving traffic, in order to improve compliance, improve road safety, reduce public transport journey times and reduce congestion.
10. Technology and Innovation - The County Council will embrace technological innovations which help customers to better access services and aid the efficiency of parking operations.
11. Financial and Operational Accountability - The County Council and the District/Borough Councils will be open and transparent about how the CPE Service works and how decisions are made.
12. Best practice and Lobbying - As a member of the British Parking Association, the County Council will continue to add its voice to those of other local authorities when lobbying Government or responding to government consultations on parking issues.

3 Other options considered (and reasons for not proposing)

- 3.1 There is clear need to ensure that a consistent and strategic approach to the management of parking is taken. The County Council faces particularly challenging financial circumstances and there is a need to ensure accountability for how investment is allocated and spent. It is therefore appropriate that the Cabinet Member for Highways and Transport has close oversight of the IPS and any measures arising from it. In so doing it is recognised that local Members have a key role to play in delivering successful outcomes for our communities.

4 Consultation, engagement and advice

- 4.1 The six district and borough councils in West Sussex operate CPE and manage CPZs, under Agency Agreements, on behalf of the County Council. Officers from these authorities meet regularly to monitor the management of on-street parking and to discuss any short/long term issues.
- 4.2 The IPS does not identify all of the individual measures that the County Council intends to undertake over the next five years but establishes the framework within which future parking management will be developed and reviewed. Most measures, such as development of CPZs, will be the subject to a communications strategy and wide ranging public consultation and County Councillor consideration before a decision is made by the Cabinet Member for Highways and Transport and/or Assistant Director of Highways, Transport and Planning.
- 4.3 Potential impacts of measures arising from the IPS in terms of the Equality Duty will also be considered when decisions are made.
- 4.4 Officer comments received on the draft IPS have been collated and will be considered, as will any comments received from members of CHESC. Any outcomes will be shared with the Cabinet Member for Highways and Transport.

5 Finance

- 5.1 The IPS review 2022-2027 does not have any direct or immediate revenue or capital implications.
- 5.2 The majority of costs and expenses associated with introducing, managing and maintaining on-street parking for the period 2022-2027, as outlined in the draft IPS, will be drawn from the County Council's On-Street Parking Account. On-street parking charges, which include pay & display and permit charges as well as revenue from Civil Parking Enforcement (Penalty Charge Notices) all accrue to this account. The account is managed in accordance with the requirements of the Road Traffic Regulation Act 1984, which sets out the purposes for which the County Council may levy on-street parking charges and how revenue, and any surplus, may be spent.
- 5.3 As a Highway Authority, the County Council's responsibilities are strategic as well as local and they extend across the entire county. As such, it manages a single On-Street Parking account and invests strategically across the county, irrespective of where revenue may have originated.
- 5.4 Some future measures arising from the IPS, such as CPZ implementation will incur capital costs which will be met from the following sources - Section 106 funds, Community Infrastructure Levy, Local Enterprise Partnership Growth Programme Funding, Capital Funding.

6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
<p>The management of a finite resource, such as parking space, requires that a balance be struck between the interests of the various user groups that compete to use that resource and any measure that balances or prioritises the interests of one group over others will, inevitably, affect those users to varying degrees of benefit or dis-benefit.</p> <p>Even within a given user group there will be many conflicting views on whether parking management has a positive or negative impact</p>	<p>The IPS provides the framework within which these competing and conflicting needs will be identified, assessed and prioritised.</p> <p>Decisions regarding the implementation or amendment of any individual measures will be made by the Cabinet Member for Highways and Transport, in consultation with the relevant County Councillors and will be subject to the appropriate decision-making process.</p>

7 Policy alignment and compliance

- 7.1 The appropriate and effective management of parking, delivered by the IPS, aligns with the West Sussex County Plan 2021-2025 (A sustainable and prosperous economy).
- 7.2 It is considered that the policies contained within the IPS will contribute to the increased safety of all road users and the wider community and that these benefits will mitigate any likely Human Rights Act Implications. Similarly, there are not considered to be any significant social value or legal issues arising from the IPS review
- 7.3 The County Council does not consider parking management to create any crime and disorder issues. Officers have previously consulted with Sussex Police, who share this view.

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Appendix 1

Draft Integrated Parking Strategy 2022 - 2027

Background papers
[Integrated Parking Strategy 2014](#)