

Integrated Parking Strategy Review 2022 - 2027



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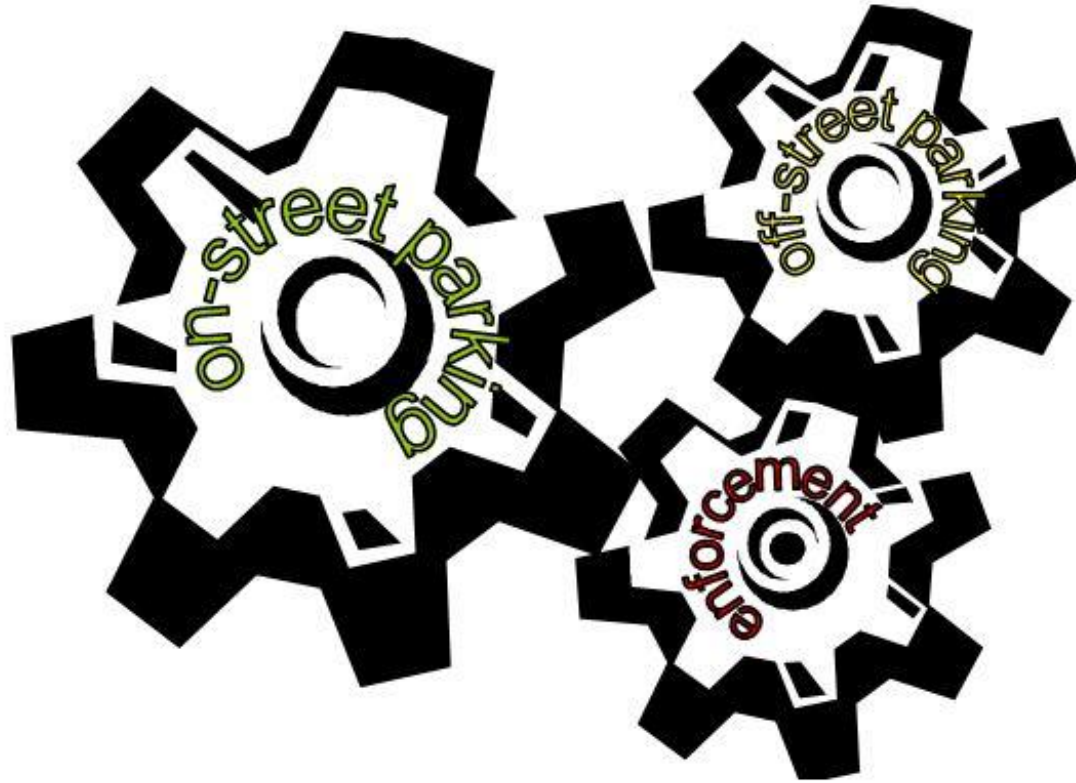


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- The County Council has a duty of care to ensure safe passage for drivers, cyclists and pedestrians and that the highway is kept free from nuisance, danger, obstructions, unlawful stopping up, interference and encroachments.
- Legislation such as the Traffic Management Act 2006 requires Highway Authorities to manage parking.

The average car is parked at home for 73% of the time, parked elsewhere for about 23% of the time and only used 4% of the time. (RAC Foundation 2021)

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The IPS sets out the County Council's approach to managing on-street parking, its role in off-street parking and how these relate to its other policies and strategies

The first IPS was produced in 2000, with subsequent reviews carried out in 2007 and 2014

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Review Aim: To ensure that the supply, regulation, enforcement and cost of all types of parking in West Sussex continues to be managed in ways which are appropriate and effective as well as consistent with the County Council's other transport, economic and environmental policies e.g. Local Transport Plan 2022 - 2036.

Review Objectives:

1. Collate and review the national/local policies and guidance that influence the County Council's approach to parking management in West Sussex.
2. Refine and set out the County Council's parking management policies for the period 2022 - 2027.

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IPS 2022 – 2027 Aim:

To bring together a number of different policy influences to commission a joined-up parking service in West Sussex that reflects the objectives of Government, the County Council and Stakeholders as well as meet the needs of local communities.

IPS 2022 – 2027 Objectives:

Traffic Management, Community, Economic, Health and Wellbeing, Location, Enforcement and Financial.

Economic -To provide sufficient on-street car parking in town and district and village centres to maintain economic vitality and viability without encouraging unnecessary or excessive car use.

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As a strategic document the IPS does not set out each and every decision or action that will affect car parking in West Sussex but rather sets out a basis on which the County Council will make future decisions and what these should achieve.

Local Transport Plan



Parking Policy, CPZ Policy, CPZ Guidance, TRO Policy, VCO Policy, EV Strategy

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Within the IPS sit a set of priorities and policies that, when applied together, will help deliver the overriding aims and objectives:

- 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 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.

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- 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 Controlled Parking Zone policy framework will set out an appropriate set of rules for the consideration, implementation, review and removal of Controlled Parking Zones
- 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.

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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 BPA, 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.

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IPS Action Plan 2022 – 2027 (To be reviewed and updated annually)

IPS Policy	IPS Objectives Met	Specific Actions	Timescales	Review
<p>1. The County Council, together with the District and Borough Councils, will take all reasonable steps to provide a cost-effective and efficient parking servi</p>	<p>Traffic Management Community Economic Health & Wellbeing Location Enforcement Financial</p>	<p>Undertake a comprehensive review of the County Council’s CPE service</p> <p>Introduction of a new back office case management system (Chipside)</p>	<p>CPE Review Report completed Spring 2020 and updated November 2021. Further feasibility work to continue throughout 2022/23. Next Agency Agreements due for renewal May 2024</p> <p>Introduced countywide from April 2021</p>	<p>On-going. Gateway review April 2023</p> <p>Client meetings every 6 months</p>

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1. Members are asked to scrutinise the draft IPS and consider whether it contains the right aims and objectives and the extent to which these are addressed.
2. Members are also invited to consider whether the proposed parking management policies are appropriate, and achievable.

Questions/Comments/Discussion

