

Terms of Reference

Aims and Origin

- To review with East Sussex County Council (ESCC) the business case presented to the Overview and Scrutiny Committee (OSC) and establish whether the implementation of a Civil Parking Enforcement (CPE) scheme in Rother, as set out in the business case, would alleviate parking issues, ease congestion and improve road safety in the district.

Dealing with on-street parking infringements is currently the responsibility of Sussex Police. At present civil parking enforcement has not been adopted in the Rother District. Control of on street parking is a statutory power conferred by legislation and intended to assist in delivering safe and efficient traffic management. CPE is governed by Part 6 of the Traffic Management Act, 2004. ESCC are the regulatory body and Sussex Police are the enforcing body and although Rother District Council (RDC) is not an enforcement authority, it can, under this Act, request through ESCC to introduce CPE, if required. We have no power to direct, only to ask ESCC to consider CPE.

As a result of increasing concerns over parking issues, road safety and congestion due to the reduced enforcement by the Police within the district, ESCC has been working to produce a business case to assess the viability of introducing CPE for the Rother District. The business case covers; a review of the main parking concerns, outline the scope of the work required for a civil parking application, outline proposals to manage CPE, consider the impact of RDC off-street car parks, estimate costs of set up and running CPE, provide levels of charging and/or enforcement that would be required to offset or underwrite these costs, provide an initial draft or a proposed CPE scheme for Rother, and an implementation timeline.

In light of the Government's announcement that new diesel and petrol cars and vans would be banned in the UK from 2040 in a bid to tackle air pollution, the provision of electric vehicle charging points across the district will also be considered.

Scope

- a) Review the ESCC business case for CPE.
- b) Review the options and key requirements and costs of each option available for CPE.
- c) Assess the impact of CPE and charging structure on RDC's off-street parking regime (with consideration of

- including off-street parking in the CPE order).
- d) Gauge the appetite of local residents and businesses for CPE.
 - e) Consider associated highway schemes that ESCC or others will be looking to deliver in the future. These include but are not limited to the £12m Local Growth Fund allocated to Movement and Access, Walking and Cycling for Bexhill and Hastings, Rother's Public Realm Strategic Framework, London Road Traffic Management Study, High Speed Rail, improved East Coastway Southern Service and train services on any new South East Franchise (OSC 24/07/17).
 - f) To consider the provision of electric vehicle charging points across the district (Cabinet 31/07/17).

Desired Outcome - An evidence based list of options available to the Council, analysis of the cost and requirements and whether CPE implementation would be supported by businesses and residents resulting in the desired outcomes including easing congestion, improving road safety, improving the local environment, improving the quality and accessibility of public transport, managing parking.

Timescale - Preliminary meeting and review – September 13, 2017
 - Evidence gathering and interviews – TBC
 - Report back to OSC – 2018

Membership - Councillors A.K. Azad, J. Barnes, J.J. Carroll, R.C. Carroll, C.A. Clark, S.H. Earl, S.D. Elford, K.M. Field, B. Kentfield, J. Potts, C.J. Saint and G.S. Stevens.

Officer Lead - Dr A. Leonard

Quorum - Four