

## **Rother District**

### **Civil Parking Enforcement proposals – Informal consultation**

*The effective control of parking is a crucial element of our transport strategy. Civil Parking Enforcement (CPE) means that local authorities are responsible for enforcing on-street parking controls instead of the police.*

*There have been a number of concerns raised about the lack of parking enforcement in Rother district. The enforcement of on-street parking restrictions across Rother is currently the responsibility of Sussex Police as a criminal matter under the Road Traffic Act.*

*The top priority for Sussex Police is the prevention and detection of crime. They cannot give parking enforcement the level of attention that the public might expect and state they will only take action on parking issues where there is a safety concern.*

*We have worked with Rother District Council (RDC) to look at how parking enforcement can be improved. As a result of this we will be applying for permission to the Department for Transport to introduce Civil Parking Enforcement (CPE) across Rother district. This is a lengthy process and we do not anticipate CPE being introduced until 2020.*

*CPE was introduced in Hastings borough in 1999, Lewes District in 2004 and Eastbourne borough in 2008. CPE is already in operation across 90% of the country.*

### **East Sussex County Council 2018**

From the above and a consideration of the documents, it is obvious that the proposals apply to on-street parking only. They are not the solution to the long-term parking problems of Rye. Such issues are land use issues and are the concern of the Rother Local Plan and the Rye Neighbourhood Plan.

In essence what is being proposed is a more rigorous enforcement of the current on-street parking provision, with minor amendments to location and hours of usage, but with the introduction of a pay-and-display scheme for the majority of residents and visitors.

The question of on-street parking enforcement has been an issue in the town for a number of years. There is no doubt that civil control, by means of wardens, will ensure that the parking requirements and regulations will be better enforced. This has to be paid for and the proposals are for a pay-and-display scheme to be introduced. There will be a residents' parking scheme for most of the Citadel and for Bridge Place. The current proposals cover what may be termed central Rye i.e. between the railway and South Undercliff and between the Salts and the Strand. They do not cover the A259, which is a trunk road under the control of Highways England. They do not include Ferry Road or Udimore Road or the roads off and there are concerns that parking will move from the centre to these areas. If this proves to be the case, then the parking arrangements can be varied far more easily under a civil parking arrangement, with the introduction of further residents' parking areas being approved at a later date, as has been the case in many towns and cities.

I suspect that the reason the scheme has now been proposed is because it is seen as a money-making enterprise for the Council as a whole. However this is not a reason to reject it; it could have benefits for the strained finances of Rother as a whole and for Rye as a town.

Setting this aside I believe that we need to consider the proposals as they relate to:

- Residents
- Businesses
- Visitors

and then how the physical infrastructure, principally the pay-and-display machines, will affect the setting of the town and its historic buildings.

### **Effect on residents**

It will not mean that residents in and around the Citadel will be more likely to find a parking space during the day. In fact the omission of East Street and Market Street from the Citadel residents' parking area is likely to reduce the available parking. These are not shopping streets; they are predominantly residential and serve the whole of the Citadel. In the view of the RCS, they should be included within the Citadel residents' scheme. We also have a concern that the designation of the parking in Rope Walk as pay-and-display will have an adverse effect on residents and impose increased pressure on the surrounding streets. Similar pressures are likely to occur in Cyprus Place.

There is also increased pressure on the parking available for full-time residents from the increase in hotel provision i.e. The George, holiday lets and from users of AirBnB and this needs to be taken into account in considering the parking for residents.

If and when the railway connection to the High Speed Ashford line is improved, the whole question of parking around the Station will need to be considered particularly around Rope Walk and Cyprus Place as well as along Ferry Road and Tillingham Avenue.

### **Effect on Businesses**

Deliveries should be easier if cars do not block the delivery bays. Since the introduction of the current parking scheme, the whole nature of the High Street has changed. Only one bank remains with the attendant loss of ATMs and only Boots and Day Lewis Pharmacy can be considered as convenience retail outlets. In the main, the remaining shops and increasingly cafés serve the visitors who park mainly in the public car parks around the edges of central Rye.

### **Effect on Visitors**

Unless visitors have been to Rye before they are unlikely to be aware of the High Street or the Citadel as a parking area. Most visitors will use the public car parks, which they encounter as they approach Rye, and the new enforcement regime is likely to have little effect on visitors.

### **Disabled access and Blue Badge holders' only parking**

Two bays along the High Street are proposed, one adjacent to the bottom of East Street and the other outside Heringtons in The Mint. The Society believes that an additional bay should be made available in Market Street to allow for ease of access to the Town Hall and St Mary's. The nearest pay-and-display machine to any blue badge location should be that with the lower pedestal.

## Physical concerns

In addition to the regulator's regime and its impact on residents and other users of Rye, there are the physical effects of the proposed minor changes and the visual and spatial impact of the pay-and-display machines themselves.

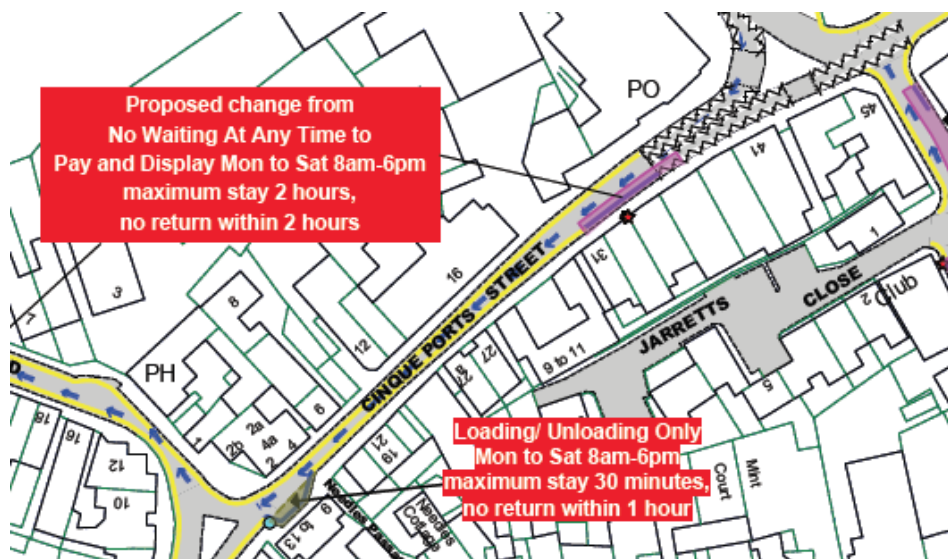
There are a number of areas where we have concerns regarding vehicular flow.

### 1. The top of Market Road



The Society believes that the extent of the parking on the south side of the High Street opposite the top of Market Road will inhibit vehicles turning, given that vans as well as cars can use any parking bay.

### 2. Cinque Port Street (west)



The Society is concerned that parking along this narrow part of Cinque Port Street, used by buses and heavy goods vehicles, will result in conflict between parked vehicles which will include vans and through traffic. The prohibition on parking should be maintained.

### **3. Pay-and-Display machines**

It is proposed that some 16 pay-and-display machines will be provided of a type shown in Appendix B, fitted wherever practical with a solar power panel.

A sample of the locations has been looked at and the effect on the street and adjoining buildings is shown in Appendix A.

The Society would expect detailed drawings to be produced for all locations particularly where the machines are to be positioned adjacent to listed buildings, so that householders are aware of the detail of what is proposed.

Although in all cases examined the resultant pavement width is reduced, where it is below the recommended width of 1200mm the Society does not believe that it is sufficient to make the locations unacceptable. The location at 106/107 High Street does however need to be reconsidered.

As to the visual impact, there is no doubt that the pay-and-display machines will be another visible intrusion on the street scene. However, if Rye wishes for a more rigorously-enforced parking regime, it is an intrusion that will have to be accepted until such time as smarter systems are developed.

### **4. An alternative approach**

The Society understands that the change to civil administered parking will be made easier by the adoption of the current parking regime, albeit with minor amendments, but questions whether this is the best solution for residents of central Rye in the longer term.

The Society believes that it may be better to adopt a central Rye residents' parking scheme for full-time residents only, paid for on a yearly basis and identified by a windscreen sticker. Parking would be allowed in any of the pay-and-display bays with the possible exception of those on the High Street between Hilders Cliff and West Street. The householder could purchase Day tickets for visitors and service deliveries such as removals. No provision would be made for the increasing number of on-line deliveries (which are usually fairly brief) or for builder's vehicles. These, with the possible exception of scaffolding lorries, should be drop-off and depart. We acknowledge that there remains the problem of the small tradesman whose van is his workshop and store but, for much of the Citadel, there is no parking outside the majority of the houses anyway. Consideration needs to be given to how this perennial problem can be addressed.

No scheme will be perfect and there will always be a conflict between the increasing demands of the car in terms of access and parking and the historic environment of a town such as Rye.

## Appendix A

### Sample of proposed locations for pay-and-display machines

Pay-and-display machines are as advised by email of 19 December 2018 from Darren Atkinson, ESCC Parking Review Officer, Parking Team, Communities, Economy and Transport.

Details of the machines are shown in Appendix B and where illustrated are shown with the additional solar panel. It is anticipated that these will be used to minimise installation costs. However use of the solar panel may not be practical in areas such as the south side of the High Street where the unit will only face north.

The location of the units will be determined by the base fixing plate particularly where they are adjacent to pavement gutters.

Along the south side of the High Street between Hilders Cliff and East Street, the pavement is narrow and a pavement extension may be needed, as used on Hastings High Street (see below).



Hastings



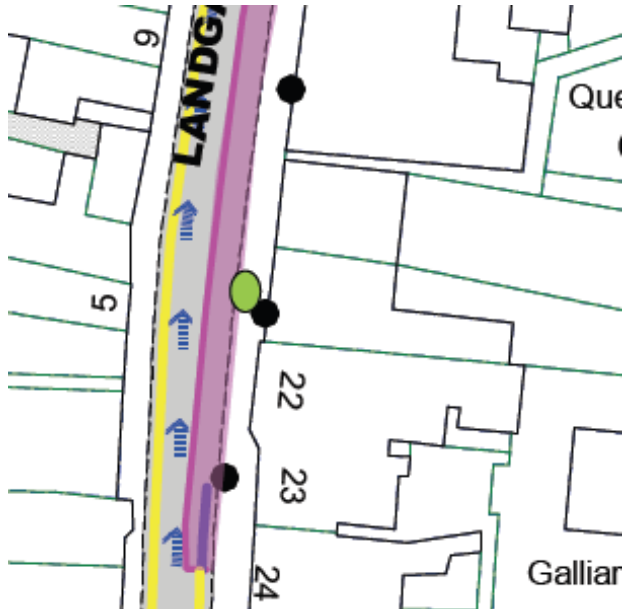
Lewes

This section of the High Street pavement would also benefit from having the existing bollards removed. With more rigorous enforcement of parking, the need for them is reduced and it would ease movement of pedestrians.

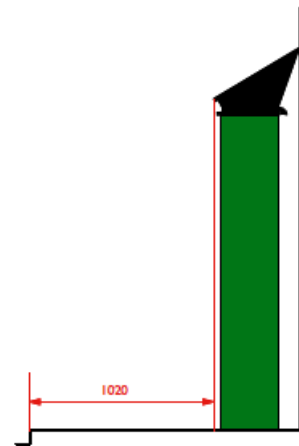
One final point is the question of signage which seems to equate in conservation areas to signage fixed to the pay-and-display machine itself as at Hastings and Lewes (see above).

## Rye Civic Parking Location of pay-and-display machines

Site A      21/22 Landgate



Location of pavement drain

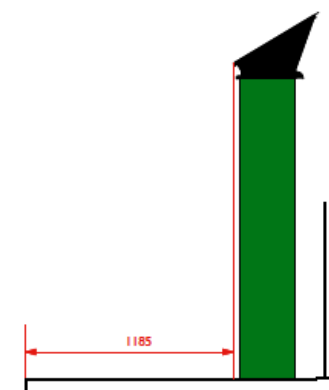
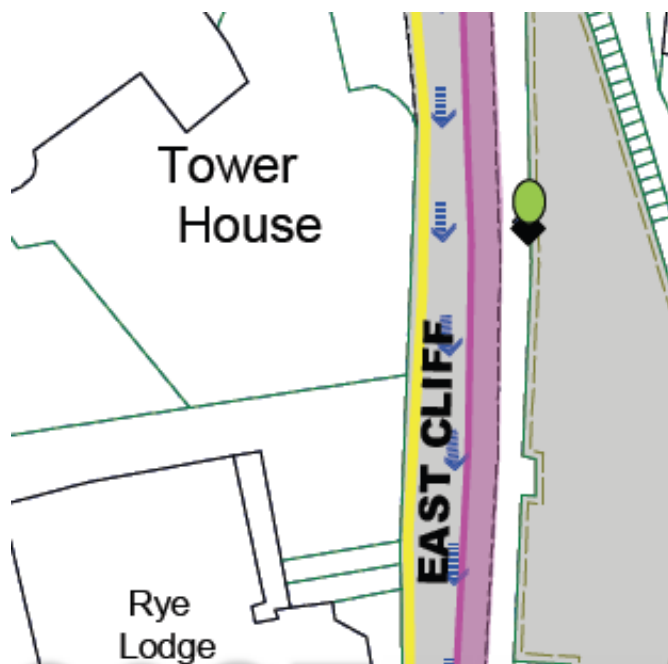


Location will be determined by interface with pavement drain and base plate to pay-and-display machine. Machine will be visible from side window of No 21 or in front of window to No 22.



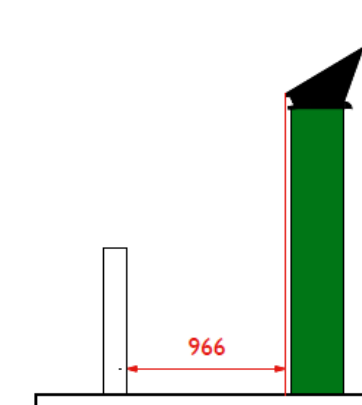
## Rye Civic Parking Location of pay-and-display machines

Site B      East Cliff



## Rye Civic Parking Location of pay-and-display machines

Site E      106/107 High Street



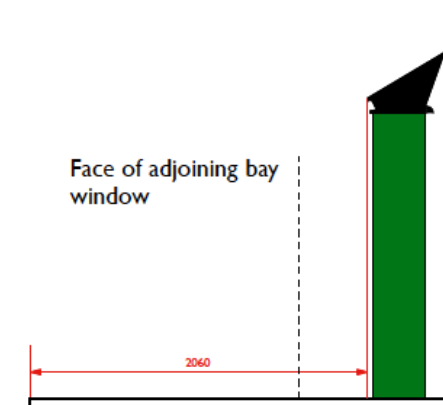
This location would require the removal of the café wall display and, because of the bollard, people using the pay-and-display machine would obstruct the pavement.

This location faces north and the solar unit may not operate.



**Rye Civic Parking**  
**Location of pay-and-display machines**

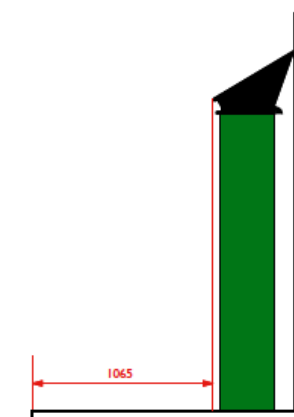
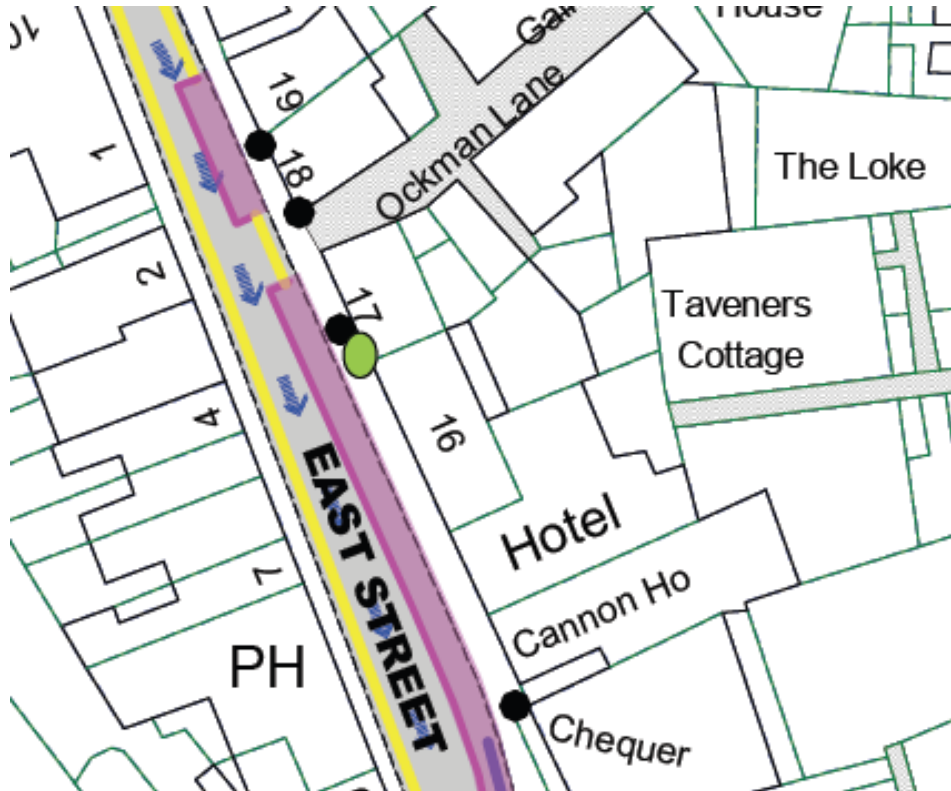
**Site F      100 High Street**



This location faces due north so the solar-powered unit may not function.

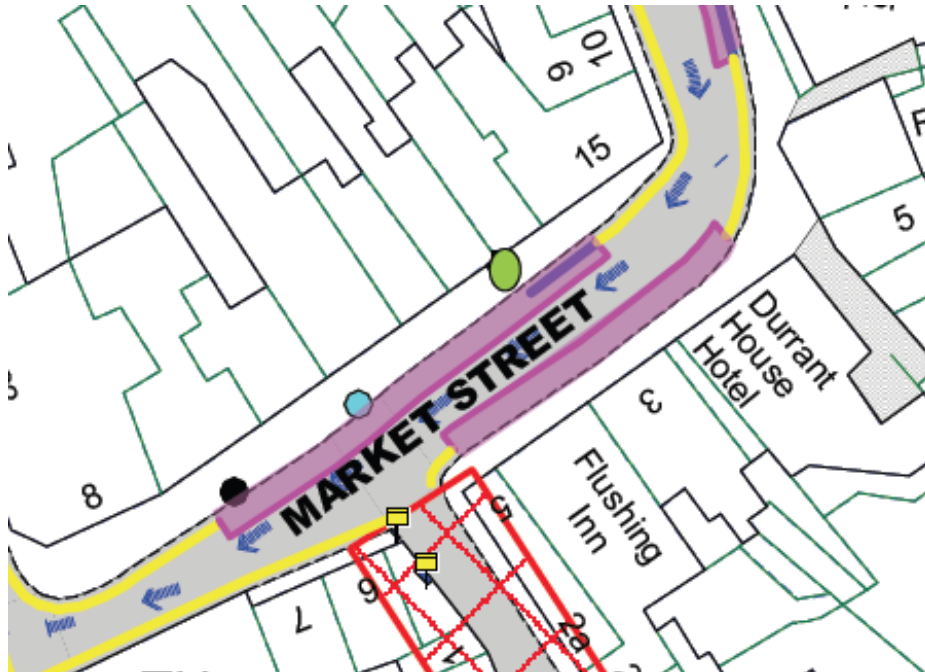
## Rye Civic Parking Location of pay-and-display machines

Site G 17 East Street

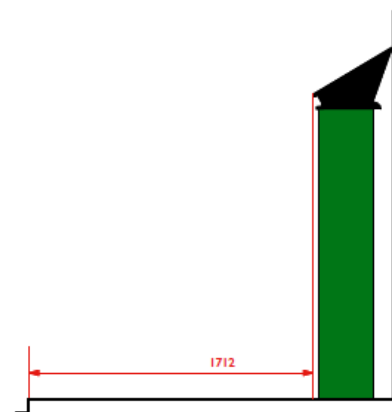


## Rye Civic Parking Location of pay-and-display machines

Site H 13/14 Market Street



Location of pavement gutter and  
water meter



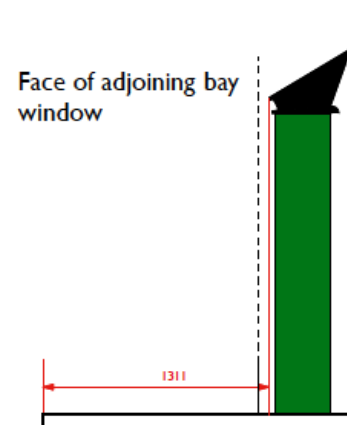
Location of pay-and-display machine will be determined by pavement gutter and water-meter cover.

## Rye Civic Parking Location of pay-and-display machines

Site J      25/26 High Street



Location of pavement gutter

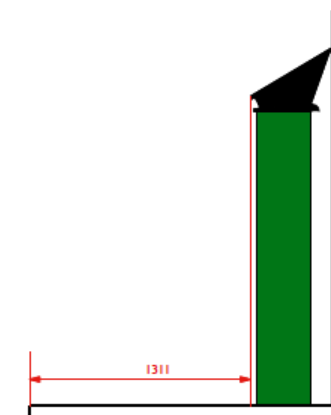
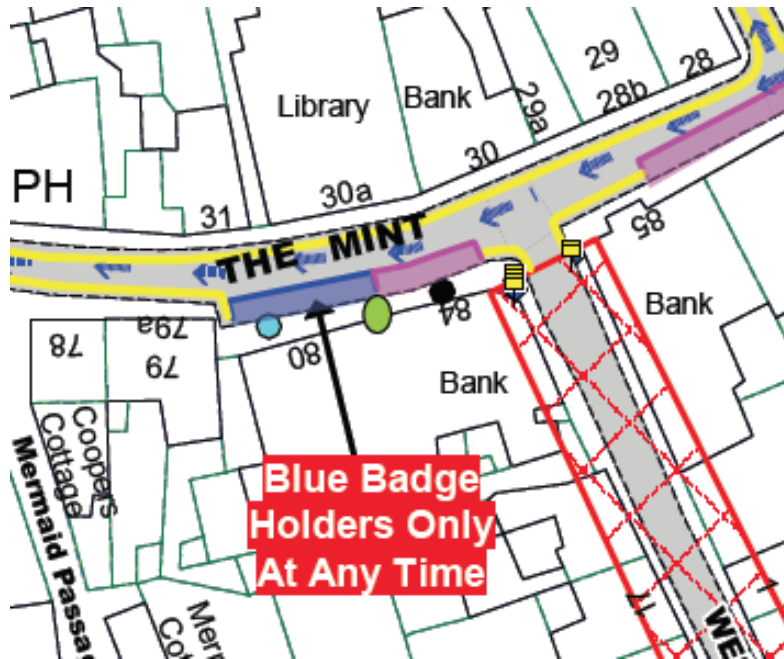


Possible clash with base fixing plate and pavement gutter.



**Rye Civic Parking**  
**Location of pay-and-display machines**

**Site K      13/14 Market Street**



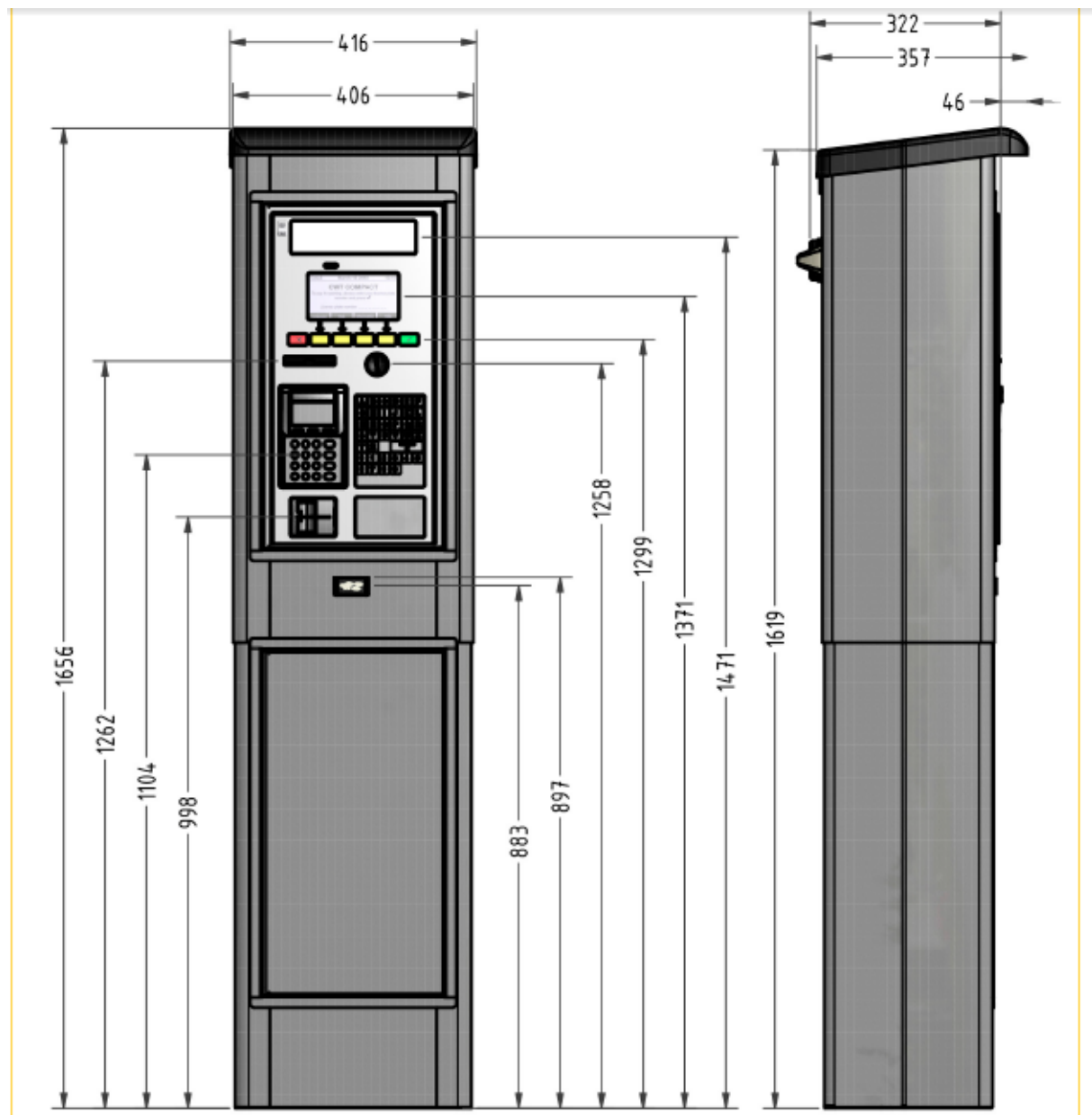


## Appendix B

### Details of proposed pay & display machines

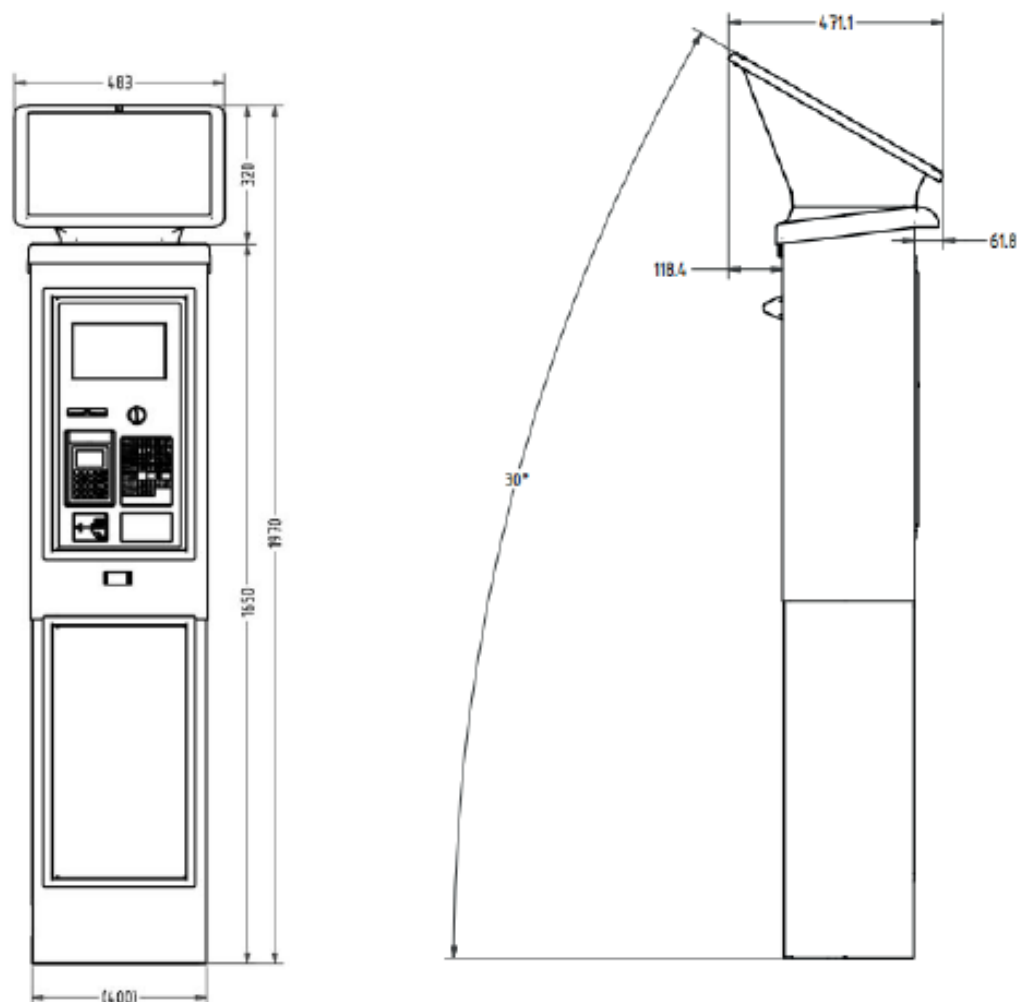
Pay-and-display machines are as advised by email on 19 December 2018 from Darren Atkinson, ESCC Parking Review Officer, Parking Team, Communities, Economy and Transport.

No details as to colour.



Additional solar panel.

Effective use will depend on geographical location and orientation.



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Rye Conservation Society  
3 January 2019