

## **County Councillor Stephen Shing report**

### **Possibility of Introducing Civil Parking Enforcement in Polegate in advance of other parts of Wealden District**

In principle, any area can be designated as a civil enforcement area and, with Polegate being immediately adjacent to Eastbourne, it would be relatively straightforward, in practical terms, to extend the established Eastbourne operation to include Polegate. However, the legal and administrative process of switching to civil enforcement involves a good deal of work and cost (both for the Council and the Department for Transport), much of which would apply regardless of the size of the area.

For this and other reasons, there is very strong guidance from the Department for Transport that civil enforcement should be introduced across a substantial area at one time and not on a fragmented or "patchwork" basis.

Metropolitan district councils are specifically required to adopt CPE across their whole administrative area. Although the same requirement does not specifically apply to county councils, DfT guidance states that it prefers county councils to cover the whole of their county in one application but, failing that, it will accept up to three tranches. Clearly, the expectation would be that each tranche would cover at least one whole district and probably several together.

In East Sussex, civil enforcement has been introduced separately in three separate districts/ boroughs – Hastings, Lewes and Eastbourne – and it is unlikely that DfT would entertain anything other than a single application for the whole of the rest of the county (Wealden and Rother).

In addition to specific DfT guidance, any application for civil enforcement powers must be supported by the police and the police in East Sussex made it clear that they would not support Civil enforcement at smaller than District level.

In conclusion, the introduction of civil enforcement in Polegate alone could not be justified because of the administrative cost and any application would be most unlikely to be successful.

### **Possibility of traffic order can be funded by towns and parishes that are able to process sooner**

I have arranged a meeting with the Head of Economic Development, Skills and Infrastructure and the Team Manager of Infrastructure Delivery and Design on 24<sup>th</sup> April, on the next meeting I will report the meeting contents..

**County Councillor Stephen Shing**

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