

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY CABINET
MEMBERS MEETING**

Agenda Item 57

Brighton & Hove City Council

Subject:	Transport Strategy – Parking Tariffs Review		
Date of Meeting:	29 November 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Andrew Renaut, Austen Hunter	Tel: 29-2477 29-2245
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Key Decision:	No		
Ward(s) affected:	All		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report proposes changes in city council parking tariffs. The proposals are set within the context of the objectives set out in the Local Transport Plan [LTP3]. It embraces 5 strategic goals: economic growth; carbon reduction; quality of life; equality of opportunity; safety, security and health. Parking tariffs are one of the levers for influencing travel patterns and fulfilling the council's ambition to create a safer, cleaner and more sustainable city.
- 1.2 Our parking tariff structure has developed over time and has been subject to periodic reviews. It is recognised that there is a degree of complexity in the existing charges and these have been reviewed to improve the understanding for residents, workers, businesses and visitors who drive into and around the city.

2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member for Transport & Public Realm agrees the proposed parking tariffs for 2012/13 set out in the report as the basis for the advertisement of the necessary traffic orders.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 There is strong evidence that effective parking controls can have a positive influence on promoting more sustainable travel choices. The introduction of Civil Parking Enforcement (CPE) in 2001 contributed significantly to improving road safety and traffic flow along important corridors, particularly on bus routes and at bus stops. It has also provided greater priority for residents to park their vehicles and increased motorcycle parking.
- 3.2 Recent surveys have shown increases in sustainable transport use. This includes a steady rise in bus passengers journeys from 30 million to 41 million between

2001 and 2010, and 27% more cycling trips between 2006 and 2009. By comparison, the average number of car trips entering and leaving the city every day has reduced by 12,000 between 2007 and 2009. This has helped to stem the growth in traffic congestion, reduce a deterioration in air quality and minimise growing carbon emissions. **The new Sussex Low Emission Strategy aims to continue this trend through the development control and the planning process.**

- 3.3 The last significant, strategic review of on-street parking schemes took place in 2004, and a number of improvements were made, such as introducing the practice that all on-street parking within Residents' Parking Schemes should be charged for, and that payment for non-permit on-street parking should be by Pay & Display machines. A number of differences in the operation of some on-street parking schemes still exist across the city.
- 3.4 Pay and display parking charges are still considered to be fairly complex, with 24 different parking charges across the city. Off-street car parking charges also need to be reviewed in the light of local market conditions. Significant variations in charges or areas of the city can result in confusion amongst both drivers and those who are enforcing the controls. Greater simplification of the approach to parking charges and payment will make the system easier to understand and create a more effective operation

Review of parking demand

- 3.5 An assessment of the demand for parking has been undertaken which also provides an indication of traffic levels in areas of the city. It has demonstrated that current parking charges do not always reflect pressure from demand in some areas. The Parking "Heat Maps" in Appendix 1 give an indication of different levels across the city.

Setting time bands and levels of parking charges

- 3.6 To ensure that parking charging levels are consistent with the council's transport objectives and targets, the council has undertaken to:
- Reduce the different number of charging levels and time bands that exist across the city to make the system easier to understand and enforce. Existing and proposed new charges are shown in Appendix 5.
 - Redress some of the imbalances that have existed in the cost of using the city's transport system, which are a disincentive to use public transport for some journeys. For example, the difference between the costs of using the car compared to public transport has previously been reduced by increasing parking charges. The price of a bus Saver ticket (now £4.00 from a driver and £3.20 online) compares far more favourably with the cost of parking all day in most central parts of the city.
 - Adopt the principle of a simple "high" or "low" charging structure whereby charges reduce in areas and during times of the year when demand for parking is lower. This reflects the premium status of high pressure areas, as well as the availability and choice of public transport and off-street car parks.

- Set off-street charges slightly lower than on-street to reduce traffic levels and parked vehicles on-street, to enhance the environment and provide more priority for residents in shared parking spaces.

Off-street car parks

- 3.7 Car parks which are owned and operated in the city centre by the city council and where it can set parking charges include The Lanes and London Road, Norton Road, Haddington Street, King Alfred and two sites in Rottingdean. The changes that are proposed are set out in Appendices 2 and 5.
- 3.8 The likely effects upon parking volumes in council operated car parks of changes made by private operators have been taken into account in assessing the overall financial implications of the proposed changes to charges.

On-street parking

- 3.9 The broad principles of the proposed new charging levels for on-street parking can be summarised as follows:
- Simplified (combined) charging bands
 - Demand increases, including weekend tariffs (this is off street not On street – needs to be changed)
 - Extended charging hours
 - Resident reduced rates (this is off street not On street – needs to be changed)
 - Overnight reduced rates (to assist local businesses) (this is off street not On street – needs to be changed)

These are explained in more detail in Appendices 3 and 5.

Parking permits

- 3.10 Charges such as business and traders permits are brought up to date following research across other local authorities. Increases in the following permits or dispensations are proposed:
- Traders
 - Residents
 - Business
 - Visitor
 - Suspension of parking bays
 - Hotel guests
 - Schools
 - Waivers

These are explained in more detail in Appendices 4 and 5.

Supporting community events

- 3.11 It is proposed that £80,000 be set aside from the parking budgets to support local community events to make events easy and affordable for residents and community groups. This will not include provision for events organised by large commercial operations, which will be expected to pay for any required parking suspensions.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Consultation undertaken as part of the development of the council's LTP3 indicated that over 75% of people agreed that well-managed car parks were important for the city and over 70% of people agreed that the demand for on-street parking should be managed. Setting appropriate parking tariff levels will help to achieve both of these approaches.
- 4.2 The introduction, amendment, or deletion of tariffs must be implemented by way of a number of Traffic Regulation Orders (TRO). The changes must be advertised and a period of 21 days allowed for comments and objections. Any unresolved objections must be presented in a report to an Environment / Transport Cabinet Member Meeting. Changes to prices within the existing tariff structure do not normally require a TRO. However, there are a large number of such changes and it is considered that it is more straightforward and transparent to advertise these as part of the amending TROs.
- 4.3 Subject to the approval of the officer recommendation in this report, the intended changes to parking charges requiring a TRO would then be advertised. If approved then the TRO will be sealed and advertised alongside the notice of intended changes to existing charges. Changes can then be introduced to become operational no later than the 1st May 2012.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The costs associated with implementing the proposed changes to parking tariffs, such as advertising, altering signs and literature, and reprogramming the machines would be met from the additional parking revenue received.
- 5.2 The reduction in demand for spaces and subsequent effects on revenue following the tariff review have been taken into account. It is estimated that following the implementation of the new parking tariffs, there will be an increase in income of approximately £1.3 million.
- 5.3 Surplus revenue received from parking charges is used to subsidise environmental and transport services to both residents and visitors. In the past, this surplus has been used to help provide free transport for senior citizens, to support bus services, to pay the borrowing costs for capital projects such as the installation of cycle lanes, walking networks improvements and traffic management schemes.

Finance Officer Consulted: Karen Brookshaw

Date: 26/10/11

Legal Implications:

- 5.4 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council
- 5.5 The Council has to follow the rules on consultation issued by the government and the courts. The council needs to ensure that any consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are conscientiously taken into account in finalising the proposals.
- 5.7 The surplus revenue raised from Civil Parking Enforcement (which includes income from on-street parking charges, resident and business permits, and penalty charge notices) may only be used in accordance with the conditions set out in section 55 of the Road Traffic Regulation Act 1984. There are no Human Rights Act implications arising from this report.
- 5.8 Under section 55, any surplus may only be used for the following purposes:
 - Making good any deficits on Civil Parking Enforcement for the preceding four financial years;
 - Offset the costs of providing and maintaining Council off street parking;

- Offset the costs of providing and maintaining non-Council off street parking; or if it appears to the council that the provision of further off-street parking accommodation in its area is unnecessary or undesirable
- Meeting costs of the operation of or facilities for public transport;
- For the purposes of a highway or road improvement project; or
- For the purposes of environmental improvement in the council's area

5.9 The procedural requirements relating to Traffic Regulation Orders are considered in the body of the report.

Lawyer Consulted:

Carl Hearsom

Date: 27/10/11

Equalities Implications:

5.10 A more consistent approach to parking management will provide greater access to spaces. Re-investing income in sustainable transport will benefit those without access to a car.

Sustainability Implications:

5.11 The proposed changes to charges will be taken into account in the decisions people take when travelling into the city. Any reductions in the levels of car traffic that result will improve the city's environment and people's health, and help to deliver a more reliable and attractive public transport system.

5.12 To encourage the take up of low emissions vehicles in Brighton and Hove the council offers a 50% discount on the cost of residents permits to low emissions vehicles in tax band a or b. Electric vehicle permits are issued for free and this also allows the vehicle to charge up for free. The parking surplus has been used to provide free bus passes for the elderly and disabled to help reduce congestion and carbon emissions. A number of bus routes are subsidised through the parking surplus to provide alternatives to travelling to the city centre by car.

Crime & Disorder Implications:

5.13 There are no direct implications although a more efficient operation will help to reduce the likelihood of illegal parking.

Risk and Opportunity Management Implications:

5.14 As mentioned under 3.6 and 5.2, the risks to parking budgets of reducing car usage as well as the availability of alternative (private) parking options has been considered and assessed as part of these proposals.

Public Health Implications:

5.15 Measures or changes that will contribute towards reducing the impact of cars in the city, and therefore the effect on public health in terms of harmful pollutants (and injuries sustained in collisions) will be beneficial to public health. Nitrogen dioxide, principally emanating from vehicles, is a respiratory irritant which is known to exacerbate asthma. There is a 3.5% increase in mortality for a

100ug/m³ increase in ambient NO₂. There is a 5% increase in hospital asthma conditions for the same increase in NO₂.

- 5.16 **The majority of locally derived pollution comes from either diesel engines or older petrol vehicles. Generally vehicles are more polluting to the local environment if they are heavier, older or run on diesel. Therefore promoting travel choice has to be part of a much more comprehensive air quality action plan. Parking controls are a positive contribution.**

Corporate / Citywide Implications:

- 5.17 Changes in parking tariffs as part of the overall management of parking will contribute towards a number of citywide objectives, especially those set out in the Local Transport Plan. These include reductions in congestion and therefore an improved business and visitor environment, better access to local housing, and improvements to people's quality of life.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

Do nothing

- 6.1 This alternative was considered and discounted since the stated transport strategy objectives, linked to the needs to manage air pollution levels and the consequent affect on the public health, would not be achieved.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To support the citywide Transport Strategy, to maintain trends in modal shift, improve the environment for residents, businesses and visitors, and relieve parts of the city that are subject to high pressure from parking demand.
- 7.2 To simplify parking in the city making it easier and fairer for residents, visitors and businesses.
- 7.3 To support community events making them simpler to organise and less costly for organisers.

SUPPORTING DOCUMENTATION

Appendices:

1. (i) Current Tariff Zones
(ii) Proposed Tariff Zones
2. Summary of Proposals: Off-street car parks
3. Summary of Proposals: On-street pay & display
4. Summary of Proposals: Parking permits
5. Full list of Parking Tariff Proposals

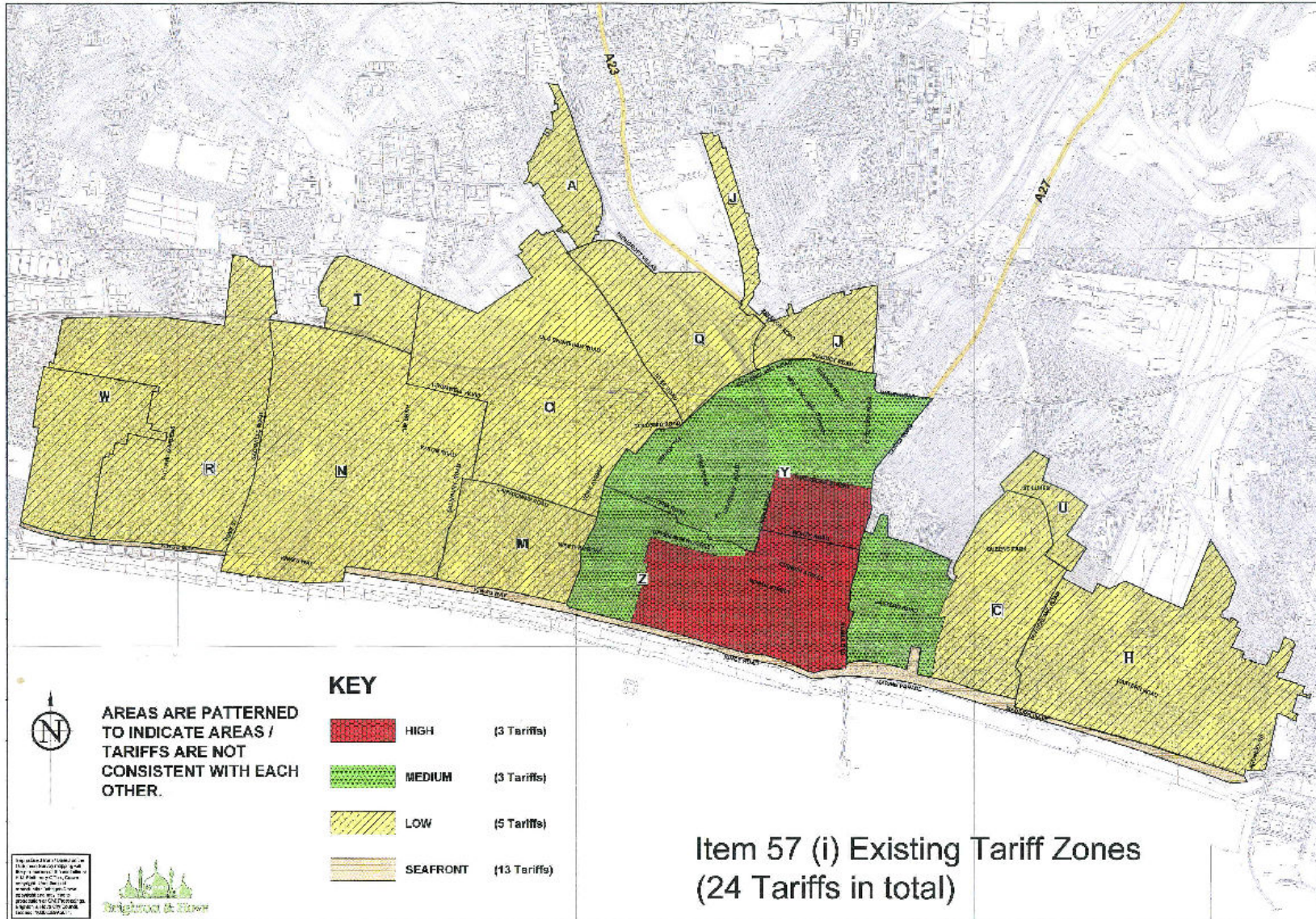
Documents in Members' Rooms

None

Background Documents

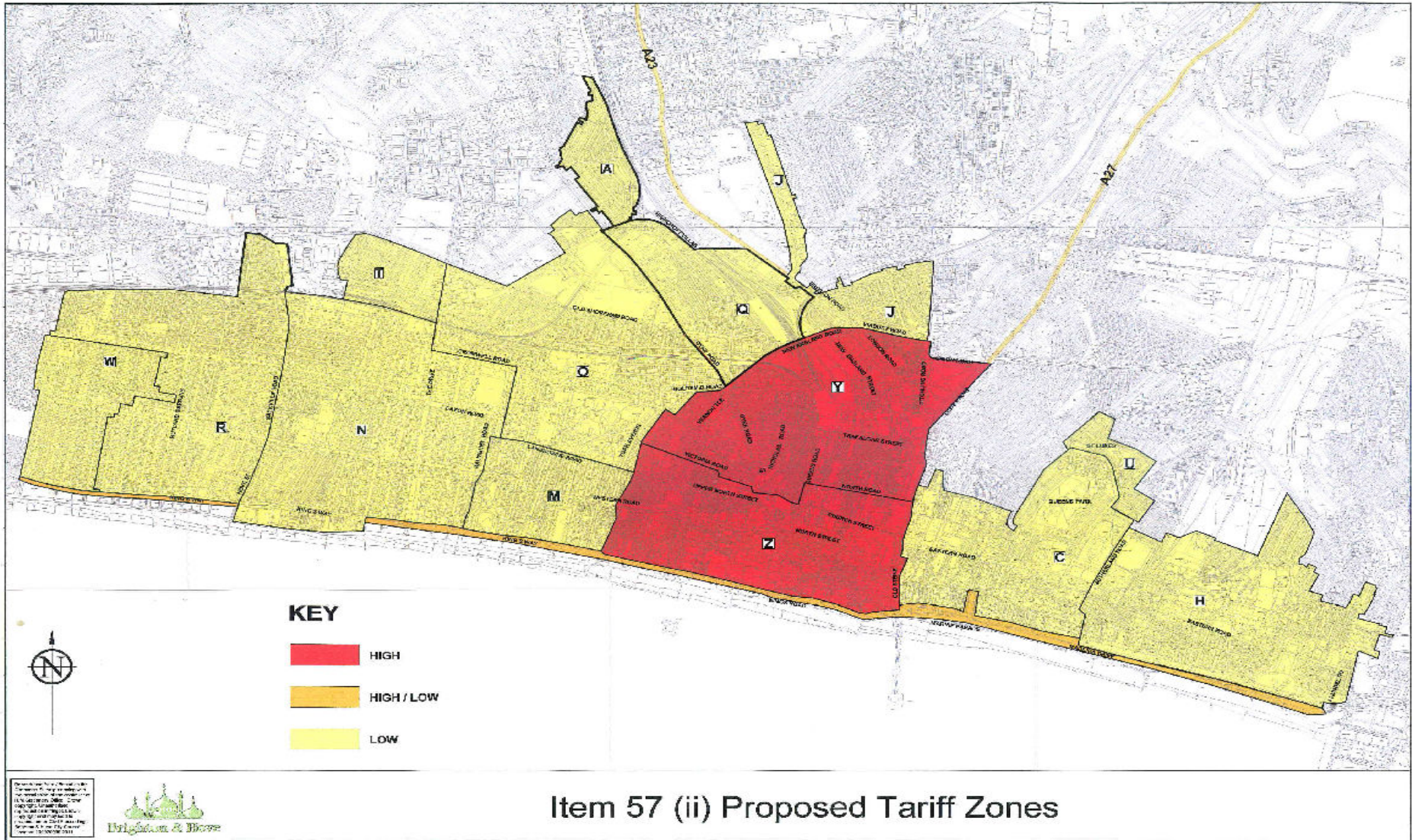
LTP3

(i) Current Tariff Zones



45

(ii) Proposed Tariff Zones



46



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Summary of proposals: Off-street car parks

Full details can be found in Appendix 5.

Item
<p>1. Simplified (combined) tariff bands</p> <p>Create a simplified and more consistent tariff structure across car parks.</p> <p><i>Car parks included: The Lanes, London Road, Carlton Hill, Oxford Court, High Street</i></p>
<p>2. Inflation plus increases</p> <p>Adjustments to manage increasing demand and meet inflation increases.</p> <p><i>Car parks included: The Lanes, London Road, Carlton Hill, Oxford Court, High Street, Norton Road</i></p>
<p>3. Weekend tariff</p> <p>Where demand is known to exceed capacity at weekends, a higher rate is proposed.</p> <p><i>Car parks included: The Lanes, London Road</i></p>
<p>4. Extended charging hours</p> <p>The proposal is to extend charging for parking at King Alfred from 9am-6pm to 9am-11pm. At present, the car park receives its highest demand after 6pm.</p> <p><i>Car parks included: King Alfred</i></p>
<p>5. Resident reduced offer</p> <p>This tariff is aimed at residents to help reduce the waiting list in these high pressure areas.</p> <p><i>Car parks included: The Lanes, London Road; Regency Square; Trafalgar Street</i></p>
<p>6. Lost ticket administration fees</p> <p>To reflect the cost to the Council of providing a replacement parking ticket at the 4 car parks serviced by the Control Centre.</p> <p><i>Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street</i></p>

7. Overnight rate

This tariff is aimed at visitors staying at hotels and B&Bs, to provide them with secure off-street parking at a discounted rate. Where occupancy profiles show that capacity exceeds demand overnight, a reduced rate is proposed for parking between 4pm and 11am the following day.

Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street

8. Price match (evenings and 1hr)

NCP has reduced its rates for evenings (£4.50) and their 1hr band (£1). To maintain value for customers in these categories we propose to match those rates.

Car parks included: The Lanes; London Road; Regency Square; Trafalgar Street

Summary of proposals: On-street Pay & Display

Full details can be found in Appendix 5.

1. Inflation plus increases

Adjustments proposed to manage increasing demand and meet inflation increases.

2. Simplify tariff structure

To introduce a simplified two zone tariff structure: a high zone (based on the current Central Brighton tariff) and a low zone (based on the current 'outer' zone tariffs). The high zone will cover Central Brighton and parts of the Seafront throughout the year or during the period 1st April – 30th September. The low zone will cover the remaining chargeable areas and parts of the Seafront during the winter. The proposals include changing the hours of operation on the seafront from 9am-6pm to 9am-8pm.

3. Extend days of operation to include Sundays in exclusive Pay and Display areas currently controlled Monday to Saturday

To introduce consistency and simplify regulations in areas where there are anomalies.

Summary of proposals: Parking permits

<u>Item</u>	<u>Current Tariff</u>	<u>Proposed Tariff</u>
<p>1. Trader permits</p> <p>The current price of £350 p.a. for a trader permit represents exceptionally good value for money at less than £1 per day for unlimited parking in P&D bays and resident bays until 4pm. The proposal would be to increase this to a price that more accurately reflects its commercial value and allow more to be issued to traders on the waiting list.</p> <p>Comparable rates in London boroughs:</p> <p>Islington: £1,560 Richmond: ~£1,000 Haringey: £500 Hillingdon: £480 Newham: £480</p> <p>It is expected that the reduction in Pay & Display income will negate any net added income.</p>	£350 (annual)	£750 (annual)
<p>2. Resident permits</p> <p>There are waiting lists in 4 of the 14 parking zones and parking schemes are operating at more than 90% of capacity in a further 6 parking zones.</p>	£108 (annual)	£115 (annual)
<p>3. Business permits</p> <p>Increase the cost of a business permit to closer reflect actual value.</p> <p>Comparable rates in London boroughs:</p> <p>Islington: £1,000 Haringey: £960 Hillingdon: £960 Merton: £777 Lambeth: £600 Newham: £300</p>	£175	£400

Item 57 Appendix 4

<p>4. Visitor permits</p> <p>Nationally, the costs of visitor permits varies widely from £10 per day in Islington, £3.70 per day in Croydon to lower rates in some urban area with low on street parking charges.</p>	<p>£2 daily</p>	<p>£2.50 daily</p>
<p>5. Suspensions</p> <p>The council has seen a significant increase in advanced signage costs for suspensions and the increase in fees would more accurately reflect costs and the loss of income to the council of bay suspensions.</p>	<p>£30 daily (for first 8 Weeks; 50% discount thereafter)</p>	<p>£40 daily (for first 8 Weeks; 50% discount thereafter)</p>
<p>6. Permit administration fees</p> <p>New administration fees introduced to reflect the cost to the Council of replacing or refunding permits.</p>	<p>New</p>	<p>£10</p>
<p>7. Hotel guest permits</p> <p>The proposals more closely represent market value.</p>	<p>£5.50 (Area C) £2 (Area N)</p>	<p>£7.50 (Area C) £3 (Area N)</p>
<p>8. School permits</p> <p>The proposals more closely represent market value.</p>	<p>£108 (annual)</p>	<p>£115 (annual)</p>
<p>9. Waivers</p> <p>Most councils charge considerably more for waivers to park on yellow lines, for example Hastings and Bedford charge £10 per day. Lewes and Eastbourne charge £6 per day. The increase would mean that in some cases it would be cheaper to use on street parking instead.</p> <p>It is expected that the availability of Trader Permits will make life much easier for traders as there will be less need to repeatedly apply for Waivers. In addition, it will reduce the amount of parking on double yellow lines with Waivers, that is less than ideal.</p>	<p>£4 daily</p>	<p>£10 daily</p>

Please note that where an annual permit price is quoted it is assumed that there will also be a proportionate increase in the quarterly, 3 monthly or other applicable part period tariffs.

Full list of Parking Tariff proposals

	Current	Proposed
Car parks		
The Lanes		
1 hour	2.50	1.00
2 hours	5.00	5.00
3 hours	7.50	delete
4 hours	9.50	12.00
5 hours	11.00	delete
6 hours	14.00	delete
9 hours	20.00	20.00
24 hours / Lost ticket	23.00	23.00
Weekend - 1 hour	2.50	4.00
Weekend - 2 hours	5.00	8.00
Weekend - 3 hours	7.50	delete
Weekend - 4 hours	9.50	15.00
Weekend - 5 hours	11.00	delete
Weekend - 6 hours	14.00	delete
Weekend - 9 hours	20.00	20.00
Weekend - 24 hours / Lost ticket	23.00	25.00
Evenings 18.00 – 24.00	5.00	4.50
Night 24.00 – 09.00	7.50	delete
Lost ticket admin fee	new	5.00
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Annual season ticket	2,500.00	2,500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	new	1500.00
The Lanes		
London Road		
1 hour	1.00	1.00
2 hours	2.00	3.00
4 hours	3.50	5.00
6 hours	4.50	delete
9 hours	6.00	8.00
24 hours / Lost ticket	12.50	15.00
Weekend 1 hour	1.00	2.00
Weekend 2 hours	2.00	4.00
Weekend 4 hours	3.50	6.00
Weekend 6 hours	4.50	delete
Weekend 9 hours	6.00	8.00
Weekend 24 hours / Lost ticket	12.50	17.50
Evenings 1800 - 2400	3.50	4.50
Night 24.00-09.00	4.50	delete
Overnight 16.00 – 11.00 (hotel discount)	new	8.00
Lost ticket admin fee	new	5.00
Annual season ticket	750.00	1,000.00
Annual season ticket - reduced rate	600.00	750.00
Weekly	35.00	50.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	new	400.00

Regency Square

1 hour	2.50	1.00
3 hours	5.00	5.00
4 hours	7.00	7.00
6 hours	9.50	9.50
24 hours / Lost ticket	12.50	12.50
Weekend - 1 hour	2.50	2.50
Weekend - 3 hours	5.00	5.00
Weekend - 4 hours	7.00	7.00
Weekend - 6 hours	9.50	9.50
Weekend - 24 hours / Lost ticket	12.50	12.50
Evenings 1800 - 2400	5.00	4.50
Night 24.00-09.00	6.50	delete
Lost ticket admin fee	new	5.00
Quarterly season ticket	500.00	500.00
Annual season ticket	1500.00	1500.00
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	new	600.00

Regency Square**Trafalgar Street**

1 hour	new	1.00
2 hours	2.50	2.50
4 hours	4.00	4.00
6 hours	6.00	6.00
9 hours	7.50	7.50
24 hours / Lost ticket	12.50	12.50
Weekend - 2 hours	2.50	2.50
Weekend - 4 hours	4.00	4.00
Weekend - 6 hours	6.00	6.00
Weekend - 9 hours	7.50	7.50
Weekend - 24 hours / Lost ticket	12.50	12.50
Evenings 1800 - 2400	5.00	4.50
Night 24.00-09.00	6.50	delete
Overnight 16.00 – 11.00 (hotel discount)	new	10.00
Lost ticket admin fee	new	5.00
Quarterly season ticket	500.00	750.00
Annual season ticket	new	1500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	new	600.00

Trafalgar Street**King Alfred**

1 hour	1.00	1.50
2 hours	1.50	2.00
3 hours	2.00	2.50
4 hours	2.50	3.00

King Alfred

Carlton Hill

2 hours	3.00	4.00
4 hours	5.50	8.00
6 hours	8.00	delete
9 hours	new	10.00
12 hours	9.00	delete
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00

Carlton Hill**High Street**

2 hours	2.50	4.00
4 hours	4.50	8.00
6 hours	7.00	delete
9 hours	8.50	10.00
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00
Annual season ticket	1500.00	2000.00

High Street**Oxford Court Car Park**

2 hours	2.50	4.00
4 hours	4.00	8.00
6 hours	5.00	delete
9 hours	7.50	10.00
12 hours	9.00	delete
24 hours	12.50	17.50
Quarterly season ticket	500.00	750.00

Oxford Court Car Park**Norton Road**

1 hour	0.60	1.00
2 hours	1.20	1.50
4 hours	2.20	2.50
5 hours	3.20	3.50
9 hours	4.20	4.50
12 hours	4.70	5.00
Annual Season Ticket	475.00	750.00

Norton Road**Rottingdean West Street**

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours	2.00	2.50

Rott'dn West Street**Rottingdean Marine Cliffs**

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours & over	2.00	2.50
Quarterly season ticket	25.00	50.00

Rottingdean Marine Cliffs

Haddington Street

1 hour	0.50	1.00
2 hours	1.00	1.50
3 hours	1.50	2.50

Haddington Street

Black Rock

1 hour	1.00	1.50
2 hours	2.00	3.00
3 hours	3.00	delete
4 hours	4.00	6.00
9 hours	5.00	10.00

Black Rock

On-street (Pay & Display)**HIGH ZONE****Central Brighton****North Short Term (Zone Y)**

30 mins	1.70	delete
1 hour	3.20	3.50
2 hours	6.00	6.00

North - Medium Term (Zone Y)

1 hour	1.70	3.50
2 hours	3.00	6.00
4 hours	6.00	10.00

South - Short Term (Zone Z)

30 mins	1.70	delete
1 hour	3.20	3.50
2 hours	6.00	6.00

South - Medium Term (Zone Z)

1 hour	1.70	3.50
2 hours	3.00	6.00
4 hours	6.00	10.00

Central Brighton**Seafront (Outer) - Madeira Drive (1 Apr - 30 Sep)**

1 hour	1.50	3.50
2 hours	2.20	6.00
3 hours	3.00	delete
4 hours	4.00	10.00
6 hours	7.00	delete
9 hours	10.00	delete
11 hours	new	20.00

Seafront (Outer) - Madeira Drive (1 Apr - 30 Sep)**Seafront (Inner) - Marine Parade, New Steine, Kings Road & Kingsway (East of Fourth Avenue)**

1 hour	1.50	3.50
2 hours	2.20	6.00
3 hours	3.00	delete
4 hours	4.00	10.00
6 hours	7.00	delete
9 hours	10.00	delete
11 hours	new	20.00

Seafront (Inner) - Marine Parade, New Steine, Kings Road & Kingsway (East of Fourth Avenue)

LOW ZONE**Seafront (Outer) - Kingsway (West of Hove Street)**

1 hour	0.70	1.00
2 hours	1.20	2.00
3 hours	3.00	delete
4 hours		3.00
4-9 hours	4.00	delete
11 hours		5.00

Seafront (Outer) - Kingsway (West of Hove Street)**Seafront (Outer) - Madeira Drive (1 Oct - 31 Mar)**

1 hour	0.70	1.00
2 hours	1.20	2.00
3 hours	3.00	delete
4 hours		3.00
4-9 hours	4.00	delete
11 hours		5.00

Seafront (Outer) - Madeira Drive (1 Oct - 31 Mar)**Rottingdean High Street**

1 hour	0.50	1.00
2 hours	1.00	2.00
3 hours	2.00	delete
4 hours	new	3.00

Rottingdean High Street**Madeira Drive (coach park)**

8 hours	15.00	15.00
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Madeira Drive (coach park)

Zone A (Preston Park Station)**Medium Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone A (Preston Park Station)**Zone C (low tariff) - Queen's Park****Short Term**

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone C (low tariff)**Zone C (medium tariff) - Queen's Park****Short Term**

15 mins	0.20	delete
1 hour	1.70	1.00
2 hours	3.00	2.00
4 hours	6.00	3.00

Zone C (medium tariff)

Zone H (Kemp Town)

Short Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone H (Kemp Town)

Zone J - London Road Station

Short Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone J - London Road Station

Zone M - Brunswick

Short Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone M (Brunswick)

Zone N - Central Hove

Short Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone N (Central Hove)

Zone O - Goldsmid

Short Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone O (Goldsmid)

Zone Q - Prestonville

Short Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone Q (Prestonville)

Zone R - Westbourne / Poet's Corner

Short Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

15 mins	0.20	delete
30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone R (Westbourne/Poet's Corner)

Zone T - Hove Station Area

Short Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00

Medium Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00

Long Term

30 mins	0.60	delete
1 hour	new	1.00
2 hours	1.60	2.00
4 hours	3.00	3.00
11 hours	4.70	5.00

Zone T (Hove Station Area)

Permits

Residents permits

1 year (full scheme)	108.00	115.00
3 months (full scheme)	32.00	40.00
1 year (light touch)	63.00	80.00
6 months (light touch)	37.00	50.00
1 year (full scheme) - low emission	54.00	57.50
3 months (full scheme) - low emission	16.00	20.00
1 year (light touch) - low emission	31.50	40.00
6 months (light touch) - low emission	18.50	25.00
Resident zone change (admin fee)	new	10.00
Refunded permit (admin fee)	new	10.00
Resident change of vehicle (admin fee)	new	10.00
Replacement resident permit (admin fee)	new	10.00
Blue Badge resident permit	5.00	10.00
Blue Badge resident permit (light touch)	5.00	10.00

Residents permits

Visitors Permits

Full scheme - per permit	2.00	2.50
Light touch – per permit	1.00	1.50

Visitors Permits

Blue Badge (3 years)	2.00	10.00
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Car Club (pilot scheme)		
Car Club (1 year)	20.00	20.00

Car Club (1 year)

Traders Permits

One year	350.00	750.00
3 months	90.00	200.00
Refunded permit (admin fee)	new	10.00
Change of vehicle permit (admin fee)	new	10.00
Replacement traders permit (admin fee)	new	10.00

Traders Permits

Business Permits

One year	175.00	400.00
3 months	53.00	120.00
One year (light touch)	delete	delete
Business zone change (admin fee)	new	10.00
Refunded permit (admin fee)	new	10.00
Change of vehicle permit (admin fee)	new	10.00
Replacement business permit (admin fee)	new	10.00

Business Permits

School Permits

One year	108.00	115.00
3 months	32.00	40.00

School Permits

Hotel Permits

Area C (24 hours)	5.50	7.50
Area N (1 day)	2.00	3.00

Hotel Permits

Suspensions

Suspensions (1st 8 weeks)	30.00	40.00
Suspensions (Over 8 weeks)	15.00	20.00

Suspensions (per bay, per day)

Waivers (1 day)

4.00	10.00
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Professional Carers (1 year)

25.00	25.00
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Dispensations (1 year)

30.00	30.00
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