

Subject:	Parking Fees & Charges Update		
Date of Meeting:	15th January 2013		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Austen Hunter	Tel: 29-2245
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Ward(s) affected:	All		

FOR GENERAL RELEASE**1 SUMMARY AND POLICY CONTEXT**

- 1.1 Parking Tariffs are reviewed annually in line with other Corporate Fees and Charges; this report outlines a general citywide on-street parking tariff freeze and significant rate reductions in the London Road and Seafront (Madeira Drive, King's Road and Marine Parade) areas.
- 1.2 This report also analyses the impact of the economy, weather and other factors on parking levels and budget forecasts over the current financial year.
- 1.3 The policy context for these tariff changes is set out in the Local Transport Plan (LTP3) and referred to in the Parking Tariffs Review report presented to the Environment, Transport & Sustainability Cabinet Members Meeting on 29th November 2011. 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.

2 RECOMMENDATIONS

- 2.1 That the Transport Committee agrees the proposed parking tariffs for 2013/2014 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 The Budget Process Report 2010/11 agreed at Cabinet in July 2009, specified that Fees and Charges are assumed to increase by a standard inflation rate each year, which is 2% for 2013/14.
- 3.2 During the second quarter of 2011, a parking tariffs forecast for 2012/13 was developed based upon actual data from 2010/11. The forecast assumed reductions in transaction levels of between 10% and 50%, dependent upon the magnitude of the tariff increase. For example, in the High Tariff Zone reductions in the number of transactions of 50% were forecast and in the Low Tariff Zone reductions of 10% were forecast.

- 3.3 Changes to parking tariffs were proposed at the Environment, Transport & Sustainability Cabinet Members Meeting on 29th November 2011.
- 3.4 A formal consultation period was carried out between December 2011 and January 2012 as part of the Traffic Regulation Order process.
- 3.5 Amendments to the original proposals were agreed at the Environment, Transport & Sustainability Cabinet Members Meeting on 17th February 2012.
- 3.6 The changes to parking tariffs were implemented in April 2012.
- 3.7 Appendix A compares forecast impacts against actual impacts in the different areas across the city, including car parks. Overall, this shows a reduction in transactions of 3% more than forecast. This reduction accounts for a projected budget pressure in 2012/2013 of £200,000.
- 3.8 One of the aims of the tariffs review was to simplify the structure. In many areas the time bands did not include a one hour band. Customer feedback showed that a one hour band would be welcomed and this was introduced. Over the seven months since the tariff change, 945,000 transactions have been completed at the one hour band. During the same period transactions at the two hour band have reduced by 8.3%. This shift accounts for a projected budget pressure in 2012/2013 of £650,000.

Weather

- 3.9 The weather has a major impact upon visitor numbers and parking volumes in all seaside towns and cities along the south coast. The Met Office has reported the 2012 summer as the wettest in 100 years.
- 3.10 Appendix B shows the correlation between weather and parking usage. For example, in April, there was over 30 times more rainfall than 2011 and a 30% drop in temperature. During the same month, there was an 18% drop in parking volumes across all zones and a 30% drop on the seafront, in Madeira Drive. In August, there was half as much rain as the year before and slightly higher average temperature. During the same month, parking volumes only varied by 2%.

Economic climate

- 3.11 Over the past four years the UK economy has suffered recession with reducing household expenditure in 2008, 2009 and 2011. This is likely to have affected consumer confidence¹.
- 3.12 Fuel sales fell in the second quarter of 2012 by more than at any other time since 2008 (10.6%) and it was the first time since then that fuel stations have sold less petrol between April and June than in January to March².
- 3.13 Online shopping is growing at a rate of 14% - 17%³⁴. The negative impact upon high street shopping is well documented^{5 6 7 8}.

¹ Price Waterhouse Coopers' UK Economic Outlook Report 2012

² <http://www.theaa.com/newsroom/news-2012/petrol-sales-down-in-second-quarter.html>

³ http://www.deloitte.com/view/en_GB/uk/industries/consumer-business/78e15e47d2b3b310VgnVCM3000003456f70aRCRD.htm

Alternative transport

- 3.14 Brighton & Hove Bus Company, which accounts for over 90% of bus passenger journeys within the city, has reported a 5% increase in bus patronage, year-on-year.
- 3.15 Independent research undertaken by SusTrans for the Department for Transport has shown an increase in cycling levels of 27% across the City arising from the Cycle Demonstration Town project.
- 3.16 Walking and cycling levels are generally increasing in line with delivery of new infrastructure projects and public realm improvements across the city.
- 3.17 Increased occupancy in border areas outside of the controlled parking zones has been observed, where motorists are leaving their vehicles on-street, further from the city centre.

Experience in other south coast seaside towns

- 3.18 Footfall in nearby town centres of Eastbourne and Hastings is reported to have dropped by 3% and 8% respectively, despite no change to parking tariffs.

4 PROPOSED TARIFF AMENDMENTS

- 4.1 Details of all the proposed tariff changes can be found in Appendix C. The principal changes are as follows.

On-street Pay & Display

- 4.2 It is proposed that on-street Pay & Display tariffs are frozen in 2013/14. When taking into account inflation, a freeze represents in real terms a reduction.

Madeira Drive, King's Road & Marine Parade (west of Burlington Street)

- 4.3 Parking transactions on Madeira Drive have reduced by 22% in the High Tariff area. In response to feedback received on parking in this area of the city, and working in consultation with local traders and hoteliers, it is proposed to reduce some of the summer tariffs on Madeira Drive (west of the Madeira Lift):

	2012/13	2013/14
1 hour	£3.50	£3.00
2 hours	£6.00	£5.00
8 hours	£15.00	deleted

⁴ <http://www.guardian.co.uk/money/2012/jan/19/online-retail-sales-hit-50bn>

⁵ <http://www.ft.com/cms/s/0/f070a74c-dbf1-11e1-86f8-00144feab49a.html#axzz2DEX7AWXv>

⁶ <http://www.guardian.co.uk/business/2012/mar/20/high-street-shops-close-deloitte>

⁷ http://www.deloitte.com/view/en_GB/uk/industries/consumer-business/5be79f38ada99310VgnVCM3000001c56f00aRCRD.htm

⁸ <http://www.guardian.co.uk/money/2012/sep/15/virtual-high-streets-local-shops>

11 hours	£20.00	£15.00
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To offset the impact of the reduced tariff, it is proposed to extend the summer period from 1st April – 30th September to 1st March – 30th October. Small increases for the winter period on Madeira Drive (west of the Madeira Lift), and east of the Madeira Lift all year round, are also proposed (see Appendix C).

New Steine – reduce from High to Medium

4.4 The New Steine forms part of the seafront Traffic Regulation Order included in a High Tariff area with Marine Parade (west of Burlington Street) and King’s Road despite geographically being closer to area C. It is proposed to move New Steine from High Tariff to Medium Tariff to reflect its location:

	2012/13	2013/14
1 hour	£3.50	£2.00
2 hours	£6.00	£4.00
4 hours	£10.00	£6.00
8 hours	£15.00	deleted
11 hours	£20.00	£10.00

London Road area – reduce from High to Medium

4.5 In the eight months since April 2012, London Road Car Park has operated at levels 20% higher than forecast. During the same period on-street volumes are approximately 10% lower than forecast at the High level. There are many reasons for changes to parking and trading volumes, as outlined in Section 3 of this report. In response to feedback and in light of the slightly lower than expected volumes, a proposal to reduce on-street tariffs in the London Road area to the Medium tariff level was advertised separately on 18th December 2012.

	2012/13	2013/14
1 hour	£3.50	£2.00
2 hours	£6.00	£4.00
4 hours	£10.00	£6.00

Resident permits

4.6 To meet inflationary pressures, it is proposed to increase resident permits in full schemes by £5 per annum. In light touch schemes an increase of £10 per annum is proposed.

Visitor Permits

4.7 To meet inflationary pressures, it is proposed to increase visitor permits by 10p to £2.60 per permit.

Business Permits / Trader Permits

- 4.8 To encourage the use of low emission vehicles, reduced rate business and trader permits are proposed at £150 and £300 respectively. The price of existing business and trader permits is to be frozen.

Regency Square & Trafalgar Street car parks

- 4.9 Tariffs at Regency Square and Trafalgar Street car parks were not increased for 2012/13. In 2012, both car parks underwent major repair and improvement works at a cost of £4,215,000. The works have delivered essential structural repairs and transformed the parking environments, making them more secure, easier to access and the overall experience much more pleasant for visitors to the city. The business case for these works including tariff increases of up to 40% was detailed and approved in the report to Cabinet on 22nd September 2011.
- 4.10 As part of the refurbishment works, it is also proposed to rename Regency Square Car Park, 'Brighton Centre Car Park'.

5 COMMUNITY ENGAGEMENT AND CONSULTATION

- 5.1 Formal consultation was carried out as part of the Traffic Regulation Order process in 2011/2012 (see 3.3).
- 5.2 A series of meetings have been held with tourism groups and trade associations in the city with data provided on request.
- 5.3 If agreed, the current proposed amendments will be formally consulted upon as part of the Traffic Regulation Order process.

6 FINANCIAL & OTHER IMPLICATIONS

Financial Implications:

- 6.1 The impact of the revenue from the tariffs referred to in the report will be included as part of the budget setting process for 2013-14. The proposed amendments are likely to lead to a shortfall in income of £246,000 against that which would have been expected should an across the board inflationary increase been made. Any parking surplus remaining after the offset of direct expenditure will be used to contribute towards concessionary bus fares, various bus routes in the city and to help fund the work of the capital programme.

Finance Officer Consulted: Karen Brookshaw

Date: 31/12/2012

Legal Implications:

- 6.2 The Council regulates traffic, designates parking places and sets parking charges by means of orders made under the Road Traffic Regulation Act 1984. Procedural

regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local transport Plan projects.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate.

Lawyer Consulted: Carl Hearsum

Date: 2 January 2013

Equalities Implications:

- 6.3 A more consistent approach to parking management provides greater access to spaces. Re-investing income in sustainable transport benefits those without access to a car.

Sustainability Implications:

- 6.4 The changes to charges will be taken into account in the decisions people take when travelling into the city. Reductions in the levels of car traffic improves the city's environment and people's health, and helps to deliver a more reliable and attractive public transport system.
- 6.5 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.

- 6.6 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:

- 6.7 A more efficient parking operation helps to reduce the likelihood of illegal parking.

Risk and Opportunity Management Implications:

- 6.8 The risk of encouraging more vehicle use has been considered and the proposed parking tariffs aim to balance the traffic management objectives and the need to reduce congestion and pollution with providing safe access. The financial risk of reducing parking volumes has been considered and reflected in the forecast models.

Public Health Implications:

- 6.9 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.
- 6.10 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:

- 6.11 Changes in parking tariffs as part of the overall management of parking 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.

7 EVALUATION OF ANY ALTERNATIVE OPTION(S)

- 7.1 Returning tariffs to the same levels as 2011 was considered and rejected. The reason for this is because this option would not support the Transport Strategy objectives stated at 1.3. This would also have necessitated increasing those prices which were reduced in 2012.
- 7.2 Freezing all tariffs was considered and rejected. The reason for this was because this option would not allow the council to meet inflationary increases or to pay back

the investment in those car parks that have received significant investment, as mentioned at 4.7 and 4.9.

Re-introduction of the 30 minute tariff

7.3 As part of the simplification of the fees and tariffs for the 2012/13 financial year, the 15 and 30 minute tariffs were deleted in favour of a new 1 hour tariff band. It has been suggested that the 30 minute tariff should be reintroduced for very short stays. The reintroduction of the 30 minute tariff would only lead to a budget pressure; if transaction levels remained constant and there was a 25% shift from the 1 hour tariff, for example, this would lead to a budget pressure of £282k. It is not recommended that the 30 minute tariff be reintroduced.

Free Parking at Norton Road car park at Weekends

7.4 Free weekend parking at Norton Road would not facilitate regular and frequent demand for short and medium term parking to provide access to shops, restaurants and other facilities in the area leading to a decline in local businesses. Based on average daily income would put the pressure caused by implementing free weekend parking at £59.6k.

Allowing Waivers to be used in Resident only bays

7.5 In areas with resident permit waiting lists, currently zones M, Y and Z, this would add a further strain on an already limited number of exclusive resident bays. In outer lying areas, the cost of all day pay and display parking (£5) is 50% cheaper than the cost of a waiver (£10) so this is a more cost effective solution. It is not recommended that drivers purchasing waivers be permitted to park in resident only bays.

8 REASONS FOR REPORT RECOMMENDATIONS

- 8.1 The proposed approach to parking tariffs will support Transport Strategy objectives and support the local economy. By freezing or reducing Pay & Display tariffs the effect will be to deliver a real terms reduction in the cost of parking.
- 8.2 The proposed amendments to parking permit will help to meet the costs of inflation.
- 8.3 The proposed amendments will encourage the use of low emissions vehicles.
- 8.4 The proposed amendments will pay for the cost of essential structural repairs and improvements to Regency Square and Trafalgar Street car parks.

SUPPORTING DOCUMENTATION

Appendices:

- A Forecast vs Actual impacts upon parking levels

- B Year-on-year rainfall, temperature and parking hours
- C Proposed tariff changes

Documents in Members' Rooms

- 1. None

Background Documents

- 1. Transport Strategy – Parking Tariffs Review, November 2011
- 2. Local Transport Plan 3
- 3. UK Economic Outlook Report 2012, Price Waterhouse Coopers'
- 4. The Changing Face of Retail, Deloitte, September 2012

Appendix A – Forecast vs Actual impacts upon parking levels

Area	Transactions	
	Forecast	Actual
A	-10%	-21.97%**
C	-10%	9.01%
H	-10%	-12.38%
J	-10%	213.97%*
M	-10%	0.23%
N	-10%	-18.30%
O	-10%	-14.13%
Q	-10%	-17.23%
R	-10%	-17.53%
T	-10%	-15.73%
Y	-50%	-52.77%
Z	-50%	-25.43%
Seafront – High	-50%	-54.36%
Seafront – Med.	-50%	-59.00%
Seafront – Low	-10%	-6.63%
Surface car parks	-14.7%	-12.19%
London Road Car Park	-15%	3.79%
The Lanes Car Park	-15%	-5.99%
Regency Square Car Park	0%	-23.74%***
Trafalgar Street Car Park	0%	-46.56%***
Total	-13.48%	-16.47%

* Area J was extended during the period, which accounts for the spike in transactions

** The lower than expected levels in Area A are due to a spreadsheet error

*** Major works at Regency Square and Trafalgar Street car parks account for the significantly lower transaction levels

Appendix B – Year-on-year rainfall, temperature and parking hours

Rainfall (mm)

	April	May	June	July	August	September	October
2011	40	88	75	27	63	34	22
2012	122	62	170	112	32	40	88

Average Max. Temperature (Celsius)

	April	May	June	July	August	September	October
2011	18	14	18	19	20	19	17
2012	12	16	17	19	21	18	14

Paid parking hours (all zones)

	April	May	June	July	August	September	October
2011	815,288	842,056	815,202	846,191	854,831	813,807	813,855
2012	672,282	790,223	790,811	790,897	851,903	713,482	762,545

% changes

	April	May	June	July	August	September	October
Rainfall	308%	70%	228%	423%	51%	116%	398%
Temperature	-33%	16%	-6%	0%	5%	-5%	-14%
Parking hours	-18%	-6%	-3%	-7%	0%	-12%	-6%

Appendix C – Proposed tariff changes

PARKING FEES & INCOME	Tariffs	
	12-13	13-14
Car parks		
The Lanes		
1 hour	1.00	1.00
2 hours	5.00	5.00
4 hours	12.00	13.00
9 hours	20.00	20.00
24 hours / Lost ticket	23.00	23.00
Weekend - 1 hour	4.00	4.00
Weekend - 2 hours	8.00	8.00
Weekend - 4 hours	15.00	15.00
Weekend - 9 hours	20.00	20.00
Weekend - 24 hours / Lost ticket	25.00	25.00
Evenings 18.00 – 24.00	4.50	4.50
Overnight 16.00 – 11.00	10.00	10.00
Lost ticket admin fee	5.00	5.00
Annual season ticket	2,500.00	2,500.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	1,500.00	1,500.00
The Lanes		
London Road		
1 hour	1.00	1.00
2 hours	3.00	3.00
4 hours	5.00	5.00
9 hours	8.00	8.00
24 hours / Lost ticket	15.00	15.00
Weekend - 1 hour	2.00	2.00
Weekend - 2 hours	4.00	4.00
Weekend - 4 hours	6.00	6.00
Weekend - 9 hours	8.00	8.00
Weekend - 24 hours / Lost ticket	17.50	17.50
Evenings 1800 - 2400	4.50	4.50
Overnight 16.00 – 11.00	8.00	8.00
Lost ticket admin fee	5.00	5.00
Annual season ticket	1,000.00	1,000.00
Annual season ticket - reduced rate	750.00	750.00
Weekly	50.00	50.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	400.00	400.00
London Road		

Brighton Centre (formerly Regency Square)

1 hour	1.00	1.00
2 hours	new	5.00
3 hours	5.00	delete
4 hours	7.00	12.00
6 hours	9.50	delete
9 hours	new	17.00
24 hours / Lost ticket	12.50	20.00
Weekend - 1 hour	2.50	3.00
Weekend - 2 hours	new	7.00
Weekend - 3 hours	5.00	delete
Weekend - 4 hours	7.00	14.00
Weekend - 6 hours	9.50	delete
Weekend - 9 hours	new	18.00
Weekend - 24 hours / Lost ticket	12.50	22.00
Evenings 1800 - 2400	4.50	4.50
Overnight 16.00 – 11.00	10.00	10.00
Lost ticket admin fee	5.00	5.00
Quarterly season ticket	500.00	650.00
Annual season ticket	1,500.00	2,000.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	600.00	750.00

Regency Square**Trafalgar Street**

1 hour	1.00	1.00
2 hours	2.50	3.50
4 hours	4.00	6.00
6 hours	6.00	8.00
9 hours	7.50	10.00
24 hours / Lost ticket	12.50	15.00
Weekend - 1 hour	new	2.00
Weekend - 2 hours	2.50	4.00
Weekend - 4 hours	4.00	6.00
Weekend - 6 hours	6.00	9.00
Weekend - 9 hours	7.50	11.00
Weekend - 24 hours / Lost ticket	12.50	17.50
Evenings 1800 - 2400	4.50	4.50
Overnight 16.00 – 11.00	10.00	10.00
Lost ticket admin fee	5.00	5.00
Quarterly season ticket	750.00	1,000.00
Annual season ticket	1,500.00	2,000.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	600.00	800.00

Trafalgar Street

Carlton Hill

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00

Carlton Hill

High Street

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00
Annual season ticket	2,000.00	2,000.00

High Street

Oxford Court

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00

Oxford Court

Norton Road

1 hour	1.00	1.00
2 hours	1.50	2.00
4 hours	2.50	3.00
5 hours	3.50	4.00
9 hours	4.50	4.50
12 hours	5.00	5.00
Annual Season Ticket	750.00	750.00

Norton Road

King Alfred

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

King Alfred

Rottingdean West Street

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

Rottingdean West Street

Rottingdean Marine Cliffs

1 hour	1.00	1.00
2 hours	1.50	1.50
11 hours	2.50	2.50
Quarterly season ticket	50.00	50.00

Rottingdean Marine Cliffs

Haddington Street

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

Haddington Street

Black Rock

1 hour	1.00	1.00
2 hours	2.00	2.00
3 hours	3.00	3.00
4 hours	4.00	4.00
9 hours	5.00	5.00

Black Rock

Madeira Drive Coach Park

8 hours	15.00	15.00
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Madeira Drive Coach Park

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

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

Zone Y (Central Brighton North)**Zone Z - Central Brighton South**

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

Zone Z (Central Brighton South)**Seafront Inner - Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift]**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

Seafront Inner - (Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift])**Seafront Inner - Marine Parade [West of Burlington Street]**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

Seafront Inner (Marine Parade [West of Burlington Street])**Seafront Inner - King's Road**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

Seafront Inner (King's Road)

MEDIUM ZONE**Seafront Inner - Kingsway [East of Fourth Avenue]**

1 hour	2.00	2.00
2 hours	4.00	4.00
4 hours	6.00	6.00
11 hours	10.00	10.00

Seafront Inner (Kingsway [East of Fourth Avenue])**Zone Y - Central Brighton North [Cheapside & The Level]**

1 hour	3.50	2.00
2 hours	6.00	4.00
4 hours	10.00	6.00

Zone Y (Central Brighton North [Cheapside & The Level])**Seafront Inner - New Steine**

1 hour	3.50	2.00
2 hours	6.00	4.00
4 hours	10.00	6.00
8 hours	15.00	delete
11 hours	20.00	10.00

Seafront Inner (New Steine)**LOW ZONE****Seafront Outer - Kingsway [West of Hove Street]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Seafront Outer (Kingsway [West of Hove Street])**Seafront Outer - Madeira Drive [East of Madeira Lift]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	4.00
11 hours	5.00	7.00

Seafront Outer (Madeira Drive [East of Madeira Lift])**Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	4.00
11 hours	5.00	7.00

Seafront Inner (Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift])**Rottingdean High Street**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00

Rottingdean High Street

Zone A - Preston Park Station

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone A (Preston Park Station)

Zone C - Queen's Park

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone C (Queen's Park)

Zone H - Kemp Town

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone H (Kemp Town)

Zone J - London Road Station

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone J (London Road Station)

Zone M - Brunswick

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone M (Brunswick)

Zone N - Central Hove

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone N (Central Hove)

Zone O - Goldsmid

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone O (Goldsmid)

Zone Q - Prestonville

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone Q (Prestonville)

Zone R - Westbourne

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone R (Westbourne)

Zone T - Hove Station Area

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

Zone T (Hove Station Area)

Permits

Residents permits

1 year (full scheme)	115.00	120.00
3 months (full scheme)	40.00	40.00
1 year (light touch)	80.00	90.00
6 months (light touch)	50.00	55.00
1 year (full scheme) - low emission	57.50	60.00
3 months (full scheme) - low emission	20.00	20.00
1 year (light touch) - low emission	40.00	45.00
6 months (light touch) - low emission	25.00	27.50
Resident zone change (admin fee)	10.00	10.00
Refunded permit (admin fee)	10.00	10.00
Resident change of vehicle (admin fee)	10.00	10.00
Replacement resident permit (admin fee)	10.00	10.00
Blue Badge resident permit	10.00	10.00
Blue Badge resident permit (light touch)	10.00	10.00

Residents Permits

Visitors Permits

Full scheme - per permit	2.50	2.60
Light touch – per permit	1.50	1.60

Visitors Permits

Hotel Permits

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

Hotel Permits

Traders Permits

One year	600.00	600.00
3 months	160.00	160.00
One year - low emission	600.00	300.00
3 months - low emission	160.00	80.00
Refunded permit (admin fee)	10.00	10.00
Change of vehicle permit (admin fee)	10.00	10.00
Replacement traders permit (admin fee)	10.00	10.00

Traders Permits

Business Permits

One year	300.00	300.00
3 months	85.00	85.00
One year - low emission	300.00	150.00
3 months - low emission	85.00	42.50
Business zone change (admin fee)	10.00	10.00
Refunded permit (admin fee)	10.00	10.00
Change of vehicle permit (admin fee)	10.00	10.00
Replacement business permit (admin fee)	10.00	10.00

Business Permits

School Permits

One year	115.00	120.00
3 months	40.00	40.00

School Permits

Doctors Permits (per bay)	80.00	85.00
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Carers Permits (not Professional)	0.00	0.00
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Suspensions

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

Suspensions (per bay, per day)

Blue Badge (3 years)	10.00	10.00
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Car Club (1 year)	20.00	20.00
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Waivers (1 day)	10.00	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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