

2017/18



BRIGHTON & HOVE CITY COUNCIL

Parking

Annual Report



Brighton & Hove
City Council

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Introduction from Councillor Gill Mitchell

It is my pleasure to introduce Brighton & Hove's tenth Parking Annual Report.

At the 2018 Parking and Traffic Regulations outside London (PATROL) Annual Report Awards, our 2016/17 report was 'highly commended' for its presentation of finance and statistics. While the report did not win the overall award, we are pleased the council's efforts to deliver a high-quality annual report continued to be recognised.

The past financial year saw a number of major developments:

Six new parking zones were introduced, following consultation with residents. The number of resident parking permits on issue increased as a result of these additional zones (up 19 percent to 37,321 as of 1 July 2018). Meanwhile, the number of Penalty Charge Notices issued across the city fell by 8 percent.

Surplus income rose 11 percent to £15,209,926.

Thanks to a successful funding bid, 200 new electric vehicle charging points will be installed across Brighton & Hove.

An initial sum of £400,000 will be invested in electric vehicle infrastructure. The aim is to remove barriers to electric vehicle uptake in the city, while also helping to improve the quality of the air we breathe.

2017/18 also saw the completion of a large-scale project to replace and upgrade all of the city's pay-and-display ticket machines. The undertaking, which

began in the previous financial year, took seven months to complete. One year on, the benefits of this change are becoming apparent thanks to more payment choices, lower maintenance costs, and the reduction of criminal damage caused by thieves.

As well as easing congestion and managing demand for space, innovative approaches to enforcement are contributing to safer roads. Last year's addition of three civil enforcement officers (CEOs), dedicated to patrolling outside schools, is helping protect schoolchildren from the dangers presented by inconsiderate drivers.

The new officers are part of a broader strategy of specialization; the past year also saw the introduction of a CEO to help keep bus routes free from problematic parking, and a complaints officer who is reducing the time taken to deal with urgent requests for enforcement.

Thank you for taking the time to read our 2017/18 annual report. As always, I hope you will find it informative and interesting.

Cllr Gill Mitchell

Chair of the Environment,
Transport & Sustainability
Committee



Service overview

To deliver a successful parking operation in Brighton & Hove, a variety of challenges have to be identified and met by the teams involved.

Chapter 1



Balancing the needs of all

Parking schemes must accommodate the needs and expectations of different groups. Some areas will be mostly residential, with a majority of resident permit bays, whereas parking bays in the city centre and on the seafront will experience increased rates of use by businesses and visitors to the city.

The restrictions are designed to manage demand and ensure that everyone may benefit from available space – at the times it is most needed.

Providing and maintaining infrastructure

Parking schemes need correct signage and road markings to be enforceable. The council is responsible for maintenance of existing signs and lines, both within and outside the controlled parking zone, as well as the installation of signs and lines for new parking schemes.

Other associated costs include maintaining over 700 pay-and-display machines and eleven off-street parking locations.



Serving all road users

Parking measures have an impact on the safety of pedestrians and cyclists. Inconsiderate parking can obstruct sight lines, keeping dangerous hazards out of view. It may also result in reduced access on pavements and at crossing points.

Bad parking can also block bus routes, causing delays for passengers. Service unreliability may, in turn, lead to more private vehicles on the road.



Obstruction of the public highway can be more than just an inconvenience.

Preparing for the future

As well as thinking about the needs of the present, the service has to ensure it is fit for the future.

Parking Services underwent a restructure during 2017/18. The changes, which came into effect 1 April 2018, were implemented across six teams.

In addition to modernising the service, the restructure has strengthened the department's approach to fraud prevention. Based upon audit recommendations, these improvements cover a number of areas – including resident permits and blue badges.

Ways in which current and emerging technologies can be used to futureproof the service are also under consideration.

Road safety

The council takes the safety of all road users in the city very seriously. Our colleagues in the Road Safety team work closely with Sussex Police and the Sussex Safer Roads Partnership to address road safety issues. This includes regular analysis of collision and casualty data to identify patterns in behaviour and outcomes, which feeds into the council's Road Safety education programme. It also informs joint initiatives with the police to address specific issues, such as drink- and drug-driving awareness.

More information on the council's approach to road safety is available on the web:

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/road-safety

Parking spaces across the city

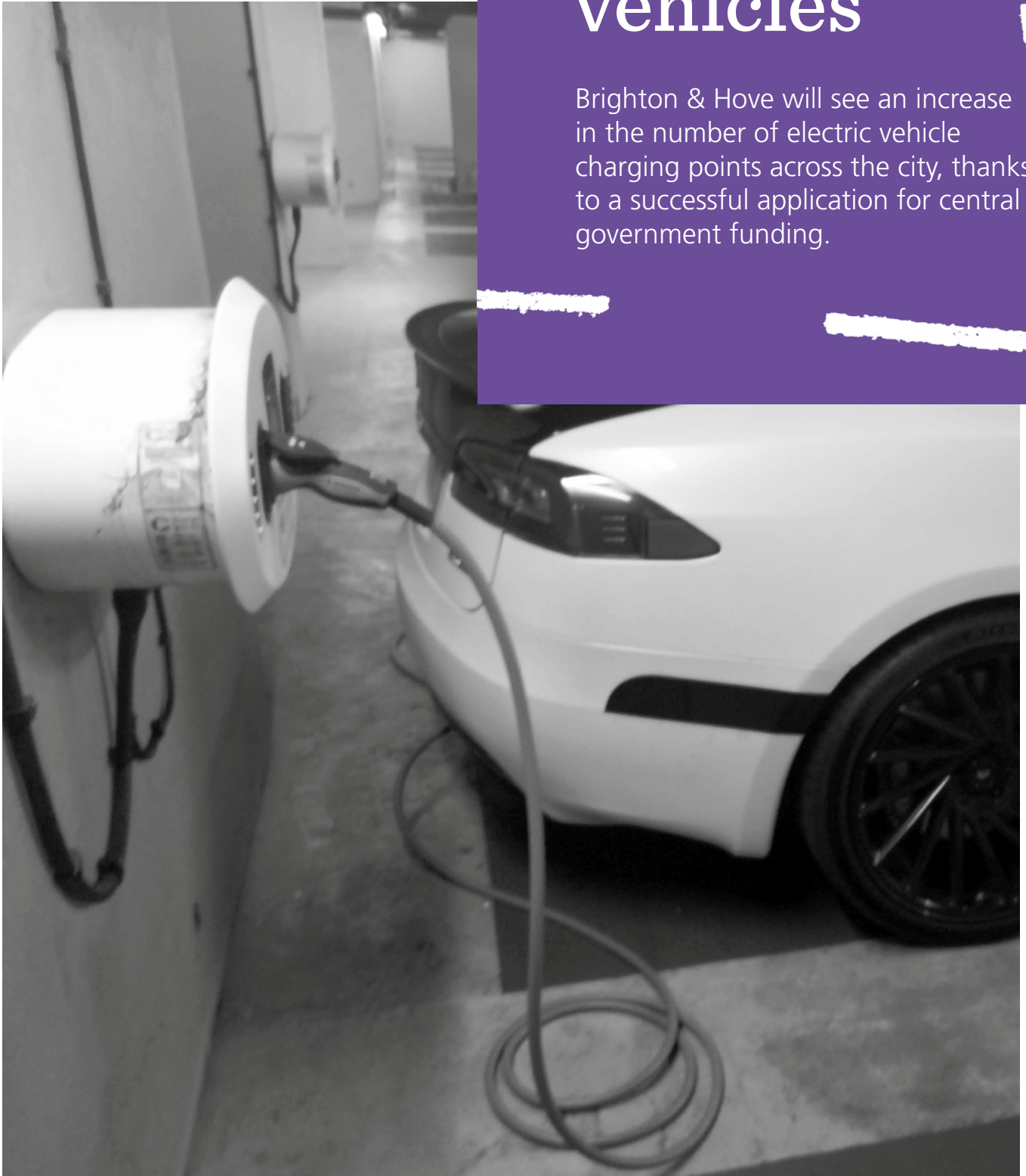
	2015/16	2016/17	2017/18
On-street parking spaces	31,291	31,450	37,379
Off-street parking spaces	2,490	2,490	2,490
Pay-and-display only bays	1,032	1,032	953*
Permit-only bays	17,607	17,607	22,300
Shared bays (permit and pay-and-display)	11,042	11,201	12,292
Disabled bays	722	722	830
Other bays	828	828	939

*Some pay-and-display bays in Zones M and N were reviewed and reclassified this year as 'shared use' bays. This is reflected within the drop in pay-and-display only bays compared with the increase in shared use bays.

Chapter 2

Electric vehicles

Brighton & Hove will see an increase in the number of electric vehicle charging points across the city, thanks to a successful application for central government funding.



On 18 April 2018, it was announced that £300,000 had been made available to the council by the Office for Low Emission Vehicles (OLEV).

The money will cover 75 percent of the cost to acquire and install 200 roadside electric vehicle charging points.

An additional £100,000 (25 percent) will eventually be provided through private-sector investment.

How will the scheme work?

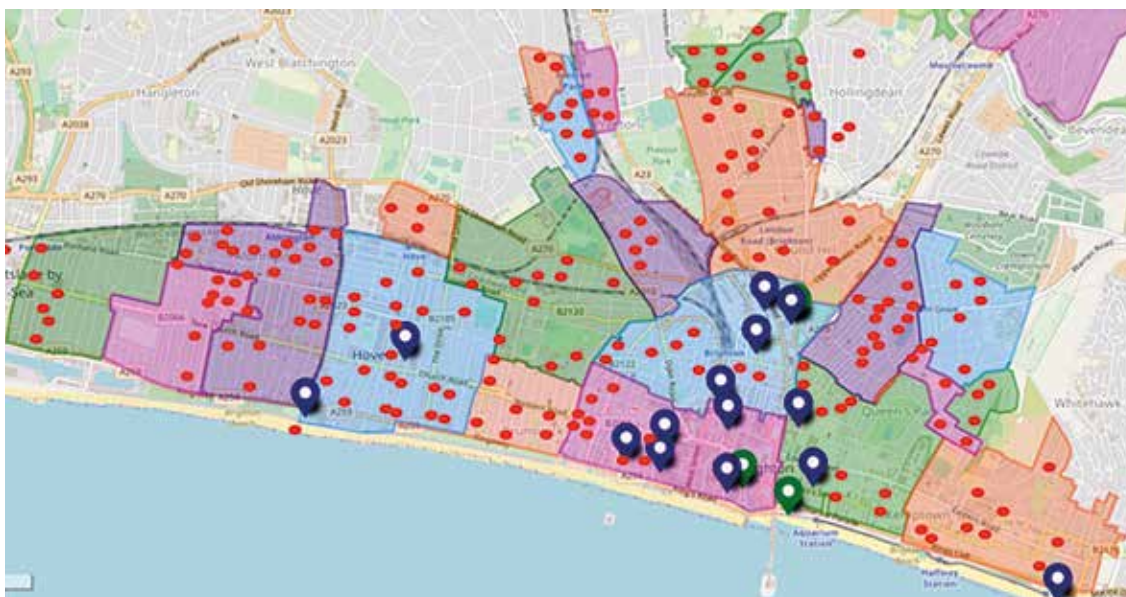
The intention is to build the charging equipment into existing street lighting columns. Electric vehicle (EV) drivers will be able to park on the road in a designated bay close to the lamp post and plug in their charging cable.

Provision of this facility would help minimize the possibility of an EV owner having to trail a cable across the pavement to their home, which can create a hazard for pedestrians.

Users of the city's existing on-street chargers do not currently pay for the electricity consumed. Given the expected increase in electric vehicle uptake, it would no longer be feasible to supply power free-of-charge.

Much like parking in a pay-and-display bay, the plan is for drivers to pay to use a lamp post charger – either through a smartphone app or with a bank card.

Proposed locations for lamp-column charging



Lamp post chargers will be installed across the city, mostly within the controlled parking zone.

The new charging points will be distributed throughout the city, across every parking scheme in the controlled parking zone.

The aim is to ensure everyone within the city's restricted parking area will be a short distance from one of the lamp post charging columns.

Requests made by the public were taken into account and prioritized when deciding on the locations.

The majority are intended to be within the limits of the controlled parking zone. Far fewer requests were received from outside the controlled zone, as there tends to be greater accessibility to private off-street parking in those areas.

However it is expected that the number of on-street chargers would eventually expand beyond the initial 200 included in this phase of development, in order to meet demand.

Charging speeds

EV charging speeds are classed into three categories: **rapid**, **fast** and **slow**.

Rapid charging points have a power rating of 43kW–120kW. They supply up to 80 percent of battery capacity in 30 minutes.

Fast charging points are rated at 7kW–22kW. A full charge will typically take 3–4 hours.

Slow charging points supply up to 3kW and take 6–8 hours to complete a charge cycle.

The lamp post charging points will provide a 'slow' charge, meaning vehicles will need to be left for longer periods to reach capacity (typically overnight). However there will be situations, especially for shoppers or visitors to the city, in which a faster charge may be required.



Withdean rapid charger



Withdean slow charger

To facilitate charging at popular destinations, the council is looking at ways to increase the availability of fast- and rapid chargers at select locations.

As higher-rated chargers draw more power from the grid, consideration will need to be given to the capacity of the local power network.



Chargers are also located in some off-street car parks.

A small mixture of slow and fast chargers are currently installed at the four central area 'barrier' car parks*, as well as near the Level. (*Trafalgar Street, The Lanes, Regency Square, London Road)

Withdean Stadium is currently the site of the only rapid-charging facility in the city.

In addition, some private operators have chargers installed at their sites, e.g. in shopping centre car parks.

It's hoped retailers and petrol stations may – over time – install or increase the number of chargers on their properties. The council has contacted some of these parties with a view to gaining their support.

Why now?

According to government data, demand for electric vehicles (EVs) has grown significantly. In 2013 there were 3,500 plug-in vehicles registered on UK roads, compared with 145,000 by April 2018; an increase of over 4,000 percent.

With the government anticipating approximately 10 percent of all new car sales to be electric / hybrid by 2022*, the need to expand EV infrastructure has become more urgent. *(Source: The Road to Zero, DfT 2018)

Since 2014, the council has received over 50 requests for electric vehicle charging points from EV drivers or potential EV buyers.

Significant investment in charging infrastructure will likely encourage EV ownership by eliminating 'range fear'; increasing the capacity for EVs to successfully charge during the course of a journey, or after a journey has been completed.

The promotion of ultra-low emissions transportation is also in line with the council's strategy on managing air quality.

Further information:

Appendix 2: list of all existing council-owned EV chargers in Brighton & Hove

Funding press release:

www.brighton-hove.gov.uk/content/press-release/funding-boost-electric-vehicles

Environment, Transport & Sustainability Committee meeting – 26 June 2018:

<https://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=823&MID=8101>

Electric Brighton (community-driven EV information hub):

www.electricbrighton.com

Zap Map (map of charging locations with details of available facilities):

www.zap-map.com

Chapter 3



New pay-and-display machines

Drivers can now use card and smartphones to pay for parking at on-street machines.



During 2017/18, the council installed over 800 new solar-powered pay-and-display machines on the streets of Brighton & Hove.

The installation phase of the project, which was underway during the publication of the previous (2016/17) annual report, had been completed by the end of July 2017.

It resulted in an overall shift away from cash payments to a majority card-payment model.

Around 650 of the new machines only accept card payments, with the remainder taking both cards and coins.



The prioritization of card payments was seen as an effective way to counter frequent cash thefts, while new physical stock would improve overall machine reliability.

Between February and July 2017, around 10–12 machines a day were replaced or upgraded by teams of two to three engineers.

Work to install the new machines spanned several months



On-street pay-and-display machine changes

Replaced with new models	298
Removed (no replacement)	66
Moved to a new location	117
Upgraded	425

Machines earmarked for permanent removal were either stripped down and recycled, or refurbished (if they were newer models).



Old machines being prepared for recycling

The project has had a significant impact on machine reliability. One year on, the number of maintenance callouts has dropped by about 80 percent. This has equated to a saving of approximately £50,000 across the year.

Most maintenance requests were the result of attempted thefts, e.g. fixing damage caused by drilling (see inset).

As the majority of machines now only accept card payments, less cash is at risk.



Compared with 2016/17, there is only ever a maximum of one-tenth the amount of cash on the street at any one time.

During a three-month period in 2016/17, 51 instances of attempted theft resulted in the loss of £15,000 and caused £30,000 worth of damage.

Thanks to the drop in callouts, the maintenance team is also able to keep to a regular schedule of quarterly maintenance visits, rather than only going out when required.

High expectations for machine reliability have been reflected in the maintenance targets set for diagnosing and fixing problems.

In 99 percent of cases where a machine has been reported due to failure, council engineers are now required to attend within 24 hours.

It's hoped that – with regular maintenance – the new machines will serve drivers in the city for the next ten years.

Machine drilling

Until recently, the most frequent and costly damage sustained by pay-and-display machines occurred when thieves attempted to steal coins from the vault.

A variety of methods to extract the cash were employed, but typically involved drilling a golf ball-sized hole into the casing, through which the coins could be removed.

With the arrival of the new machines, this behaviour has faded away for two reasons:

- The majority of machines now only take card payments, meaning fewer opportunities to steal cash
- Vaults in machines which accept cash are now reinforced on all sides by special plating, which is impossible to drill through

New machine overview

The latest generation of pay-and-display machines come in two varieties: card-only machines (**green casing**) and cash-and-card machines (**black casing**).

All machines are able to process chip-and-PIN transactions, as well as contactless purchases (including Apple Pay and Google Pay).



Smartphones can now be used to make contactless payments

Although machines that accept cash are in a minority, they can still be found in some of the city's busier areas.

If you don't have access to a bank card or want to pay with cash (where there is no option to do so), PayByPhone and the PayPoint system offer suitable alternatives.

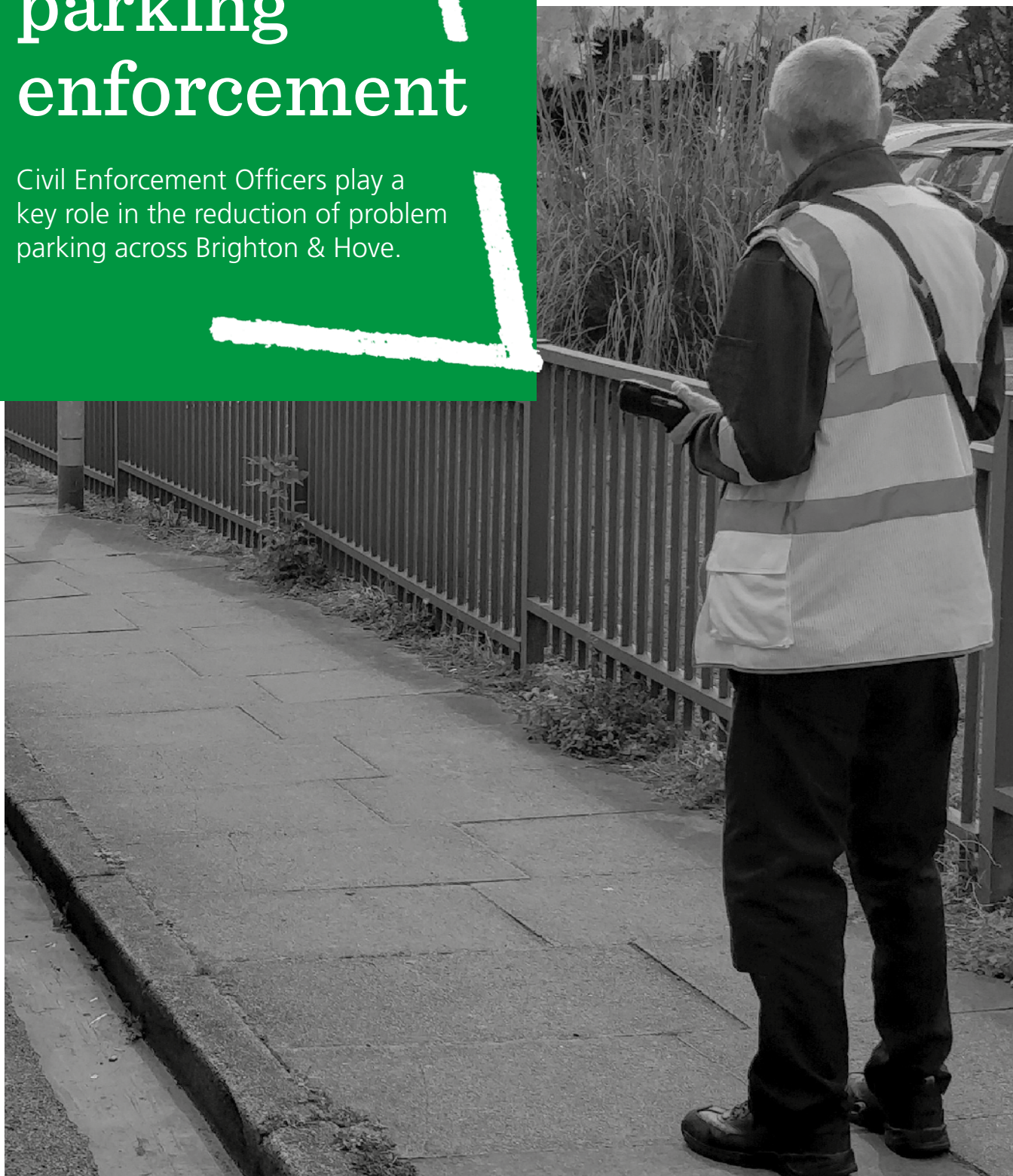


For more information about using the new pay-and-display machines, please refer to our user guide: www.brighton-hove.gov.uk/content/parking-and-travel/parking/pay-and-display-machine-guide

To see where you can find a pay-and-display machine near a location / destination, please visit our online pay-and-display location lists: www.brighton-hove.gov.uk/content/parking-and-travel/parking/pay-and-display-machine-locations

On-street parking enforcement

Civil Enforcement Officers play a key role in the reduction of problem parking across Brighton & Hove.



NSL, the council's parking enforcement contractor, continues to work in close partnership with Brighton & Hove City Council to manage the deployment of Civil Enforcement Officers (CEOs) across the city.

While many CEOs can be observed patrolling on foot, they may be deployed to their beats via a number of methods, including bus, car, cycle and scooter

Tackling problem parking

Urgent issues requiring enforcement action can be dealt with by calling the rapid response.

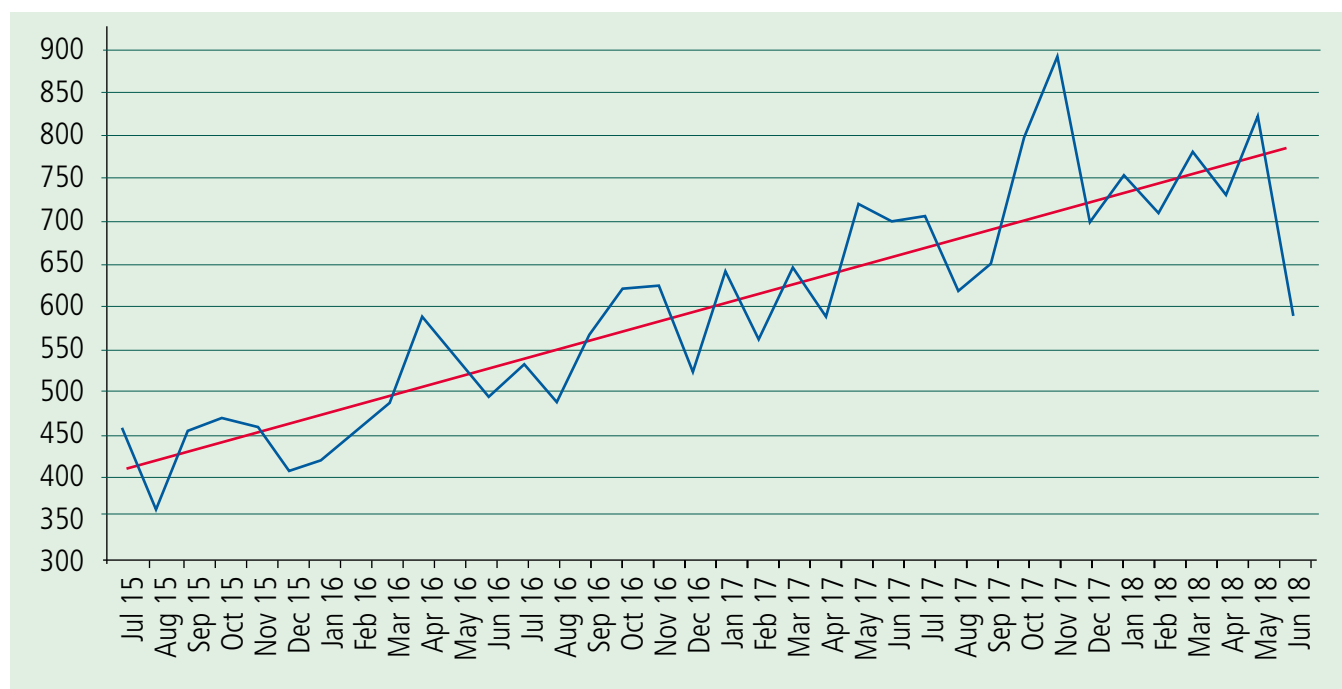
The line is monitored 9am–5pm Monday to Friday. At all other times callers can leave a message.

The team will aim to send an officer to the reported location within one hour of the call being made.

Problems reported between 8pm and 9am will be dealt with as soon as possible, when service resumes the next morning.

Use of the rapid response line has increased steadily over the last few years, as the size of the enforcement operation has expanded, alongside increased public awareness of the service.

Three-year comparison of rapid response call volumes (up to June 2018)



In 2017/18, a total of 8,536 complaints were reported via the phone service. This is an increase of 1,779 on the previous year, which saw a twelve-month total of 6,757 calls.

The majority of complaints have continued to be about vehicles parked on double yellow lines outside of the city's controlled parking zone.

New complaints officer

The rise in requests for enforcement action created a need to focus resources on managing these services.

In June 2018, NSL began trialling a new role: an officer dedicated to handling complaints received via the phone service.

It's hoped this will improve the efficiency of the service, while also increasing customer satisfaction.

As the above graph shows, a drop in requests was experienced within the first month of operation.

The complaints officer role is expected to remain in place throughout 2018/19.



Suspensions and events

Brighton & Hove is a popular location for event organisers and attendees. Parking bay suspensions are a useful option when setting up an event; they provide organisers with a suitable place to load/unload equipment or set up an on-site operational hub.

The majority of suspensions are requested for roadworks, house removals and building works.

NSL works with the council to process and manage bay suspensions. When a request to reserve a bay is made online, NSL handles the payment, determines bay availability and then installs signage indicating when the space will be taken out of regular service.

Typically, NSL requires a minimum of seven days' notice in order to arrange a bay suspension.

	2013/14	2014/15	2015/16	2016/17	2017/18
Suspension applications	1,549	1,648	1,986	2,397	2,150

In 2017/18, 247 fewer suspension applications were processed compared with the previous year. While this is the first reduction in applications for many years, it is still higher than the average over the last five years combined.

The previous year was exceptional, owing to the large number of bays suspended for the pay-and-display machine replacement project (see Chapter 3).



Bus CEO

Since October 2017, NSL has provided a Civil Enforcement Officer (CEO) dedicated to monitoring bus routes. Their key duty is to enforce areas where illegal and inconsiderate parking obstructs bus journeys.

Brighton & Hove Buses decide where to send the officer from day to day.

If a bus cannot pull into a bus stop because of an obstruction, it can create a hazard for other road users. Passengers attempting to board or alight the vehicle are also placed at greater risk.

Tackling these obstructions reduces delays and eases congestion, which in turn helps to improve air quality.

In addition to enforcing main routes and bus stops, the CEO has also:

- helped keep diverted routes clear during large-scale roadworks and outdoor events;
- ensured bus stops are correctly signed;
- attended council meetings alongside B&H Buses to offer advice on new restrictions;
- highlighted the impact illegal parking has on services, passengers and the city.

According to Adrian Strange, Service Quality Manager at Brighton & Hove Buses, the bus CEO's intervention has helped reduce congestion in Boundary Road, Hove. This has resulted in improved punctuality on bus route no. 6.



Bus on Lewes Road

The new system automatically detects whether a non-approved vehicle is in a bus lane. It also has improved reviewing facilities, allowing for more efficient data processing and issuing of PCNs.

The table below shows bus lane Penalty Charge Notices issued by month:

	2014/15	2015/16	2016/17	2017/18
Apr	636	2,957	1,040	426
May	367	2,264	1,078	1,040
Jun	639	1,129	987	810
Jul	558	1,569	971	1,059
Aug	554	1,590	447	850
Sep	483	1,180	836	1,050
Oct	415	1,148	1,014	916
Nov	391	1,039	385	653
Dec	264	1,050	719	726
Jan	282	941	543	559
Feb	319	883	343	755
Mar	634	972	495	842
Total	542	16,722	8,858	9,686



CCTV bus lane enforcement

During 2017/18, the city's CCTV bus lane enforcement system was upgraded.

The project involved the installation of 21 new cameras sites. Three existing cameras were also replaced.

School road safety

New initiatives have been introduced to make the streets outside our schools safer for children.



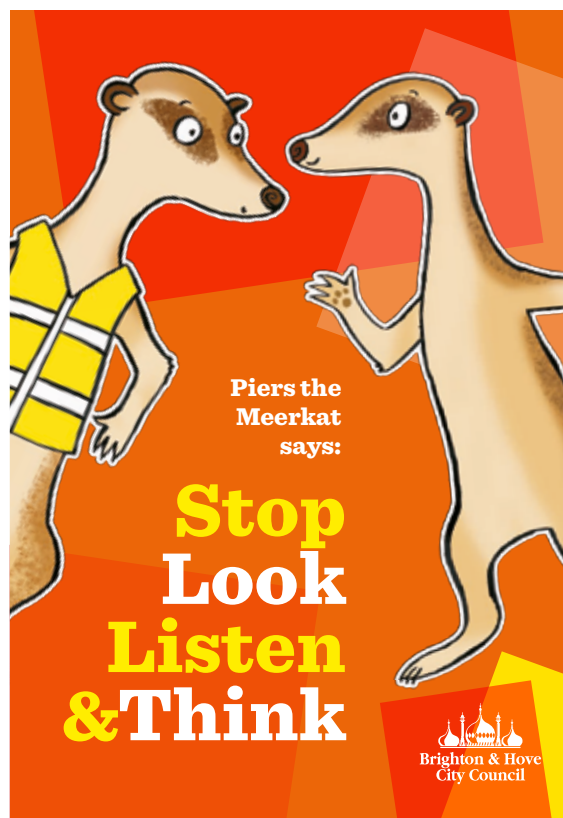
Following a report to the Environment, Transport & Sustainability Committee on 20 March 2018, a decision was made to recruit three Civil Enforcement Officers specifically to assist with parking issues outside schools.

During the 2016/17 academic year, more than half of schools in Brighton & Hove asked the council for enforcement visits to deal with inconsiderate and dangerous parking on school 'keep clear' road markings.

The additional officers have allowed for more frequent attendance on roads outside schools. When they are not patrolling outside the city's schools, the three Civil Enforcement Officers are deployed to streets outside of the Controlled Parking Zone. In addition to the increased resource, more 'action weeks' – to raise awareness of inconsiderate parking – are planned.

A new page on the council's website has also been introduced. It acts as a 'one-stop shop' for schools, parents and carers – providing advice on road safety, parking restrictions, and how to deal with anti-social parking:

www.brighton-hove.gov.uk/school-parking-advice

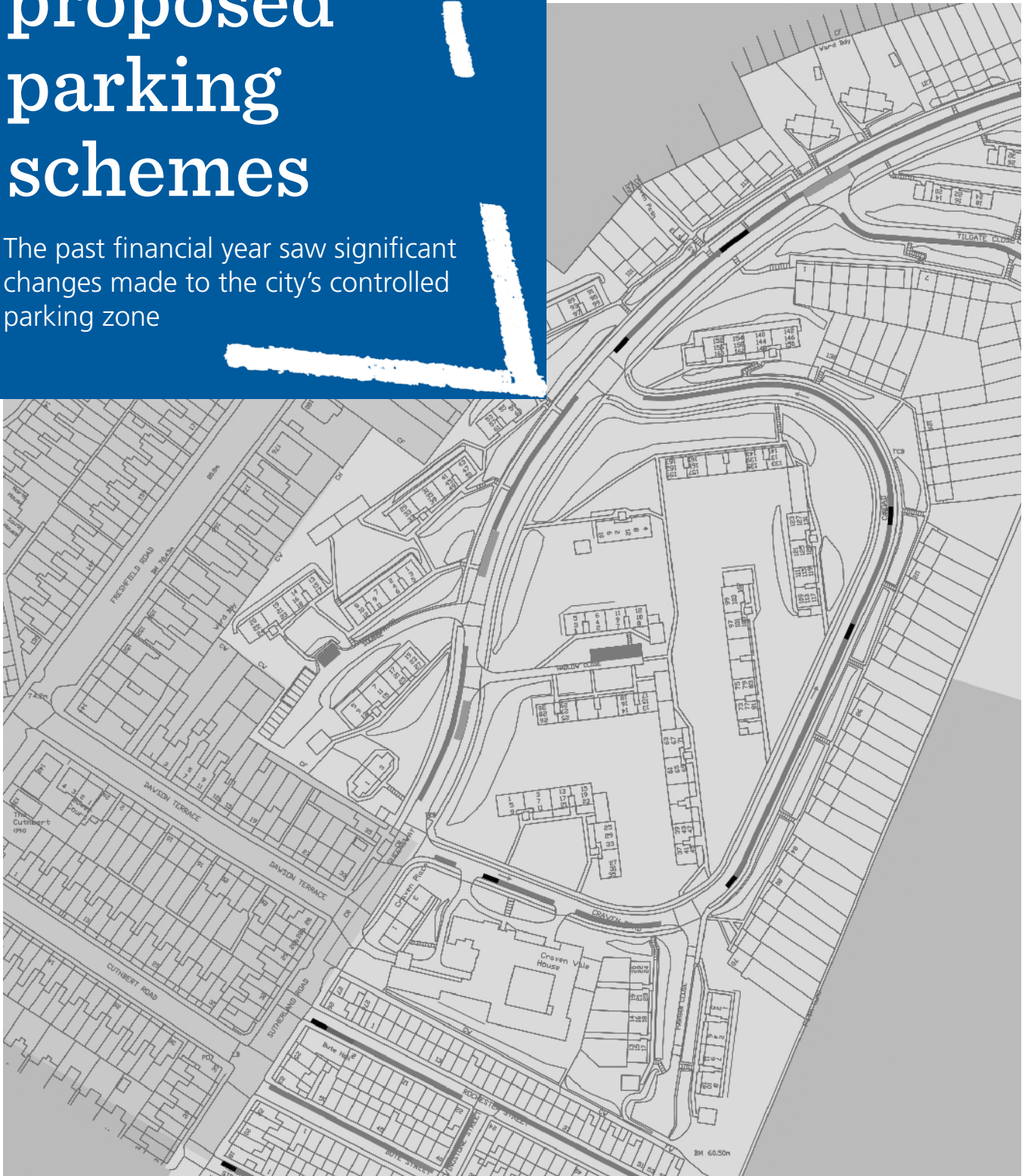


Piers the Meerkat: the council's popular road safety mascot



New and proposed parking schemes

The past financial year saw significant changes made to the city's controlled parking zone



Following resident consultations, six new parking schemes were introduced during financial year 2017/18:

- Hanover & Elm Grove (two schemes)
- Craven Vale
- Balfour Road (Zone F extension)
- Preston Village
- West Hove

With the exception of West Hove, the new schemes commenced in early October 2017. West Hove came into effect during March 2018.

All of the new schemes were introduced, in part, as a response to complaints about all-day (commuter) parking, which was causing difficulties for residents during the day.

Issues with access for emergency services vehicles, pedestrian safety and traffic flow were also contributing factors.

Hanover & Elm Grove

After consultation with residents and local businesses, 59.9 percent of those who responded were in favour of a parking scheme.

On 14 March 2017, the Environment, Transport & Sustainability Committee approved the proposal.

As the consultation revealed a split between residents over the preferred options, a recommendation was put forward to introduce two separate schemes: a 'full' scheme (all day, seven days a week) to the west, and a 'light-touch' (partial day) scheme to the east.

The split design gained the committee's approval on 27 June 2018. The full scheme became Zone V, while the light touch scheme became Zone S.

Restrictions in Zone V operate seven days a week: 9am–8pm. Zone S restrictions operate Monday to Friday 11am–noon and 6pm–7pm.

In addition to the availability of resident visitor permits, it was agreed to trial a system in which nearby businesses could buy a number of visitor permits. This would help offset potential issues businesses might experience when the parking scheme was introduced.

As a condition of approval, it was also agreed that the whole scheme would be the subject of a review within 12–18 months of implementation.

Full information on this scheme and a link to the committee meeting are available online:

www.brighton-hove.gov.uk/content/parking-and-travel/parking/hanover-and-elm-grove-parking-scheme

Lincoln Street
in Hanover
before
October 2017



Lincoln Street after the introduction of parking restrictions

Craven Vale

During the public consultation for this area, 65.8 percent of those who responded were in favour of a parking scheme.

The proposal was approved by the Environment, Transport & Sustainability Committee on 14 March 2017.

As a result, a full scheme (seven days a week, 9am–8pm) was introduced which became known as Zone I.

Full information on this scheme and a link to the committee meeting are available online:

www.brighton-hove.gov.uk/content/parking-and-travel/parking/craven-vale-area-parking-consultation

Balfour Road area

In March 2016, councillors approved a plan to consult with residents regarding the design of a parking scheme for the Balfour Road area.

During the subsequent consultation, 66 percent of residents approved of introducing restrictions, with the majority in favour of a full parking scheme.

The final design was approved by the Environment, Transport & Sustainability Committee on 27 June 2017.

The scheme was introduced as an extension to the pre-existing Zone F (Fiveways), with restrictions in effect Monday to Sunday 9am–8pm.

Full information on this scheme and a link to the committee meeting are available online:

www.brighton-hove.gov.uk/content/parking-and-travel/parking/balfour-road-area-parking-scheme



Preston Village area

During the March 2016 meeting of the Environment, Transport & Sustainability Committee, councillors approved a proposal to consult residents in the Preston Village area about possible parking restrictions.

When asked, 53.1 percent of respondents stated that they were in favour, with the majority wanting a weekday scheme, as opposed to Monday–Sunday.

The final design was approved by the committee on 27 June 2017.

The scheme became known as Zone K, with restrictions in effect Monday to Friday 9am–8pm.

Full information on this scheme and a link to the committee meeting are available online:

www.brighton-hove.gov.uk/content/parking-and-travel/parking/preston-village-area-parking-scheme

West Hove

Residents of the West Hove area were asked about controlled parking proposals following approval of a detailed consultation in March 2017.

When letters finally went out to residents the following month, 75.5 percent of respondents were in favour of a parking scheme. A majority wanted the light-touch option.

On 27 June 2017, the Environment, Transport & Sustainability Committee approved the proposal.

The scheme became known as Zone L, with restrictions in force Monday to Sunday 11am–noon and 6pm–7pm.

Full information on this scheme and a link to the committee meeting are available online:

www.brighton-hove.gov.uk/content/parking-and-travel/parking/west-hove-parking-consultation



Schemes under review

St Luke's (Zone U)

In June 2017, in response to a number of letters and complaints from residents, the council agreed to an initial consultation with residents in Zone U about a change to existing restrictions.

Responses from the public showed there was a clear split between residents in the east who wanted to keep the existing arrangement (46.3 percent) and those in the west who wanted to move to a full scheme (53.7 percent).

A more extensive survey in April 2018 resulted in almost 91 percent of

respondents expressing a desire to join the neighbouring Zone C (Queen's Park).

This would mean becoming part of a full scheme, with restrictions in effect from 9am–8pm daily.

At the meeting of the Environment, Transport & Sustainability Committee on 26 June 2018 it was agreed a detailed consultation would take place on the zone extension.

Details of the committee meeting at which the decision was made can be viewed on the council's website:

<https://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=823&MId=8101&Ver=4>

The results of the consultation will be reported to the Environment, Transport & Sustainability Committee on 27 November 2018.



Zone U currently exists as a light-touch scheme in the area around St Luke's Terrace, to the east of the city.

Restrictions in Zone U operate Monday to Saturday 10am–11am and 2pm–3pm.

Scheme consultation timetable

The schedule for proposed parking schemes up to 2020 was agreed during the meeting of the Environment, Transport & Sustainability Committee on 10 October 2017.

Year		2017				2018				2019				2020			
Priority	Area	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Current	West Hove (Zone L)	■															
Current	Hove Park					■											
1	Zone U (St Luke's area review)					■											
2	Hanover & Elm Grove full scheme (Zone V) review.									■							
3	Hanover & Elm Grove Light Touch (Zone S) review.									■							
4	Event day parking scheme review (AMEX Stadium)*													■			
5	South Portslade													■			
6	Surrenden Area													■			

*Subject to funding being available from the Football Club for consultation and implementation costs.

Maintenance of signs and lines

The Parking Infrastructure team is responsible for maintenance of existing signs and lines, both within and outside the controlled parking zone, as well as the installation of signs and lines in new parking schemes.

The table below shows the Parking Infrastructure team's expenditure on existing signs and lines, as well as associated Traffic Regulation Order (TRO) costs.

2015/16	2016/17	2017/18
£460,000	£468,000	£433,754

In the last financial year, spending on the maintenance of existing signs and lines, and the creation of TROs fell by £34,236 (down 7.3 percent).

In comparison, expenditure on new parking schemes – zones I, K, L, S and V (Craven Vale, Preston Village, West Hove, and Hanover & Elm Grove) – reached a total of £465,141. This was 7.2 percent more than expenditure on existing infrastructure.

The drop in spending for existing infrastructure came about as a result of resources being held back and prioritized for the new parking schemes mentioned above.

Chapter 7

Permits

Permit schemes help to manage demand for parking spaces across the city.



Permit ownership

The table below shows the number of permits issued in the last three years, categorized according to permit type.

Permit type	On issue as at 01/07/16	On issue as at 01/07/17	On issue as at 01/07/18
Business	1,672	1,378	1,387
Car Club	120	113	108
Carer	250	246	330
Dispensation	533	543	572
Doctor	120	121	118
Resident (including match day)	31,867	31,283	37,321
Professional carer	2,287	2,177	2,355
Schools	271	234	296
Trader	2,098	2,237	2,320

While most categories appear broadly comparable to previous years, the introduction of several new parking schemes had a significant impact on the number of resident permits on issue.

The table on the right charts the take up of resident permits in each parking zone over the previous four years. Numbers in brackets indicate the maximum annual allocation of visitor permits per permit holder.

*'+1' refers to one additional permit issued to a resident for visitor use. This system operates in match-day zones only.

**Includes the new Zone F extension (Balfour Road area).

Resident parking zone and visitor allowance	On issue as at 01/07/15	On issue as at 01/07/16	On issue as at 01/07/17	On issue as at 01/07/18
Preston Park Station, A (50)	611	646	634	632
Coldean, B (25) +1*	1,267	1,497	1,513	968
Queen's Park, C (50)	1,743	1,805	1,826	1,948
Moulsecomb, D (25) +1*	2,510	2,526	2,540	1,678
Preston Park Station (North), E (50)	202	202	203	207
Fiveways, F** (50)	N/A	849	892	1,397
Hollingbury Road, G (50)	N/A	102	100	110
Kempton & Hospital, H (50)	2,544	2,498	2,439	2,478
Craven Vale, I (50)	N/A	N/A	N/A	160
Preston Circus, J (50)	3,852	3,962	3,817	3,987
Preston Village, K (50)	N/A	N/A	N/A	265
West Hove, L (50)	N/A	N/A	N/A	1,319
Brunswick & Adelaide, M (50)	1,659	1,626	1,559	1,894
Central Hove, N (50)	4,619	4,490	4,352	4,540
Goldsmid, O (50)	2,128	2,189	2,143	2,099
Prestonville, Q (50)	1,048	1,090	1,053	1,063
Westbourne, R (50)	3,572	3,677	3,611	3,639
Hanover & Elm Grove, S (50)	N/A	N/A	N/A	1,844
Hove Station, T (50)	341	356	357	351
St Luke's, U (50)	339	412	382	420
Hanover & Elm Grove, V (50)	N/A	N/A	N/A	2,478
Wish Road, W (50)	1,009	1,032	1,029	1,018
Central Brighton (North), Y (25)	1,748	1,786	1,741	1,725
Central Brighton (South), Z (25)	1,150	1,122	1,092	1,101
Total	30,342	31,867	31,283	37,321

Resident parking zone	On issue as at 01/07/15	On issue as at 01/07/16	On issue as at 01/07/17	On issue as at 01/07/18
Preston Park Station, A	0	0	0	0
Coldean, B	N/A	0	0	0
Queen's Park, C	0	0	0	0
Moulsecoomb, D	N/A	0	0	0
Preston Park Station (North), E	N/A	0	0	0
Fiveways, F	N/A	26	0	0
Hollingbury Road, G	N/A	0	0	0
Kemptown & Hospital, H	0	0	0	0
Craven Vale, I	N/A	N/A	N/A	0
Preston Circus, J	0	0	0	0
Preston Village, K	N/A	N/A	N/A	0
West Hove, L	N/A	N/A	N/A	0
Brunswick & Adelaide, M	179	272	103	0
Central Hove, N	0	62	0	0
Goldsmid, O	0	0	0	0
Prestonville, Q	0	0	0	0
Westbourne, R	0	0	0	0
Hanover & Elm Grove, S	N/A	N/A	N/A	0
Hove Station, T	0	0	0	0
St Luke's, U	0	0	0	0
Hanover & Elm Grove, V	N/A	N/A	N/A	N/A
Wish Ward, W	0	0	0	0
Central Brighton (North), Y	168	134	144	225
Central Brighton (South), Z	89	159	227	337
Total	436	653	474	562

The chart on the left compares the number of residents on the waiting list in each parking zone over the last four years.

Since August 2017 there has not been a waiting list in zones M and N. It is the first time in over ten years that zone M has not had a waiting list.

This was achieved by changing pay-and-display only bays at Hove seafront into shared use bays.

The one notable trend revealed in the table is the steady increase in the number of people on the waiting list in zones Y & Z.

There could be a number of reasons for this. The most likely cause is a rise in the density of central Brighton's resident population.

To help mitigate this issue, residents on the waiting list in zones Y and Z are able to purchase discounted annual season passes for off-street car parks in their zone. This applies to The Lanes car park in zone Z, and both London Road and Trafalgar Street car parks in zone Y.

If a resident is offered a permit, the value of the remaining months on the season ticket can be refunded.



Low-emission discount changes

A 50 percent discount on resident permits continues to be offered as a way of discouraging the use of higher polluting vehicles, and therefore contributing to improved air quality in Brighton & Hove.

Following the exclusion of low-emission diesel vehicles at the start of 2017/18, a change in the definition of 'low emission' was agreed at the meeting of the Environment, Transport & Sustainability Committee in January 2018.

As of April 2018, to qualify for a low-emission discount, a non-diesel vehicle must produce 110g/km or less of CO₂.

In addition, the price of permits for vehicles producing 166g/km or more of CO₂ emissions has increased 25 percent.

The initiative ties in with the council's overall strategy of managing air quality in the city. Every year the council is required to produce a report on the state of air quality in the city and how it intends to keep pollutant levels within agreed limits.

The Air Quality Annual Status Report is published annually and is presented to the Department for Environment, Food & Rural Affairs.

The most recent reports can be viewed on the council's website:

www.brighton-hove.gov.uk/content/environment/noise-and-pollution/air-quality-management-city



Online virtual permit system

During autumn 2017, a trial system involving the use of online virtual permits was introduced alongside new parking zones in Balfour Road, Craven Vale, Preston Village, and Hanover & Elm Grove – zones F (extension), I, K, S and V. The new permits were also made available in the two central areas of Brighton (zones Y and Z).

The system is still in its test phase and will continue to be limited to sections of the city this year.

The low emission zone forms a part of the council's strategy for improving air quality

Chapter 8

Blue badge & concessionary travel

Disabled parking and bus travel concessions are now managed by a single team.



A new 'dual-service' offering

In 2017/18 the Blue badge team assumed responsibility for the council's concessionary travel service. The expanded operation processes applications for free bus passes and disabled parking badges provided to elderly and disabled residents.

Decision making is aided by a trained independent Occupational Therapist. They assess the applicant's mobility under criteria issued by the Department for Transport.

Assessment meetings can be conducted within an applicant's home if they are unable to access Hove Town Hall. This service is available to both blue badge and bus pass applicants.



DfT blue badge eligibility review

During 2017/18, the government proposed changing the application criteria for a blue badge.

A public consultation, led by the Department for Transport, looked at making clearer distinctions between those with physical- and non-physical disabilities, while continuing to ensure that the scheme remained sustainable and fair to all.

The Blue badge and concessionary travel team responded to the government's consultation document, with a view to achieving a positive outcome for those most in need of support.



Service development

To better understand the needs of their users, the Blue badge and concessionary travel team committed to extensive training and research over the past year, in addition to carrying out regular duties.

Recent examples of team development include:

- working with autism specialists;
- co-operating with mental health charity MIND;
- looking at the impact of living with HIV;
- exploring service accessibility options for homeless individuals;
- undergoing discrimination awareness training;
- improving interactions with hearing impaired- and sight-impaired service users.

Team members have also undertaken Crystal Mark training to ensure communication with service users is accurate, concise, and free from confusing jargon.



Blue badge applications

In 2017/18 the number of blue badge applications processed dropped by a fifth on the previous year. However, the number of application refusals also fell by slightly over one-half.

As a proportion of processed applications, the number of refusals shrank from 9 percent to just over 5 percent. This means a larger proportion of applications were approved during 2017/18.

	2016/17	2017/18
Applications processed	4,992	3,986
Badges issued	4,469	3,765
Organisational	64	52
Replaced	153	145
Stolen	3	1
Refused	453	213
Cancelled (deceased)	1,058	754
Appeals	105	82



Concessionary travel

Bus passes on issue (July 2018)

Older persons	Disabled	Total
36,039	6,357	6,357

Bus pass applications in 2017/18

	Older persons	Disabled	Total
Successful applicants	1,002	532	1,534
Renewals	1,371	1,092	2,463
Replacements	1,341	538	1,879

More information on bus passes for older persons and disabled residents is available on the council's website:

Older Person's bus pass

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/older-persons-bus-pass

Disabled Person's bus pass

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/disabled-persons-bus-pass

Taxi vouchers

Brighton & Hove City Council currently offers taxi vouchers (up to the value of £70 per year) to residents who are unable to use their bus pass because of a disability.

To discourage misuse, vouchers have been personalised with a photograph of the user.

Taxi vouchers issued in 2017/18

	Service users
On issue	678
Successful applicants	98
Renewals	366

More information on taxi vouchers is available from the council website:

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/taxi-vouchers

Challenges, representations and appeals

Chapter 9

If an appellant is unhappy with the decision made by the council they have the right to present their case to the Traffic Penalty Tribunal (TPT).



The table below shows the number of Penalty Charge Notice (PCN) challenges and representations made to the council.

Incoming PCN appeals to the council

	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	TOTAL
2016/17	4,263	4,231	3,897	3,792	3,769	3,777	3,644	3,680	3,748	3,751	3,048	3,158	44,758
2017/18	2,509	3,080	3,886	2,802	2,975	3,030	3,169	3,137	2,398	2,985	2,654	2,495	35,120

The table below shows the percentage of PCNs cancelled or upheld by the council after a challenge or representation had been received.

2016/17	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	AVERAGE
Cancelled	28%	30%	37%	40%	36%	32%	31%	44%	30%	31%	17%	27%	32%
Upheld	72%	70%	63%	60%	64%	68%	69%	56%	70%	69%	83%	73%	68%

2017/18	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	AVERAGE
Cancelled	25%	32%	30%	29%	23%	28%	24%	21%	32%	34%	30%	32%	28%
Upheld	75%	68%	70%	71%	77%	72%	76%	79%	68%	66%	70%	68%	72%

While the number of appeals received dropped significantly year-on-year (down 22 percent), the overall proportion of cases upheld by the council increased marginally.

Appeals at adjudication

If an appellant is unhappy with the decision made by the council against a PCN representation, they have the right to present their case to the Traffic Penalty Tribunal (TPT).

The TPT acts as an independent adjudicator. They hear appeals against penalties issued for parking, bus lane and moving traffic contraventions in England (outside London) and Wales. The tables below show the results of cases taken to the TPT during the previous two financial years:

TPT cases	2016/17	2017/18
Council lost	31%	37%
Council won	30%	30%
Not contested by the council (PCN cancelled)*	39%	33%

*The council generally does not contest an appeal when evidence is presented which provides grounds for cancellation.



Issuing of PCNs

The table below shows the number of on- and off-street PCNs issued each month, across the past two financial years.

	2016/17	2017/18
Apr	11,011	10,204
May	11,368	10,983
Jun	9,762	9,321
Jul	10,555	10,190
Aug	10,642	10,127
Sep	9,823	9,337
Oct	11,090	9,945
Nov	10,417	9,209
Dec	10,171	8,889
Jan	10,271	9,155
Feb	8,432	8,464
Mar	9,868	8,115
Total	123,410	113,939

Between 2016/17 and 2017/18 the number of PCNs issued to vehicles on-street and in car parks dropped by 7.7 percent.



The next table lists the number of PCNs issued for contraventions observed on CCTV. As above, figures are listed by month across the previous two financial years.

CCTV PCNs

	2016/17	2017/18
Apr	69	34
May	69	47
Jun	83	38
Jul	58	41
Aug	45	39
Sep	76	34
Oct	72	37
Nov	41	41
Dec	25	34
Jan	39	28
Feb	41	33
Mar	41	34
Total	659	440

Compared with 2016/17, the number of CCTV PCNs fell by 33 percent.



The table below shows the number of PCNs issued in the last three years, divided according to higher- and lower-fee banding.

Parking contraventions deemed to be 'less serious' will incur a lower initial penalty than more serious offences.

	2015/16			2016/17			2017/18		
	Off-street	On-street	Total	Off-street	On-street	Total	Off-street	On-street	Total
Higher-level PCNs	23%	28%	24%	21%	32%	34%	30%	32%	28%
Lower-level PCNs	77%	72%	76%	79%	68%	66%	70%	68%	72%
Total issued	2,331	121,225	123,556	2,387	121,682	124,069	2,505	111,434	113,939

Chapter 10

Cycling

Additional cycle facilities have been introduced, which should encourage more people into the saddle.



Bicycle parking

The council is committed to making Brighton & Hove a cycle-friendly city. In support of this aim, the number of cycle parking places has continued to rise.

In 2017/18 an extra 105 cycle parking spaces were installed, bringing the number of spaces to over 850. This is around 15 more spaces than were added in 2016/17, with the total number of spaces rising by approximately 21 percent on last year.



Cycle parking facilities are installed on the footway, or on the road if space is limited. When a new parking zone is introduced, the Parking and Transport Planning teams work together to consult on and install new parking places where there is a clear need.

With an annual cycle parking budget confirmed for 2018/19, more installations and other infrastructure investments can be expected.

Make a request for cycle parking

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/cycling

Comments or questions?

Contact the Transport Projects team:
transport.projects@brighton-hove.gov.uk.



Bike share

The Brighton bike share scheme was launched on 1 September 2017.

450 Social Bicycles, known as 'SoBi' smartbikes, were made available for hire in central Brighton, continuing along Lewes Road towards the universities.

There are currently 51 docking stations where the bikes can be hired. Hiring a bike for one hour costs £1.80 (charged at 3p per minute) or £72 per year. The annual cost includes one hour of bike use every day.



Since the launch last year, the scheme has continued to be popular:

- Over 40,000 registered users have hired the bikes
- More than 250,000 trips have been made
- A cumulative distance of 480,000 miles has been covered by users across the city (as at July 2018)

During autumn 2018, 120 new bikes will be delivered to enable an extension of the scheme towards the west of the city. Planned hub locations include:

- Blatchington Road
- Hove Museum
- Portland Road
- Boundary Road
- New Church Road
- Portslade Station

The council is actively looking at ways to extend the scheme to other parts of the city.

Funding

The total capital cost of the scheme was £1.45 million.

An award of £1.16 million was granted by the Coast to Capital (C2C) Local Enterprise Partnership (LEP) with match funding of £290,000 from Brighton & Hove City Council.

Further information on the scheme can be found online:

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/brighton-hoves-bike-share-scheme

Scheme operator's website:

www.btnbikeshare.com



Off-street car parks

Work to improve Brighton & Hove's off-street parking facilities has been continued on from the previous year.



Car park improvements

Following a number of years of investment in the council's four barrier-entry car parks (The Lanes, Trafalgar Street, Regency Square and London Road), attention switched to Norton Road car park during 2017/18.

This culminated in a week of maintenance during March 2018 to address a list of identified problems and concerns.



Norton Road car park

Works were scheduled to take place overnight to minimise disruption.

In all, the improvements cost £30,000 to complete.



Car park expenditure

Location	Expenditure (£)	Income (£)	Net Income (£)
High Street*	70,928	106,349	35,421
London Road	402,490	751,396	348,906
Oxford Court**	124,036	76,876	-47,160
Regency Square	864,196	1,397,706	533,510
The Lanes	1,087,596	1,832,740	745,144
Trafalgar Street	724,108	1,210,968	486,860
Other Off-Street	111,613	716,397	604,784
Total:	3,384,967	6,092,432	2,707,465

Notes:

The expenditure figures include direct costs incurred at each car park plus an apportionment of centralised costs.

For the first time, costs incurred by the Traffic Control Centre for the provision of car park equipment, as well as a staffed 24-hour phone service for customers, have been included in total expenditure (approximately £160,000).

*The High Street Car Park figures shown are after a contribution has been made to the council's Housing Revenue Account.

**Figures for Oxford Court car park reflect a revaluation loss of approx. £97,000.

Location	Expenditure (£)	Income (£)	Net Income (£)
Leased sites	125,066	445,764	320,698
Preston Park**	18,443	59,069	40,626

**Net income from Preston Park is kept within the City Parks division.

Financial information

Chapter 12



The surplus from on-street parking for 2017/18 is £15,209,926. This is an increase of £1,523,275 on 2016/17.

The increase reflects the introduction of new parking schemes in Hanover & Elm Grove, Craven Vale, Preston Village, Balfour Road and West Hove.

The surplus is the money remaining after direct costs for enforcement, administration, maintaining parking machines, and reviewing or introducing new schemes have been taken into account.

The majority of the parking surplus is spent on providing free bus passes for older and disabled people, which the council has a legal duty to provide.

Money is also invested back into supporting bus services and other transport projects. 2017/18 saw the first instance of the surplus being directed to projects carried out by the Highways team. You can read more about this in Chapter 13: How we invest the income.

Parking charges are designed to manage the availability of parking spaces. For example, charges may need to be set at a higher level in the city centre to reduce demand for on-street parking. This in turn helps to improve air quality and ease congestion at busy locations.

Fees and charges are reviewed annually to make sure they cover the cost of services and provide value for money. Changes are approved by the Environment, Transport & Sustainability Committee. The council has the discretion to set charges to reflect its parking policies.

Information from the latest committee meeting to approve fees and charges can be found on the council website:

<https://present.brighton-hove.gov.uk/ieListDocuments.aspx?CId=823&MId=6633&Ver=4>

Income by source	2015/16 (£)	2016/17 (£)	2017/18 (£)
On-street parking charges	9,693,532	10,322,387	10,839,586
Permit income	6,887,014	7,756,631	9,252,061
Penalty Charge Notices (inclusive of bad debt provision)	3,777,375	3,808,257	3,852,449
Other	38,886	47,261	36,338
Total	20,396,807	21,934,536	23,980,434
Direct cost of civil parking enforcement	2015/16 (£)	2016/17 (£)	2017/18 (£)
Enforcement	3,266,962	3,254,654	3,620,476
Admin, appeals, debt recovery and maintenance	3,024,286	3,579,224	3,371,630
Scheme review / new schemes	805,588	799,690	767,569
Capital charges	600,932	614,317	1,010,833
Total	7,697,768	8,247,885	8,770,508
Surplus after direct costs	12,699,039	13,686,651	15,209,926

How we
invest the
income



Any surplus made through parking fees and charges has to be invested into transport and highways. This is a legal requirement.

In 2017/18, after direct costs, there was a surplus of £15,209,926. This is an increase of £1,523,275 on the previous

financial year. The jump can be attributed to a rise in permit income: a result of the introduction of several new controlled parking zones.

The table below shows a year-on-year comparison of how surplus income was invested back into transport and highways.

Funding for other transport and highways-related projects supported by CPE income	2015/16 (£)	2016/17 (£)	2017/18 (£)
Supported bus services and other public transport services	1,175,433	1,064,056	1,380,366
Contribution to eligible Transport related expenditure	–	–	467,668
Concessionary fares	10,752,591	10,929,562	10,792,232
Capital investment borrowing costs	2,775,202	2,676,729	2,569,660
Total	14,703,226	14,670,347	15,209,926



Madeira Drive wayfinding totem

Supported bus services

The council supports some bus routes by subsidising the costs of running these services. In financial year 2017/18 the council spent £995,519 on supporting bus services.

You can find out more about supported bus services on the following webpage:

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-transport-news-0

Local Transport Plan costs

Since 2011/12, the Local Transport Plan (LTP) has been wholly funded by a grant from the Department for Transport. As a consequence, no borrowing costs are included in relation to the Local Transport Plan for the current year.

Capital investment borrowing costs of £2,569,660 relate to previous Local Transport Plan schemes. The money spent on borrowing costs has continued to fall each year.

Each year a report is presented to the Environment, Transport & Sustainability Committee to agree how funds will be allocated to the Local Transport Plan capital programme for the following year.

Some of these projects have included:

- Quality Bus Partnership Initiative
- Walking facilities (dropped kerbs and tactile)
- Cycle parking
- A23 Sustainable Transport Corridor
- Cycle route signing
- Travel plans for schools
- Pedestrian priority schemes
- Traffic control improvements
- Brighton station gateway project

- Cycle priority schemes
- New Road/Church Street junction and crossing
- Electric vehicles
- Chatham Place rail bridge support
- Bear Road retaining wall
- Dyke Road Drive retaining wall
- Marine Parade retaining wall
- Footways maintenance



Brighton station gateway

- Walking network improvements
- Old Shoreham Road cycle route
- Pedestrian wayfinding and signing
- Electric vehicle charging points (Local Transport Plan)



Bear Road retaining wall

Appendix 1 On-and off-street parking charges

Off-street car parks

Black Rock	2016/17 (£)	2017/18 (£)
1 hour	1.00	1.00
2 hours	2.00	2.00
3 hours	4.00	4.00
4 hours	5.00	5.00
9 hours	6.00	6.00

Oxford Court	2016/17 (£)	2017/18 (£)
2 hours	3.00	3.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	18.00	18.00
Annual season ticket	780.00	780.00

High Street	2016/17 (£)	2017/18 (£)
2 hours	4.20	4.20
4 hours	8.40	8.40
9 hours	11.00	11.00
24 hours	18.20	18.20
Quarterly season ticket	780.00	780.00
Annual season ticket	2080.00	2080.00

Rottingdean West Street	2016/17 (£)	2017/18 (£)
1 hour	1.00	1.00
2 hours	2.00	2.00
3 hours	3.00	3.00

King Alfred	2016/17 (£)	2017/18 (£)
1 hour	1.60	1.60
2 hours	2.00	2.00
3 hours	3.00	3.00
4 hours	4.00	4.00

The Lanes	2016/17 (£)	2017/18 (£)
1 hour	2.00	2.00
2 hours	6.00	6.00
4 hours	13.00	13.00
9 hours	20.00	20.00
24 hours	25.00	25.00
Lost ticket	25.00	25.00
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 fee	25.00	25.00
Evenings: 18.00–24.00	4.50	4.50
Night: 24.00–11.00	5.00	5.00
Annual season ticket	2500.00	2500.00
Reduced charge annual season ticket: Resident permit waiting list 16.00–11.00 Mon–Fri (Zone Z only)	1500.00	1500.00

Rottingdean Marine Cliffs	2016/17 (£)	2017/18 (£)
1 hour	1.00	1.00
2 hours	2.00	2.00
11 hours	3.00	3.00
Quarterly season ticket	52.00	52.00

Norton Road	2016/17 (£)	2017/18 (£)
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.20	3.20
5 hours	4.20	4.20
9 hours	5.00	5.00
12 hours	6.00	6.00
Annual season ticket	780.00	780.00

London Road	2016/17 (£)	2017/18 (£)
1 hour	1.00	1.50
2 hours	3.00	3.00
4 hours	5.00	6.00
9 hours	8.00	8.00
24 hours	15.00	15.00
Lost ticket	15.00	15.00
Saturday: 1 hour	2.00	Removed
Saturday: 2 hours	4.00	Removed
Saturday: 4 hours	6.00	Removed
Saturday: 9 hours	8.00	Removed
Saturday: 24 hours	17.50	Removed
Saturday: Lost ticket	17.50	Removed
Evenings: 18.00–24.00	4.50	4.50
Night: 24.00–11.00	5.00	5.00
Lost ticket admin fee	5.00	5.00
Weekly	55.00	55.00
Annual season ticket	1040.00	1200.00
Annual season ticket: reduced rate for Area Y permit holders, and businesses of New England House, City Point or One Brighton	780.00	800.00
Reduced charge annual season ticket: Resident permit waiting list (Zone Y) 16.00–11.00 Mon–Fri	416.00	420.00

Regency Square	2016/17 (£)	2017/18 (£)
1 hour	2.00	2.00
2 hours	4.00	4.50
4 hours	8.00	9.00
9 hours	12.00	12.00

24 hours / Lost ticket	18.00	18.00
Evenings 18.00–24.00	4.50	4.50
Night 24.00–11.00	5.00	5.00
Lost ticket administration fee	5.00	5.00
Weekly season ticket	60.00	60.00
Quarterly season ticket	300.00	300.00
Annual season ticket	1000.00	1000.00
Commercial season ticket (annual)	1200.00	1200.00
Reduced annual season ticket: Resident permit waiting list 16.00–11.00 Mon–Fri (Zone M)	750.00	750.00

Trafalgar Street	2016/17 (£)	2017/18 (£)
1 hour	2.00	3.00
2 hours	4.00	6.00
4 hours	8.00	9.00
6 hours	9.00	10.00
9 hours	12.00	12.00
24 hours / Lost ticket	16.00	16.00
Weekend: 1 hour	2.50	2.50
Weekend: 2 hours	4.50	4.50
Weekend: 4 hours	8.00	8.00
Weekend: 6 hours	9.50	10.00
Weekend: 9 hours	12.00	12.00
Weekend: 24 hours / Lost ticket	17.50	18.00
Evenings: 18.00–24.00	4.50	4.50
Night: 24.00–11.00	5.00	5.00
Lost ticket admin fee	5.00	5.00
Quarterly season ticket	400.00	400.00
Annual season ticket	1200.00	1200.00
Reduced annual season ticket: Resident permit waiting list (Zone Y) 16.00–11.00 Mon–Fri	750.00	750.00

On-street (Pay and display)

TARIFF ZONE 1	2016/17 (£)	2017/18 (£)
Zone Y: Central Brighton North		
1 hour	3.60	3.60
2 hours	6.20	6.20
4 hours	10.40	10.40
Zone Z: Central Brighton South		
1 hour	3.60	3.60
2 hours	6.20	6.20
4 hours	10.40	10.40
TARIFF ZONE 2	2016/17 (£)	2017/18 (£)
Zone Y: Central Brighton North		
1 hour	2.00	2.00
2 hours	4.00	4.00
4 hours	6.20	6.20
TARIFF ZONE 3	2016/17 (£)	2017/18 (£)
Zone M: Brunswick & Adelaide		
1 hour	2.00	2.00
2 hours	3.00	4.20
4 hours	4.00	6.20
TARIFF ZONE 4	2016/17 (£)	2017/18 (£)
Zone A: Preston Park Station		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.00	5.20
Zone C: Queen's Park		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone E: Preston Park Station (North)		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20

Zone F: Fiveways and Balfour		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone G: Hollingbury Road & Ditchling Gardens		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone H: Kemp Town & Hospital		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone I: Craven Vale		
1 hour	N/A	1.00
2 hours	N/A	2.00
4 hours	N/A	4.00
Zone J: Preston Circus		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone K: Preston Village		
1 hour	N/A	1.00
2 hours	N/A	2.00
4 hours	N/A	4.00
Zone N: Central Hove		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone O: Goldsmid		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20

Zone Q: Prestonville		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone R: Westbourne		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone T: Hove Station		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20
Zone V: Hanover & Elm Grove		
1 hour	N/A	1.00
2 hours	N/A	2.00
4 hours	N/A	4.00
Zone W: Wish Road		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.00
11 hours	5.20	5.20

Seafront (Pay & Display)

TARIFF ZONE 1	2016/17 (£)	2017/18 (£)
Seafront Inner: Madeira Drive (1 Mar–31 Oct) (West of Madeira Lift)		
1 hour	3.60	3.20
2 hours	6.00	6.00
4 hours	11.00	11.00
11 hours	16.00	16.00
Seafront Inner: Marine Parade (West of Burlington Street)		
1 hour	3.60	3.60
2 hour	6.00	6.00
4 hour	11.00	11.00
11 hour	16.00	16.00
Seafront Inner: King's Road		
1 hour	3.20	3.20
2 hour	6.00	6.00
4 hour	11.00	11.00
11 hour	16.00	16.00

TARIFF ZONE 2	2016/17 (£)	2017/18 (£)
Seafront Inner: Kingsway (East of Fourth Avenue)		
1 hour	2.00	2.00
2 hour	4.20	4.20
4 hour	6.20	6.20
11 hour	10.40	10.40
Seafront Inner: New Steine		
1 hour	2.00	2.00
2 hour	4.20	4.20
4 hour	6.20	6.20
11 hour	10.40	10.40

TARIFF ZONE 3	2016/17 (£)	2017/18 (£)
Seafront Outer: Madeira Drive (East of Madeira Lift)		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.20	4.20
11 hours	7.20	7.20
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	4.20	4.20
11 hours	7.20	7.20

TARIFF ZONE 4	2016/17 (£)	2017/18 (£)
Rottingdean High Street		
1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	4.00	4.20
Madeira Drive Coach Park		
4 hours	9.00	9.00
11 hours	16.00	16.00

Permits

	2016/17 (£)	2017/18 (£)
Resident permit: Full schemes (zones: A, C, E, F, G, H, I, J, K, M, N, O, Q, R, T, V, Y, Z)* *Zones I, K, V introduced in 2017/18		
First permit per household: 3 months (50 percent discount for low emissions)	45.00	45.00
First permit per household: 1 year (50 percent discount for low emissions)	130.00	130.00
Visitor permit (excluding zones M, Y and Z)	3.00	3.00
Visitor permit (zones M, Y and Z only)	3.00	3.50
Resident permit: light-touch schemes (zones: L, S, U, W)* *Zones L and S introduced in 2017/18		
First permit per household: 6 months (50 percent discount for low emissions)	60.00	60.00
First permit per household: 1 year (50 percent discount for low emissions)	100.00	100.00
Visitor permit	2.00	2.00
Business permit		
1 year	320.00	350.00
3 months	90.00	100.00
1 year (low emissions)	160.00	175.00
3 months (low emissions)	45.00	50.00
Traders permit		
1 year	650.00	700.00
3 months	170.00	200.00
1 year (low emissions)	325.00	350.00
3 months (low emissions)	85.00	100.00

	2016/17 (£)	2017/18 (£)
Hotel permits		
Area C (24 hours)	8.00	8.00
Area N (1 day)	3.50	3.50
School permits		
3 months	45.00	50.00
1 year	130.00	150.00
Other permits		
Doctors permit (per bay)	95.00	100.00
Car Club (1 year)	20.80	25.00
Professional Carer (1 year)	50.00	52.00
Carer (non-professional)	10.00	10.00
Dispensation (1 year)	35.00	40.00
Waiver (1 day)	10.00	10.00
Suspensions		
Daily charge for first 8 weeks	40.00	40.00
Daily charge after 8 weeks	20.00	removed
Community events (daily charge)	New	20.00
Administration fees		
Change of zone	10.00	10.00
Surrender of Permit	10.00	10.00
Change of vehicle	10.00	10.00
Replacement permit	10.00	10.00
Issuing resident permit to Blue Badge holder	15.00	15.00
Issuing resident permit to Blue Badge holder (low emissions)	10.00	10.00
Issuing Blue Badge	10.00	10.00
Blue Badge bay: application fee	11.00	11.00
Blue Badge bay: individual disabled bay	102.00	102.00
Suspensions		

	2016/17 (£)	2017/18 (£)
Zone B & D (event parking)		
Resident permit	No Charge	No Charge
Business permit	No Charge	No Charge
Carer permit	No Charge	No Charge
School permit	No Charge	No Charge
Visitor permit (transferable)	No Charge	No Charge
Visitor permit (one day)	2.60	2.60
Change of vehicle	10.00	10.00
Replacement permit	10.00	10.00

Parking Infrastructure

	2016/17 (£)	2017/18 (£)
Lining		
Access Protection	11.00	12.00
White Lines (per metre)		
Replacing lining after crossover work (per metre)	11.00	12.00
Traffic Regulation Order (TRO) for new parking restriction outside the Controlled Parking Zone		
Administration, advertising costs, officer site visits, signing and lining costs	2000.00	2000.00
Additional search enquiries		
Solicitors and other agency queries per question	39.00	40.00

Appendix 2

List of electric vehicle charging points across Brighton & Hove (as at October 2018)

	Location	Type	Points available	
Bartholomews	Outside no.5 (opposite town hall)	Type 2 (7kW)	2	
Ditchling Road (opp The Level)	Outside Caroline of Brunswick pub	Three pin (3kW) Type 2 (7kW)	1 2	
London Road car park	42 Providence Place BN1 4GE	Type 2 (7kW)	6 (3x dual access) on ground floor	
Madeira Drive	Opposite Harvester, nr Sealife Centre	Type 2 (7kW)	2	
Regency Square car park	Regency Square BN1 2FG	Three pin (3kW) Type 2 (7kW)	1 6 (3x dual access) on Level 1	
The Lanes car park	Black Lion Street BN1 1ND	Type 2 (7kW)	4 (2x dual access) on Level 3	
Trafalgar Street car park	Blackman St / Whitecross St	Three pin (3kW) Type 2 (7kW)	1 2	
Withdean Stadium (on road)	Withdean Road BN1 5JD	Three pin (3kW) Type 2 (7kW)	1 2 (1x dual access)	
Withdean Stadium (in car park)	Withdean Leisure Centre	Type 2 (43kW) CCS (50kW) CHAdeMO (50kW)	1 1 1	Triple- outlet unit

More information about electric vehicle charging in the city is available online:
www.brighton-hove.gov.uk/content/parking-and-travel/parking/electric-vehicles-and-charging

Other recommended sources for information:

Zap Map (for charge point locations plotted on a map):
www.zap-map.com

Electric Brighton (community-oriented information for EV drivers in Brighton & Hove):
www.electricbrighton.com

