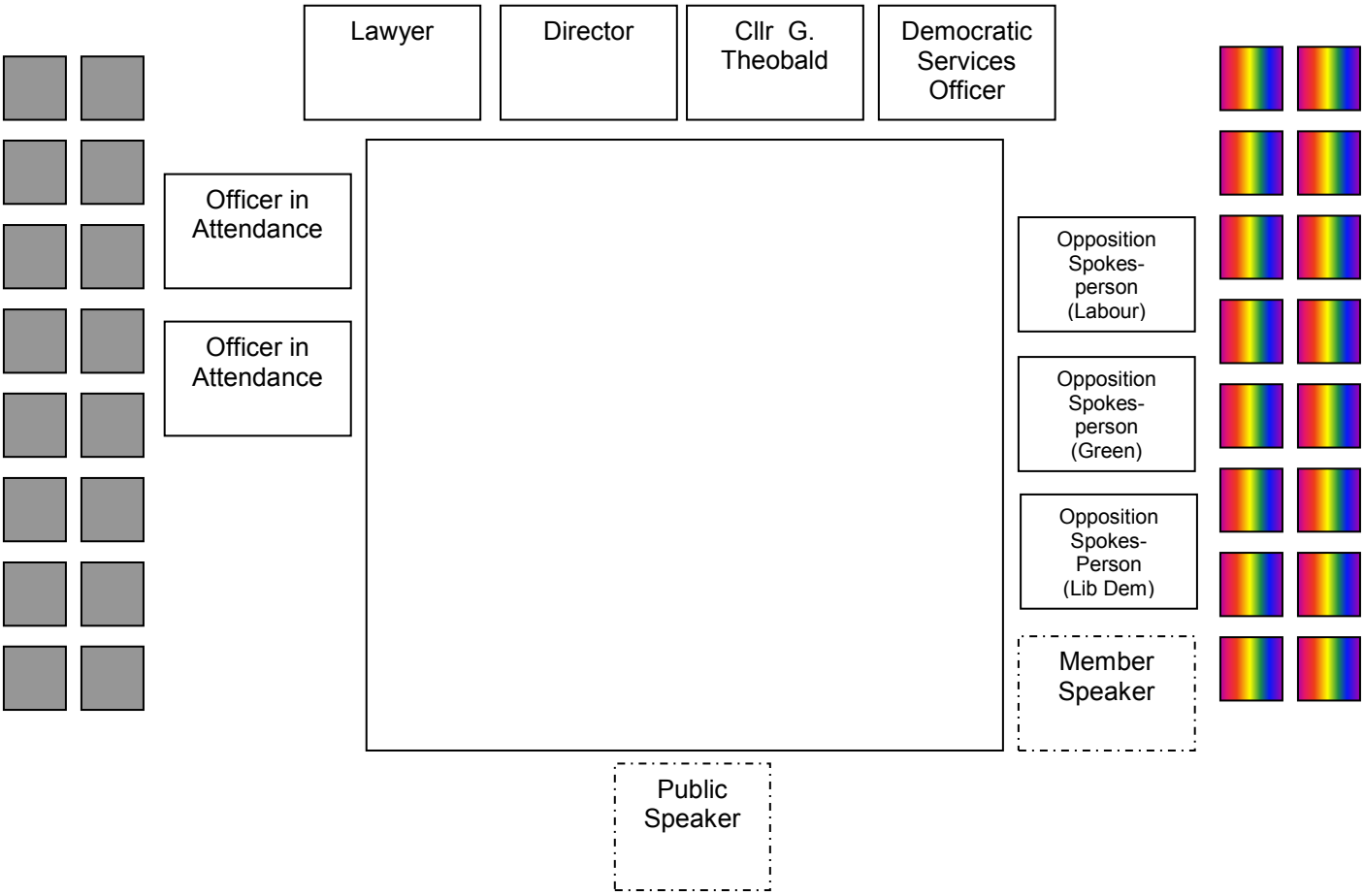
Brighton & Hove City Council

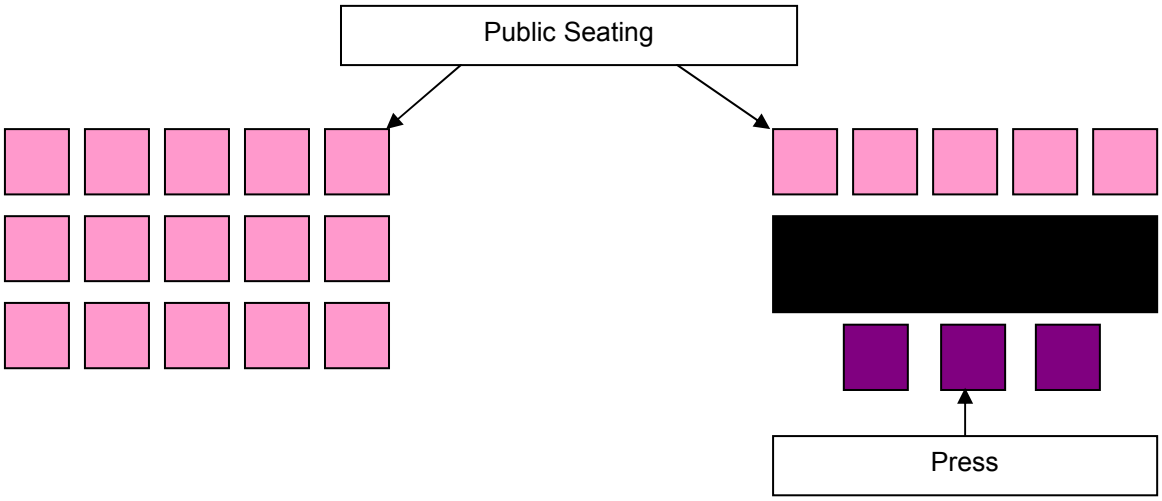
Cabinet Member Meeting

Title:	**Environment Cabinet Member Meeting**
Date:	**26 January 2010**
Time:	**4.00pm**
Venue	**Committee Room 3, Hove Town Hall**
Members:	**Councillor:** G Theobald (Cabinet Member)
Contact:	**Tanya Massey** Senior Democratic Services Officer 01273 291227 tanya.massey@brighton-hove.gov.uk

	**The Town Hall has facilities for wheelchair users, including lifts and toilets**
	**An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.**
	FIRE / EMERGENCY EVACUATION PROCEDURE **If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions:** • **You should proceed calmly; do not run and do not use the lifts;** • **Do not stop to collect personal belongings;** • **Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and** • **Do not re-enter the building until told that it is safe to do so.**

Democratic Services: Meeting Layout





ENVIRONMENT CABINET MEMBER MEETING

AGENDA

Part One **Page**

81. PROCEDURAL BUSINESS

(a) Declarations of Interest by all Members present of any personal interests in matters on the agenda, the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.

(b) Exclusion of Press and Public - To consider whether, in view of the nature of the business to be transacted, or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

NOTE: Any item appearing in Part 2 of the Agenda states in its heading either that it is confidential or the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the public.

A list and description of the categories of exempt information is available for public inspection at Brighton and Hove Town Halls.

82. MINUTES OF THE PREVIOUS MEETING 1 - 10

Minutes of the meeting held on 17 December 2009 (copy attached).

83. CABINET MEMBER'S COMMUNICATIONS

84. ITEMS RESERVED FOR DISCUSSION

(a) Items reserved by the Cabinet Member

(b) Items reserved by the Opposition Spokesperson

(c) Items reserved by Members, with the agreement of the Cabinet Member.

NOTE: Public Questions, Written Questions form Councillors, Petitions, Deputations, Letters from Councillors and Notices of Motion will be reserved automatically.

85. PETITIONS 11 - 12

Report of the Director of Strategy & Governance (copy attached).

Contact Officer: *Tanya Massey* *Tel: 29-1227*
Ward Affected: *Brunswick & Adelaide; Goldsmid; St Peter's & North Laine*

86. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 19 January 2009)

No public questions received by date of publication.

87. DEPUTATIONS

(The closing date for receipt of deputations is 12 noon on 19 January 2009)

No deputations received by date of publication.

88. LETTERS FROM COUNCILLORS

No letters have been received.

89. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received.

90. NOTICES OF MOTION

No Notices of Motion have been received.

SUSTAINABLE TRANSPORT MATTERS

91. CIVITAS Road Safety Campaign — 13 - 28

Report of the Director of Environment (copy attached).

Contact Officer: *Debbie Reed* *Tel: 29-0367*
Ward Affected: *Moulsecoomb & Bevendean; St Peter's & North Laine*

92. Cyclist Priority Network — 29 - 36

Report of the Director of Environment (copy attached).

Contact Officer: *Jim Mayor* *Tel: 29-4164*
Ward Affected: *Moulsecoomb & Bevendean; Preston Park; Queen's Park; St Peter's & North Laine; Withdean*

GENERAL MATTERS

93. Fees and Charges 2010/11 — 37 - 54

Report of the Director of Environment (copy attached).

Contact Officer: *Patrick Rice* *Tel: 29-1268*
Ward Affected: *All Wards*

ENVIRONMENT CABINET MEMBER MEETING

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact Tanya Massey, (01273 291227, email tanya.massey@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication - Monday, 18 January 2010

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 82 Brighton & Hove City Council

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT CABINET MEMBER MEETING

4.00PM 17 DECEMBER 2009

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor G Theobald (Cabinet Member)

Also in attendance: Councillors Mitchell (Opposition Spokesperson, Labour) and Davey (Opposition Spokesperson, Green)

Other Members present: Councillor Kitcat

PART ONE

64. PROCEDURAL BUSINESS

64a Declarations of Interests

64a.1 Councillor Mitchell declared a personal, but non-prejudicial, interest in Item 76, a report from the Director of Environment seeking approval to take the draft conservation area appraisal and boundary review for Stanmer Conservation Area to public consultation, because she was Chair of the Brighton & Hove Estates Conservation Trust.

64b Exclusion of Press and Public

64b.1 In accordance with section 100A of the Local Government Act 1972 ('the Act'), the Cabinet Member for Environment considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press or public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

64b.2 **RESOLVED** – That the press and public be not excluded from the meeting.

65. MINUTES OF THE PREVIOUS MEETING

65.1 **RESOLVED** – The minutes of the meeting held on 5 November 2009 were approved and signed by the Cabinet Member as a correct record.

66. CABINET MEMBER'S COMMUNICATIONS

66.1 There were none.

67. ITEMS RESERVED FOR DISCUSSION

67.1 **RESOLVED** – That with the exception of the items reserved (and marked with an asterisk), the recommendations and resolutions contained therein be approved and adopted without debate.

68. PETITIONS

68(i) and (ii) Petitions – Parking issues, Tivoli Crescent and Tivoli Crescent North

68.1 Councillor Drake had submitted two petitions, one signed by 105 people and one signed by 40 people, concerning parking issues in Tivoli Crescent and Tivoli Crescent North respectively.

68.2 Councillor Drake was unable to attend the meeting.

68.3 The Cabinet Member advised that he had already responded to the issues raised in the petitions at Full Council on 10 December when a deputation was presented.

68.4 **RESOLVED** – That the petitions be noted and a written response be provided.

68(iii) Petition – review of controlled parking zone, Preston Park Station Area

68.4 Councillor Mitchell presented a petition signed by 1056 people who agreed with a number of options in relation to reviewing the introduction of a controlled parking zone in the Preston Park Station Area.

68.5 The Cabinet Member explained that representations had been received from people on both sides of the arguments at Full Council and that he responded to the issues raised at that meeting.

68.6 **RESOLVED** – That the petition be noted.

69. PUBLIC QUESTIONS

69.1 The Cabinet Member reported that two public questions had been received.

69.2 Ms Paynter asked the following question:

"A dense line of mature trees and plantings, which mitigate in an acknowledged area of air quality concern, borders the 40 year old Clarendon & Ellen Estate along the entire length of Clarendon Road.

An FOI request for the age, expected lifespan and variety of the trees therein resulted in details of a number of saplings planted in surrounding areas from 2004 on. I was told this 'represents the only records the Arboricultural Team hold for this area.

Why are no records held by Arboriculture for the mature plantings?"

69.3 The Cabinet Member gave the following response:

"The council's Arboriculture team operate a tree management system which is designed to log information about trees on council streets. This includes their location, condition and history. This system is also used to record information on trees in the city's parks and, in part, on council housing land.

There are limited resources available to carry this work out so, in the case of trees on housing land, trees are added to the database when arboricultural work is ordered. In effect, this means that the trees on housing land that are logged, are those that are the ones that have been identified as needing attention, e.g. cutting back, treatments, etc.

Rob Greenland, Arboriculture Manager, has advised that his team will record the details of the trees surrounding the Clarendon and Ellen estate in Spring 2010. In addition, training will also be provided in 2010 for Community Wardens on how to carry out basic visual inspections of trees, and how information from their inspections can feed into the tree management system."

69.4 Ms Paynter asked the following supplementary question:

"I only resorted to FOI when, after some four months and 25 emails, provision was still avoided by <u>everyone</u> from Parks & Gardens to Arboriculture to Housing. I was asking in my capacity as Chair of a Residents Association representing the 357 addresses paying this council to look after those plantings.

FOI sent the question to Parks & Gardens who sent the question to Arboriculture. Nobody wants responsibility for these plantings or is even willing to admit this entire street length of trees exists. Parks & Gardens had and used an on-site gardener's lockup area and dedicated lavatory for very many years.

Every tree planted in this city has a number! Will the Cabinet Member undertake to find and provide me with the formal records of the <u>numerous</u> very mature trees along the length of Clarendon Road in Hove, from the corner of Sackville Road all the way down its whole length, some of which are now dead or dying?"

69.5 The Cabinet Member gave the following response:

"I am not able to produce records that do not exist. There are limited resources available to do this work, but the recording system will be improved for the future."

69.6 Ms Baumgardt asked the following question:

"I'm sure I share the view of many other residents in Brighton and Hove who were horrified to hear of the Council's recent gassing of wild rabbits on Waterhall golf course. Could the Cabinet Member for Environment confirm whether Council officers looked at other alternatives including the advice of Humane Wildlife Deterrent experts, as recommended on the Health & Safety Executive website, before going ahead with this

slaughter of wild rabbits, which could also have harmed other wildlife including badgers, foxes, weasels and stoats - which may have been a criminal offence in the case of badgers - and that, furthermore, chemicals used could have harmed the local ecosystem?"

69.7 The Cabinet Member gave the following response:

"Over the years officers had expected a natural reduction in the rabbit population (through myxomatosis or cold winters) but this has not happened and officers have been left with a huge problem which they have had to tackle. They have considered the pros and cons of various methods of reducing the rabbit population and consulted with our own pest control experts.

I can say that the method being used should not affect other animals as it is targeted at rabbit burrows."

69.8 Ms Baumgardt asked the following supplementary question:

"Could the Cabinet Member confirm that he will request Council officers to develop a Humane Wildlife Deterrent strategy, in consultation with experts, which should be the first priority consideration when dealing with problems of this kind on Council land in the future?"

69.9 The Cabinet Member gave the following response:

69.10 "I found out about the measures taken after the event, however, I have been advised that this was the best method and that the action was necessary. Officers are always willing to hear from experts and do take expert advice on board."

70. DEPUTATIONS

70.1 The Cabinet Member reported that four deputations had been referred from Council on 10 December (for copy see minute book). He explained that since only a short time had passed since he had given full responses at Council, there was nothing further to add and referred those in attendance to the responses previously given. He thanked those who had taken the time to attend both the Full Council meeting and the Cabinet Member Meeting.

70.2 **RESOLVED** – That the deputations be noted.

71. LETTERS FROM COUNCILLORS

71.1 There were none.

72. WRITTEN QUESTIONS FROM COUNCILLORS

72.1 The Cabinet Member reported that one written question had been received from a councillor.

72.2 Councillor Kitcat asked the following question:

"Is Cllr Theobald aware of the government's plans for a 'Zero Waste Places Standard' and the financial support being planned for 'Zero Waste Places', and will he be ensuring that the council is adopting a Zero Waste strategy and applying for any additional government financial support where possible?"

72.3 The Cabinet Member had circulated the following response:

"As you may know, the Conservative Party believes in incentivising residents to recycle and working towards zero waste. For this reason, the council has been formulating a waste strategy which sets out proposed policies and actions. Consultation on this strategy has been completed and it will be presented to Cabinet in March next year for adoption.

I am aware of the Zero Waste Places initiative. The council did not put forward a bid in this round whilst the waste strategy has not been finalised. However, in future years, we will be using the strategy to secure additional funds to meet the adopted policies whilst ensuring that any one off funding initiatives prove to offer value for money to the tax payer and, as the funding is one off, that the council is able to afford continued financial costs."

72.4 Councillor Kitcat asked the following supplementary question:

"Can you expand on the consultation proposed and taking place with Members in relation to the waste strategy?"

72.5 The Cabinet Member gave the following response:

"Significant consultation has been undertaken on the draft waste management strategy and I am sure that you have submitted your views."

73. NOTICES OF MOTION

73.1 There were none.

74. SUPPLEMENTARY PLANNING DOCUMENT: ARCHITECTURAL FEATURES

74.1 The Cabinet Member considered a report of the Director of Environment seeking approval of the Supplementary Planning Document (SPD) on Architectural Features, following public consultation (for copy see minute book).

74.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the draft Supplementary Planning Document on Architectural Features be adopted as part of the Local Development Framework, subject to any minor grammatical and non-material text and illustration alterations agreed by the Director of Environment in consultation with the Cabinet Member for Environment.

75. LONDON ROAD CENTRAL MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT (SPD)*

75.1 The Cabinet Member considered a report of the Director of Environment concerning the results of the London Road Central Masterplan consultation held in June 2009 and seeking permission to formally adopt the masterplan (for copy see minute book).

75.2 The Cabinet Member explained that the consultation had resulted in sixty five groups, organisations or individuals sending comments to the council. A three day exhibition held at the former Co-op in London Road was attended by over a thousand individuals and resulted in hundreds of comments, which have informed further changes to the masterplan. Over the last few weeks the Cabinet Member had received postcards from around two hundred individuals on behalf of the "Another London Road" group summarising the main points made by the group during the consultation period. The Cabinet Member thanked the individuals and for the Another London Road group for their particular interest and obvious passion in the area. He reported that officers had invited members of the Another London Road group to a briefing to go through the document and explain the changes that had been made to the masterplan.

75.3 The Cabinet Member advised that the revised masterplan included an implementation plan that could be updated when needed and which would provide a means to guide and monitor improvements. Overall, the masterplan would provide a flexible framework to strengthen the role of London Road as one of the city's town centres and would provide an essential means for guiding future development in the area.

75.4 The Cabinet Member invited Ms Christina Summers, from the Another London Road campaign to address the meeting.

75.5 Ms Summers thanked the Planning Projects Manager and Senior Planning Officer working on the project for keeping the Another London Road group informed and answering any questions. She was encouraged to see the inclusion of more incremental work alongside the larger projects and was pleased that buildings of architectural interest had been recognised. She explained that concerns remained over the possibility of a superstore moving into the area despite the need for developers to meet certain conditions; she acknowledged that the retail impact assessment would be key. She advised that the group felt that the area should be designated a 'district centre' rather than a 'town centre' and that traffic issues were still a major concern.

75.6 Councillor Mitchell welcomed the revised masterplan and praised the consultation process for resulting in a strengthened and improved document. She echoed the concerns around traffic flow and stated that she would be looking to the Local Transport Plan to address the issue. She added that there was a clear desire to see positive change and she hoped that short and medium terms projects would soon be forthcoming.

75.7 Councillor Davey echoed the concerns raised in relation to traffic and the potential for a superstore to move into the area. He thanked officers for the improvements made to the masterplan and emphasised the importance of de-cluttering and the difference that it would make to the area.

75.8 The Planning Projects Manager explained that short term measures had been identified against projects where funding was available or those that were achievable in the next one to two years. The implementation plan would be monitored and added to over time. He advised that the London Road area had been designated a 'town centre' because other areas in the city had the same designation and it was felt that London Road warranted the same approach. He thanked all the interested parties for contributing to the consultation process.

75.9 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the results of the public consultation exercise be noted and the changes made to the draft London Road Central Masterplan SPD be endorsed.

(2) That the draft London Road Central Masterplan SPD be adopted as part of the Local Development Framework, subject to any minor grammatical and non-material text and illustration alterations agreed by the Director of Environment in consultation with the Cabinet Member for Environment.

76. STANMER CONSERVATION AREA REVIEW

76.1 The Cabinet Member considered a report of the Director of Environment seeking approval to take the draft conservation area appraisal and boundary review for Stanmer Conservation Area to public consultation (for copy see minute book).

76.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That the proposed draft Stanmer Conservation Area Appraisal and Boundary Review be approved for public consultation.

77. A23 LONDON ROAD PEDESTRIAN AND CYCLE SCHEME*

77.1 The Cabinet Member considered a report of the Director of Environment concerning the results of the public consultation carried out on the A23 Pedestrian and Cycle scheme and requesting permission to advertise the Traffic Regulation Order, finalise the detailed design and implement the scheme (for copy see minute book).

77.2 The Cabinet Member reported that the results demonstrated majority support for the scheme proposals and advised that the scheme would improve safety for pedestrians and cyclists, and enhance accessibility into the city for commuters, residents and visitors, as well as improving links to nearby schools for parents and children.

77.3 Councillors Mitchell and Davey welcomed the proposals and queried when consideration of the consultation results in relation proposals for the Old Shoreham Road Cycle Route could be expected.

77.4 Councillor Theobald advised that he expected to consider the consultation results in February 2010.

77.5 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the consultation results, which indicate an overall support for the scheme as consulted, be noted.

(2) That Officers be instructed to begin implementation of the scheme, to include advertising the associated Traffic Regulation Order and Notice under the Road Traffic Act 1984.

78. APPROVAL TO AWARD HIGHWAY STREET LIGHTING MAINTENANCE CONTRACT

78.1 The Cabinet Member considered a report of the Director of Environment seeking approval to award the Street Lighting Term Maintenance Contract the period 2010–2012 (for copy see minute book).

78.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the award of the Street Lighting Term Maintenance Contract, which has been procured in partnership with East Sussex County Council, be approved.

(2) That Colas Ltd, having submitted the best value tender, be awarded the new joint contract for street lighting maintenance across East Sussex and Brighton and Hove.

79. CYCLE COUNTER DISPLAY*

79.1 The Cabinet Member considered a report of the Director of Environment concerning proposals to install three cycle counter displays at key points on the cycle route network (for copy see minute book).

79.2 Councillor Davey welcomed the initiative and looked forward to seeing the high numbers recorded.

79.3 In response to a query from Councillor Davey officers explained that the routes chosen had to be within the designated Civitas area and that they had chosen what they considered to be the three best routes within the area.

79.4 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendation:

(1) That three Cycle Display Counters be installed in Brighton and Hove.

80. WOODINGDEAN CROSSROADS - PREFERRED SCHEME

80.1 The Cabinet Member considered a report of the Director of Environment concerning the results of the public consultation carried out on the Woodingdean Crossroads

Improvements scheme and requesting permission to finalise the detailed design and advertise the Traffic Regulation Order (for copy see minute book).

80.2 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

(1) That the consultation results be noted and agreement be given for the final scheme to include the preferred options for (a) the pedestrian crossing in Falmer Road (north) and (b) the arrangements for loading/parking in Warren Way (south side).

(2) That the Director of Environment be authorised to finalise the detailed design of the preferred scheme, including the further assessment of possible pedestrian crossing improvements in Warren Road and Falmer Road (south), and to include advertising the associated Pedestrian Crossing and Traffic Regulation Order and Notice under the Road Traffic Regulation Act 1984.

The meeting concluded at 4.40pm

Signed Cabinet Member

Dated this day of

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 85 Brighton & Hove City Council

Subject:		**Petitions**	
Date of Meeting:		**26 January 2009**	
Report of:		**Director of Strategy & Governance**	
Contact Officer:	**Name:**	**Tanya Massey**	**Tel: 29-1227**
	E-mail:	**tanya.massey@brighton-hove.gov.uk**	
Key Decision:	**No**		
Wards Affected:		**Brunswick & Adelaide; Goldsmid; St Peter's & North Laine**	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive the following petitions presented at Council or any petitions presented directly to the Environment Cabinet Member Meeting.

85. (i) To receive the following petition presented at Council on 10 December 2009 by Councillor Watkins and signed by 120 people:

We the undersigned request the merging of Parking Zones M, N and O in Hove.

85. (ii) To receive a petition presented at Council on 10 December by Councillor West and signed by 170 people requesting a meeting with traffic engineers to discuss how to reduce the amount of traffic in Ditchling Rise.

85. (iii) To receive a petition presented at Council on 10 December by Councillor Phillips and signed by 45 people with disabilities requesting the right to use their travel cards in order to get to work.

85. (iv) To receive the following petition presented at Council on 10 December 2009 by Councillor Elgood and signed by 35 people:

We the undersigned ask that the Council return the Pedal Assisted Communal Bins to the streets of Brunswick Town.

The new (Small Lid) Communal Bins are impossible to use by the less able and those who are under 5'4" in height.

As a result refuse is left outside the bins causing problems with scattered litter and vermin.

Because a latch has to be released to open the small lid (for those that can reach) the latch is a source of infection. Touching a dirty handle and then having to proceed on your way often to work is a big risk to health.

85. (v) To receive the following petition presented at Council on 10 December 2009 by Councillor Elgood and signed by 70 people:

We the residents of Farman Street/Cross St. Hove ask that Brighton & Hove Council allow us to have a gate fitted to the Western Road end of the Farman Street Alley. This is to stop late night drinkers from the many adjacent bars using Farman Street/Cross St. as a toilet and to stop the theft of plants from our doorsteps and garden. By keeping these persons out the noise levels will be greatly reduced.

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 91 Brighton & Hove City Council

Subject:		**CIVITAS Road Safety Campaign**	
Date of Meeting:		**26 January 2010**	
Report of:		**Director of Environment**	
Contact Officer:	**Name:**	**Debbie Reed**	**Tel: 29-0367**
	E-mail:	**debbie.reed@brighton-hove.gov.uk**	
Key Decision:	**Yes**	**Forward Plan No: ENV13981**	
Wards Affected:		**Moulsecoomb & Bevendean; St Peter's & North Laine**	

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 As part of the Council's ongoing sustainable transport strategy the CIVITAS Road Safety Campaign project aims to assist in improving road safety and reducing casualties at high risk sites. The project targets groups of people who are statistically most at risk of being injured in collisions. The objective of the project is to reduce future casualties through physical safety measures and by increasing road safety awareness in groups identified as most 'at risk'.

1.2 The project will enable the authority to meet its legal duty to promote road safety and to address the national, Local Area Agreement and Government targets of reducing the number of people killed or seriously injured (KSI's).

1.3 The project will be supported by funding from the European Union CIVITAS project. Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The overall grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period. Involvement in the CIVITAS process provides an excellent opportunity for the council to take advantage of additional investment in the City's transport infrastructure and services.

1.4 The following report seeks approval to progress the identified sites to Detailed Design stage and to advertise any necessary Traffic Regulation Orders.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member gives approval to progress the five sites in London Road and Lewes Road (as identified in paragraph 3.3 of this report) to detailed design stage and advertise Traffic Regulation Orders.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Sussex Safer Roads Partnership (SSRP) carried out research to identify groups most at risk of being injured or involved in traffic collisions, and locations within

the CIVITAS area (see Appendix F) where the 'at risk' groups are most frequently injured.

3.2 The research considered all road traffic collisions and resulting casualties within the CIVITAS area from 1 January 2005 to 31 December 2008 – a four year period. It identified a number of groups that represent the majority of road users who have been Killed or Seriously Injured (KSI) and are therefore identified as most 'at risk'. The groups are:

- Pedestrians, 10 -24 yrs
- Cyclists 20 -34 yrs
- Motorcyclists (all ages)
- Moped riders 16 & 17 yrs

3.3 Further research was carried out to determine where (within the CIVITAS area) the 'at risk' groups are most frequently injured or killed. This work identified five sites on London Road and Lewes Road as being high risk in terms of road safety. Details of current problems at these locations, along with proposed remedial measures, are attached as Appendix E. The five sites are:

- London Road (Real Time Bus Information sign outside Iceland)
- London Road / Baker Street junction
- London Road (between Baker Street and York Hill junctions)
- Lewes Road / Franklin Road junction
- Lewes Road / Coombe Terrace / Coombe Road junction

3.4 If approval is given to progress site designs to Detailed Design stage, and Traffic Regulation Order processes do not result in objections to the proposals, the measures will be implemented between February 2010 and September 2010, in line with CIVITAS targets for delivering these projects.

4. CONSULTATION

4.1 The project was included as part of a package of transport investment. CIVITAS reporting process. Cabinet accepted CIVITAS programme funding on 16 October 2008 and Cabinet noted the CIVITAS update and work programme on 9 July 2009.

4.2 Internal consultation has been carried out with the Cabinet Member for Environment and relevant internal Council departments.

4.3 Wider public consultation will be carried out through the Traffic Regulation Order process. (As the proposals are relatively minor, wider consultation is not considered necessary).

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The project will be funded from the CIVITAS grant allocated for Road Safety Campaigns improvements at 5 sites where road safety improvements would benefit.

5.2 A cost/benefit evaluation of the proposals (calculated by comparing cost of works against costs of accidents) has shown each has a cost benefit First Year Rate of Return in excess of 100%.

Finance Officer Consulted: *Patrick Rice* *Date: 08/12/09*

Legal Implications:

5.3 Before implementation, all relevant procedural requirements will need to be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any un-withdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

Lawyer Consulted: *Stephen Dryden* *Date: 02/12/09*

Equalities Implications:

5.4 The proposed measures will be of benefit to all road users. Improving safety for groups of particularly vulnerable road users will contribute towards equality of access for all.

Sustainability Implications:

5.5 The proposed improvements will create a safer and more attractive environment for all road users – especially pedestrians and cyclists.

Crime & Disorder Implications:

5.6 The proposed schemes will result in a safer, more attractive environment which should increase activity levels in the CIVITAS area. This may result in some crime and disorder benefits.

Risk & Opportunity Management Implications:

5.7 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs have been implemented.

Corporate / Citywide Implications:

5.8 By reducing road casualties and enhancing accessibility the project will contribute towards growing the economy, improving access for all and reducing inequality.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 The primary objective of the project is to address high priority road safety sites in the Civitas area and protect road users who are proven to be at highest risk of involvement in road traffic collisions. As such the approach is evidence based.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 To enable the Cabinet Member for Environment to note progress to date and give formal approval for work at the proposed sites to proceed to the next level of development (detailed design and advertising of Traffic Regulation Orders).

SUPPORTING DOCUMENTATION

Appendices:

1. A. Proposed plan: London Road / Baker Street junction

2. B. Proposed plan: London Road (Between Baker Street and York Hill junctions)

3. C. Proposed plan: Lewes Road / Franklin Road junction

4. D. Proposed plan: Lewes Road / Coombe Terrace / Coombe Road junction

5. E: Table of proposed road safety measures

6. F: Map of CIVITAS Area

Documents in Members' Rooms

None

Background Documents

None

LONDON ROAD
BUS STOP
Bus Shelter
Letter Box
POSSIBLE RELOCATION OF ROAD SIGN
TACTILE PAVING TO BE REMOVED
CYCLE STANDS TO BE MOVED BACK
"A" BOARDS REMOVED
"A" BOARDS REMOVED
POSSIBLE REMOVAL OF GUARDRAILING
BAKER STREET
38
37
36
105
NOTES
1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.
Rev
Revision details
Drawn: Signed Phil Osborne Date August 2009
Surveyed:
Checked:
Approved:
File/Accad ref:: S:\
Brighton & Hove City Council
Project Name
CIVITAS
Drawing Title
A23 LONDON ROAD
BAKER STREET JUNCTION
GENERAL ARRANGEMENT
Drawing No
NPCV008 / 001
Scale
1 : 100
Rev

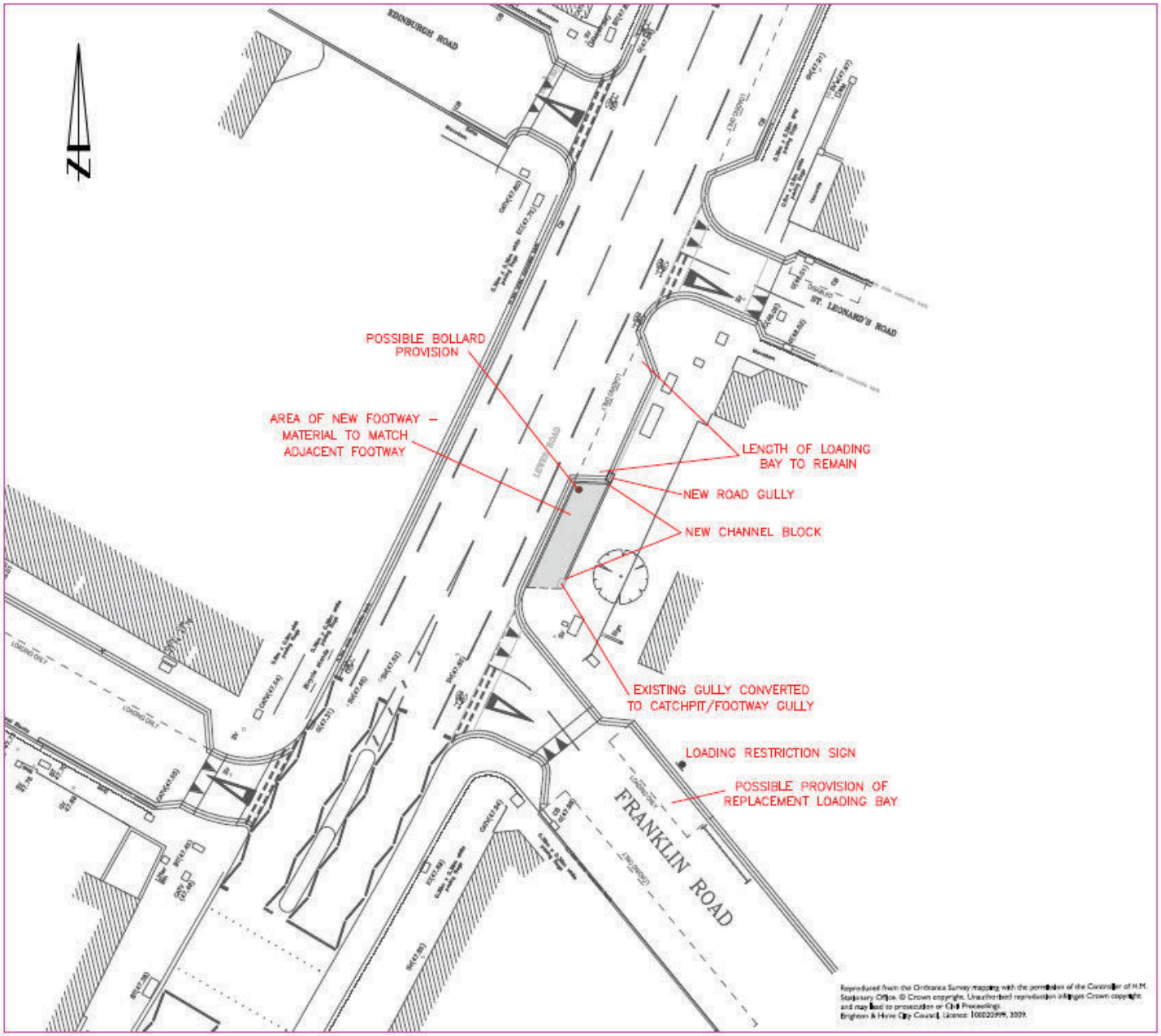
Appendix A

REBOUND SIGNMASTER BOLLARD
1.3m WIDE CENTRAL ISLAND FORMED IN HB2 KERBS WITH BLACKTOP INFILL
REBOUND SIGNMASTER BOLLARD
LONDON ROAD
NOTES
1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.
Rev
Revision details
Date
Drawn:
Signed
DRAWN
DATE
Surveyed:
SURVEYED
DATE
Checked:
CHECKED
DATE
Approved:
APPROVED
DATE
File/Accad ref:
S:\
Brighton & Hove City Council
Project Name
CIVITAS
Drawing Title
A23 LONDON ROAD
BAKER STREET TO YORK HILL
CENTRAL ISLAND
Drawing No
NPCV008 / 002
Scale
1 : 250
Rev

Appendix B

LONDON ROAD
ROSE HILL TERRACE
1.3m WIDE CENTRAL ISLAND FORMED IN HB2 KERBS WITH BLACKTOP INFILL
8.59m
5.05m
5.01m
REBOUND SIGNMASTER BOLLARD
FOOTWAY WIDENING TO MATCH EXISTING
POSSIBLE BOLLARD PROVISION
NOTES
1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.
Rev
Revision details
Drawn:
Surveyed:
Checked:
Approved:
File/Acad ref:
Signed
Date
DRAWN
SURVEYED
CHECKED
APPROVED
DATE
Brighton & Hove City Council
Project Name
CIVITAS
Drawing Title
A23 LONDON ROAD
YORK HILL TO ROSE HILL TERRACE
CENTRAL ISLAND
Drawing No
NPCV008 / 003
Scale
1 : 200
Rev

Appendix B.1



NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Appendix C

Rev	Revision details	

	Signed	Date
Drawn:	Phil Osborne	August 2009
Surveyed:		
Checked:		
Approved:		
File/Acad ref:	S:\	

Brighton & Hove City Council

Project Name

CIVITAS

Drawing Title

A270 LEWES ROAD
FRANKLIN ROAD JUNCTION
GENERAL ARRANGEMENT

Drawing No	Scale	Rev
NPCV008 / 004	1 : 200	

NOTES:

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.

Appendix D

Rev	Revision details		
	Signed		Date
Drawn:	Phil Osborne		August 2009
Surveyed:			
Checked:			
Approved:			
File/Acad ref:	S\		

Brighton & Hove City Council

Project Name: CIVITAS

Drawing Title: A270 LEWES ROAD / COOMBE ROAD JUNCTION GENERAL ARRANGEMENT

Drawing No	Scale	Rev
NPCV008 / 005	1 : 200	

Proposed CIVITAS Road Safety Measure

London Road (outside Iceland)
(No Drawing for this one).

Situation	• The RTI sign is currently positioned north of the bus shelter (outside Iceland). • The opaque Clear Channel Advertising panel (on the northern end of the shelter) prevents people reading the RTI sign when they are sitting inside of the shelter. • As a consequence people lean out of the bus shelter to view the RTI sign; resulting in bus/pedestrian conflict.
Proposal	• Reposition the RTI sign south of the bus shelter
Benefit	• RTI sign will be visible from the bus shelter.
Approximate Cost (£)	• £4400

London Road / Baker Street junction (See Appendix A)

Situation	• The location of Street furniture is reducing visibility for drivers pulling out of Baker Street onto the London Road.
Proposal	North-side of junction: • Relocate no-entry sign to the far south-west corner of the footway. • Remove some of the tactile paving and replace with regular paving slabs. • Move the bike racks back (eastwards) so they are in line with the tactile paving. • Remove ‘A’ Boards South-side of junction: • Remove guarding railing. • Remove ‘A’ Boards. • Remove some of the tactile paving and replace with regular paving slabs.
Benefit	• Increased visibility for road users pulling out of the Baker Street junction onto the London Road • The removal or repositioning of street furniture de-clutters the footway and improves pedestrian

	crossings/visibility lines.
Approximate Cost (£)	• £2400

London Road, Baker Street/York Hill junction and York Hill junction to Rose Hill Terrace (2 Drawings) **(See Appendix B and B.1)**

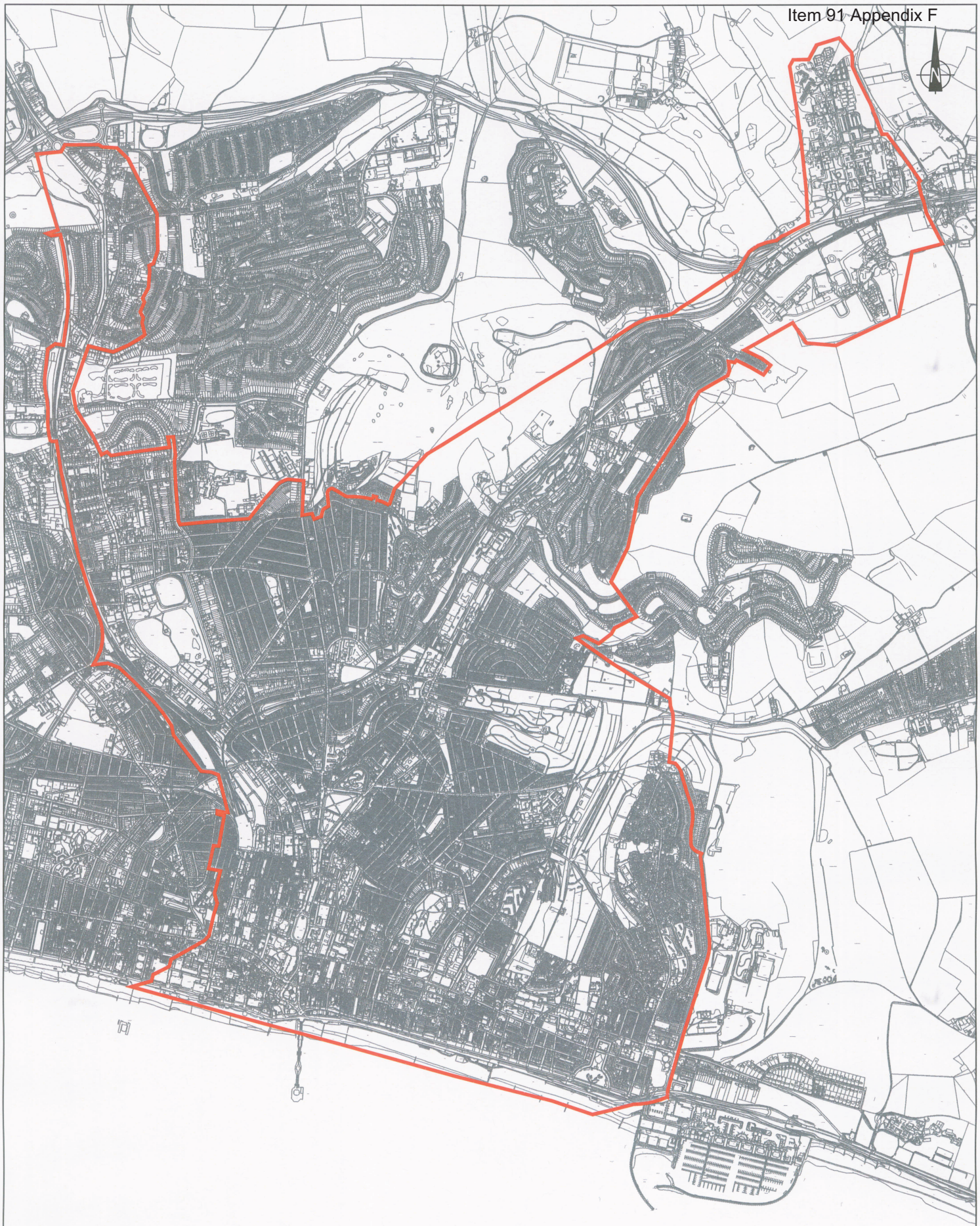
Situation	• Cars performing 'U' turn manoeuvres / motorcyclists filtering inappropriately which leads to vehicular / pedestrian conflict.
Proposal	• Stage 1 - Conduct a period of 24/7 video monitoring to gather evidence of driver/pedestrian behaviour. Subject to gathering the evidence to move directly to Stage 2. • Stage 2 - Construct 2 long continuous refuges to prevent the 'U' turn manoeuvre (1.3m wide) and prevent filtering. **London Road between York Hill junction to Rose Hill Terrace:** • Slightly reduce the length of the 'loading only' bay (south of Rose Hill Terrace) to prevent Cars performing 'U' turn manoeuvres at the northern end of the refuge. **Please note:** The proposed refuges (in the London Road) would be **temporary** installations and would come under the banner of a research and development project to address the issues identified by the video monitoring. They would be constructed and trialled for a set period of 6 months. Video monitoring / further traffic and collision data monitoring would be carried out during the trial period. The video footage and 'before'/'during' traffic/collision data would then be analysed, to establish whether the islands would benefit from being a long–term physical measure. * A video survey /high mast filming specialist would be contracted to monitor/analyse vehicle movements/behaviour for a set period of time.
Benefit	• Reduce vehicular/pedestrian conflict in London Road.
Approximate Cost (£)	• £10,500

Lewes Road / Franklin Road (See Appendix C)

Situation	• Conflict between vehicles and cyclists at the junction. • A Driver's visibility is reduced when the loading bays are in use.
Proposal	• Reduce the length of the 'loading only' bay, in the Lewes Road, from 4 to 2 bays. • Provide a third loading bay at the entrance of Franklin Road.
Benefit	• Will increase the current visibility from the nearside running line from 7 m to 15.7m. • Drivers wishing to exit Franklin Road onto the Lewes Road; will have increased visibility of approaching cyclists (travelling southbound on the Lewes Road) thereby reducing potential conflict.
Approximate Cost (£)	• £3500

Lewes Road / Coombe Road junction (See Appendix D)

Situation	• Conflict between vehicles and cyclists at the junction.
Proposal	• Make the reinstated advanced stop line more prominent / conspicuous. • Make the cycle lane more prominent / conspicuous; and add a new cycle logo marking to the resurfaced cycle lane.
Benefit	• Making the cycle lane and advanced stop line more prominent /visible to motorists.
Approximate Cost (£)	• £6300



Reproduced from/based upon Ordnance Survey material with the permission of Ordnance Survey ® on behalf of The Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Licence No. 10020999 Year of Publication 2008 Owner/Purchaser of Mapping Brighton & Hove City Council

pba peterbrett
Offices throughout the UK, Ireland, continental Europe, Africa, Asia and Australia
www.pba.co.uk
© Peter Brett Associates LLP
READING
Tel: 0118 950 0761 Fax: 0118 959 7498

Client

BHCC

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

CIVITAS AREA 2009

Mark	Revision	Drawn	Date	Chkd

Drawing Status: FOR INFORMATION

Date of 1st Issue	14/04/09
A3 Scale	N.T.S
Drawn by	DL
Checked by	CW

Drawing Number: 21880\100\001

Revision: -

user name: derek lee

File Location: j:\21880 brighton ptp\001\acad\dwgs\21880-100-001.dwg

ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 92 Brighton & Hove City Council

Subject:		**Cyclist Priority Network**		
Date of Meeting:		**26 January 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Jim Mayor**	**Tel:**	**29-4164**
	E-mail:	**Jim.Mayor@brighton-hove.gov.uk**		
Key Decision:	**Yes**	**Forward Plan No: ENVCMM13979**		
Wards Affected:		**Moulsecoomb & Bevendean; Preston Park; Queen's Park; St Peter's & North Laine; Withdean**		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 The CIVITAS Cycling Priority Project contains a commitment to use innovative physical solutions to join missing links in the city's cycle infrastructure. Measures must be implemented within the CIVITAS corridor as shown in Appendix A (which is roughly the area around London Road and Lewes Road from the northern city boundary to the seafront).

1.2 This report identifies a number of preferred small scale cycling projects and locations (to implement measures) along with contingency approaches that can be progressed if any of the preferred sites prove undeliverable for any reason.

1.3 The report seeks approval to work up the recommended and contingency projects outlined in this report to detailed design stage, and to advertise Traffic Regulation Orders where required. By their nature, contingency measures for the CIVITAS funded scheme could still usefully be implemented as part of future works as they are of benefit to the quality of the city's longer term cycle infrastructure.

1.4 The Cycling Priority Project is part of the wider CIVITAS programme which draws on funding from the European Union. Cabinet formally accepted grant funding through the CIVITAS programme on 16 October 2008. The total CIVITAS grant of £2.2 million provides Brighton & Hove City Council with funds to research and implement a number of innovative small-scale transport projects over a four-year period. Involvement in the CIVITAS process provides an excellent opportunity for the council to undertake additional investment in the City's transport infrastructure and services.

1.5 The project will contribute towards the council's carbon reduction commitment and specifically help to achieve the following corporate priorities:

- Protect the environment while growing the economy - as cycling is a carbon neutral form of transport;
- Reduce inequality by increasing opportunity – cycling provides access to jobs and services for those who have no access to a car.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member gives approval to continue work on the four recommended and two contingency projects outlined in Section 3 of this report to detailed design stage and to advertise Traffic Regulation Orders.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Since Cabinet's acceptance of CIVITAS funding and obligations in October 2008, efforts have been made to identify the most suitable locations and measures to deliver the Cyclist Priority Network project. Sites need to be within the CIVITAS corridor, and incorporate gaps in the city's cycling network that can be filled using innovative measures.

3.2 This work has enabled projects to be identified that can be delivered over 16 different locations (although some of the locations are grouped together to achieve greater benefit).

3.3 This report sets out those locations and proposed measures, and seeks approval to develop the individual interventions to detailed design stage.

Recommended Sites

3.4 Location 1/ Lewes Road north-bound (Vogue Gyratory to University of Brighton)

3.4.1 This stretch of Lewes Road includes signalised crossings (Bear Road, Saunders Park View, Coombe Road, and Natal Road) and so comprises 4 sites.

3.4.2 This project would seek to reduce stop-start cycling conditions by introducing an innovative 'green wave' for cyclists along this route. Green wave sees coloured (LED type) lights installed along a cycle lane ahead of traffic lights. These lights help cyclists adjust their speed so they don't have to wait at the traffic lights. In simple terms, if cyclists time their approach to the traffic signals by using the Green wave lights, they will reach the traffic signal on a green light and so avoid the need to stop at the junction.

3.4.3 The project also includes the segregation of the existing cycle lane from the carriageway by a raised kerb. The approach, similar to that used in Trafalgar Street, would give cyclists more protection from vehicles, and also help overcome problems occasionally caused in the area by motorists parking in the cycle lane, forcing cyclists into the traffic and negating any benefit the green wave system would provide.

3.4.4 Lewes Road is as an ideal location for this project as it features a series of traffic signals that operate on a fixed phasing sequence (required for Green-wave) along a continuous stretch of popular cycle lane (linking Vogue Gyratory with the University).

3.5 Location 2/ Lewes Road south-bound (University of Brighton to Vogue Gyratory)

3.5.1 This stretch of road includes the same four signalised crossings as the north-bound section (Bear Road, Saunders Park View, Coombe Road, and Natal Road), and therefore involves four sites.

3.5.2 Although there is already south bound cycle lane provision between the University and Vogue Gyratory, cars and buses need to cross the cycle lane to reach parking spaces and bus stops. The cycle lane is also often blocked by vehicles double parking in the cycle lane alongside legitimate parking bays. This forces cyclists into traffic or onto the pavement, creating potential for collisions and stopping less confident cyclists from using the route.

3.5.3 The proposed project would involve the position of the cycle lane and parking bays being reversed, so that the cycle lane is located next to the pavement. The cycle lane would also be raised from the carriageway level, to provide cyclists with a greater feeling of security and to dissuade motorists from parking over the cycle lane.

3.6 Location 3/ Falmer, London Road and Preston Park Rail Stations.

3.6.1 These three locations would involve trials of improved ramps designed to help cyclists manoeuvre cycles over station footbridges. The ramps would also benefit pedestrians with buggies, wheeled luggage etc.

3.7 Location 4/ Station Street

3.7.1 Station Street is located to the east of Brighton Rail Station, off Trafalgar Street. Access to the southern end of Station Street from Trafalgar Street is currently restricted to vehicles by a small “pocket park” featuring benches and cycle parking. The pocket park is not well used and offers room for improvement. The proposal would include enhanced cycle access through an improved ‘pocket park’, resulting in better access for cyclists travelling between the North Laine / New England Quarter, whilst enabling the Station Street pocket park to fulfil its wider potential as an attractive area for more people.

Contingencies

3.8 Cycle Radar

3.8.1 Cycle Radar detects cyclists when they reach a signalised crossing, so that the crossing recognises their presence without the need for the cyclist to physically press the pedestrian button. The measure helps promote the message that cyclists needs are given equal consideration to those of pedestrians and drivers.

3.8.2 Further feasibility work is required to identify precisely which crossings could benefit from Cycle Radar. However it is estimated that the system could be installed at at least 4 sites within the Civitas implementation area. The pedestrian crossing at the junction of Preston Drove and Preston Road is an example of the type of location where such an approach could be trialled.

3.9 Left turn for cyclists at St James’s Street

3.9.1 The amended signals phasing introduced as part of the North Street Mixed Priority Route scheme has resulted in cyclists being unable to legally turn left

from the Old Steine into St James's Street. This measure would install a new cycle stop line and cycle signals to allow the left turn manoeuvre to be carried out legally and without effecting pedestrian flow or vehicle capacity.

Timescale

3.10 If approval to progress these schemes si agreed, work to develop them to detailed design stage will begin immediately. When design of the schemes has reached a sufficient level of detail and Traffic Orders have been advertised the plans will be brought back to the Cabinet Member for Environment for approval to implement.

4. CONSULTATION

4.1 The project has obtained initial political approval as part of the CIVITAS reporting process. Cabinet accepted CIVITAS programme funding on 16 October 2008 and Cabinet noted the CIVITAS update and work programme on 9 July 2009.

4.2 Initial consultation has taken place concerning the Lewes Road measures and further consultation will take place during the detailed design stage.

4.3 Due to the relatively minor nature of the project, full public consultation is not considered necessary. Formal consultation will therefore take place as part of the Traffic Regulation Order process. However relevant consultees to each scheme (such as traders in Lewes Road and rail companies) will be consulted during the development of individual schemes.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The cycle infrastructure works outlined in the report are to be funded from the CIVITAS grant allocated for cycle priority works.

Finance Officer Consulted: *Patrick Rice* *Date: 07/12/09*

Legal Implications:

5.2 Before implementation, all relevant procedural requirements will need to be dealt with. For example, it will be necessary for any proposed Traffic Regulation Orders to be advertised publicly and for any un-withdrawn objections or representations to be considered before a final decision is taken to implement the proposals. There are no human rights implications to draw to Members' attention at this stage.

Lawyer Consulted: *Stephen Dryden* *Date: 02/12/09*

Equalities Implications:

5.3 Increasing cycling participation will help to improve accessibility for those who have no access to a car.

Sustainability Implications:

5.4 These measures will encourage the uptake of cycling, which will result in air quality improvements, less congestion and improve the overall health of the population of Brighton and Hove.

Crime & Disorder Implications:

5.5 These measures will be designed to be as vandal-proof as possible.

Risk & Opportunity Management Implications:

5.6 There is a risk that one or more of the sites will prove not to be deliverable for financial or practical reasons. To mitigate this, contingency options have been identified, and designs for these will be progressed in tandem with the preferred sites.

Corporate / Citywide Implications:

5.7 This project will contribute towards the following Council Priorities:
- Protect the environment while growing the economy - as cycling is a carbon neutral way of transport;
- Reduce inequality by increasing opportunity – cycling provides access to jobs and services for those who have no access to a car.

5.8 The measures will help to achieve the Local Transport Plan priority of promoting cycling as a healthy and sustainable mode of independent transport in the city.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 All potential locations and measures were considered by Transport Planning Officers. The recommended and contingency measures outlined in this report are suitable from a location, cost, and effectiveness point of view.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 The project will improve the city's cycling infrastructure at key points across the cycle network without disadvantaging other road users. The project's aim is to increase the uptake of cycling, thereby bringing benefits to the overall health of the population and improving air quality.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A: Map of the CIVITAS Corridor

Documents in Members' Rooms

None

Background Documents

None

Appendix A: Map of the CIVITAS Area



ENVIRONMENT CABINET MEMBER MEETING	Agenda Item 93 Brighton & Hove City Council

Subject:		**Fees and Charges 2010/11**		
Date of Meeting:		**26 January 2010**		
Report of:		**Director of Environment**		
Contact Officer:	**Name:**	**Patrick Rice**	**Tel:**	**29-1268**
	E-mail:	**patrick.rice@brighton-hove.gov.uk**		
Key Decision:	**No**			
Wards Affected:	**All**			

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 This report sets out the proposed fees and charges for 2010/11.

2. RECOMMENDATIONS:

2.1 That the Cabinet Member agree the proposed fees and charges for 2010/11.

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 2010/11.

3.2 In general the Fees and Charges proposed in this report reflect the requirement for a 2% increase. It is not always possible when amending a fee to increase it by exactly 2% each year. For example, the minimum increase that can be applied to a £1 parking fee tariff is 10% (10p) due to the minimum coinage requirements of the ticket machines. The proposed fee increases are detailed in Appendix 1. Building Control Fees are all increasing by 2% and are listed in Appendices 2 – 4.

3.3 There are two areas where fees have been specifically increased above the 2% inflationary requirement to support the Environment directorate budget strategy; these are parking and pest control fees. Allotment fees are also proposed to increase above the rate of inflation to fund improvements in the service. These fee increases are explained in more detail below.

Parking Fees (Contribution to budget strategy £0.318m)

3.4 The changes proposed to parking tariffs aim to meet the corporate inflation target of 2%, make life as simple and as easy as possible for customers (avoiding the need for lots of change), whilst still generating an additional return to support the directorate budget strategy.

3.5 Overall, 60% of parking tariff bands are either frozen or reduced, for example, 2-hour tariffs in the north central area have been reduced by over 3%. Many tariff bands have not been increased for a significant period including the majority of short stay tariffs. In a few cases, these have now been rounded up, generally to the nearest 10p to reflect inflation over a number of years (not just one). Seafront short and long stay tariff bands have increased, whilst the most popular 3 and 4-hour bands remain frozen.

3.6 Increases are counter balanced by reduced tariffs planned in outer seafront areas; lower winter tariffs in Madeira Drive; cheaper short-term and evening parking at Regency Square; a 45% reduction in long-term parking at Black Rock Car Park aiming to encourage parking outside the central zone; and all-day coach parking in Madeira Drive reduced by 25%. Local traders are supported by a freeze on business permits; a reduction in the cost of trader permits; and a 10% reduction of the most popular 4-hour band at Trafalgar Street Car Park.

Pest Control Fees (Contribution to budget strategy £0.020m)

3.7 It is proposed to add 2% uplift to all Pest Control functions except domestic rats and to add a new proposed nominal fee of £20 per rat treatment. The council currently receives around 1,600 rat complaints per year. It is estimated this measure would generate £0.020 million. We currently don't charge for rat treatments as it is considered a public health measure but it isn't strictly required as a council duty. Under prevention of damage by pests legislation duties are: inspecting district, keeping council land free of rats and mice, requiring owners to keep land free of rats and mice. However, Environmental Health will still be able to offer the following services to all residents including those on low income:

- Advice on non-professional treatment
- Investigation of rats originating elsewhere
- Drainage investigation and notices to repair
- Refuse removal and nuisance abatement notices

3.8 Charging a fee will reduce non-productive service requests. Local private companies charge in the region of £70 - £200 depending on professionalism and numbers of visits.

Allotments

3.9 In response to an increase in demand for allotments Cityparks has been working to bring more plots in to use, including rigorous plot inspections, splitting plots as they become available and improving administration processes. In partnership with Brighton & Hove Allotment Federation it is proposed that to further improve the allotment service rents are increased to £32.20 and the resulting increase in funding is ring fenced to improvements to the allotment service as agreed with the Brighton & Hove Allotment Federation. The improvement will be an expanded maintenance team dedicated to allotments to undertake additional allotment inspections, work with community and voluntary groups, undertake clearance works and repairs more speedily.

3.10 The additional funding of £0.026 million will allow 2 staff, tools and equipment and a vehicle for these tasks.

4. CONSULTATION

4.1 No specific consultation was undertaken in relation to this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The financial implications are covered in the main body of the report.

Legal Implications:

5.2 EU Services Directive requires non-discriminatory, justified, proportionate, clear, objective, public, transparent and accessible process for setting of fees. Fees charged for establishing a service falling within the scope of the Directive cannot be set artificially high to deter specific service sectors.

Lawyer Consulted: *Rebecca Sidell* *Date: 04/01/10*

Equalities Implications:

5.3 An Equalities Impact Assessment has been carried out on the pest control fees and the following recommended actions will be in place:

- Self help advice will be available on the councils website and via contact staff/pest control staff.
- Environmental Health will continue to follow up rat infestations and serve Prevention by Damage by pest act notices on households to clear land from rats and notices requiring refuse that is prejudicial to health to be removed.
- Charges will be kept below market rates to make the service affordable for those on low or fixed incomes.
- The charges will comply with the Councils Policy on Fee & Charges.

Sustainability Implications:

5.4 There are no direct sustainability implications arising from this report.

Crime & Disorder Implications:

5.5 There are no direct crime & disorder implications arising from this report.

Risk & Opportunity Management Implications:

5.6 There are no direct risk or opportunity management implications arising from this report.

Corporate / Citywide Implications:

5.7 The Council's financial position impacts on levels of Council Tax and service levels and therefore has citywide implications.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

6.1 Not applicable.

7. REASONS FOR REPORT RECOMMENDATIONS

7.1 Not applicable.

SUPPORTING DOCUMENTATION

Appendices:

1. Proposed Fees & Charges 2010/11

2. Proposed Building Control Fees – Schedule 1

3. Proposed Building Control Fees – Schedule 2

4. Proposed Building Control Fees – Schedule 3

Documents in Members' Rooms

None

Background Documents

None

Description of Charge	Charge 2009/10 £	Proposed Charge 2010/11 £	Percentage Change %
SUSTAINABLE TRANSPORT			
NETWORK MANAGEMENT			
Vehicle Crossing Inspection - First inspection	11.00	11.00	0.0
Vehicle Crossing Inspection - Proceeding to works	72.00	73.00	1.4
Private Road Opening Licences (New)	296.00	302.00	2.0
Private Road Opening Licences (Existing)	191.00	195.00	2.1
Additional Search Enquiries			
Solicitors and other agency queries per question	30.00	31.00	3.3
Traffic Regulation Orders - Planned (Temp or Permanent)			
Administration & advertising costs	1,500.00	1,530.00	2.0
Traffic Regulation Orders - Notices (Temp - Emergency)			
Administration fee & officer time	189.00	193.00	2.1
SCAFFOLD LICENCE			
Initial 6 weeks	29.00	30.00	3.4
Renewal subsequent 8 weeks	29.00	30.00	3.4
Initial 6 weeks for 12m. length along the Public Highway	154.00	157.00	1.9
Renewal subsequent 8 weeks for 12m. length along Public Highway	154.00	157.00	1.9
SKIP LICENCE			
Returnable Deposit	51.00	52.00	2.0
Deposit Processing Fees	15.00	15.00	0.0
7 day licence	12.00	12.00	0.0
28 day licence	31.00	32.00	3.2
HOARDING			
Area of hoarding less than 10 square metres of ground plan Initial 8 weeks	29.00	30.00	3.4
Renewal subsequent 12 weeks per square metre	29.00	30.00	3.4
Area of hoarding 10 square meters or more of ground plan 12 weeks per square metre	18.00	18.00	0.0
MATERIALS			
Per week	12.00	12.00	0.0
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal decontamination units. Per square metre	17.00	17.00	0.0
OBJECTS ON THE HIGHWAY (TABLES AND CHAIRS, SHOP DISPLAY ETC)			
Initial application less than 5 square metres	87.00	89.00	2.3
Initial application 5 square metres or greater	287.00	293.00	2.1
Annual renewal fee per square metre	17.00	17.00	0.0
A-BOARD LICENCE			
New application first year	68.00	69.00	1.5
Annual renewal fee	47.00	48.00	2.1

SIGNS			
Brown Tourist signs	155.00	158.00	1.9
Neighbourhood watch signs	31.00	32.00	3.2
LINING			
Access Protection White Lines	45.00	46.00	2.2
Disabled Bays			
CAR PARKING			
Lanes Car Park			
30 mins	1.20	delete	
I hour	2.40	2.40	0.0
2 hours	4.80	4.80	0.0
3 hours	6.80	7.00	2.9
4 hours	8.70	9.00	3.4
5 hours	10.50	11.00	4.8
6 hours	12.80	13.00	1.6
7 hours	16.50	17.00	3.0
8 hours	18.80	19.00	1.1
9 hours	21.00	21.00	0.0
24 hours	22.50	23.00	2.2
Evenings 18.00 – 24.00	4.50	4.50	0.0
Night 24.00 – 09.00	7.50	7.50	0.0
Lost ticket	22.50	23.00	2.2
London Road			
1 hour	0.80	1.00	25.0
2 hours	1.70	2.00	17.6
3 hours	2.40	delete	
4 hours	3.30	3.00	-9.1
6 hours	3.80	4.00	5.3
9 hours	6.30	6.50	3.2
12 hours	12.50	delete	
24 hours	12.50	14.00	12.0
Season Ticket – Annual	690.00	700.00	1.4
Weekly	31.30	32.00	2.2
Lost Ticket	12.50	14.00	12.0
Norton Road Car Park			
1 hour	0.50	0.50	0.0
2 hours	1.00	1.00	0.0
3 hours	1.30	delete	
4 hours	1.80	2.00	11.1
5 hours	2.20	3.00	36.4
9 hours	3.60	4.00	11.1
12 hours	new	6.00	
Annual Season Ticket	465.00	470.00	1.1
NB. Hours of operation to be extended to 8am - 8pm from 9am - 6pm			
Rottingdean West Street			
1 hour	0.50	0.50	0.0
2 hours	1.10	1.00	-9.1
3 hours	1.60	2.00	25.0
Rottingdean Marine Cliffs Car Park			
1 hour	0.50	0.50	0.0
2 hours	1.10	1.00	-9.1

3 hours & over	1.60	2.00	25.0
Quarterly season ticket	25.00	26.00	4.0
King Alfred Car Park			
1 hour	0.50	1.00	100.0
2 hours	1.10	1.40	27.3
3 hours	1.30	2.00	53.8
4 hours	1.60	2.50	56.3
Haddington Street			
1 hour	0.50	0.50	0.0
2 hours	1.10	1.00	-9.1
3 hours	1.30	1.50	15.4
Black Rock Car Park			
1 hour	1.00	1.00	0.0
2 hours	2.00	2.00	0.0
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
6 hours	6.00	delete	
9 hours	9.00	5.00	-44.4
Regency Square Car Park			
1 hour	New	2.00	
3 hours	4.50	4.50	0.0
4 hours	6.50	6.50	0.0
6 hours	9.50	9.50	0.0
24 hours	12.50	12.50	0.0
Evenings 18.00 – 24.00	New	4.50	
Quarterly season ticket	525.00	525.00	0.0
Annual season ticket	1755.00	1755.00	0.0
Lost ticket	12.50	12.50	0.0
Trafalgar Street Car Park			
2 hours	2.20	2.50	13.6
4 hours	4.40	4.00	-9.1
6 hours	6.00	6.00	0.0
9 hours	7.50	7.50	0.0
12 hours	9.50	9.50	0.0
24 hours	12.50	12.50	0.0
Quarterly season ticket	504.00	504.00	0.0
Lost ticket	12.50	12.50	0.0
High Street Car Park			
2 hours	1.80	2.00	11.1
4 hours	4.50	4.50	0.0
6 hours	6.50	6.50	0.0
9 hours	7.50	7.50	0.0
12 hours	9.00	9.00	0.0
24 hours	10.00	10.00	0.0
Quarterly season ticket	538.00	538.00	0.0
Annual season ticket	1979.00	1979.00	0.0
Oxford Court Car Park			
1 hours	1.50	delete	
2 hours	2.00	2.00	0.0
3 hours	3.50	3.50	0.0

4 hours	5.00	5.00	0.0
6 hours	6.00	6.00	0.0
9 hours	7.00	7.00	0.0
12 hours	9.00	9.00	0.0
24 hours	10.00	10.00	0.0
Quarterly season ticket	454.00	454.00	0.0
Carlton Hill Car Park			
2 hours	2.50	2.50	0.0
4 hours	5.50	5.00	-9.1
6 hours	8.00	8.00	0.0
12 hours	9.00	9.00	0.0
24 hours	15.00	15.00	0.0
Quarterly season ticket	538.00	538.00	0.0
Central Brighton			
North Short Term (Zone Y)			
30 mins	1.50	1.60	6.7
1 hour	3.10	3.20	3.2
2 hours	6.00	6.00	0.0
North - Medium Term (Zone Y)			
1 hour	1.50	1.60	6.7
2 hours	3.10	3.00	-3.2
4 hours	6.00	6.00	0.0
South - Short Term (Zone Z)			
30 mins	1.50	1.60	6.7
1 hour	3.10	3.20	3.2
2 hours	6.00	6.00	0.0
South - Medium Term (Zone Z)			
1 hour	1.50	1.60	6.7
2 hours	3.10	3.00	-3.2
4 hours	6.00	6.00	0.0
Seafront (Kings Road, Marine Parade and New Steine)			
1 hour	1.00	1.20	20.0
2 hours	2.00	2.20	10.0
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
6 hours	6.00	7.00	16.7
9 hours	9.00	10.00	11.1
Seafront (Kingsway and Maderia Drive)			
1st October to 31st March			
1 hour	0.50	0.60	20.0
2 hours	1.00	1.10	10.0
3 hours	3.00	3.00	0.0
4 - 9 hours	4.00	4.00	0.0
1st April - 30th September			
1 hour	1.00	1.20	20.0
2 hours	2.00	2.20	10.0
3 hours	3.00	3.00	0.0
4 hours	4.00	4.00	0.0
6 hours	6.00	7.00	16.7
9 hours	9.00	10.00	11.1
Seafront (High Street, Rottingdean)			
1 hour	0.50	0.50	0.0

2 hours	1.10	1.00	-9.1
3 hours	1.60	2.00	25.0
Coach park, Madeira Drive			
4 hours	10.00	delete	
8 hours	20.00	15.00	-25.0
All other areas			
Short Term			
15 mins	0.20	0.20	0.0
30 mins	0.50	0.60	20.0
2 hours	1.30	1.50	15.4
Medium Term (excluding Zone C)			
15 mins	0.20	0.20	0.0
30 mins	0.50	0.60	20.0
2 hours	1.30	1.50	15.4
4 hours	2.70	2.80	3.7
Medium Term (Zone C only)			
1 hour	1.50	1.60	6.7
2 hours	3.10	3.00	-3.2
4 hours	6.00	6.00	0.0
Long Term			
15 mins	0.20	0.20	0.0
30 mins	0.50	0.60	20.0
2 hours	1.30	1.50	15.4
4 hours	2.70	2.80	3.7
11 hours	4.00	4.50	12.5
Residents permits			
1 year (full scheme)	106.00	108.00	1.9
3 months (full scheme)	31.00	32.00	3.2
1 year (light touch)	61.00	63.00	3.3
6 months (light touch)	36.00	37.00	2.8
Traders Permits (1 year)	**77.50**	**75.00**	**-3.2**
Business Permits			
One year	162.00	162.00	0.0
3 months	51.00	51.00	0.0
School Permits (1 year)	**82.00**	**82.00**	0.0
Visitors Permits			
Full scheme - per permit	2.00	2.00	0.0
Light touch – per permit	1.00	1.00	0.0
Hotel Permits (per day)			
Area C	5.00	5.00	0.0
Area N	1.00	1.50	50.0
Professional Carers (1 year)	**20.00**	**20.00**	**0.0**
Dispensations (1 year)	**20.00**	**20.00**	**0.0**
Waivers (1 day)	**3.60**	**3.70**	**2.8**
Blue Badge (3 years)	**2.00**	**2.00**	**0.0**

Car Club (1 year)	**5.00**	**5.00**	**0.0**
PUBLIC SAFETY			
OPERATIONS			
Horsdean licence fee, including utility charge	60.00	60.00	0.0
TRADING STANDARDS			
Buy With Confidence (1-5 Employees)	115.00	117.50	2.2
Buy With Confidence (6-20 Employees)	172.50	175.75	1.9
Buy With Confidence (over 21 Employees)	230.00	235.00	2.2
Explosives annual licence	500.00	TBA	Statutory
Explosives new registration	103.00	TBA	Statutory
Explosives Renewed registration	51.00	TBA	Statutory
Explosives New licence	183.00	TBA	Statutory
Explosives renewed licence	81.00	TBA	Statutory
Poisons Initial Registration	15.47	16.00	3.4
Poisons re registration	17.00	17.50	2.9
Poisons Change of details	9.00	9.25	2.8
Motor Salvage operator sole trader	40.00	41.00	2.5
Motor Salvage operator partnership	50.00	51.00	2.0
Motor Salvage operator limited company	70.00	72.00	2.9
Weights and Measures verification fees officer time per hour	64.36	65.65	2.0
Weights and Measures verification fees NAWI under 1 tonne	50.87	51.89	2.0
Weights and Measures verification fees weights over 5kg under 500mg	7.15	7.30	2.1
Weights and Measures verification fees other weights	5.50	5.60	1.8
Weights and Measures verification fees liquid fuel first nozzle	95.40	97.31	2.0
Weights and Measures verification fees liquid fuel additional nozzle	58.61	59.78	2.0
ENVIRONMENTAL HEALTH			
EPA Permit Fees Part B Activity application fees			
I. Any reduced fee activity (other than II and III)	146.00	TBA	Statutory
II. PVR 1 and PVR II activities carried out at the same service station	243.00	TBA	Statutory
III. Vehicle refinishers	342.00	TBA	Statutory
IV. Any other Part B activity	1561.00	TBA	Statutory
Subsistence Fee Authorised Part B activity			
i. Each standard risk assessed Part B activity (low)	731.00	TBA	Statutory
Each standard risk assessed Part B activity (medium)	1098.00	TBA	Statutory
Each standard risk assessed Part B activity (high)	1653.00	TBA	Statutory
ii. Each reduced fee activity (other than items iii and iv) (low)	75.00	TBA	Statutory
Each reduced fee activity (other than items iii and iv) (medium)	149.00	TBA	Statutory
Each reduced fee activity (other than items iii and iv) (high)	224.00	TBA	Statutory
iii. PVRI and II activities carried out at the same service station (low)	140.00	TBA	Statutory
PVRI and II activities carried out at the same service station (medium)	214.00	TBA	Statutory
PVRI and II activities carried out at the same service station (high)	289.00	TBA	Statutory

iv. Vehicle refinishers (low)	216.00	TBA	Statutory
Vehicle refinishers (medium)	345.00	TBA	Statutory
Vehicle refinishers (high)	518.00	TBA	Statutory
v. odorising natural gas or liquid petroleum (low)	75.00	TBA	Statutory
odorising natural gas or liquid petroleum (medium)	149.00	TBA	Statutory
odorising natural gas or liquid petroleum (high)	224.00	TBA	Statutory
Other Fees			
Language school inspection	71.00	72.42	2.0
Information to solicitors	122.00	124.44	2.0
Food Premises Register			
Single page copy	5.00	5.10	2.0
Copy containing information regarding particular category (by hand)	74.00	75.48	2.0
Copy containing information regarding particular category (by post)	124.00	126.48	2.0
Full copy of register (by hand)	232.00	236.64	2.0
Full copy of register (by post)	247.00	251.94	2.0
Animal Welfare			
Collection of reclaimed dogs :			
statutory charge	25.00	26.00	4.0
dog warden charge (includes VAT)	20.00	21.00	5.0
kennelling per day (includes VAT)	20.00	21.00	5.0
administration charge + vaccination (includes VAT)	30.00	31.00	3.3
Dog Fouling- Fixed penalty			
Noise Pollution- Fixed Penalty			
Health Promotion/Education			
Training Courses :			
Basic food hygiene	52.00	55.00	5.8
Basic health & safety	44.00	45.00	2.3
Assured safe catering	18.00	19.00	5.6
2 hour food hygiene	18.00	19.00	5.6
Advanced food hygiene	537.00	548.00	2.0
Intermediate food hygiene	117.00	119.00	1.7
Environmental Health			
Officer attendance at Exhumations- hourly rate	47.00	48.00	2.1
WID Default charges			
Environmental Health Manager	77.23	78.77	2.0
Senior EHO per hour	70.31	71.71	2.0
EHO/Senior Technical Officer	63.11	64.37	2.0
Technical Officer per hour	58.31	59.47	2.0
Admin staff per hour	33.89	34.56	2.0
Pollution Management			
Provision of information on contaminated land :			
1st hour (includes VAT)	55.00	56.00	1.8
Each subsequent hour (includes VAT)	12.00	13.00	8.3
Pest Control			
Rats (1-2 Bedroom property) - residential	0.00	20.00	new
Rats (3-4 Bedroom property) - residential	0.00	20.00	new
Rats (5+ Bedroom property) - residential	0.00	20.00	new
Mice (1-2 Bedroom property) - residential	40.00	40.80	2.0
Mice (3-4 Bedroom property) - residential	40.00	40.80	2.0
Mice (5+ Bedroom property) - residential	40.00	40.80	2.0

Wasps (1-2 Bedroom property) - residential	50.00	51.00	2.0
Wasps (3-4 Bedroom property) - residential	50.00	51.00	2.0
Wasps (5+ Bedroom property) - residential	50.00	51.00	2.0
Fleas (1-2 Bedroom property) - residential	80.00	81.60	2.0
Fleas (3-4 Bedroom property) - residential	100.00	102.00	2.0
Fleas (5+ Bedroom property) - residential	130.00	132.60	2.0
Cockroaches (1-2 Bedroom property) - residential	150.00	153.00	2.0
Cockroaches (3-4 Bedroom property) - residential	200.00	204.00	2.0
Cockroaches (5+ Bedroom property) - residential	250.00	255.00	2.0
Rats and Mice – Commercial – per visit	46.00	46.92	2.0
CITY SERVICES			
Allotment Rents	23.00	32.20	40.0
PUBLIC CONVENIENCES			
Entry to Lower Prom @ West Street public toilets (summer only)	0.20	0.20	0.0
RADAR keys (lost or non residents)	6.00	6.00	0.0

Building Control Fees

Schedule 1: Fees for small domestic buildings

Number of Dwellings	Plan Fee			Inspection Fee		
	Net Fee £	VAT £	Gross Fee £	Net Fee £	VAT £	Gross Fee £
1	158.30	27.70	186.00	395.74	69.26	465.00
2	214.47	37.53	252.00	548.94	96.06	645.00
3	282.55	49.45	332.00	696.17	121.83	818.00
4	349.79	61.21	411.00	804.25	140.75	945.00
5	423.83	74.17	498.00	890.21	155.79	1046.00
6	497.02	86.98	584.00	1000.85	175.15	1176.00
7	518.30	90.70	609.00	1069.79	187.21	1257.00
8	538.72	94.28	633.00	1247.66	218.34	1466.00
9	560.00	98.00	658.00	1424.68	249.32	1674.00
10	565.11	98.89	664.00	1618.72	283.28	1902.00
11	570.21	99.79	670.00	1773.62	310.38	2084.00
12	575.32	100.68	676.00	1926.81	337.19	2264.00
13	580.43	101.57	682.00	2080.85	364.15	2445.00
14	585.53	102.47	688.00	2209.36	386.64	2596.00
15	591.49	103.51	695.00	2362.55	413.45	2776.00
16	596.60	104.40	701.00	2516.60	440.40	2957.00
17	601.70	105.30	707.00	2668.94	467.06	3136.00
18	606.81	106.19	713.00	2822.98	494.02	3317.00
19	611.91	107.09	719.00	2942.13	514.87	3457.00
20	617.02	107.98	725.00	3092.76	541.24	3634.00
21	627.23	109.77	737.00	3163.40	553.60	3717.00
22	638.30	111.70	750.00	3270.64	572.36	3843.00
23	648.51	113.49	762.00	3377.87	591.13	3969.00
24	658.72	115.28	774.00	3484.25	609.75	4094.00
25	668.94	117.06	786.00	3593.19	628.81	4222.00
26	680.00	119.00	799.00	3700.42	647.58	4348.00
27	683.40	119.60	803.00	3807.66	666.34	4474.00
28	700.42	122.58	823.00	3914.04	684.96	4599.00
29	710.64	124.36	835.00	4014.47	702.53	4717.00
30	721.70	126.30	848.00	4081.70	714.30	4796.00
31 & over	731.91	128.09	860.00	4138.72	724.28	4863.00
	For each dwelling in excess of 30 add £5.88 inclusive of VAT			For each dwelling in excess of 30 add £88.13 inclusive of VAT		

Building Control Fees

Schedule 2: Fees for certain small buildings, extensions and alterations

Estimated Cost of Work	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge	Net Charge	VAT	Gross Charge
i) Erection of an attached/detached building which consists of a garage or carport or both having a floor area not exceeding 40m2 in total and intended to be used in common with an existing building, and which is not an exempt building.	120.85	21.15	142.00	N/A	N/A	N/A	120.85	21.15	142.00	145.00	0.00	145.00
ii) Erection or extension of a detached or attached building which consists of a garage or carport or both having a floor area exceeding 40m2 but does not exceed 60m2 in total and intended to be used in common with an existing building, and which is not an exempt building.	120.85	21.15	142.00	125.11	21.89	147.00	245.96	43.04	289.00	295.00	0.00	295.00
iii) Any extension of a dwelling the total floor area of which does not exceed 10m2, including means of access and work in connection with that extension.	120.85	21.15	142.00	125.11	21.89	147.00	245.96	43.04	289.00	295.00	0.00	295.00

iv) Any extension of a dwelling the total floor area of which exceeds 10m2 but does not exceed 40m2, including means of access and work in connection with that extension.	120.85	21.15	142.00	239.15	41.85	281.00	360.00	63.00	423.00	432.00	0.00	432.00
v) Any extension of a dwelling the total floor area of which exceeds 40m2 but does not exceed 60m2, including means of access and work in connection with that extension.	120.85	21.15	142.00	361.70	63.30	425.00	482.55	84.45	567.00	579.00	0.00	579.00
vi) Rooms in roof where floor area does not exceed 30m2	120.85	21.15	142.00	240.85	42.15	283.00	361.70	63.30	425.00	434.00	0.00	434.00
vii) Rooms in roof where floor area exceeds 30m	160.85	28.15	189.00	320.85	56.15	377.00	481.70	84.30	566.00	578.00	0.00	578.00

Building Control Fees

Schedule 3: Fees for other work

Estimated Cost of Work £	Plan Charge			Inspection Charge			Building Notice Charge			Regularisation Charge		
	Net Charge £	VAT £	Gross Charge £	Net Charge £	VAT £	Gross Charge £	Net Charge £	VAT £	Gross Charge £	Net Charge £	VAT £	Gross Charge £
0 – 2000	108.08	18.92	127.00	-	-	-	108.08	18.92	127.00	130.00	-	130.00
2001 – 5000	178.72	31.28	210.00	-	-	-	178.72	31.28	210.00	215.00	-	215.00
5001 – 6000	46.81	8.19	55.00	140.43	24.57	165.00	187.23	32.77	220.00	225.00	-	225.00
6001 – 7000	49.36	8.64	58.00	148.08	25.92	174.00	197.45	34.55	232.00	237.00	-	237.00
7001 – 8000	51.91	9.09	61.00	156.60	27.40	184.00	208.51	36.49	245.00	250.00	-	250.00
8001 – 9000	54.47	9.53	64.00	163.40	28.60	192.00	217.87	38.13	256.00	261.00	-	261.00
9001 – 10,000	57.02	9.98	67.00	171.06	29.94	201.00	228.08	39.92	268.00	274.00	-	274.00
10,001 – 11,000	58.72	10.28	69.00	177.87	31.13	209.00	236.59	41.41	278.00	284.00	-	284.00
11,001 – 12,000	61.28	10.72	72.00	184.68	32.32	217.00	245.96	43.04	289.00	295.00	-	295.00
12,001 – 13,000	63.83	11.17	75.00	192.34	33.66	226.00	256.17	44.83	301.00	307.00	-	307.00
13,001 – 14,000	66.38	11.62	78.00	200.00	35.00	235.00	266.38	46.62	313.00	320.00	-	320.00
14,001 – 15,000	69.79	12.21	82.00	207.66	36.34	244.00	277.45	48.55	326.00	332.00	-	332.00
15,001 – 16,000	71.49	12.51	84.00	214.47	37.53	252.00	285.96	50.04	336.00	343.00	-	343.00
16,001 – 17,000	74.04	12.96	87.00	221.28	38.72	260.00	295.32	51.68	347.00	354.00	-	354.00
17,001 – 18,000	76.60	13.40	90.00	228.08	39.92	268.00	304.68	53.32	358.00	366.00	-	366.00
18,001 – 19,000	79.15	13.85	93.00	235.74	41.26	277.00	314.89	55.11	370.00	378.00	-	378.00
19,001 – 20,000	80.85	14.15	95.00	243.40	42.60	286.00	324.25	56.75	381.00	389.00	-	389.00

20,001 – 100,000	Add £2.14 excluding VAT for each£1,000 (of part thereof) over £20,000 up to £100,000			Add £6.42 excluding VAT for each£1,000 (of part thereof) over £20,000 up to £100,000			Add £8.56 excluding VAT for each£1,000 (of part thereof) over £20,000 up to £100,000			Add £10.28 for each£1,000 (of part thereof) over £20,000 up to £100,000		
100,000	254.47	44.53	299.00	756.60	132.40	889.00	1011.06	176.94	1188.00	1214.00	-	1214.00
100,000 – 1m	Add £0.95 excluding VAT for each £1,000 (or part thereof) over £100,000 up to £1,000,000			Add £2.84 excluding VAT for each £1,000 (or part thereof) over £100,000 up to £1,000,000			Add £3.79 excluding VAT for each £1,000 (or part thereof) over £100,000 up to £1,000,000			Add £4.54 for each £1,000 (or part thereof) over £100,000 up to £1,000,000		
1m	1114.04	194.96	1309.00	3335.32	583.68	3919.00	4449.36	778.64	5228.00	5339.00	-	5339.00
1m – 10m	Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees		
10m												
Over 10m	Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees			Please consult with Building Control direct to discuss fees		