





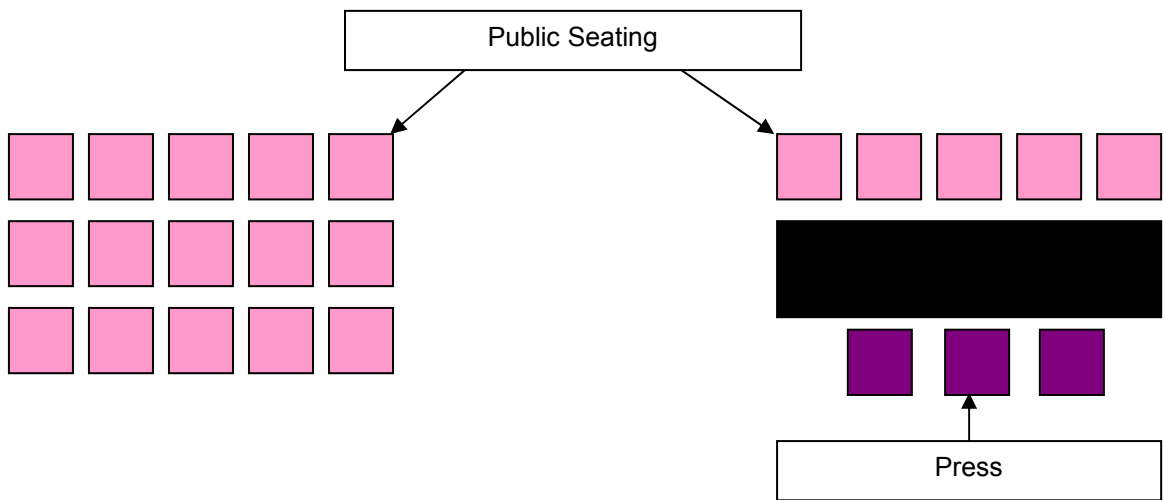
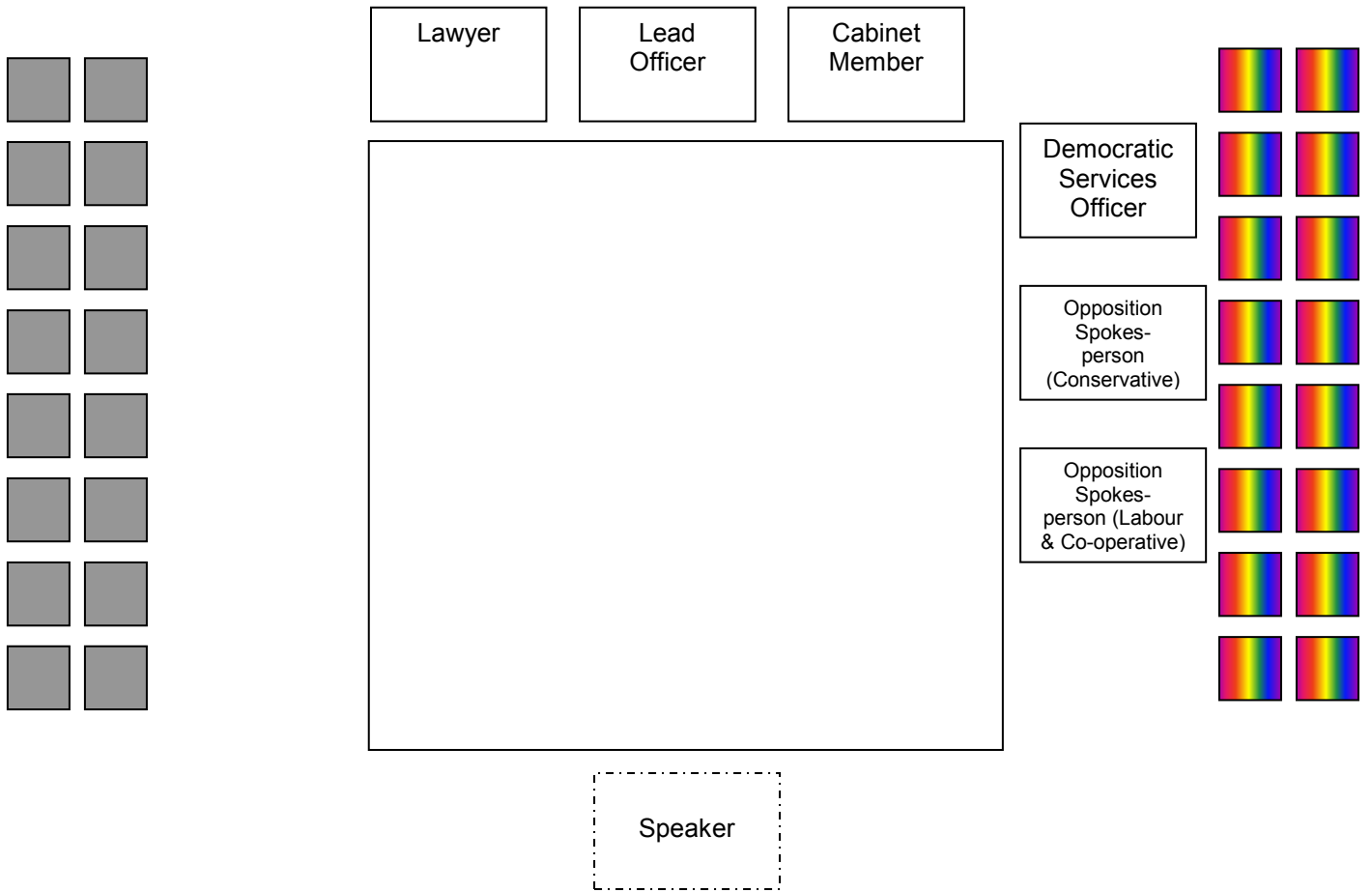
Brighton & Hove  
City Council

# Cabinet Members Meeting

Title:	<b>Special Environment, Transport &amp; Sustainability Cabinet Members Meeting</b>
Date:	<b>17 February 2012</b>
Time:	<b>2.00pm</b>
Venue	<b>Banqueting Room, Hove Town Hall</b>
Members:	<b>Councillors:</b> Davey
Contact:	<b>John Peel</b> Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk

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	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.
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# Democratic Services: Meeting Layout



## AGENDA

### 78. 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.*

### 79. CABINET MEMBERS' COMMUNICATIONS

### 80. ITEMS RESERVED FOR DISCUSSION

- (a) Items reserved by the Cabinet Members
- (b) Items reserved by the Opposition Spokespersons
- (c) Items reserved by Members, with the agreement of the Cabinet Members.

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

### 81. PETITIONS

1 - 2

Report of the Strategic Director, Resources (copy attached).

### 82. PUBLIC QUESTIONS

(The closing date for receipt of public questions is 12 noon on 10 February 2012).

No public questions received by date of publication.

### 83. DEPUTATIONS

3 - 8

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

(The closing date for receipt of deputations is 12 noon on 12 February 2012).

One Deputation referred from Full Council.

### 84. LETTERS FROM COUNCILLORS

No letters have been received.

### 85. WRITTEN QUESTIONS FROM COUNCILLORS

No written questions have been received.

### 86. NOTICES OF MOTIONS

No Notices of Motion have been received by the date of publication.

## TRANSPORT & PUBLIC REALM MATTERS

### 87. PARKING TARIFFS CONSULTATION

9 - 16

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Austen Hunter *Tel:* 29-2245  
*Ward Affected:* All Wards

### 88. EAST STREET AREA TRAFFIC REGULATION ORDER

To  
Follow

Report of the Strategic Director, Place (copy to follow)

*Contact Officer:* Tom Campbell *Tel:* 29-3328  
*Ward Affected:* Regency

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](http://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 John Peel, (01273 29-1058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

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

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**Subject:** Petitions  
**Date of Meeting:** 17 February 2012  
**Report of:** Strategic Director, Resources  
**Contact Officer:** Name: John Peel Tel: 29-1058  
E-mail: john.peel@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** Various

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

**2. RECOMMENDATIONS:**

2.2 That the Cabinet Member responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee
- calling a referendum

**3. PETITIONS**

**3. (i) No parking charge hikes for local business- Traders Need Transport (TNT)**

To receive the following e-Petition signed by 644 people:

*"We the undersigned petition the council to reject the Green Administration's misguided plans to increase the annual cost of Business Parking Permits from £175 to £400 and Trader Parking Permits from £350 to £750".*





**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the deputation be thanked for attending and its subject matter noted.

Notification of two Deputations has been received. The spokesperson is entitled to speak for 5 minutes.

**(a) Deputation concerning Parking Charges**  
**Mr Raggio** (Spokesperson)

“The traders & business permit proposal price is not welcomed.

We believe that, at a time of economic turbulence, Brighton & Hove City Council should be doing everything it can to support local traders and other businesses, not making things more difficult for them.”



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

17 February 2012

**Agenda Item 83**

Brighton & Hove City Council

<b>Subject:</b>	<b>Deputation on Parking Charges – Extract from the Council Meeting held on the 26<sup>th</sup> January 2012</b>		
<b>Date of Meeting:</b>	<b>9 February 2012</b>		
<b>Report of:</b>	<b>Strategic Director: Resources</b>		
<b>Cabinet Member Responsible:</b>	<b>Councillor Davey, Cabinet Member for Transport &amp; Public Realm</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mark Wall</b>	<b>Tel: 29-1006</b>
	<b>E-mail:</b>	<b>mark.wall@brighton-hove.gov.uk</b>	
<b>Wards Affected:</b>	<b>All</b>		

**BRIGHTON & HOVE CITY COUNCIL**

**4.30pm 26<sup>th</sup> January 2012  
COUNCIL CHAMBER, HOVE TOWN HALL**

**DRAFT MINUTES**

**Present:** Councillors: Meadows (Chair); Wells (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cox, Davey, Deane, Duncan, Farrow, Fitch, Follett, Gilbey, Hamilton, Hawtree, Janio, Jarrett, Jones, Kennedy, J Kitcat, Lepper, Littman, MacCafferty, Marsh, Mears, Mitchell, Morgan, A. Norman, K. Norman, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Randall, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Turton, Wakefield, Wealls and West.

**PART ONE**

**58(A). PARKING CHARGES – DEPUTATION**

58.1 The Mayor reported that two deputations had been received from members of the public and invited Mr. Raggio as the spokesperson for the first deputation to come forward and address the council.

58.2 Mr. Raggio thanked the Mayor and stated that:

“These damaging proposals penalise people opting to drive their own vehicles. Traders and businesses that use private motor transport essential to their companies and need should not be victimised and turned into a cash cow. The parking budgets across the board from pay and display machines, permits of all kinds, wavers are to be increased by an alarmingly high percentage. Putting up the price of traders and business permits will not only have a detrimental effect on Brighton and Hove, local businesses are

currently under extreme pressure. The Greens seem to have a lack of knowledge of the local economy and out of touch with local businesses.

The originally proposed prices were so high following the TNT campaign the Greens were advised the prices which are currently over a 70% increase, for hard pressed traders each will have to find an extra £250 a year whilst business permits are an extra £125 a year. As much as we are pleased the Greens have recognised our campaign, reducing the proposed price does not defer away from the alarmingly high increase during a time of economic uncertainty and recovery.

The Green administration believes they have inherited a current system that discriminates against new and start up businesses, so why hasn't the council scrapped the waiting list yet? That doesn't have an association with the massive price hikes. In an attempt to offer traders something in return the Greens have misunderstood the needs of running a business. The waiting list should be scrapped; the current waiting list is worth nearly £150,000 based on the current price. The extra traders who aren't on the list due to being put off by the 2 – 3 year waiting list would be more inclined to come forward and pay £350 this would have been an extremely popular and positive move for the council. Showing support to local economy your judgement was clouded by the greed of the proposed price hike and the sole reason for scrapping the waiting list is to simply maximise the revenue of the proposed price and not to help the traders. What use are the permits without a waiting list if permits cannot be afforded? How can a business benefit from a dramatic price increase of over 70%?

The high parking prices will also result in many companies increasing their prices hence passing the cost onto consumers; the residents of Brighton and Hove. Some businesses that put up prices may well price themselves out of work having a dangerous negative impact onto their business causing cease trading. The knock on effect in terms of jobs and therefore benefit claims is not known but has this been considered?

These are tough times ahead for many homes which will immediately affect businesses. We often get compared to the centre of London, only being 50 miles away, even the Green administration has fallen into this trap, comparing rates to the most expensive boroughs in London. We are not London we are Brighton and Hove. Incomes in Brighton are significantly lower yet the prices we pay to park down here will be matched. Companies will no doubt be forced, under so much pressure, to try and find business and work outside of the city.

The Sunday times reported this last weekend, 'Brighton and Hove have become the 3<sup>rd</sup> most expensive place to park in the country.' One priority for the council during the recession or recovery should be to support local businesses and help stimulate the local economy. Back in 2010 the council reduced the trader's permit prices to help the local economy during the recession. We urge the council to make a brave, 100% percent u-turn on the trader's permits and business permit proposed prices similar to Westminster council last week. London's Mayor Boris Johnson said 'common sense has prevailed and has described the decision as brave and correct adding that 'it is very important that businesses should not have any extra burdens.'

Westminster council admitted they needed to pay attention to local economy and after doing so quashed their plans of increasing the recent parking prices. I beg the question

to you Ian Davey, are you paying attention? From shops, estate agents, letting agents, independent traders, service companies and one man bands, businesses and it's consumers have expressed deep concerns by signing our TNT online petition, currently with over 600 signatures and we've also collected 500 signatures handwritten.

The Argus, the local paper, have been running an independent online poll, 77% over 1055 votes agree with TNT. We urge the Greens to listen to the local community and it's businesses. The people of Brighton and Hove are currently having to make sacrifices in order to stay in business and to manage their monthly outgoings per home.

The council needs to understand what it takes to run a business, many people are making ends meet putting in extra hours with limited wages, if being drawn at all, just because you own a business doesn't mean automatically mean you have extra money in the bank, far from it. Brighton and Hove's administration, to swallow their pride, admit they have got it wrong, fully reverse their own damaging parking charge hikes before it's too late. In the own words of your campaign, 'fair is worth fighting for' and we promise today the TNT will continue to grow and fight for what is fair."

58.3 Councillor Davey thanked Mr. Raggio for attending the meeting and presenting his deputation and replied,

"One of the points you raised was about the article in the Times which highlighted Brighton and Hove as the third most expensive place to park and what they didn't say is that, that is actually under current prices introduced by the previous Conservative Administration where it is currently £3.20 an hour to park in the old town. There are also many other factors which will be occurring over the next few months imposing new costs or increased costs on non local businesses, including what I understand is to be an increase in business rates from the national Conservative Government so you may wish to address some attention there.

During the consultation we have spoken to businesses and we have listened to the views of people about the proposed changes. In response, I am looking at a reduced rate for Trader and Business permits. Historically the council has restricted the number of trader permits which are issued despite however business friendly previous administrations were. They did not take the measure of eliminating the rationing which has restricted many hundreds of traders from enjoying the same privileges as traders with permits do now. As a result there are 366 traders on a waiting list.

Checking the council's website, ten permits were issued in December so if that rate were to continue it would take 3 years for many of those traders to actually gain that benefit. This puts new businesses at a serious disadvantage as they currently have to wait that length of time before they can purchase a permit. In the mean time many of these traders have to use on street pay and display bays or come down to Hove Town Hall and queue up to apply for a daily waiver costing both time and money. So alongside the new £160 per annum price for a trader permit, we're proposing to remove the restriction on the number of permits issued. This will eliminate the rationing and allow all traders the equal opportunity to have one. At a cost of less than £2 a day to park anywhere in the City, these permits remain good value for money and are much lower than many authorities that often charge a £1000 a year or more.

I would like to take this opportunity to promote the quarter year permit option which will help businesses with their cash flow also, because there will not be a waiting list, traders will now be able to buy permits only if they need them rather than having to buy them to avoid losing the permit all together and go to the bottom of the list. With regard to business permits, these apply in a single zone, it is worth noting that these are not available in the City Centre due to a lack of available space while some areas have a long waiting list and are at or near capacity.

The new proposed £300 per annum for a Business Permit will equate to less than £1 a day, and remains very competitive with other comparable authorities. Some of which don't offer them at all or charge up to £1000 a year."

- 58.4 The Mayor thanked Mr. Raggio for attending the meeting and speaking on behalf of the deputation. She explained that the points had been noted and the deputation would be referred to the Cabinet Member Meeting for Environment, Transport & Sustainability for consideration. The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.

# **ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBER MEETING**

## **Agenda Item 87**

Brighton & Hove City Council

**Subject:** Parking Tariffs Consultation report  
**Date of Meeting:** 17 February 2012  
**Report of:** Strategic Director Place  
**Lead Member** Cabinet Member for Transport & Public Realm  
**Contact Officer:** Name: Austen Hunter Tel: 29-2245  
E-mail: Austen.Hunter@brighton-hove.gov.uk  
**Key Decision:** No  
**Wards Affected:** All

### **FOR GENERAL RELEASE**

#### **1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to address comments and objections to the draft Traffic Regulation Orders for the changes in Parking Tariffs throughout Brighton & Hove.

#### **2. RECOMMENDATIONS:**

- 2.1 That, having taken account of all duly made representations and objections, the Cabinet Member approves as advertised:

- The Brighton & Hove (Off Street Parking Places) Order 2008 Amendment Order No.\* 20\*\* (Car Parks) (ref.TRO-9a-2011)
- The Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 20\*\* (ref.TRO-9b-2011)
- The Brighton & Hove Seafront (Various Restrictions) Consolidation order 2008 Amendment Order No.\* 20\*\* (ref.TRO-9c-2011)
- The Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.\* 20\*\* (areas outside of Controlled parking zones) (ref.TRO-9d-2011)

Subject to the following amendments:

- To include the far eastern stretch of Madeira Drive in the low tariff zone for the full calendar year.
- That the new cost of Traders Permits be changed to £600 per annum (or £160 per quarter).
- That the new cost of Business Permits will be reduced to £300 per annum (or £85 per quarter).

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

The original Parking Tariffs Review report, presented at the Cabinet Member Meeting on 29<sup>th</sup> November 2011, proposed changes in city council parking tariffs. The proposals were set within the context of the objectives set out in the Local Transport Plan [LTP3], embracing 5 strategic goals: economic growth; carbon reduction; quality of life; equality of opportunity; safety, security and health. Parking tariffs are one of the levers for influencing travel patterns and fulfilling the council's ambition to create a safer, cleaner and more sustainable city. Our parking tariff structure has developed over time and has been subject to periodic reviews. It is recognised that there is a degree of complexity in the existing charges and these have been reviewed to improve the understanding for residents, workers, businesses and visitors who drive into and around the city.

### **4. CONSULTATION**

- 4.1 The proposed Traffic Regulation Orders were advertised on 16<sup>th</sup> December 2011 with the closing date for objections on 13<sup>th</sup> January 2012. Before the advertisement was made, the proposals received extensive coverage from local and national media. The notice was published in the Argus newspaper on 16<sup>th</sup> December 2011 and the proposals were also available on the Council website and the Transport & Parking Facebook and Twitter pages. In addition, the notices are sent to the Federation of Small Businesses, the Chamber of Commerce, the Brighton and Hove Economic Partnership and the taxi companies. Meetings were also held with business groups. The Traffic Regulation Orders were also available to view at Hove Library, Jubilee library and the City Direct Offices at Bartholomew House and Hove Town Hall.
- 4.2 There were 36 responses received from individuals and included a number of objections and general comments. The representations are listed in Appendix A.

#### **Changes to be made in response to representations and objections**

- 4.3 10 of the 36 objections were received regarding the price increases on Madeira Drive particularly in relation to concerns about parking for Yellowwave Beach Sports. An amendment has been made to include the far eastern stretch of Madeira Drive in the low tariff zone for the full calendar year. This would run eastbound from the eastern edge of the Yellowwave/playground site and comprises a total of 65 bays (plus 2 disabled bays). There is a natural divide at this point which separates the eastern area of Madeira Drive from the remainder of Madeira Drive. Further consultation has taken place with a representative of Yellowwave and they are happy with this amended proposal.
- 4.4 Alongside the changes to Madeira Drive it is proposed that the tariffs for Black Rock off street car park are frozen. This would keep the off street tariffs in line with the changes to the on-street tariffs. Likewise it is proposed that the hours of the King Alfred Car Park change from 9am-5pm to 9am-8pm and not 9am-11pm as originally proposed.



- 4.5 1 objection was received regarding the increase in the cost of Traders Permit. A revised and reduced increase in price to £600 per annum (or £160 per quarter) is proposed to reduce the impact the increased charge could have on local traders.
- 4.6 The increased cost of a Business Permit will be revised to £300 per annum (or £85 per quarter) to lessen the effect the increased charge could have on local businesses.

### **Other objections**

- 4.7 16 of the 36 objections were general objections to the price increases. The reasons for taking forward these proposals were outlined in the Environment, Transport and Sustainability Cabinet Member Meeting on 29<sup>th</sup> November 2011 and are summarised above.
- 4.8 3 objections were received about the cost of hotel permits particularly in Area C (Queens Park). Hotel guest permits have been increased to a level more representative of their current market value and remain good value compared to the cost of on-street pay display parking. The tariff proposals also include a new tariff for hotel guests to use the 4 multi storey car parks, in Brighton, for overnight stays.
- 4.9 2 Objections received regarding changes in Rottingdean from the Rottingdean Parish Council and Rottingdean Trade, Business and Professional Association. These objections were subsequently supported by Rottingdean Coastal Ward Councillors. The increase to the fees for Rottingdean High Street, and amendment to its tariff structure, represent its inclusion in the new low tariff zone for on-street parking across the whole of the City. Prior to these proposals, the surface car parks on West Street and at Marine Cliffs have received only small increases to fees between 05/06 and 11/12. Along with Haddington Street, in Hove, these two car parks will continue to represent the lowest cost off-street parking in Brighton & Hove.
- 4.10 1 objection was received regarding general off street car parking increases. Adjustments have been made to our off-street car parks to manage an increasing demand and meet inflationary increases. The extension to the hours of operation at King Alfred reflects the increased demand placed on this car park after 6pm.
- 4.11 1 objection was received regarding Suspension costs. The charge for implementing a suspension has been brought into line with comparator authorities and better represents the commercial value of the service.
- 4.12 1 objection was received regarding visitor permit increases. The price of a visitor permit still represents extremely good value when compared with equivalent all day parking in a pay and display bay (the tariff represents a 50% discount against all day parking).
- 4.13 1 objection was received regarding increases to prices in Oxford Court Car Park. Adjustments have been made to the pricing of our off-street car parks to manage an increasing demand and meet inflationary increases.

- 4.14 Ward members, adjoining ward members, statutory consultees and other stakeholders have been consulted.
- 4.15 Should they be approved the effect of the proposed changes to fees and tariffs could be taken into consideration as part of the consultation process for the Citywide parking review and may influence any policy recommendations made as a result of that process.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The impact of the revenue from the fees and charges referred to in the report has been included as part of the budget setting process for 2012-13. Any income surplus remaining after the offset of direct expenditure will be used to contribute towards concessionary bus fares, various bus routes in the city and to help fund the work of the capital programme.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 06/02/12*

### Legal Implications:

- 5.2 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, as far as is practicable, the Council should also have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles and securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.3 Under sections 32 and 35 of the 1984 Act, there is power to provide and regulate the use of parking places, for the purpose of relieving or preventing congestion. Under section 45 of the 1984 Act, the Council has wide powers to designate pay parking places on highways for vehicles or classes of vehicles. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include –
- (a) the need for maintaining the free movement of traffic;
  - (b) the need for maintaining reasonable access to premises; and
  - (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.
- 5.4 Before making Traffic Orders, the council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the

advertised proposals. The council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the council must take include notifying objectors and putting in place the necessary traffic signs.

- 5.5 Relevant Human Rights Act rights to which the council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances. There are no human rights implications to draw to Members' attention at this stage.

*Lawyer Consulted:*

*Carl Hearsum*

*Date:06/02/12*

Equalities Implications:

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

Sustainability Implications:

- 5.7 Parking charges are a factor for people to consider when travelling into the city. Any reductions in the levels of car traffic that result will help improve the city's environment and help to deliver a more reliable and attractive public transport system. In addition, the proposals are designed to encourage the use of car parks particularly those on the edge of the core shopping areas to reduce congestion into the centre.
- 5.8 To encourage the take up of low emissions vehicles in Brighton and Hove the council offers a 50% discount on the cost of residents permits to low emissions vehicles in tax band a or b. Electric vehicle permits are issued for free and this also allows the vehicle to charge up for free. Parking surplus is used to provide free bus passes for the elderly and disabled, to help reduce congestion and carbon emissions. A number of subsidised bus routes are supported by the parking surplus providing alternatives to travelling to the city centre by car.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

- 5.10 The risk of reducing parking income as a result of lower volumes of cars parking are reflected in the financial modelling as part of these proposals.

Corporate / Citywide Implications:

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

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 The alternative option for the majority of the proposals is to do nothing which would mean the proposals are not taken forward. However, this alternative was considered and discounted since the stated transport strategy objectives, linked to the needs to manage congestion, air pollution levels and the consequent affect on the public health, would not be achieved.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 To support citywide Transport Strategy, to maintain trends in moving to more sustainable transport usage, improve the environment for residents, businesses and visitors, and relieve parts of the city that are subject to high pressure from parking demand.

7.2 To simplify parking in the city making it easier and fairer for residents, visitors and businesses.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A – Table of representations.

### **Documents in Members' Rooms**

None

### **Background Documents**

1. Environment, Transport & Sustainability Cabinet Member Meeting Report 27<sup>th</sup> November 2011 with appendices
2. LTP3

## Appendix A – Objections to Parking Tariffs TRO

<b>Objection</b>	<b>Times</b>
General objection to price increases	16
Madeira drive prices	10
Hotel permit increase	3
Charges in Rottingdean	2
Trader permit cost	1
Off street car parking increases	1
Suspensions	1
Visitor permits increase	1
Oxford Court car park	1
<b>Total</b>	<b>36</b>

