



Parking

Annual Report
2008/2009



Brighton & Hove
City Council

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chapter 1



Foreword

I am pleased to present Brighton and Hove City Council's Parking Annual Report for 2008/9.

This is the first Parking Annual Report that we as a council have issued, in line with the requirements of the Traffic Management Act 2004. We welcome the opportunity this presents to inform and engage with the public and our stakeholders on a wide range of parking issues. It is also in the spirit of our corporate priorities of 'fair enforcement of the law' and 'open and effective city leadership'.

The Parking Annual Report explains the scale of the challenge of parking management with 8 million visitors every year, a full and vibrant calendar of events throughout the city and fifteen different types of parking permits available to our residents, businesses and visitors. There is a high demand for parking management that in turn supports the local economy, allows residents to park outside their homes and plays a significant part in improving road safety. Parking Services currently manages thirteen parking zones with public consultation underway or in the design phase in a further five areas of the city.

Parking Services has undergone significant change over the period of the report notably changes linked to the implementation of the Traffic Management Act. The Service has also relocated the Parking Information Centres to improved facilities at Hove Town Hall with a dedicated, more accessible Blue Badge office and extended evening opening hours on Thursdays. The use of new innovations, such as

on-line appeals to the Traffic Penalty Tribunal, or 'telephone waivers' have also been important in providing customers with a choice of ways in which they can access services.

The Parking Annual Report also outlines some of the less well known ongoing work Parking Services undertakes jointly with other agencies such as Sussex Police with Operation Bluebird, to identify stolen Blue Badges and Blue Badge misuse. The enforcement of our central bus lanes to improve the reliability of the bus timetable also falls within the remit of this Service. It is also important that the report details how parking income is spent on a wide range of projects ranging from the refurbishment of our off street car parks to road traffic safety improvements.

Parking Services openly welcomes your feedback on any parking issue and suggestions for improvement of the services it provides. If you have any questions that remain unanswered please also let Parking Services know by telephoning our Parking Information Centre on **01273 296622** or by email to **parking@brighton-hove.gov.uk**

I thank you for taking the time to read our first Parking Annual Report.



Cllr Geoffrey Theobald OBE
Cabinet Member for Environment

chapter 2



Facts & figures

Scale of civil parking enforcement in Brighton & Hove

Parking operations in the city covers 13 controlled parking zones and 11 off-street car parks. Overall there are over 25,000 parking spaces to be managed (22,031 on-street and 3,111 off-street).

To meet the operational demands of this service 83 staff are employed locally by our enforcement contractor NSL as Civil Enforcement Officers (CEO). Civil Enforcement Officers visit every street within the Controlled parking Zone at least twice daily. Priority routes such as Western Road or London Road will receive up to fifteen visits in a

day. A mobile patrol is also available to respond to reports of illegal parking throughout the city.

We employ 53 staff directly, to carry out a variety of functions, whose roles include Car Park Officers, Bus Lane Monitors, Parking Services Officers, staff working at the Parking Information Centre processing Blue Badges and permit applications, Pay and Display Technicians and Contract Monitoring Officers.

Many of these areas of work have changed significantly over the past year, as explained in the following chapter.

Key Facts 2008/9 Brighton and Hove City Council's parking operation	Total
On street parking spaces	22,031
Off street car park spaces	2,490
Pay and display only bays	534
Permit only bays	11,554
Shared bays (permit and pay and display)	8,918
Disabled bays	464
Other Bays ¹	549
Bays suspended during year	3,735
On street Penalty Charge Notices issued	129,837
Items of correspondence received	43,472
Residents permits on issue	19,885
Resident visitor permits issued	315,581
Blue Badges on issue	13,000

¹ Other bays include Motorcycle bays, Doctors bays, Taxi bays, Loading bays and Ambulance bays

chapter 3



Traffic Management Act 2004 Part 6: Keeping Traffic Moving

From 31 March 2008 Part 6 of the Traffic Management Act 2004² came into effect replacing the Road Traffic Act (RTA) 1991. This has brought the following changes to parking operations in Brighton & Hove:

- Parking Attendants (PA) are now known as Civil Enforcement Officers (CEO)
- We are able to issue Penalty Charge Notices to people parked on pedestrian crossings (before only the police could do this)
- Penalty Charge Notices are no longer £60 but;
 - £70 (£35 if paid within 14 days) for more serious offences like parking in a bus stop, disabled bay or double yellow lines.
 - £50 (£25 if paid within 14 days) for less serious offences like overstaying on a pay and display bay. We must respond to 'formal representations' within 56 days We must aim to respond to challenges within 14 days The 'National Parking Adjudication Service' became the 'Traffic Penalty Tribunal.' Parking Adjudicators can now refer cases back to the council where they believe we should reconsider our decision in enforcing a Penalty Charge Notice.

The Act gives power to Civil Enforcement Officers to issue Penalty Charge Notices for double parking and parking on dropped kerbs. The Government have now waived the requirement for an amended Traffic Regulation Order (TRO) and signage on-street advising of the restriction, which reduces the cost of enforcing these contraventions.

Other powers granted by the Act allow us to;

- Issue Penalty Charge Notices by camera for parking contraventions. At present the council's priority is to keep the city's bus lanes clear using these cameras under the bus lane regulations, but the issuing of a parking Penalty Charge Notice by camera may be introduced at a later date.
- Issue a Penalty Charge Notice by post if the vehicle has driven away comes into force. At present we have no plans to adopt this power and Penalty Charge Notices (PCN) will continue to be fixed to the windscreen or handed to the driver.

The change from working under the 1991 Road Traffic Act³ was a significant one which required a complete redesign of our computer system and handheld computers so that they could cope with the new requirements of the Traffic Management Act such as processing different Penalty Charge Notice amounts for tickets issued before and after the Act took effect. It also meant the complete redesign of all legal Notices and a complete review of our letter library

² http://www.opsi.gov.uk/acts/acts2004/ukpga_20040018_en_1

³ http://www.opsi.gov.uk/ACTS/acts1991/ukpga_19910040_en_1.htm Item 41 Appendix 1

Staff training prior to the implementation of the Act was vital to the success of the project and for Civil Enforcement Officers to be fully aware of the circumstances in which they could issue Penalty Charge Notices for new offences such as parking on a pedestrian crossing as well as enabling them to identify higher and lower rate Penalty Charge Notices . We also made changes to the Civil Enforcement Officers uniforms.

Council Officers, dealing with appeals, received training on statutory response times and grounds for appeal as well as all other changes associated with the Traffic Management Act.

We publicised details of these important changes through press releases, cabinet reports and the publishing of information on our website.

The Traffic Management Act requires us to publish an Annual Report in the interest of transparency and to inform the public of the aims of the service and the council's performance in meeting these objectives. We understand that making real progress on the important day to day issues dealt with by the parking section will only be achieved through engaging the public and other stakeholders and listening to their views. This report aims to highlight some of these issues and the work of the service in balancing the needs of residents, visitors, businesses, public transport users and the wider community.

A limited number of hard copies of this document will be placed at our Parking Information Centre and at libraries as well as being sent to our stakeholders. The Parking Annual Report has however principally been designed as an online document, in the interest of the environment and so as to provide convenient links to other resources and information.

chapter 4



Brighton & Hove City Council's parking policy objectives

- Keep traffic moving
- Provide access safely to those who need it most
- Deliver excellent customer service

Parking controls in Brighton & Hove are essential to keep traffic moving safely and provide access for residents and visitors. Parts of the city are amongst the most densely populated in the South East. The population is estimated to increase to 283,700 by 2026 and demand for parking space will keep increasing. Brighton & Hove is also a major tourist destination with eight million visitors annually. Balancing the needs of residents, visitors, the disabled and businesses is key to its continued economic growth and success. To address the disparate needs of these groups, at the request of residents and following full consultation, we have introduced 13 Controlled Parking Zones (CPZs).

Links to corporate priorities

Parking and traffic enforcement has a key part to play in achieving traffic management objectives, through encouraging compliance with traffic regulations. Effective traffic enforcement assists us in delivering wider transport strategies.

All of these objectives and the policies that derive from them can be found in the **corporate plan**⁴ and will include the **corporate priorities** for Brighton & Hove, which are:

- To protect the environment whilst growing the economy
- To make better use of public money
- To reduce inequality by increasing opportunities
- Fair enforcement of the law
- Open and effective city leadership

The Corporate Plan sets out the corporate vision for the city and links to the Local Area Agreement⁵, The South East Plan⁶ and The 2020 Community Strategy⁷

Monitoring will ensure that traffic management objectives are being met, and will include not just internal monitoring, but external monitoring through consultation. For example a review of CPZs and feedback from motorists through correspondence.

It is intended that staff training and development programmes are incorporated in the policies outlined and the broader traffic management objectives. This will enable staff to convey its messages to drivers in a simple to understand and customer friendly way.

4 <http://www.brighton-hove.gov.uk/index.cfm?request=c1150224>

5 <http://www.brighton-hove.gov.uk/index.cfm?request=c1113627>

6 <http://www.brighton-hove.gov.uk/index.cfm?request=c113944>

7 <http://www.brighton-hove.gov.uk/index.cfm?request=a700> Item 41 Appendix 1

Parking Services response to the council's environmental and transport policies

Managing the supply and demand of parking can assist in achieving some, but not all, of the Council's Policy objectives for the City. The Local Transport Plan⁸ sets a number of key objectives and specific targets for Brighton & Hove listed below. The bullet points explain how parking enforcement policy can assist in achieving these objectives:

2.14 Reducing danger for all road users by:

- Protecting junctions through waiting and loading restrictions with robust enforcement, including vehicle removal.
- Prioritising enforcement of waiting and loading restrictions particularly if there is a danger to other road users
- Prioritising the need for road safety over demand for parking.

2.15 Improve accessibility on sustainable transport modes

- Prioritising the enforcement of bus stops, bus lanes and taxi ranks with the aim of reducing bus journey times

2.16 Encourage partnership and innovation

- Working with partner organisations such as Sussex Police to inspect Blue Badges to identify misuse (Operation Bluebird)
- Making special parking arrangements for festivals and special events.

2.17 Seek compatibility between transport and planning policies

- Adhering to planning agreements designating as 'car free' (or rather permit free) developments
- Implementing transport policies such as the provision of 'car club permits'
- Linking the charge made for permits to the vehicles CO2 emissions or engine size.

2.18 Seek to maintain and improve the existing highway network

- Prioritising the enforcement of pavement parking when the vehicle is parked in contravention of parking restrictions
- Educating drivers about the implications of their actions when responding to correspondence

2.19 Reduce road traffic, pollution and congestion

- Through making other travel modes more attractive i.e. through parking charge policy or bus lane enforcement to improve bus reliability
- Setting parking charges to restrain demand and achieve a high turnover and minimum vacancy level to reduce congestion caused by vehicles cruising to find a space.

2.20 Increase community awareness of the impacts of their travel decisions

- Through responses to challenges against Penalty Charge Notices educating motorists as to the implications of their actions
- The publication of leaflets and press releases
- Enforcement of priority projects such as school clearways
- Bus lane enforcement

2.21 Improve the economic, environmental and social viability of the city

- Balancing the parking needs of residents, businesses and visitors through the provision of resident parking schemes
- Carrying regular programmed reviews of parking schemes to ensure that these remain appropriate to changing circumstances.

⁸ <http://www.brighton-hove.gov.uk/index.cfm?request=c1146323> Item 41 Appendix 1

Managing supply and demand

Parking space both on and off street is limited. The growth of vehicle ownership, increased single person households in Brighton & Hove and the demand for parking means that we have to manage the competing needs of all drivers who live or work in Brighton & Hove or those who are visiting the city. This may involve allocating parking spaces for certain groups of people, such as disabled drivers and residents or making provision for short term parking where the need arises. Not all demand for parking can be accommodated so balancing conflicting demand is one of the biggest challenges for Parking Services.

Parking provision is constantly reviewed to ensure that it achieves the best balance. This involves listening to residents, businesses and other stakeholders and taking their views into account. These must be considered in conjunction with the Council's parking policies and environmental policies.

Changes that may be considered include;

- Variation of hours of control
- Variation to the maximum period of stay
- Change of usage for individual bays
- Changes to tariffs
- Review of criteria for permit schemes
- Review and amend the benefits of a particular type of permit item



Parking and the environment

We are committed to developing a sustainable and people-friendly transport system in Brighton & Hove and parking enforcement plays a key role in this.

In line with the Council's commitment, we are actively working to reduce carbon dioxide emissions. We offer a 50% discount on permits where we are satisfied that the vehicle has low emissions. This policy was approved by Environment Committee in May 2005⁹. Vehicles applying for the discount need to be recorded as belonging to vehicle excise duty band A or B, registered with DVLA after 1 March 2001 (CO₂ emissions are recorded in the vehicle registration document [V5] after this date) and emitting less than 120g CO₂ per km.

The aim of the emission based permit charges scheme is to encourage residents to use lower emission vehicles. The permit charges are reflective of the relative impact that the individual vehicle has on the environment.

We have introduced a number of Car Club bays and Car Club permits in various locations throughout the city. The aim is to reduce individual car use, traffic congestion, pollution, noise and accidents. Car Clubs¹⁰ provide quick and easy access to cars for short term hire and are a pay-as-you go alternative to owning a car and can reduce on-street car parking levels.

Bus Lane enforcement has contributed to sustainable transport objectives through improving the reliability of journey times thereby making bus travel a more attractive travel choice.

⁹ <http://present.brighton-hove.gov.uk/celListDocuments.aspx?MeetingId=610&DF=26/05/2005>

¹⁰ [http://www.carclubs.org.uk/Item 41 Appendix 1](http://www.carclubs.org.uk/Item%2041%20Appendix%201)

chapter 5



Road traffic safety

Making our city's roads safer is a key priority. We aim to achieve this through a targeted approach to investment which focuses on locations with the highest levels of casualties.

There are a number of unusual factors that influence the analysis of road casualties, collisions and the planning and implementation of remedial measures. The city has a high ratio of small and single person households and a very high percentage of households that live in shared buildings. The density of the population means that there are a lot of vehicles parked on the streets of Brighton & Hove. This has to be incorporated into the Road Safety planning and education. Our city is a popular destination for many people who live outside of the city. This can have an impact on road safety statistics as these visitors are unfamiliar with road layouts.

We have been successful in altering peoples' travel patterns over the last decade. For example there has been an increase in bus and train passengers. This in turn leads to increased pedestrian journeys at either end.

Listed below are some aims of our Road Safety Strategy

- Achieve casualty reduction targets
- Stronger working arrangements with specialists from areas such as Education, School Crossing Patrols and Road Safety Engineers
- Safer Routes to School incorporates improving road safety around schools and also encouraging children to walk or cycle
- Crash investigation identifying any necessary repairs or improvements
- Vulnerable road users have been identified and there is training available i.e. National Standard Cycle Training¹¹
- Speed Management and speed safety reviews.

For further information please see the Local Transport Plan, Chapter 7 – Road Safety¹².

¹¹ http://www.ctsb.org.uk/ctsb/national_standards.php

¹² http://www.brighton-hove.gov.uk/downloads/bhcc/ltp/Chapter_7_Road_Safety.pdf

Pedestrian Accidents by Severity in Brighton & Hove before and after the introduction of CPE in 2001

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Total
Fatal	9	6	6	6	7	3	3	4	5	2	51
Serious	61	56	68	49	60	69	51	50	59	61	584
Slight	264	260	230	249	218	208	206	187	177	189	2188
Total	334	322	304	304	285	280	260	241	241	252	2823

chapter 6



Schools enforcement

The enforcement of restrictions outside schools is a key priority for us. At the moment 66 schools have School Keep Clear restrictions. These receive 20 visits a week, 2 in the morning and 2 in the afternoon, on a rota basis. The main objective is to enforce the School Keep Clear restrictions which can result in an instant Penalty Charge Notice. We also focus on bus stops and double yellow lines if there are problems at school times.

The rota includes Target Schools – these are priority schools with acute problems and often have more than one entrance. Target schools receive at least one visit every week and comprise of half the weekly rota.

Civil Enforcement Officers (CEO) also patrol schools that do not have School Keep Clear restrictions in response to complaints. We employ the services of Police Community Support Officers (PCSO) and this is having a very positive affect on school enforcement. CEOs and PCSO’s make joint visits by prior arrangement. This is useful as they can issue

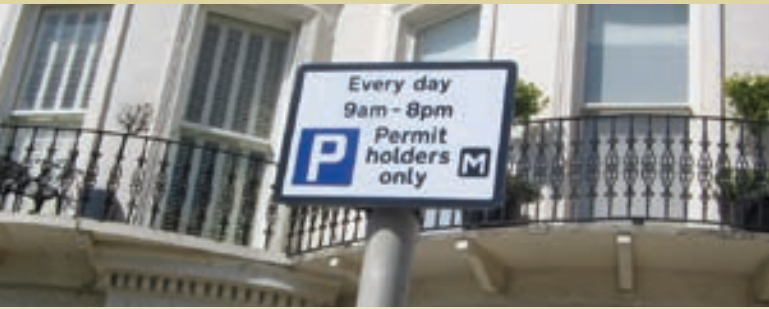
Fixed Penalty Notices (FPN) for obstruction where a CEO may not be able to. We now have a network of PCSO contacts for the whole city.

The vast majority of Penalty Charge Notices issued outside schools are issued to vehicles already parked on School Keep Clear restrictions or double yellow lines when our CEOs arrive. In 2009, 40 Penalty Charge Notices, code 48 ‘Stopped in a restricted area outside a school’, were issued. CEOs act as a deterrent in most cases. Many vehicles are moved on as soon as they are present without the need to issue a Penalty Charge Notice .

We receive a great deal of positive feedback from parents, head teachers and teaching staff. The Civil Enforcement Officers have however, unfortunately experienced some resistance from a small number of parents/guardians. We are working closely with Head teachers and School Travel Advisors to raise awareness of the importance parking enforcement plays in the safety of school children.

Child Accidents by Severity in Brighton & Hove before and after the introduction of CPE in 2001

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Total
Fatal	0	0	2	1	0	0	0	0	1	0	4
Serious	24	22	22	13	13	11	14	17	18	15	169
Slight	139	123	124	126	94	112	109	103	88	96	1114
Total	163	145	148	140	107	123	123	120	107	111	1287



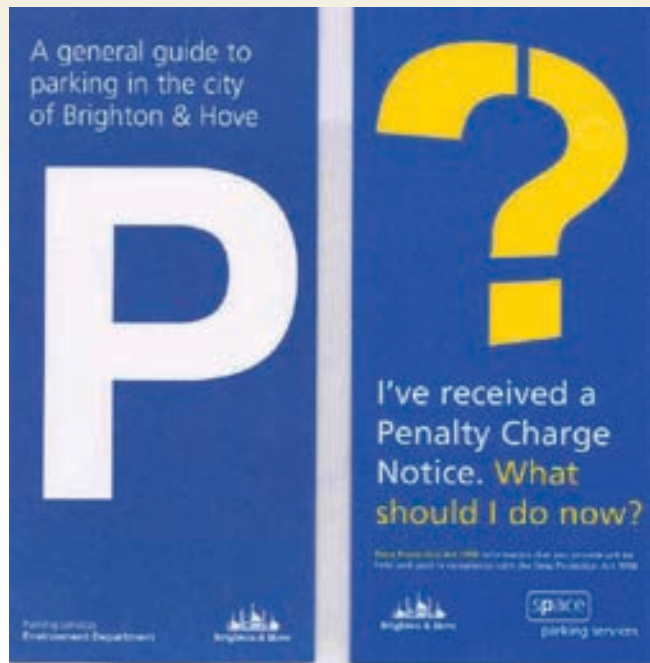
Challenges, representations & appeals

A guide on how to deal with a parking ticket available through the parking shops at Hove Town Hall and on the council's website www.brighton-hove.gov.uk

All Penalty Charge Notices issued contain details about how to pay or how to make an appeal and staff at Brighton & Hove city council deal with responding to correspondence at all stages of the appeals process.

At Brighton & Hove we aim to have clear information on our website about the appeals process and we want our letters to be informative about the processes, whilst conveying the necessary legal information. Our back office team are committed to being fair, transparent and consistent in our approach to Penalty Charge Notice challenges, representations and appeals.

The council is legally obliged to consider and respond to correspondence at any stage in the process. The Traffic Management Act requires responses to be sent in a timely fashion. We aim to respond to all initial challenges within 14 days and all representations must, by law, be responded to within 56 days.



Response times

Prior to the Traffic Management Act 2004 we were dealing with a large backlog of challenges against Penalty Charge Notices issued under the Road Traffic Act 1991. We understand that people want a prompt consideration of their case and decision. With the introduction of the Traffic Management Act we were determined to achieve the suggested response time of 14 days for an informal representation. A dedicated team was assigned responsibility for responding to Traffic Management Act correspondence so that these could be dealt with promptly.

The period between April 2008 and April 2009 saw our response times fluctuate between one and five weeks as we responded to challenges about Penalty Charge Notices issued under the Traffic Management Act. This represents a significant improvement over the previous year where responses took between eight and ten weeks. We recognise that we need to make further progress to ensure that as many cases as possible are decided within the 14 day guidelines and will be closely monitoring this as a key performance indicator for our service for the next year. We received a total of 43,472 letters throughout the year, or 3,623 a month. It should be noted that not all correspondence relates to appeals against the issuing of a Penalty Charge Notices as much relates to drivers having bought or sold a vehicle or requests to make payment arrangements and so forth.

Our team comprises of 26 Processing Officers, roughly half of whom respond to correspondence and prepare cases for the Traffic Penalty Tribunal. The other 13 work at the Parking Information Centre processing parking permit applications, Blue Badge applications and dealing with a wide range of parking related enquiries at the public counter.

Reasons for cancellation

Appendix 2 shows the total cancellations April 2008-June 2009. These are broken down into reasons for cancellation.

We respond to key Traffic Penalty Tribunal decisions by amending our guidelines appropriately and in turn adding new cancellation codes. For example "Alighting Elderly Passenger" was added within 2008/9, in recognition that this activity may take longer than we would normally expect. A total of 17,962 Penalty Charge Notices were cancelled between April 2008 and April 2009 - this figure includes cases allowed by the adjudicator.

2,190 Penalty Charge Notices were cancelled (see Appendix 2) as loading/unloading evidence was provided. Whilst it is permitted to load and unload on double yellow lines and in a loading

bay, if this activity is not observed by the Civil Enforcement Officer after 5 minutes evidence must be provided.

Each informal/formal challenge is judged on its own individual merits. Local Authorities are required by law to consider mitigating circumstances. For example, 366 cases were cancelled due to circumstances beyond the driver's control, 401 were cancelled due to a medical reason and 2,003 were cancelled due to 'special circumstances' provided in the appeal.

The issuing of Penalty Charge Notices aims to improve compliance with the parking regulations and we are committed to the Traffic Management Act's ethos of a fair, transparent and consistent approach to parking enforcement.

Service improvements 2009-10

Access to Information

Our Web Team is reviewing our website and the information available. We aim to make the website accessible, easy to use and of value to any customer who wants to find our information this way. The project has started with ensuring that all information is relevant and up to date.

Visitor Permits

Some appeals relate to the incorrect completion of a visitor permit. We have listened to our customer feedback and are in the process of re-designing the permits. We hope that the new designs, to be launched in winter 2009, will be easier to use and have clearer instructions resulting in fewer errors when completing the permits.

Response times

We aim to improve our monitoring of this important performance indicator and keep response time at or below the 14 days throughout 2009/10.

Appeals to the Adjudicator

If the council rejects a Formal Representation at 'Notice to Owner' stage the registered keeper of the vehicle can appeal to the adjudicator. There are 8 grounds that an appellant can appeal on. Details of these grounds for appeal can be found at www.patrol-uk.info.

The adjudication service will consider any other mitigating reasons that the vehicle was parked in contravention. This also applied to any representation received before, or after, the issuing of a Notice to Owner. However, at this stage the adjudicator can only cancel a Penalty Charge Notice should one of the statutory grounds apply. An adjudicator may, however, refer a case back to the council if they feel that discretion has not been exercised by the council.

Between April 2008 and July 2009 a total of 1135 cases were lodged with the Traffic Penalty Tribunal. We issued 129,837 Penalty Charge Notices (excluding voided or spoiled tickets or bus lane Penalty Charge Notices this means that only 0.62% of cases reached the adjudication stage. The outcomes of these cases were;

- Allowed (council loss) 36%
- Dismissed (council win) 31%
- No contest (council decided to cancel PCN) 30%

Please see table below which shows figures on outcomes of appeals lodged with the adjudicator.

It should be noted that new evidence is often brought to light at this stage of the appeal that the council was not made aware of. This can increase the chances that we are unable to contest a case. Similarly Traffic Regulation Order (TRO) irregularities can be highlighted at this stage.

The table illustrates that Brighton and Hove City Council's success rate at the Traffic Penalty Tribunal is broadly in line with that of all Local Authorities.

Penalty Charge Notice(PCN) Appeal statistics (provisional Traffic Penalty Tribunal annual report statistics)

Local Authority	Appeals	PCNs issued	Rate of appeal per PCN	Not contested by council	Allowed	Total allowed incl. not contested by council	Refused by Adjudicator inc. out of time and withdrawn by appellant	Awaiting decision inc. other decided
All councils Apr 08 - Mar 09	12,424	4,000,221	0.31%	4,170 34%	3,572 29%	7,742 62%	4,325 35%	357 3%
Brighton & Hove Apr 08 - Mar 09	811	129,837	0.62%	245 30%	292 36%	537 66%	254 32%	20 2%

Bus Lane Penalty Charge Notice (PCN) Appeal statistics (provisional Traffic Penalty Tribunal annual report statistics)								
Area by year of operation and month of commencement	Appeals received	Penalty Charge Notice (PCN)'s issued	Rate of appeal per Penalty Charge Notice (PCN)	Not contested by council	Allowed by Adjudicator	Total allowed inc. not contested by council (council lost)	refused by Adjudicator inc. out of time and withdrawn by appellant (council won)	Awaiting decision inc. other decided
All areas Apr 08 - Mar 09	464	132,170	0.35%	189 41%	119 26%	308 66%	141 30%	15 3%
Bath & NE Somerset Apr 08 - Mar 09	2	11,187	0.02%	1 50%	1 50%	2 100%	0 0%	0 0%
Brighton & Hove Apr 08 - Mar 09	82	5,702	1.44%	22 27%	15 18%	37 45%	45 55%	0 0%
Essex Apr 08 - Mar 09	0	0	0.00%	0 0%	0 0%	0 0%	0 0%	0 0%
Manchester Apr 08 - Mar 09	82	38,243	0.21%	31 38%	21 26%	52 63%	28 34%	2 2%
Nottingham Apr 08 - Mar 09	51	8,261	0.62%	15 29%	15 29%	30 59%	21 41%	0 0%
Oxfordshire Apr 08 - Mar 09	42	18,634	0.23%	14 33%	23 55%	37 88%	3 7%	2 5%
Reading Apr 08 - Mar 09	137	28,953	0.47%	79 58%	20 15%	99 72%	34 25%	4 3%
Sheffield Apr 08 - Mar 09	68	20,694	0.33%	27 40%	24 35%	51 75%	10 15%	7 10%
Stockton-on-Tees Apr 08 - Mar 09	0	496	0.00%	0 0%	0 0%	0 0%	0 0%	0 0%

Telephone Hearings

Telephone Hearings are a new addition to the hearing types available at the Traffic Penalty Tribunal. There were approximately 52 telephone hearings with Brighton & Hove City Council during 2008/09 and the number of people choosing this option appears to be growing each year.

Postal Hearings

For postal hearings the appellant is sent a copy of all the Council's evidence in advance and the adjudicator decides the case based on written submissions only. This is the most popular form of hearing.

Personal Hearings

Personal hearings take place between the Appellant, the Adjudicator and the Council Officer if available. The hearings take place in venues all over the country but and it is the appellant's choice which venue they choose to be heard at.

In Brighton & Hove there is usually 1 hearing a month with approximately 10 cases heard at our local Brighton Racecourse venue. There were approximately 198 hearings with Brighton & Hove City Council during 2008/09.

On-Line Appeals

Brighton & Hove City Council is keen to make the most of new technology and as such was a pilot authority for the introduction of on-line appeals. When we reject a case the letter includes a PIN which allows access to the Traffic Penalty Tribunal website.

We also participate in the 'electronic transfer of appeals' initiative by which evidence for a particular case is transferred to the Traffic Penalty Tribunal's Manchester offices, thereby saving time and postage.



chapter 8



Bus lane enforcement

In March 2007 we started to enforce the bus lane restrictions in Central Brighton. This followed a public information campaign, which included press releases, leaflets, information postcards to central Brighton residents and advertisements on the back of Brighton & Hove buses.

Leaflets and map

The following leaflet has been produced to explain that fines have been introduced and also on how to appeal against a Penalty Charge Notice for bus lane contraventions. For more examples please go to the bus lane section of www.brighton-hove.gov.uk



General Information Leaflet

Before March 2007 Sussex Police had sole responsibility for the enforcement of moving traffic offences in Brighton & Hove. In October 2005 regulatory powers were introduced under the Transport Act 2000 which made it possible for us to enforce bus lanes using cameras. Sussex Police can still enforce bus lanes using other existing powers. Enforcement costs are financed through bus lane Penalty Charge Notice income. We are expecting prohibited bus lane use to reduce over time.

The aim is to give priority to buses and taxis in bus lanes by excluding others during prescribed hours. Bus lane enforcement is part of a wide ranging programme of measures to improve the reliability and punctuality of public transport, reduce congestion and pollution. Keeping bus lanes free reduces delays and keeps traffic moving through the city. It has become a key tool in ensuring that the 3,000 buses using the bus lane every day to run to a more accurate time table. This in turn encourages commuters to be more environmentally friendly and use public transport.

Prior to enforcement buses were regularly held up at traffic lights by a queue of cars in front of them. Overall, daily monitoring of the bus lanes shows that compliance with the bus lane regulations has significantly improved since the introduction of enforcement by CCTV.

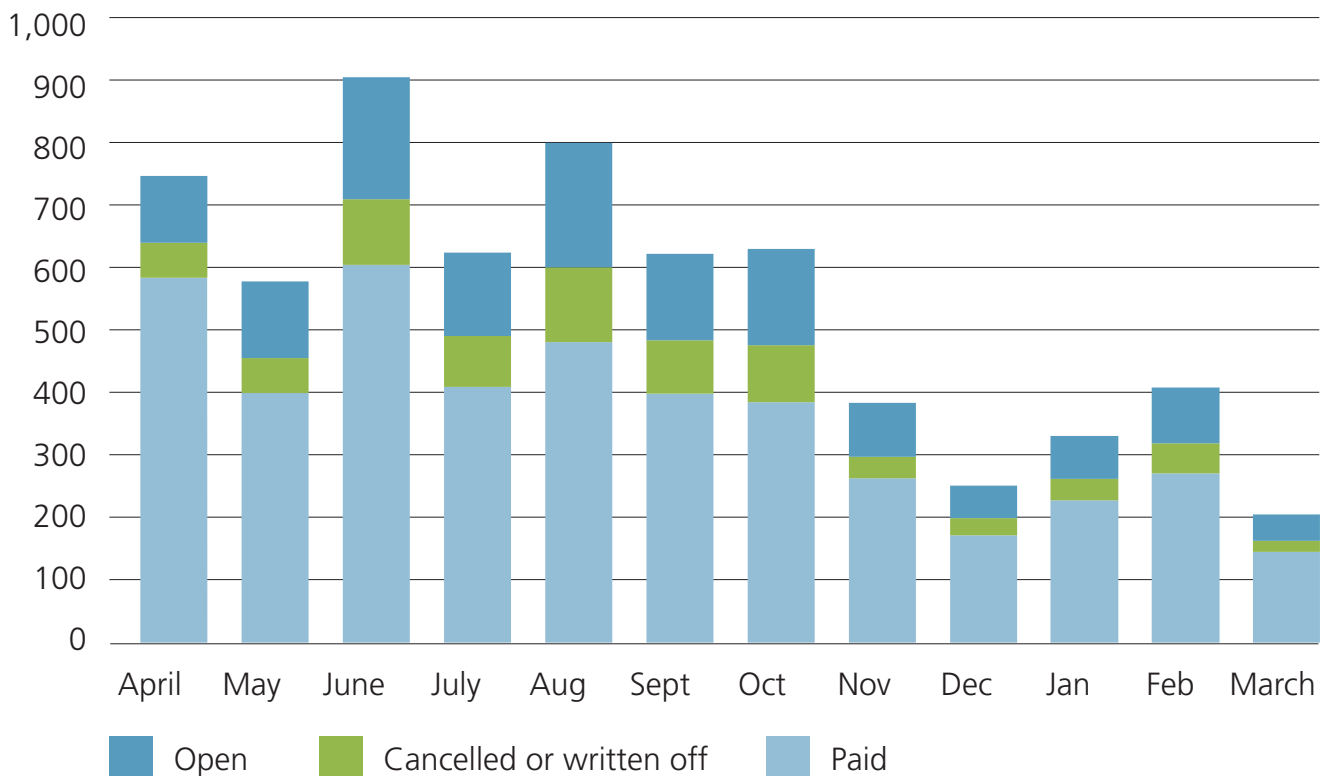
Map of bus lanes with CPE enforcement

This map can also be found on our website at www.brighton-hove.gov.uk/parking. Any enquiries about how and when to access businesses located close to bus lanes for example for deliveries can be made by telephoning Hove Parking Information Centre on **01273 296622**

The operation is run from a council office that already had access to CCTV. This minimised the start up costs. In 2008, a full time Bus Lane Monitoring Officer was employed. A second full time Bus Lane Monitoring Officer has been employed and completed training in April 2009. This enables us to increase enforcement hours with the aim of further improving compliance with the bus lane regulations.



Bus lane Penalty Charge Notices issued by month

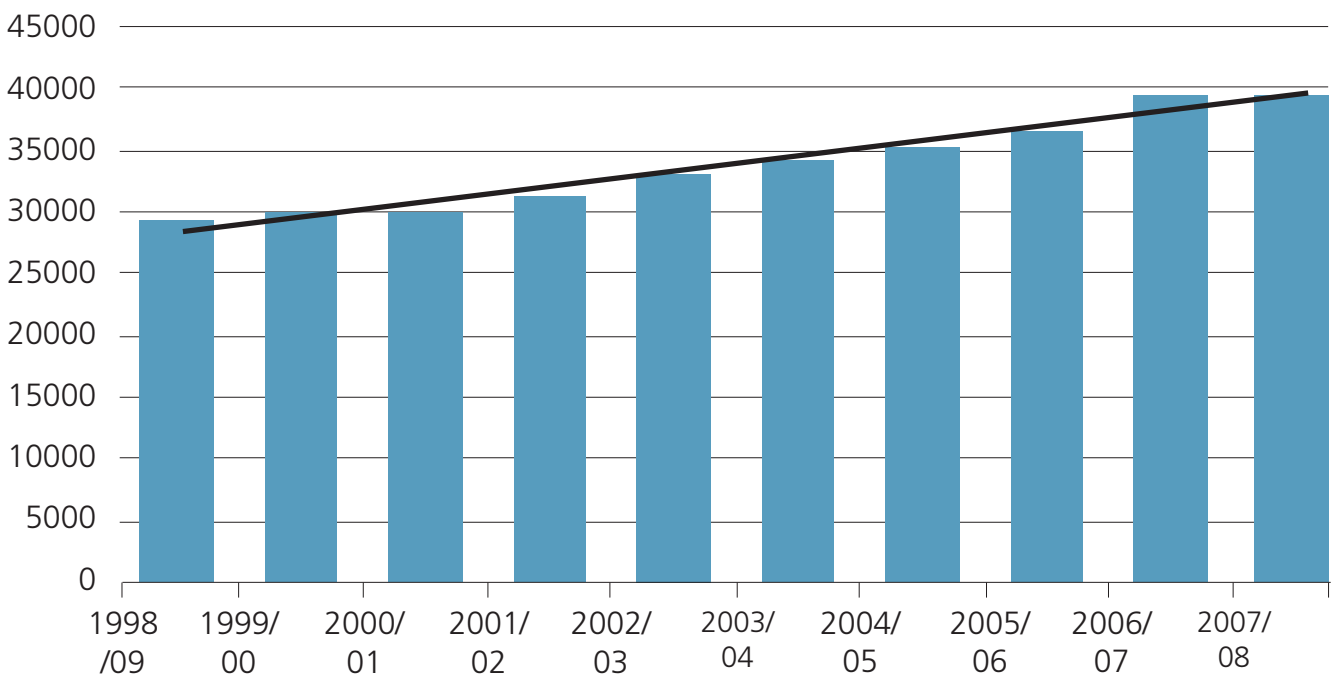


From April 2008 to March 2009 4,336 Bus Lane Penalty Charge Notices were issued. All council staff operating CCTV cameras have BTEC level 2 qualifications in the legal and operational aspects of working with CCTV cameras and work to a Code of Practice developed by us and adopted by other Local Authorities currently operating bus lane enforcement. The chart below demonstrates improved compliance with the regulations given the limited hours of enforcement last year.

Overall the percentage of bus lane Penalty Charge Notices paid has reached up to 80% of Bus lane Penalty Charge Notices issued. All bus lane Penalty Charge Notices include a photograph of the vehicle being driven in the bus lane.

Brighton & Hove is one of the few cities in the UK where bus use has seen year on year growth and Brighton & Hove now has the second highest per capita bus use in the country. Some of the finance received from Penalty Charge Notices has been re-invested into bus routes and initiatives such as real time bus information (for which the City Council has received a number of national awards), talking bus stops for the visually impaired and the Bus Quality Partnership.

Bus patronage in Brighton & Hove





Resident parking schemes

We operate residents parking schemes which are self-funding. Any surplus income is reinvested into transport related projects. These schemes have been introduced following full consultation with residents of the area. There are currently 13 schemes in operation, with another 3 scheduled for implementation in the Autumn of 2009.

The review and reorganisation of **Central Brighton** parking schemes was a major project for Parking Services. In November 2006, agreement was reached to merge 8 small parking zones in Central Brighton into two larger zones. The scheme was designed to make city centre parking easier, to reduce permit waiting lists and:

- Standardise enforcement operations across the areas
- Standardise the tariff structure
- Replace voucher parking with Pay and display parking
- Phase out time-limited parking and replace it with residents parking bays

The schemes were implemented in Summer 2007.

Permit administration and other services

We are responsible for the issuing of a wide variety of permits, maintaining residential permit waiting lists, issuing Blue Badges and taking payment for Penalty Charge Notices.

During 2008/2009 we consolidated two Parking Information Centres to one easily accessible centre in Hove. This has allowed us to have a consistent approach and maintain and monitor the issuing of the various types of permits. The permits that we issue are detailed in the following section.

Resident permits

Resident permits are issued to any resident living in a controlled parking zone provided they reach the criteria set out to qualify. Each permit is issued to an individual and is vehicle specific. The permit allows the resident to park in permit and shared use bays (bays that allow permit and pay & display) during the time of operation of the scheme.

All schemes currently showing a 100% take up have waiting lists in place for new applicants to the scheme. As people move out of the scheme area and surrender their permit these are allocated to the first person on the waiting list.

Total number of permits on issue by zone plus residents visitor permit allowance				
Parking Zone	Permits on issue	Permits allowed	% of scheme take up	Visitor allowance per person
C	1341	1477	91%	50
H	1750	1750	100%	50
J	93	105	89%	50
M	1642	1642	100%	50
N	4459	4589	97%	50
O	1929	2167	89%	50
Q	1022	1092	93%	50
R	3363	4077	82%	50
T	350	524	66%	50
U*	257	411	63%	50
W*	788	1069	74%	50
Y	1750	1750	100%	25
Z	1150	1150	100%	25
Total	19885	21803	n/a	n/a

Number of other permits issued (visitors and hotels show actual permits sold)				
Business permits	Car Club	Carer	Dispensation	Doctor
1222	47	117	446	130
Professional Carers	Schools	Traders	Visitors issued	Hotels issued
1933	98	599	315581	30602

Types of permits available in Brighton & Hove

Resident Visitor Permits

Resident visitor permits are issued to residents in Brighton & Hove. You do not need a car to be entitled to your allocation of permits (see above for allocation). These permits allow the residents visitors to park in a permit bay for one calendar day.

Business permits

Business permits are only issued in certain controlled parking zones. The business will have to demonstrate that they need a permit to enable them to perform certain task with a vehicle. This will exclude loading and unload or commuting. Table 12 shows the total number on issue.

Traders

Trader's permits are issued to enable the user to have their vehicle close by and using it as a mobile work shop. They allow the holder to park in a resident's bay from 10.00 till 16.00 and in a pay and display or shared use bay for the full restricted time.

Waivers

Waivers are issued to allow the user to park on double or single yellow lines only. This allows the holder to park using their vehicle to be a mobile work shop. A waiver is only available for use in commercial vans/vehicles.

Doctors permits

Doctors will have bays allocated outside the surgery and are able to obtain a permit to park for the Doctors only.

Professional Carers Badges

These permits allow a professional carer (or doctor) to park near a patient's property for a period of up to an hour.

Carers Permits

Carers permits are issued to sole careers that do not live with the person they care for and do not live in a controlled parking scheme.

Dispensations

Dispensations are issued for non profit making organisations and for contractors for the council who need to park on double or single yellow lines through out the City of Brighton & Hove and are constantly having to stop e.g. highways inspectors, lighting engineers to carry out a task.

Suspension

We are able to suspend bays in a controlled zone for the resident when they are moving house and need to have access to a removal van or for a special event such as a wedding. This will be advertised on-street to ensure that the spaces re not used by other motorists. This is especially useful when there is a need for removals or skips for work being done to a property.

School Permits

These permits are issued in areas where the schools have no parking and also where it is difficult to pay and display or park in general. These are issued on a ratio of one permit to every 6 full time member of the teaching staff (this excludes teachers assistants)

Car Club Permits

Brighton & Hove City have a number of car clubs operating. These allow residents who do not own a vehicle to hire a vehicle and be able to have a dedicated parking bay.

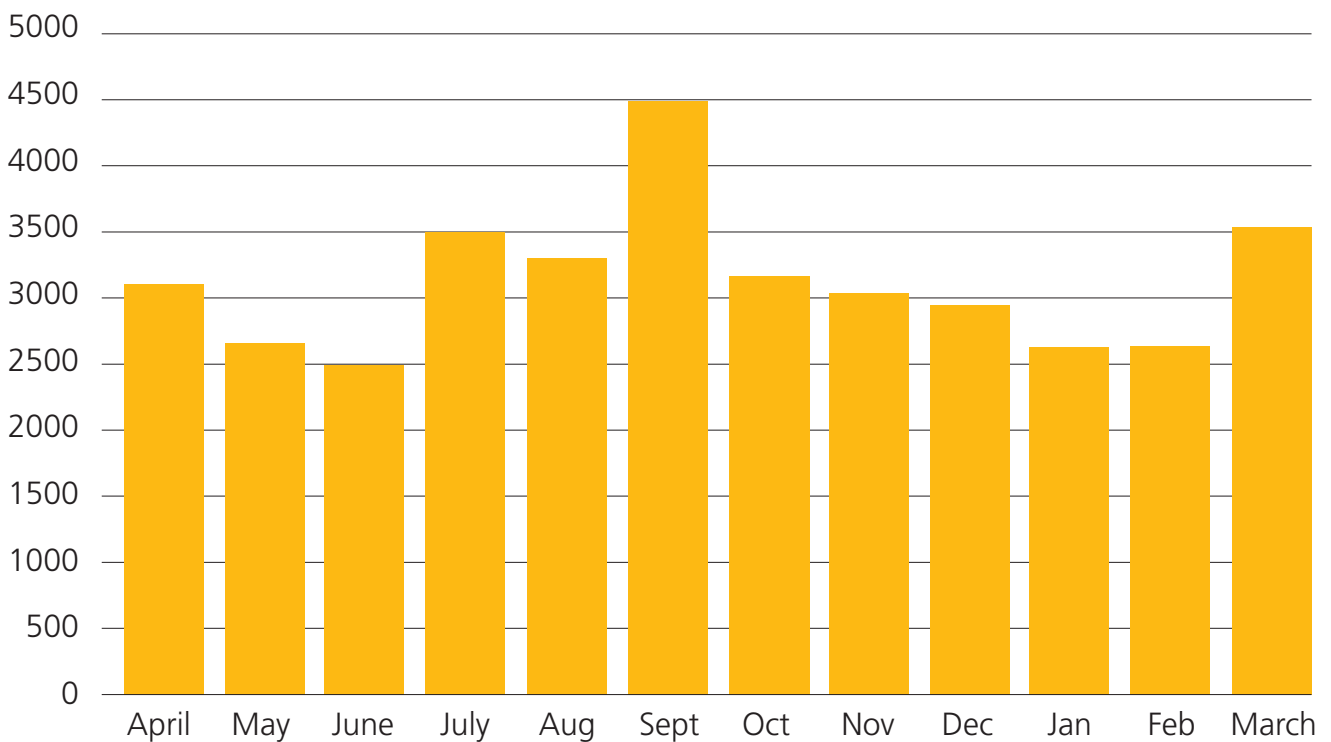
Car park passes

Pre-paid passes for some car parks throughout the city.

Hotel permits

Hotel permits operate in the same way as resident's visitor permits. They allow the hotel to have an allocated amount of permits that they can issue through out the year. The permits are limited per hotel depending on the amount of rooms and any off street parking that may be available.

Permits issued by month (excludes hotel and visitors)



The figures show actual permits issued and will not match figures for permits issued by zone as three monthly and replacement permits are included in the above graph.

Blue Badges

Over the past 12 months the Blue Badge Office has moved from Central Brighton to the main parking office at Hove Town Hall. This has meant better access for service users as well as a dedicated office for applicants to be able to have privacy. The service will continue to be developed with access and customer service being the main priorities.

Over the past year we have, together with NSL and the local police, continued to carry out Operation Blue Bird (see multi agency working). This is an initiative to identify fraudulent blue badge use in Brighton & Hove. We have been successful in taking any fraudulent badges or misuse of someone else's blue badge through to prosecution.

We are part of the National Fraud Initiative, where data is shared with other government departments to try and identify and recover badges that should have been returned. To date, this has been successful and the department intends to make resources available to continue identifying fraud and blue badge misuse. We have over 13,000 blue badges on issue and are continuing to find ways to make the application process straightforward and easily accessible.

Current and future developments/initiatives

Postal Service

Parking Services is committed to finding new and innovative ways providing services to its customers. To date we have seen an increase in the amount of permits renewed by post. On average over 90% have been processed on the day of receipt.

Telephone Waivers

Over the past couple of months we have introduced a telephone waiver order system. Companies who pay for their waivers via invoice are sent pre-printed waiver forms. They call the Parking Information Centre and request a location where they would like to use the waiver. They are then given a unique reference number to write on the pre-printed form.

On-Line Renewals

We are working alongside our IT suppliers to develop an on-line permit renewal system. This means that residents will not have to visit the Parking Information Centre to renew their permit.

Occupational Health Officer

We are working towards the provision of a dedicated Occupational Health Officer to work along side the Blue Badge team. This will speed up the process for new applicants and renewals alike.

Liaising with residents

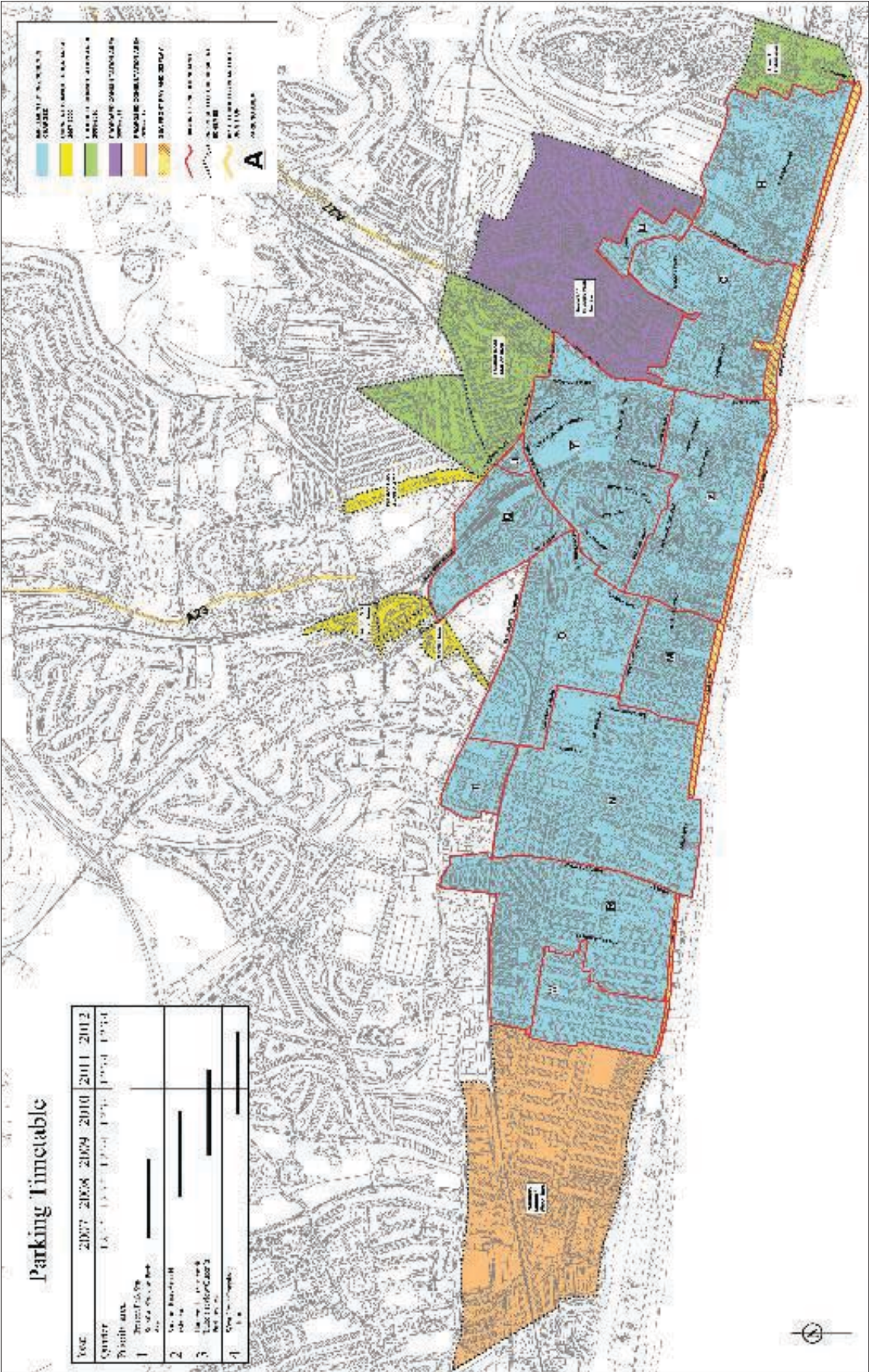
In 2009/10 we want to increase our interaction with the residents of Brighton & Hove. There are some initiatives that are being worked on such as the set up of focus groups, holding open surgeries throughout the city and actively seeking feedback from our customers through the use of customer satisfaction surveys.

Improvement of Parking information Centre

We are constantly looking for ways to improve our customer experience whilst visiting the information centre. It is planned that we have dedicated areas for filling in permit application forms and appeal forms complete with drop off boxes to reduce queuing times. We are also researching the possibility of introducing self-service points for PCN payments and permit renewals.



Resident Parking Scheme Timetable. Existing schemes and schemes under construction



chapter 10



Partnership working

We are committed to cracking down on dangerous, illegal and untaxed vehicles, sleeping overnight in vehicles on the public highway and the fraudulent use of disabled badges. We have joined forces with the police, the DVLA and various council departments including Trading Standards and parking enforcement teams.

Operation Bluebird: Blue Badges enable free parking in disabled bays or on yellow lines (provided an obstruction is not being caused). Blue Badges are available to drivers or passengers with eligible medical conditions or disabilities on the production of certification from their GP. In areas where parking is in short supply and/ or expensive, Blue Badges are sometimes used fraudulently by non-disabled drivers. This reduces the number of parking spaces available for the people who need them the most and parking revenue which should have been paid.

We have linked up with Sussex Police to combat the problem of blue badge abuse using new legislation that allows Civil Enforcement Officers to check authenticity.

Officers and wardens were particularly on the alert for stolen disabled parking badges and able-bodied drivers who fraudulently use the blue badges. Over 1,000 Blue Badges were checked which led to 47 badge confiscations. We prosecuted individuals for using the Blue Badge when the Blue Badge holder was not

present. Fines and costs of approximately £500 were applied for each incident of Blue Badge abuse.

Police estimate around a fifth of car thefts are down to thieves targeting blue badges and other badges are misused by people 'borrowin' them from relatives or friends.

Karen Coley, a member of the Brighton & Hove Disabled Access Advisory Group, said: "Disabled people often need wider spaces to enable access into and out of their cars and, if they have mobility difficulties, they need to be parked closer to shops and so on. I welcome the clampdown as this might make the abusers think twice."



Cllr Geoffrey Theobald OBE and PCSO Chris Wareham on Operation Bluebird

Operations Sweep and Scrap-it

In March 2008 we joined forces with the police and the NSL clamping team to clampdown on illegal vehicles and people who sleep overnight in vans.

Cabinet Member for Environment, Councillor Geoffrey Theobald said:

“This partnership is proving to be very effective in clamping down on road traffic offences and uncovering other crime in the city such as flytipping and trading standards offences. These operations send out a strong message that the city is committed to cutting crime and creating a safer and more pleasant environment in which to live, visit and work.”

“Operation Sweep” was conducted around Preston Park Avenue and targeted people who were sleeping overnight in vehicles on the public highway. Section 77 allows the Council to require the unauthorised encampers to leave and if required authorities to remove their vehicles and property. Section 77 notices were issued to vehicles that were being slept in overnight, an act that is illegal when the vehicle is on the public highway



Operation Scrap-it on Preston Drive

On the same day “Operation Scrap It” saw officers clamping and fining vehicles that were not taxed in an ongoing project between the police and council.

17 vehicles were clamped during both operations and at least 16 Fixed Penalty Notices (FPN) were issued.

In addition to these operations at street level, motorists acting illegally were also targeted on the road.

Motorists on the Hangleton Link Road (a main arterial route) were also stopped for a range of offences including having no tax, insurance and MOT, using mobile phones while driving, unlicensed waste carriers and rogue traders

The initiative on behalf of the Council s Highway Operations team, the police, DVLA, Trading Standards, waste enforcement team and the NSL clamping unit resulted in 23 Fixed Penalty Notices and 9 vehicles clamped and taken off the road.

Twelve vehicles were found to be untaxed, and 9 were clamped for excessively expired tax, landing their drivers with £200 fines.

Drivers committing offences were spotted by camera and their details forwarded to officers who stopped them further along the road at an inspection area. Checks are carried out and fines issued. A further vehicle action day took place in April 2008 on the seafront, involving input from the Police, Brighton & Hove City Council and the DVLA.

chapter 11



Off street car parks

	Spaces	System
The Lanes	347	Pay-on-Foot
London Road	528	Pay-on-Foot
Regency Square*	507	Pay-on-Foot
Trafalgar Street*	284	Pay-on-Foot
Norton Road	290	Pay-and-Display
Rottingdean West Street	44	Pay-and-Display
Rottingdean Marine Cliffs	100	Pay-and-Display
King Alfred	120	Pay-and-Display
Haddington Street	33	Pay-and-Display
Black Rock	60	Pay-and-Display
High Street (St James House)*	81	Pay-and-Display
Oxford Court*	36	Pay-and-Display
Carlton Hill*	52	Pay-and-Display
Total	2,490	

* Returned to council management from NCP Ltd in September 2008.

In September 2008, the council brought operational control of 5 car parks back in-house from NCP Limited (Regency Square, Trafalgar Street, High Street, Oxford Court and Carlton Hill) in an invest to save initiative.

In January 2009, the council embarked upon an improvement works programme at The Lanes and London Road. The key objective of both projects was to create a safe and secure environment for visitors to the city. This has been achieved by installing modern access controls, improving lighting, de-cluttering the parking area, deep cleaning and providing clearer signs that link with new, public realm way-finding signs strategy.



Before: London Road



After: Improved lighting levels, lower energy fittings, surfaces blast washed



Before



After: Secure, automatic shutters

At London Road, the wider development plans for the area have meant that the scope of works reflected immediate safety and security needs only. The London Road car park improvements project was completed in April.

The Lanes project started in April and will be completed in October 2009. The scope of works at Lanes goes a step further and will completely transform the way the facility looks and feels. For many visitors, the car park is the front door to the city creating their first and last impressions.

The council has consulted with local traders, disabled people, the Fire Service, the Police and the British Parking Association in developing the project.

The improvement works include easy-to-clean finishes and a new ventilation system.

The heavy ducting of the old ventilation system will be removed creating much more space and reducing energy consumption by over 70%. Access controls will help to reduce the incidence of anti-social behaviour and overall there will be a very significant change to the end-to-end customer experience.



Before: The Lanes



After: Improved ventilation systems, 70% energy savings, less clutter



Before



After: Easier to navigate, brighter for improved safety



Before



After: Easier to clean, easier to get in and out

Brighton and Hove City Council Traffic Control Centre

The city's Traffic Control Centre is a hub for traffic information and signals control. Since June 2009, it has been expanded and now provides customer service to car park customers around the clock at all the barrier controlled, Pay-on-Foot car parks. Motorists who require assistance can contact the Control Centre via an intercom and officers can operate barriers and pay machines remotely. The Control Centre is supported by the Maintenance Team and the council's main security contractor.

Furthermore, the council is in negotiation with the Police to extend our partnership working and provide satellite bases for the Police at both Lanes and London Road car parks. This will support the council's efforts to improve security. As part of the works contracts, both sites will achieve the Secure Parking Scheme's "Park Mark" award, which is administered by the Police and the British Parking Association.

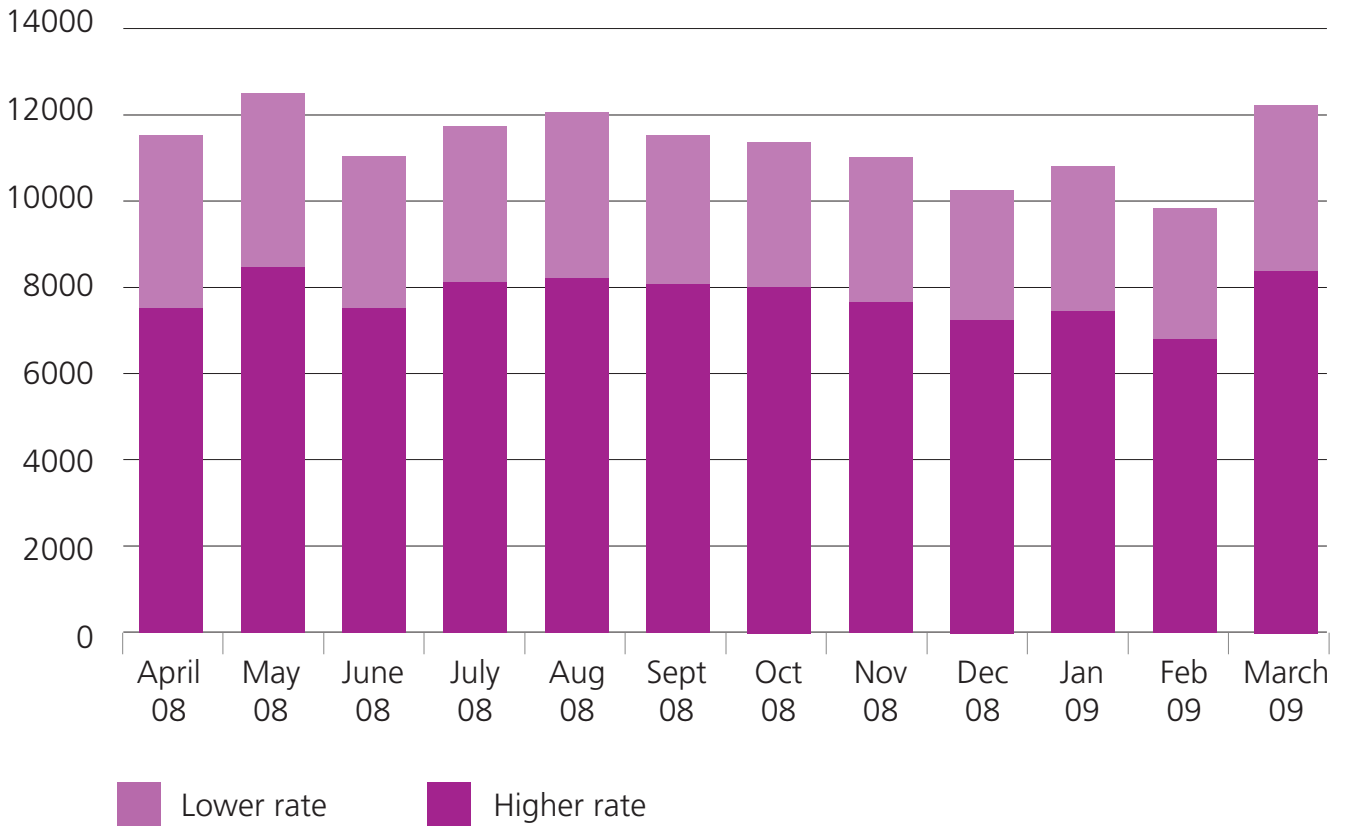
chapter 12



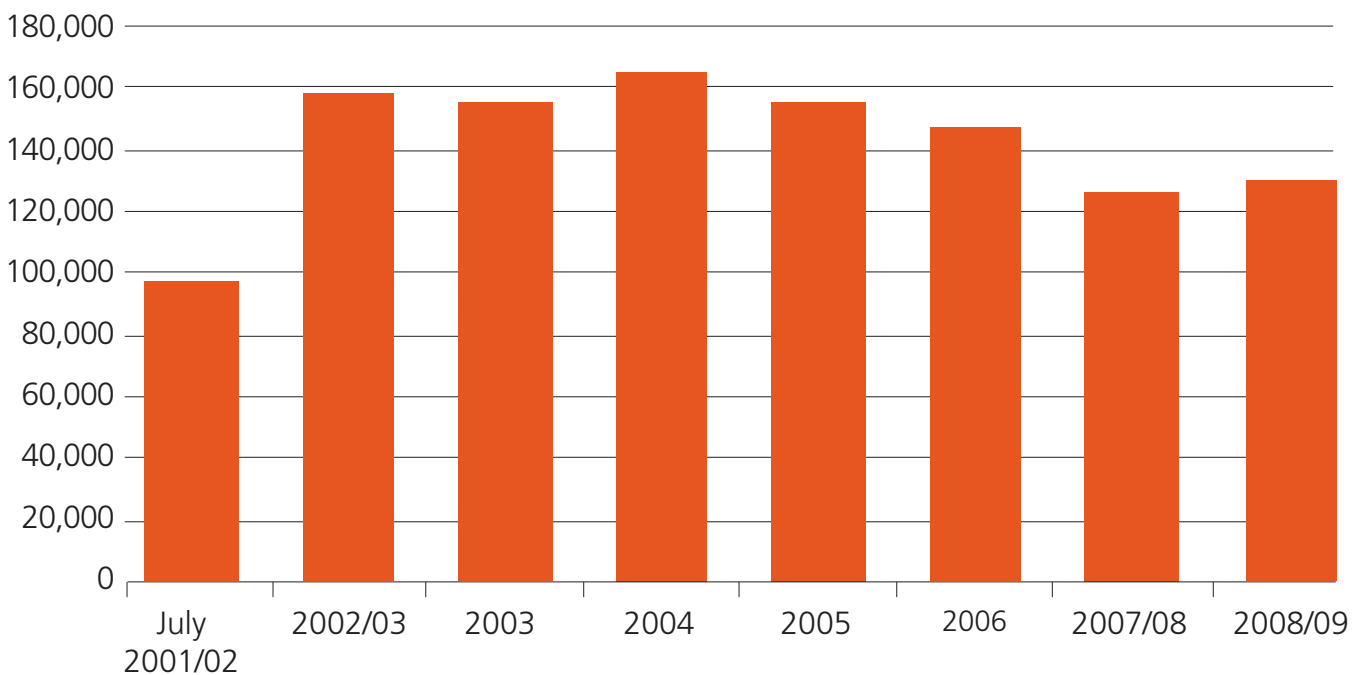
Statistical parking

	Total Penalty Charge Notices	On Street	Off Street
Number of higher level Penalty Charge Notices	90796	90761	35
Number of lower level Penalty Charge Notices	39041	37431	1610
Total number of Penalty Charge Notices issued	129,837	128,192	1645
Number of Penalty Charge Notices paid	90805	89628	1177
Number of Penalty Charge Notices paid at discount	59026	58058	968
Number of Penalty Charge Notices against which a representation was made (including transfers of liability)	40991	40959	32
Number of Penalty Charge Notices cancelled as a result of representation or informal challenge	15885	15676	209
Number of Penalty Charge Notices written off for other reasons	2259	2239	20
Number of postal Penalty Charge Notices issued	N/A	N/A	N/A
Number of vehicles immobilised	N/A	N/A	N/A
Number of vehicles removed	1073	1073	0

Numbers of Penalty Charge Notices issued by month and rate, lower rate, less serious contraventions and higher rate, more serious contraventions



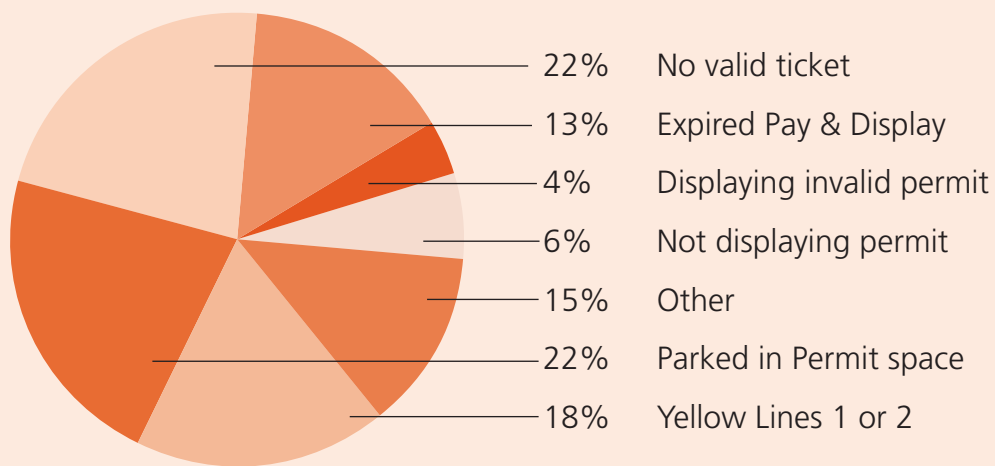
Number of Penalty Charge Notices (PCNs) issued since the introduction of CPE



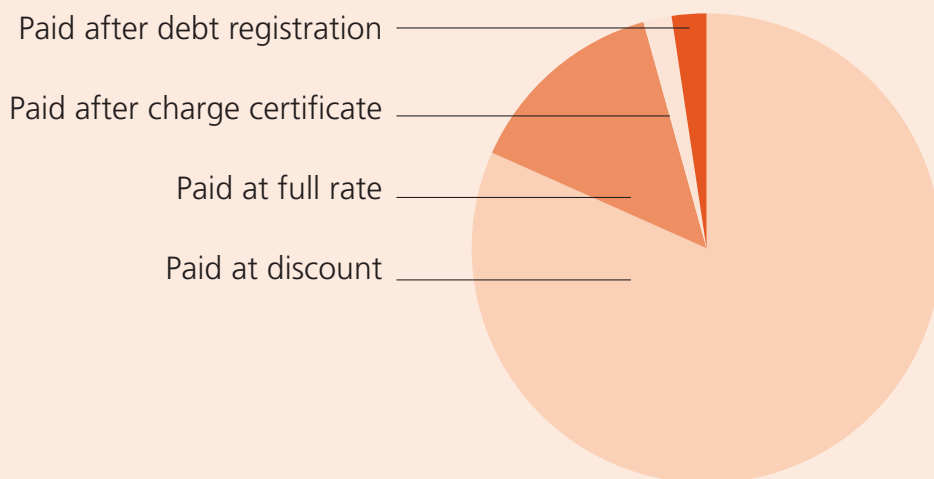
Since the introduction of CPE in 2001, the number of Penalty Charge (PCNs) issued initially increased due to the introduction of new resident parking schemes. Since 2004 despite the introduction of further new parking schemes the volume of Penalty Charge Notices issued has now started to fall with around 38,000 fewer PCNs being issued annually compared to the peak in 2004. This demonstrates that overall compliance with the parking regulations is improving. This is one of the key objectives of the Traffic Management Act.



Penalty Charge Notices by contravention



Penalty Charge Notices paid by amount



chapter 13



Financial reporting

CPE surpluses

In Brighton & Hove, the CPE budget consists of income from Pay and Display, Permit fees and Penalty Charge Notices (PCN)), less expenditure on enforcement administration, debt recovery and controlled parking zone set up costs. The use of any CPE surplus funds is governed by section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by section 95 of the Traffic Management Act 2004. This covers items such as highways and road improvement projects and measures to improve certain types of environmental pollution. The table below illustrates the contribution of CPE surpluses towards funding for transport and other highways related projects as it forms at least half of all transport and highways related expenditure in the city.

Detailed income for 2008/9

Income by source 2008/09	£
On street parking charges	8,136,678
Permit income	3,423,926
Penalty Charge Notices (inclusive of bad debt provision)	4,210,948
Other income	10,711
Total	15,815,263

Detailed income for 2008/9

Expenditure by type 2008/09	£
Enforcement	3,614,447
Admin, appeals, debt recovery and maintenance	3,004,859
Scheme review / new schemes	569,703
Capital charges	1,217,660
Total	8,406,669
Surplus	7,408,594

Surplus used to contribute towards spending in following areas

Type of expenditure	£
Supported bus services	1,103,928
Other public transport services	341,181
Concessionary bus fares	5,757,141
Capital investment borrowing costs	3,023,631
Total	10,225,881

From the expenditure table above we can see that in 2008/9, £7,408,594 is the amount of money raised from CPE income which is classed as surplus (compared to a surplus in 2007/8 of £6,292,000).

This is used to fund:

Bus subsidies: 43 routes were subsidised during the 2008/9 financial year, many of these are for school routes and for buses to outlying areas of the city.

Concessionary Bus Fares: The large increase in spending between 2005/06 and 2006/07 followed the introduction of legislation requiring local authorities to fund concessionary bus fares (currently free off-peak travel in Brighton & Hove). Spending on concessionary bus fares rose from £1.91 million in 2005/06 to £5.21 million in 2006/07. All citizens over the age of 60 and disabled passengers are eligible for concessionary bus fares. Funding from other sources of income are also required to offset these costs, for example, from council tax revenue, as the amount available for concessionary bus fares through CPE surplus income is now insufficient to meet demand.

From 1 April 2008 further changes to concessionary travel have meant that all concessionary travel pass holders are entitled to free off-peak travel extending outside their local areas and across England.

Local Transport Plan costs: The borrowing costs of financing the 5 year, £28 million, Local Transport Plan for 2006-2011 are funded by CPE surpluses. Each year a report is presented to Environment Cabinet Members Meeting to agree how funds will be allocated to deliver the Local Transport Plan capital programme for the following year. Some of these projects include;

- The redevelopment of New Road,
- The Floral Clock Improvement Project
- Fiveways Traffic Management scheme
- Local safety schemes such as pedestrian crossings
- Quality bus partnership
- Cycle parking
- Journey time analysis to improve traffic flow
- Variable message signing
- 27 school cycle parks
- Pier to Marina and the Old Shoreham Road cycle freeways
- Walking network improvements/ pavement repairs
- Pedestrian Wayfinding and signing project
- North Street road layout safety improvements
- Journey On travel campaign and personalised travel planning

More details of how the money is spent can be found in specific Cabinet meeting reports on the Council's website

www.brighton-hove.gov.uk



Parking and the press

Here are some links to articles that have been published about a range of parking issues

2 August 2009

The police issued a warning with regards to the purchase of stolen badges in Brighton & Hove;
www.theargus.co.uk/search/4524441.Brighton_blue_badge_theft_warning/

26 July 2009

The Argus ran a story about a fire engine that could not get a call out which shows the importance of parking enforcement in Brighton & Hove;
www.theargus.co.uk/search/4512773.Car_blocks_fire_engine_on_999_call_in_Brighton/

23 June 2009

Brighton at risk if issues such as parking which add increased pressure on historic infrastructure are not addressed
www.theargus.co.uk/search/4452370.Historic_Brighton__at_risk___says_English_Heritage/

19 May 2009

How can we improve Brighton & Hove's air quality?
www.theargus.co.uk/search/4380036.How_can_we_improve_Brighton_s_air_quality_/

19 May 2009

Parents accused of endangering school children's lives
www.theargus.co.uk/search/4379218.Parents_accused_of_endangering_children_at_Hove_school/

16 April 2009

Fines for BB cheats
www.theargus.co.uk/search/4297441.Fines_for_blue_badge_cheats/

19 March 2009

Rise in car park fees a necessity (reader comment)
www.theargus.co.uk/search/4217145.Car_park_fees_a_basic_necessity/

4 February 2008

The BBC report on Operation Bluebird. To see the report plus footage from TV coverage follows this link;

news.bbc.co.uk/1/hi/england/sussex/7225653.stm

news.bbc.co.uk/player/nol/newsid_7220000/newsid_7229300/7229346.stm?bw=bb&mp=wm&news=1&ms3=6&ms_javascript=true&bbcws=2

23 January 2009

Fire fighters had to run to blaze in a street blocked by cars

www.theargus.co.uk/search/4071206.Firefighters_blocked_by_parked_cars/

25 October 2008

Electric Car Charging Points to be installed in Brighton & Hove

www.theargus.co.uk/search/3797160.Electric_car_charging_points_for_Brighton_and_Hove/

22 October 2008

Austen Hunter - Head of Transport Operations - Friday Inquisition

www.theargus.co.uk/search/3782813.Austen_Hunter__head_of_transport_operations_at_Brighton_and_Hove_City_Council/

1 September 2008

Brighton Car Parks back under council control - 1/9/2008

www.theargus.co.uk/search/3636258.Brighton_car_parks_back_under_council_control/

Appendices



Appendix 1- Parking fees

Off Street

Lanes Car Park	
30 mins	1.20
1 hour	2.40
2 hours	4.80
3 hours	6.80
4 hours	8.70
5 hours	10.50
6 hours	12.80
7 hours	16.50
8 hours	18.80
9 hours	21.00
12 hours	N/A
24 hours	22.50
Evenings 18.00 – 24.00	4.00
Night 24.00 – 09.00	7.50
Lost ticket	15.00

London Road	
1 hour	0.80
2 hours	1.70
3 hours	2.40
4 hours	3.30
6 hours	3.80
9 hours	6.30
24 hours	12.50
Season Ticket – Annual	690.00
Weekly	31.30

Norton Road	
1 hour	0.50
2 hours	1.00
3 hours	1.30
4 hours	1.80
5 hours	2.20
9 hours	3.60
Annual Season Ticket	465.00

Rottingdean West Street & High Street

1 hour	0.50
2 hours	1.10
3 hours	1.60

Rottingdean Marine Cliffs

1 hour	0.50
2 hours	1.10
3 hours & over	1.60
Quarterly season ticket	26.00

King Alfred Car Park

1 hour	0.50
2 hours	1.10
3 hours	1.30
4 hours	1.60

Haddington Street

1 hour	0.50
2 hours	1.10
3 hours	1.30

Black Rock Car Park

1 hour	1.00
2 hours	2.10
3 hours	3.10
4 hours	4.10
6 hours	6.20
9 hours	9.30

Regency Square Car Park

2 hours	3.50
4 hours	6.50
6 hours	9.50
24 hours	12.50
Quarterly season ticket	525.00
Annual season ticket	1755.00

Trafalgar Street Car Park

2 hours	2.20
4 hours	4.40
6 hours	6.00
9 hours	7.50
12 hours	9.50
24 hours	12.50
Quarterly season ticket	504.00

High Street Car Park

2 hours	1.80
4 hours	4.50
6 hours	6.50
9 hours	7.50
12 hours	9.00
24 hours	10.00
Quarterly season ticket	538.00
Annual season ticket	1979.00

Oxford Court Car Park	
1 hours	1.50
2 hours	2.00
3 hours	3.50
4 hours	5.00
6 hours	6.00
9 hours	7.00
12 hours	9.00
24 hours	10.00
Quarterly season ticket	454.00

Carlton Hill Car Park	
2 hours	2.50
4 hours	5.50
6 hours	8.00
12 hours	9.00
24 hours	15.00
Quarterly season ticket	538.00

On Street

North - Short Term	
1 hour	1.50
2 hours	3.10

North - Medium Term	
1 hour	1.50
2 hours	3.10
4 hours	6.00

South - Short Term	
1 hour	1.50
2 hours	3.10
4 hours	6.00

Note - Area C (St James Street to Upper Rock Gdns) same as north term.

Seafront	
1 hour	1.00
2 hours	2.00
3 hours	3.00
4 hours	4.00
6 hours	6.00
9 hours	9.00

Coach Park, Madeira Drive	
4 hours	10.00
8 hours	20.00

All other areas	
Short Term	
30 mins	0.50
2 hours	1.30
Medium Term	
30 mins	0.50
2 hours	1.30
4 hours	2.70
Long Term	
30 mins	0.50
2 hours	1.30
4 hours	2.70
11 hours	4.00

Other charges

Residents permits	
1 year (full scheme)	106.00
3 months (full scheme)	31.00
1 year (light touch)	61.00
6 months (light touch)	36.00
Traders Permits (1 year)	300.00
Business permits	
One year	162.00
3 months	51.00
Visitors permits	
Full scheme - per permit	2.00
Light touch – per permit	1.00
Hotel permits (per day)	
Area C	5.00
Area N	1.00
Professional Carers (1 year)	20.00
Dispensations (1 year)	20.00
Waivers (1 day)	3.60
Suspensions (per bay per day)	
Inner zone	20.00
Outer zone	20.00
Blue Badge (per bay per day)	2.00
Car Club	5.00

Appendix 2 - Cancellations 2008/09 by reason

Cancellation reason	Total
Cancelled - Accept Representation	42
Cancelled - Access required to avoid roadworks	13
Cancelled - Adjudications Allowed	254
Cancelled - Adjudicator ordered refund of removal costs	17
Cancelled - Alighting (Bus Priority Route)	2
Cancelled - Alighting Elderly Passenger	75
Cancelled - Appeal to Adjudicator Allowed	10
Cancelled - Appeal to Adjudicator - No Contest	14
Cancelled - Circumstances Beyond Drivers Control	366
Cancelled - Compassionate Reasons	314
Cancelled - Delivering (Bus Priority Route)	6
Cancelled - Dispensation / Waiver / PCB	305
Cancelled - Emergency work, evidence produced	711
Cancelled - Handheld Void	978
Cancelled - Health and Safety	3
Cancelled - Hotel Permit incorrectly completed by Hotel	220
Cancelled - Hotel Permit Valid	93
Cancelled - Inadequate Signing/Lining	244
Cancelled - Incorrect Issue	32
Cancelled - Incorrect Issue – Bus	6
Cancelled - Incorrect Issue – Taxi	15
Cancelled - Incorrect Issue - Wrong VRM	19
Cancelled - Incorrect Issue Date	1
Cancelled - Insufficient Evidence	169
Cancelled - Invalid PENALTY CHARGE NOTICE (PCN)	688

Cancelled - Medical Emergency	112
Cancelled - Medical Reason	401
Cancelled - Mitigating Circumstances	14
Cancelled - NTO / REP Out of Time	501
Cancelled - NTO Out of Time	16
Cancelled – On Vehicle White List	19
Cancelled - Out of Time (Initial appeal)	2
Cancelled - Out of Time (initial challenge)	25
Cancelled – PD Machine Faulty	257
Cancelled - Police / Emergency Vehicle	65
Cancelled - Police Car On Duty	19
Cancelled - Processing Error	832
Cancelled - Special Circumstances	2003
Cancelled - Spoiled after issue (PENALTY CHARGE NOTICE (PCN) not valid)	741
Cancelled - Spoiled Before Issue by operator	1
Cancelled - Statutory Duties	72
Cancelled - Stolen Vehicle	107
Cancelled - Test Notice	7
Cancelled - TRAFFIC PENALTY TRIBUNAL No Contest	6
Cancelled - TRO Exempt - Building/Demolition Operations	1
Cancelled - TRO Exempt - Crossing Bus Lane	1
Cancelled - TRO Exempt - Emergency Vehicle	5
Cancelled - TRO Exempt - Highways Maintenance	15
Cancelled - TRO Exempt - Loading/Unloading	35
Cancelled - TRO Exempt - Police Permission	3
Cancelled - TRO Exempt - Refuse Collectors	3
Cancelled - TRO Exempt - Statutory Duties	26
Cancelled - TRO Invalid	1
Cancelled - Valid Disabled Badge Produced	709

Cancelled - Valid Pay and Display Ticket	1649
Cancelled - Valid Residents' Permit Produced	613
Cancelled - Valid Visitor's Permit Produced	1003
Cancelled - Vehicle Broken Down	547
Cancelled - Vehicle Drive Away	1254
Cancelled - Window Cleaner	120
Grand Total	17962

Glossary of Terms

Bus Lane Enforcement

A bus lane is restricted to buses and is used to speed up the bus service and aide in them running on time. In Brighton & Hove taxis and bicycles can also use bus lanes. The central bus lanes are enforced by the local authority. The police still enforce those outside of central Brighton.

Challenge

An objection made against a Penalty Charge Notice before a Notice To Owner is issued.

Decriminalised

This means that it is not illegal to park in contravention of parking regulations. Enforcement of regulations within a Special Parking Area and is the sole responsibility of the Local Authority and not the police. Parking is a civil offence rather than a criminal offence. Unpaid charges are pursued through debt collection agencies and not through the courts.

Decriminalised Parking Enforcement –DPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Road Traffic Act 1991.

Differential Parking Penalties

This is the name for the different levels of charges implemented by the Traffic Management Act 2004. Higher level contraventions are £70 and lower levels are set at £50. The different charges reflect the seriousness of the offence.

Cancellations

A Penalty Charge Notice is cancelled when we believe that it would be unjust to pursue the case of when there is an applicable exemption.

Civil Enforcement Officer – CEO

This is the name given to officers who used to be known as Parking Attendants. They must be employed by the council or through a specialist contractor. In Brighton & Hove they are employed through NSL (formerly NCP).

Civil Parking Enforcement – CPE

This is the name given to the enforcement of parking regulations by Civil Enforcement Officers (CEO) under the Traffic Management Act 2004.

Contravention

Failure of the motorist to comply with traffic or parking regulations as set by local Traffic Regulation Orders (TRO).

Controlled Parking Zone - CPZ

An area where parking is restricted during specified times. This ensures that the needs of all motorists are catered for within the city. Signs are placed at entry points throughout the zone and where the restrictions differ to those on entry. There is no requirement to sign double yellow lines however single yellow lines will be signed.

Department for Transport – DfT

This is the Government department responsible for the English transport network and transport matters in Scotland, Wales and Northern Ireland which are not devolved. The department is run by the Secretary Of State for Transport.

Fixed Penalty Notice - FPN

These were introduced in Great Britain in the 1950s to deal with minor parking offences. These can only be issued by the police.

Local Transport Plan – LTP

These are an important part of transport planning within England. We are required

to prepare them as plans for the future and present them to the Department for Transport.

Notice To Owner – NtO

This is a statutory notice that is served by the authority to the registered keeper of the vehicle that was issued with the Penalty Charge Notice (PENALTY CHARGE NOTICE (PCN)). This will be served when a PENALTY CHARGE NOTICE (PCN) is unpaid for 28 days. When the registered keeper, or the person the council believed to be the keeper of the vehicle, receives this they can either;

- make a payment of the full charge
- make representation (an appeal)

NSL – formerly National Car Parks (NCP)

NSL are Brighton & Hove's parking enforcement service provider working under contract.

Off-street parking

These are facilities provided through car parks

On-street parking

These are facilities provided on the kerbside such as pay and display or permit parking

Penalty Charge Notice – (PCN)

This is issued to a vehicle that is believed to be parked in contravention of the local Traffic Regulation Order.

Registered Keeper

The person who is deemed to be legally responsible for the payment of a PCN. These details are obtained from the Driver and Vehicle Licensing Agency (DVLA)

Representation

This is a challenge against the PCN after the Notice To Owner is issued.

Special Parking Area - SPA

An area where on-street parking is subject to Civil Parking Enforcement (CPE). Local Authorities will enforce the regulations through Civil Enforcement Officers.

Traffic Management Act 2004 – TMA

This act was passed by UK government in 2004. This law details street works and parking regulations. The act has been implemented since 31st March 2008.

Traffic Penalty Tribunal –TPT

The Traffic Penalty Tribunal decides appeals against parking penalties issued by Civil Enforcement Authorities in England (outside London) and Wales and against bus lane penalties issued by Civil Enforcement Authorities in England (outside London).

The Traffic Penalty Tribunal is the final stage of appeal for motorists or vehicle owners against a penalty issued by a council in England (outside London) and Wales.

Traffic Regulation Order – TRO

This is the statutory legal document necessary to support any enforceable traffic or highway measures.

Translation? Tick this box and take to any council office.

ترجمة؟ ضع علامة في المربع وخذها إلى مكتب البلدية.	Arabic	<input type="checkbox"/>
অনুবাদ? বক্সে টিক চিহ্ন দিয়ে কাউন্সিল অফিসে নিয়ে যান।	Bengali	<input type="checkbox"/>
需要翻譯? 請在這方格內加刷, 並送回任何市議會的辦事處。	Cantonese	<input type="checkbox"/>
ترجمه؟ لطفاً این مربع را علامتگذاری نموده و آن را به هر یک از دفاتر شهرداری ارائه نمایید.	Farsi	<input type="checkbox"/>
Traduction? Veuillez cocher la case et apporter au council.	French	<input type="checkbox"/>
需要翻譯? 請在這方格內划勾, 并送回任何市议会的办事处。	Mandarin	<input type="checkbox"/>
Tłumaczenie? Zaznacz to okienko i zwróć do któregokolwiek biura samorządu lokalnego (council office).	Polish	<input type="checkbox"/>
Tradução? Coloque um visto na quadrícula e leve a uma qualquer repartição de poder local (council office).	Portuguese	<input type="checkbox"/>
Tercümesi için kareyi işaretleyiniz ve bir semt belediye bürosuna veriniz	Turkish	<input type="checkbox"/>
	other (please state)	<input type="checkbox"/>

This can also be made available in large print, Braille or on audio tape