

# **ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE**

## **Agenda Item 37 Appendix C**

Brighton & Hove City Council

<b>Subject:</b>	<b>Fees and Charges 2011/12</b>		
<b>Date of Meeting:</b>	<b>23 December 2010 CMM 25 January 2011 ECSOSC</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
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<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>All</b>		

### **FOR GENERAL RELEASE**

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

1.1 This report sets out the proposed fees and charges for 2011/12.

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

2.1 That the Cabinet Member agrees the proposed fees and charges for 2011/12 as set out in the report.

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

3.1 The Budget Process Report 2010/11 agreed at Cabinet in July 2009, specified that Fees and Charges are assumed to increase by a standard inflation rate each year, which is 2% for 2011/12.

3.2 In general, the Fees and Charges proposed in this report reflect the requirement for a 2% increase. It is not always possible when amending a fee to increase it by exactly 2% each year. For example, the minimum increase that can be applied to a £1 parking fee tariff is 10% (10p) due to the minimum coinage requirements of the ticket machines. In addition, 5p and 10p coins will be substantially changed next year and made from a different material, meaning that it is unlikely that they will be useable in parking machines. The proposed fee increases are detailed in Appendix 1.

- 3.3 There are some fees and charges which are quoted inclusive of VAT, for example parking in off street car parks, and therefore the fee for 2011/12 will need to take into account the new rate of VAT of 20% applicable from 4th January 2011. Tariffs which are inclusive of VAT are marked in the appendices.

### **Parking Fees**

- 3.4 Detailed information on the proposed parking fees is given in Appendix 1. The changes proposed to parking tariffs aim to meet the corporate inflation target of 2%.
- 3.5 Overall, parking tariffs in off-street car parks are proposed to increase by 1.5% while on-street Pay & Display parking is proposed to increase by 1.9%. There will also be an increase of 1.9% in annual resident permits, while visitor permits will remain the same. Overall the objective is to encourage motorists to use off-street parking rather than on-street, in line with national guidance.
- 3.6 Certain tariffs at the Lanes, Regency Square, Trafalgar Street and London Road car parks are reduced, with low cost parking in the evenings and overnight. Long stay parking at Black Rock remains at £5 for 9 hours and in Madeira Drive lower winter tariffs will continue to support local businesses.

### **Network Management**

- 3.7 A new fee of £47.00 is proposed for replacing the lining after crossover work. This is in line with the fee charged for other lining work. All Network Management fees are listed in Appendix 1.

### **Parking Permits:**

- 3.8 In response to demand for more **Trader Permits**, which reduce the cost of parking for traders and make it more convenient, without the need to buy Pay and Display tickets, it is proposed that the quota be increased. To help fund this, it is proposed to increase the quarterly charge from £75 to £90 and introduce a new annual charge of £350, as this reduces a loss of revenue on Pay and Display.
- 3.9 Trader Permits and **Business Permits** have risen by only 3-6% in the last 6 years and offer parking at a fraction of the cost of on-street Pay & Display. Business Permits are proposed to increase from £162 to £175 per annum. Both Trader and Business Permits remain very good value for money and significantly less than the daily on-street charge.
- 3.10 The cost of enforcing **Light Touch** resident parking schemes exceeds income in those areas. To make these schemes more cost effective it is proposed that the annual charge is raised from £63 to £65. This is still very reasonable, and can be compared with residents' parking scheme charges of £110 per annum.
- 3.11 **Suspended Bays** are sometimes needed to allow for works or removal lorries when residents are moving house. Changes to the law have made it harder to meet the costs of enforcing Suspended Bays. It is therefore proposed to increase the cost of short term suspensions (up to 8 weeks)

from £20 to £30 per day. Longer term suspensions are proposed to reduce from £20 to £15 per day.

- 3.12 **School Permits** offer a similar benefit to that of a resident permit holder, allowing a member of school staff unlimited parking within a resident parking zone. The proposal is to make them the same price as a resident permit, which would increase the price from £82 to £110 per annum.
- 3.13 **Professional Carers Permits** are available to a range of workers such as nurses and midwives. These permits offer a significant benefit allowing a carer one hour parking at a time, within resident parking schemes. The proposal is to increase the cost from £20 to £25 per annum.
- 3.14 **Dispensations** are used by staff working on or near the highway, for example to repair traffic signals or utilities, and who require access to restricted locations. The proposals would increase the cost of dispensations from £20 to £30 per annum to help cover the cost of administering the service whilst continuing to represent very good value for money.

#### **Building Control Fees**

- 3.15 These are all remaining the same and are listed in Appendices 2 - 10.

#### **Horsdean**

- 3.16 The 7 day licence fee will be kept at £60 for 2011/12, in order that we remain in line with neighbouring authorities. £40 of this relates to rent and £20 to utility costs.

#### **Trading Standards**

- 3.17 The majority of fees and charges will increase in line with the corporate rate of inflation, 2%. The exceptions to this are licences for explosives which are set by legislation. The revised fees are given in Appendix 1.

#### **Environmental Health: Food Safety**

- 3.18 It is proposed to uplift the Level 2 Training Course fee in Food Safety (Basic Food Hygiene) from £55 to £60 as a contribution towards increased administration and management costs. This fee will remain lower than that of competitors. There are certain fees which are set by statute, as shown in Appendix 1.

### **4. CONSULTATION**

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

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

#### Financial Implications:

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

### Legal Implications:

- 5.2 Fees must be set in accordance with the requirements of the legislation under which they are charged. Generally fees should be set at a level reasonably expected to cover the cost of providing the service and must not be used to raise revenue.

*Lawyer Consulted:*

*Rebecca Sidell*

*Date: 19/11/10*

### Equalities Implications:

- 5.3 Parking: An objective of the changes has been to move towards a more consistent and fair citywide approach. The majority of the above inflation proposals relate to permits that have been undervalued for some time. Car Club bays have been undervalued since their inception, as it was a pilot scheme. The changes would help to redress the balance towards a more consistent and fair citywide approach to parking charges.
- 5.4 Sustainable Transport: An objective of the changes has been to move towards a more consistent and fair citywide approach. The majority of the above inflation proposals relate to charges that are rounded up by one pound. In terms of lining across crossovers this is a new cost to cover the cost of administration, site work and implementation.
- 5.5 Environmental Health: Raised charges for pest control and stray dogs plus loss of cash handling affects low-income groups negatively. Actions to minimise impact include: promoting responsible pet ownership and micro chipping, offering pest control, drainage and public health advice and investigation service. Banking cash using drop box facility and encouraging electronic payment will replace cash handling over time. Fees from health promotion courses can be used to subsidise foreign language courses such as Chinese and Bangladeshi; (Positive impact). Exhumation charges may disproportionately affect faith groups, but are very rare. Other EH fees appear equality neutral.

### Sustainability Implications:

- 5.6 There are no direct sustainability implications arising from this report.

### Crime & Disorder Implications:

- 5.7 There are no direct crime and disorder implications arising from this report.

### Risk and Opportunity Management Implications:

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

### Corporate / Citywide Implications:

- 5.9 The Council's financial position impacts on levels of Council tax and service levels and therefore has citywide implications.

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

6.1 Not applicable.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 Not applicable.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Proposed Fees & Charges 2011/12
2. Proposed Building Control Fees
3. Proposed Building Control Fees
4. Proposed Building Control Fees
5. Proposed Building Control Fees
6. Proposed Building Control Fees
7. Proposed Building Control Fees
8. Proposed Building Control Fees
9. Proposed Building Control Fees
10. Proposed Building Control Fees

**Documents in Members' Rooms**

None

**Background Documents**

None

