

<b>Subject:</b>	<b>Highways Fees &amp; Charges 2013/14</b>		
<b>Date of Meeting:</b>	<b>15 January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Christina Liassides</b>	<b>Tel: 29-2036</b>
	<b>Email:</b>	<b>Christina.liassides@brighton-hove.gov.uk</b>	
<b>Ward(s) 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 2013/14 for the Highway Operations section of Transport.

**2. RECOMMENDATIONS:**

- 2.1 That Transport Committee agrees the proposed fees and charges for 2013/14 as set out in Appendix 1.

**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 2013/14.
- 3.2 It is not always possible when amending a fee to increase it by exactly 2% each year. For ease of payment, the charge is rounded up or down to the nearest round figure.
- 3.3 Most fees and charges are raised by inflation or raised or kept to the nearest round figure.
- 3.4 However on certain items a larger increase is proposed. This brings Brighton & Hove in line with most other local authorities. The additional charges will go towards improving the enforcement of the public highway, helping to remove dangerous obstructions and improving public safety.
- 3.5 Scaffolds - Last year's increase helped towards reducing the gap between the city and other local authorities. The proposed fees will reduce this gap further and help improve the enforcement of unlicensed scaffolds including court action where necessary.
- 3.6 Skips - The introduction of a large skip fee was designed in response to the greater demand for larger skips. The skip licensing process was based on the number of licenses issued during 2010-11. Due to external increases in the cost of hiring a small skip the number of 7-day licences issued between April 2012

and September 2012 has dramatically dropped. These proposed increases will help adjust the charges to reflect the administration and enforcement shift from small short-term skips to larger long-term ones

- 3.7 Hoarding - For areas smaller than 10 square meters the proposal is to keep the fee in line with the standard scaffolding fee.
- 3.8 Materials - The proposals will help reduce the cost of administration and enforcement to the council. Since 2010 we have seen an increase in the amount of complaints about materials placed on the public highway. These changes will help improve enforcement.
- 3.9 There is a new charge for Traffic Orders outside of controlled parking schemes. Following budget savings in 2012-13, it is no longer possible for the council to provide changes to or additional restrictions in non-controlled areas unless the costs are reimbursed. The charge covers officer time, the cost of advertising the Traffic Order and the cost of signing and lining.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 No specific consultation was undertaken in relation to this report although research has been undertaken into other local authorities' charges.

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

##### Financial Implications:

- 5.1 The fees and charges have been reviewed in line with the corporate fees and charges policy. The proposed fees and charges are included within the 2013-14 budget proposals, for consideration by Budget Council on 28<sup>th</sup> February 2013.

*Finance Officer Consulted: Name Karen Brookshaw Date: 06/12/12*

##### Legal Implications:

- 5.2 The council needs to establish for each of the charges imposed both the power to levy charges of that type and, where applicable, the power to set the charge at a particular level. In some cases the amount of the charges is set by Government. In other cases where a figure is not prescribed, the amount that can be charged is restricted to costs recovery. In all cases the council must act reasonably and ensure that any statutory formalities which govern the particular charge are complied with.

*Lawyer Consulted: Carl Hearsum Date: 07/12/12*

##### Equalities Implications:

- 5.3 An objective of the changes has been to move towards a more consistent and fair citywide approach including effective enforcement, administration and on-site monitoring.

Sustainability Implications:

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

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Public Health Implications:

- 5.7 There are no direct public health implications arising from this report.

Corporate / Citywide Implications:

- 5.8 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 To ensure that fees & charges are raised in line with inflation or to cover necessary costs.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Proposed Highway Operations Fees & Charges 2013-14

**Documents in Members' Rooms**

1. None

**Background Documents**

1. None