



## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

**DECISIONS** to be made by the Lead Member for Transport and Environment,  
Councillor Claire Dowling

**MONDAY, 14 OCTOBER 2024 AT 10.00 AM**

**COMMITTEE ROOM, COUNTY HALL, LEWES**

### **AGENDA**

1. Decisions made by the Lead Cabinet Member on 23 September 2024 (*Pages 3 - 6*)
2. Disclosure of Interests  
Disclosure by all Members present of 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.
3. Urgent items  
Notification of any items which the Lead Member considers urgent and proposes to take at the appropriate part of the agenda.
4. Petition to improve safety for cyclists and pedestrians - Keymer Road, Ditchling (*Pages 7 - 12*)  
Report by the Director of Communities, Economy and Transport
5. Review of On-street car parking charges and tariffs in Rother District (*Pages 13 - 18*)  
Report by the Director of Communities, Economy and Transport
6. Any urgent items previously notified under agenda item 3

PHILIP BAKER  
Deputy Chief Executive  
County Hall, St Anne's Crescent  
LEWES BN7 1UE

4 October 2024

Contact Sophie Webb, Interim Senior Governance and Democracy Officer,  
01273 337495  
Email: [sophie.webb@eastsussex.gov.uk](mailto:sophie.webb@eastsussex.gov.uk)

This page is intentionally left blank

## LEAD MEMBER FOR TRANSPORT AND ENVIRONMENT

DECISIONS made by the Lead Member for Transport and Environment, Councillor Claire Dowling, on 23 September 2024 at Committee Room, County Hall, Lewes

---

Councillor Bowdler spoke on item 4 (see minute 21)

Councillors Cross, Fox, Hollidge and Standley spoke on item 5 (see minute 22)

Councillors Daniel and Hilton spoke on item 6 (see minute 23)

### 17. DECISIONS MADE BY THE LEAD CABINET MEMBER ON 15 JULY 2024

17.1 The Lead Member approved as a correct record the minutes of the meeting held on 15 July 2024.

### 18. DISCLOSURE OF INTERESTS

18.1 Councillor Hollidge declared a personal interest as the Chair of the Place Scrutiny Committee's Speed Limit Policy Review Board. He did not consider this to be prejudicial.

### 19. URGENT ITEMS

19.1 There were none.

### 20. REPORTS

20.1 Reports referred to in the minutes below are contained in the minute book.

21. PETITION FOR THE CONSTRUCTION OF A PEDESTRIAN CROSSING ON THE B2096 BATTLE ROAD OUTSIDE PUNNETTS TOWN COMMUNITY PRIMARY SCHOOL

21.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

DECISIONS

21.2 The Lead Member RESOLVED to advise petitioners that:

(1) A potential scheme to provide a formal pedestrian crossing facility outside of Punnetts Town Community Primary School has been assessed through the approved High Level Sift process but has not met the necessary benchmark score to be considered for detailed appraisal and possible inclusion for funding within the Capital Programme;

(2) Whilst the provision of a formal pedestrian crossing facility outside of Punnetts Town Community Primary School is not a priority for funding by the County Council at this time, the County Council could support a potential scheme if an external source of funding is identified; and

(3) The County Council will continue to assist the school and local community with recruitment for the vacant School Crossing Patrol post and will provide full training, uniform and equipment to a successful applicant.

REASONS

21.3 The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are allocated to those schemes which will be of the greatest benefit to local communities.

21.4 A scheme to provide a pedestrian crossing facility on the B2096 Battle Road outside of Punnetts Town Community Primary School has not met the necessary benchmark score to be considered for detailed appraisal and possible inclusion for funding within the Capital Programme.

21.5 Although the request for a pedestrian crossing facility outside of the school is not currently a priority for funding for the County Council, if an external source of funding is identified, the County Council could support a scheme to install a pedestrian crossing facility outside of the school.

21.6 Whilst it is the responsibility of individual schools to recruit to vacant school crossing patrol positions, the Road Safety Team continues to assist the school with the recruitment for this position. Successful applicants will be provided with full training, uniform and equipment.

22. PETITION TO REDUCE THE SPEED LIMIT ON WELLBROOK HILL TO 40 MILES PER HOUR TO ENSURE THE SAFETY OF ROAD USERS AND PEDESTRIANS

22.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

22.2 Councillor Joel Marlow, the Lead Petitioner for the petition calling on the County Council to reduce the speed limit on Wellbrook Hill to 40 miles per hour to ensure the safety of road users and pedestrians spoke to highlight the danger of high speeds to residents and vulnerable road users, the increased use of Wellbrook Hill due to development in the area and the wishes of petitioners that a lower speed limit be implemented swiftly if identified to be taken forward as part of the Speed Management Programme.

#### DECISIONS

22.3 The Lead Member RESOLVED to advise petitioners that:

(1) As part of the 3-year Speed Management Programme on A and B-class roads, the A267 Wellbrook Hill will be assessed for a lower speed limit; and

(2) If a lower speed limit is appropriate and the site is identified as a priority, it will be progressed as part of this programme. The prioritisation process will be undertaken during Autumn 2024 and once completed a list of the selected sites will be added to the Road Safety section of the County Council website.

#### REASONS

22.4 Funding of £500,000 from the Capital Programme has been allocated to the Road Safety Team to develop and implement a Speed Management Programme. As part of the programme, a driven assessment has been completed to identify lengths of the A and B-class road network that would possibly benefit from a reduced speed limit. The Road Safety Team are currently assessing the findings from this analysis alongside speed data and new in-vehicle telematics.

22.5 The request for a 40mph speed limit on the on the A267 Wellbrook Hill will be assessed as part of the Speed Management Programme. If a lower speed limit is appropriate and the site is identified as a priority, it will be progressed as part of this programme. The prioritisation process will be undertaken during Autumn 2024 and once completed, a list of the selected sites will be added to the Road Safety section of the County Council website.

### 23. HASTINGS TOWN CENTRE PUBLIC REALM AND GREEN CONNECTIONS - UPDATE

23.1 The Lead Member considered a report by the Director of Communities, Economy and Transport.

#### DECISIONS

23.2 The Lead Member RESOLVED to:

(1) Note the consultation outcomes of the stakeholder and public consultation as set out in the 15 July 2024 report;

(2) Note the outcome of further discussions with Hastings Borough Council following the Lead Member's decision on the 15 July 2024 to defer the decisions regarding Hastings Town Centre Public Realm and Green Connections; and

(3) Approve incorporating two-way bus and cycle movement in Harold Place and Havelock Road into the revised scheme scope and progress to detailed design, including considering further opportunities for planting and sustainable urban drainage into the scheme, and construction.

## REASONS

23.3 The Hastings Town Centre Public Realm and Green Connections project funded through the Hastings Town Deal represents an enormous opportunity to support the ease of movements between the rail station, town centre and seafront via the Havelock Road and Harold Place corridor and improve the town's public realm. The County Council, as delivery partner, entered into a grant agreement with Hastings Borough Council, as the accountable body for the funding, to receive £9,754,458 of Towns Deal monies towards the project.

23.4 Consultation on the project proposals were undertaken between January and March 2024. Following the consultation outcomes, including the concerns regarding the detrimental impact on bus operations in the town centre, the preferred recommended scheme to retain two-way movements on Harold Place and Havelock Road was presented at the Lead Member's decision-making meeting on 15 July 2024.

23.5 Following the Lead Member's decision to defer consideration of the consultation outcomes and next steps, further positive and constructive discussions between parties stated in section 2 of the report have taken place and have demonstrated that wider town centre initiatives will not be dependent on the progression of the Hastings Town Centre Public Realm and Green Connections project. The risks to project delivery and funding do however remain significant and the pause to the project to allow time for further discussions has resulted in the need to re-procure design consultants and seek a Project Change Request via Hastings Borough Council and Government.

<b>Report to:</b>	<b>Lead Member for Transport and Environment</b>
<b>Date of meeting:</b>	<b>14 October 2024</b>
<b>By:</b>	<b>Director of Communities, Economy and Transport</b>
<b>Title:</b>	<b>Petition to improve safety for cyclists and pedestrians – Keymer Road, Ditchling.</b>
<b>Purpose:</b>	<b>To consider a petition calling on the County Council to improve safety for cyclists and pedestrians on Keymer Road, Ditchling</b>

---

**RECOMMENDATIONS: The Lead Member is recommended to advise petitioners that:**

- (1) A potential scheme to improve the footway, provide an alternative cycle route and install traffic calming on Keymer Road has been assessed through the approved High Level Sift process and is not a priority for the County Council at the present time; and**
- (2) The section of Keymer Road between the Ditchling Parish Council Car Park and the County Boundary does not meet the Council's policy for a lower speed limit.**

---

## **1 Background Information**

1.1. At the County Council meeting on 7 May 2024, a petition was presented to the Chairman by Councillor Osborne on behalf of Ditchling Climate Action Network. The group are requesting the following improvements on the B2116 Keymer Road, from Ditchling Parish Council Car Park to the county boundary:

- A better footpath
- Reduced speed limits
- An alternative cycle route
- Traffic calming

1.2 Standing Orders provide that where the Chair considers it appropriate, petitions are considered by the relevant Committee or Lead Member and a spokesperson for the petitioners is invited to address the Committee. The Chairman has referred this petition to the Lead Member for Transport and Environment. A copy of the petition is available in the Members' Room.

## **2 Supporting Information**

2.1. Keymer Road is a B class road running east to west from Ditchling in East Sussex to Keymer in West Sussex. It is subject to the national speed limit, which starts approximately 15 metres west of the Ditchling Parish Council Car Park to the county boundary. A footway is present on the northern side for the entire length of Keymer Road and is approximately 1 metre to 1.5 metres wide. A location plan can be found at Appendix 1.

2.2. Crash data supplied by Sussex Police for the 3-year period up to 31 July 2024 shows that Keymer Road has an excellent safety record, with no crashes resulting in personal injury. A crash data plan can be found at Appendix 2.

2.3. The setting of appropriate and effective speed limits has been subject to a significant level of research. It is important drivers are provided with a consistent message, so they know what is expected of them as they enter different road environments. A predominant factor considered when determining an effective speed limit is the number of properties that are visible to drivers.

2.4. There is little to no visible frontage development on the section of Keymer Road between the car park and the county boundary. This section of road does not meet the Council's policy requirements for a lower speed limit therefore the national speed limit applies. Whilst this section of road is subject to the national speed limit, the onus is on the individual driver to drive in a safe and judicious manner, and to the conditions of the road and the surroundings through which they pass.

2.5. It is acknowledged that a 30mph speed limit applies to the road once it enters West Sussex, however it is subject to a system of street lighting and has significant frontage development and the 30mph speed limit is therefore suitable. Likewise, a 30mph speed limit applies when travelling eastbound and entering Ditchling village where the surroundings change and there is significant frontage development.

2.6. The County Council has a limited amount of funding to develop local transport improvements and needs to ensure that resources are targeted to those schemes which will be of greatest benefit to local communities. To help prioritise the numerous requests received for improvements, a process was developed to determine which schemes should be funded through the Integrated Transport Programme.

2.7. The requests for improvements to the footway, an alternative cycle route and traffic calming measures have been assessed to determine if they might be a priority for future consideration; however, they did not achieve the benchmark score to be taken forward at this time.

### **3 Conclusion and Reasons for Recommendations**

3.1. It is recommended that the petitioners be advised that a reduction to the existing speed limit is not appropriate for the reasons set out in paragraphs 2.3 and 2.4. It is also recommended that the petitioners be advised that schemes to improve the existing footway, provide an alternative cycle route and install traffic calming measures have been assessed and are not currently priorities for the County Council at this time.

#### **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Victoria Bartholomew

Tel. No. 01424 724284

Email: Victoria.Bartholomew@eastsussex.gov.uk

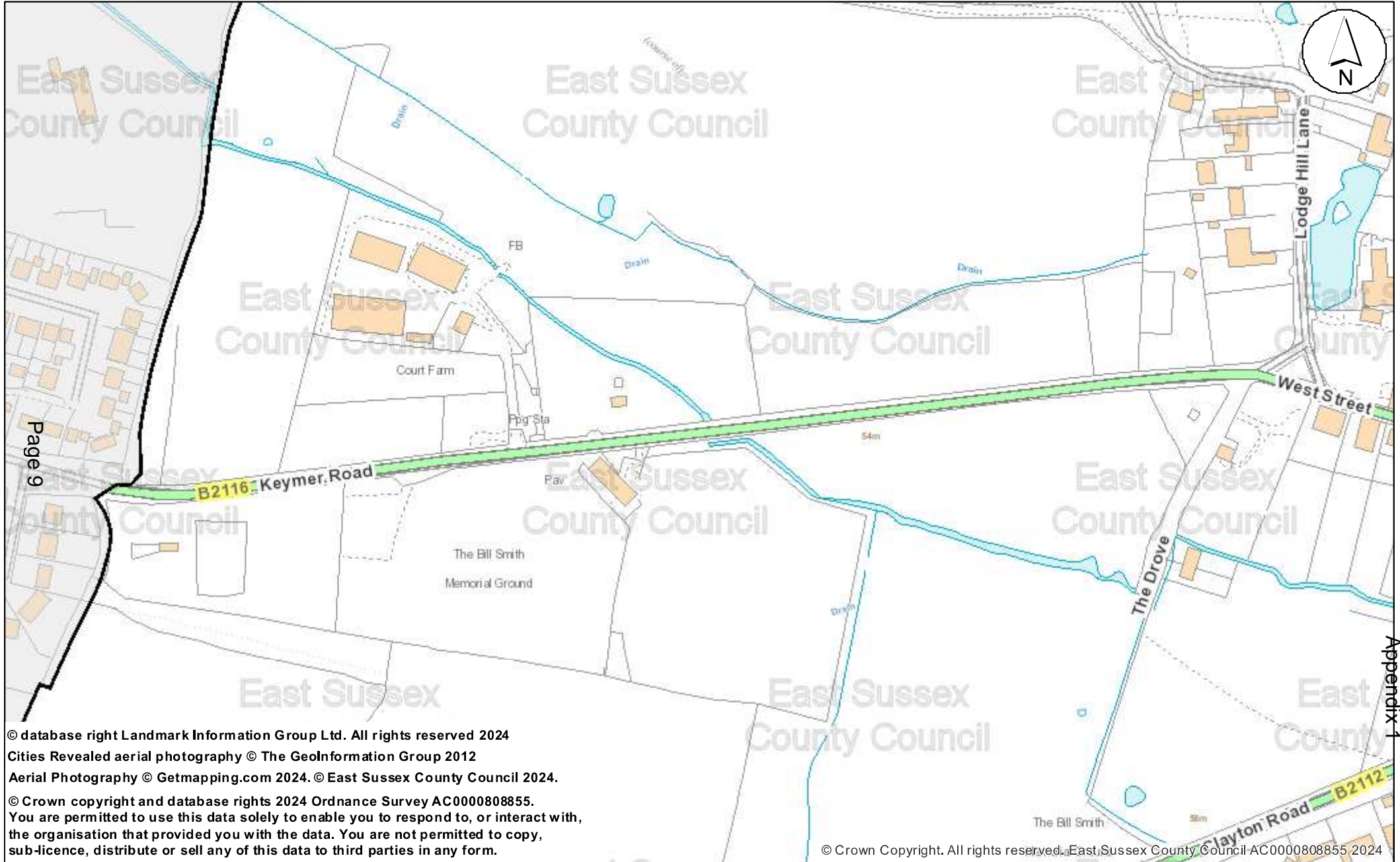
#### LOCAL MEMBERS

Councillor Osborne

#### BACKGROUND DOCUMENTS

None





© database right Landmark Information Group Ltd. All rights reserved 2024  
 Cities Revealed aerial photography © The GeoInformation Group 2012  
 Aerial Photography © Getmapping.com 2024. © East Sussex County Council 2024.  
 © Crown copyright and database rights 2024 Ordnance Survey AC0000808855.  
 You are permitted to use this data solely to enable you to respond to, or interact with,  
 the organisation that provided you with the data. You are not permitted to copy,  
 sub-licence, distribute or sell any of this data to third parties in any form.

© Crown Copyright. All rights reserved. East Sussex County Council AC0000808855 2024

**B2116 Keymer Road, Ditchling Appendix 1**

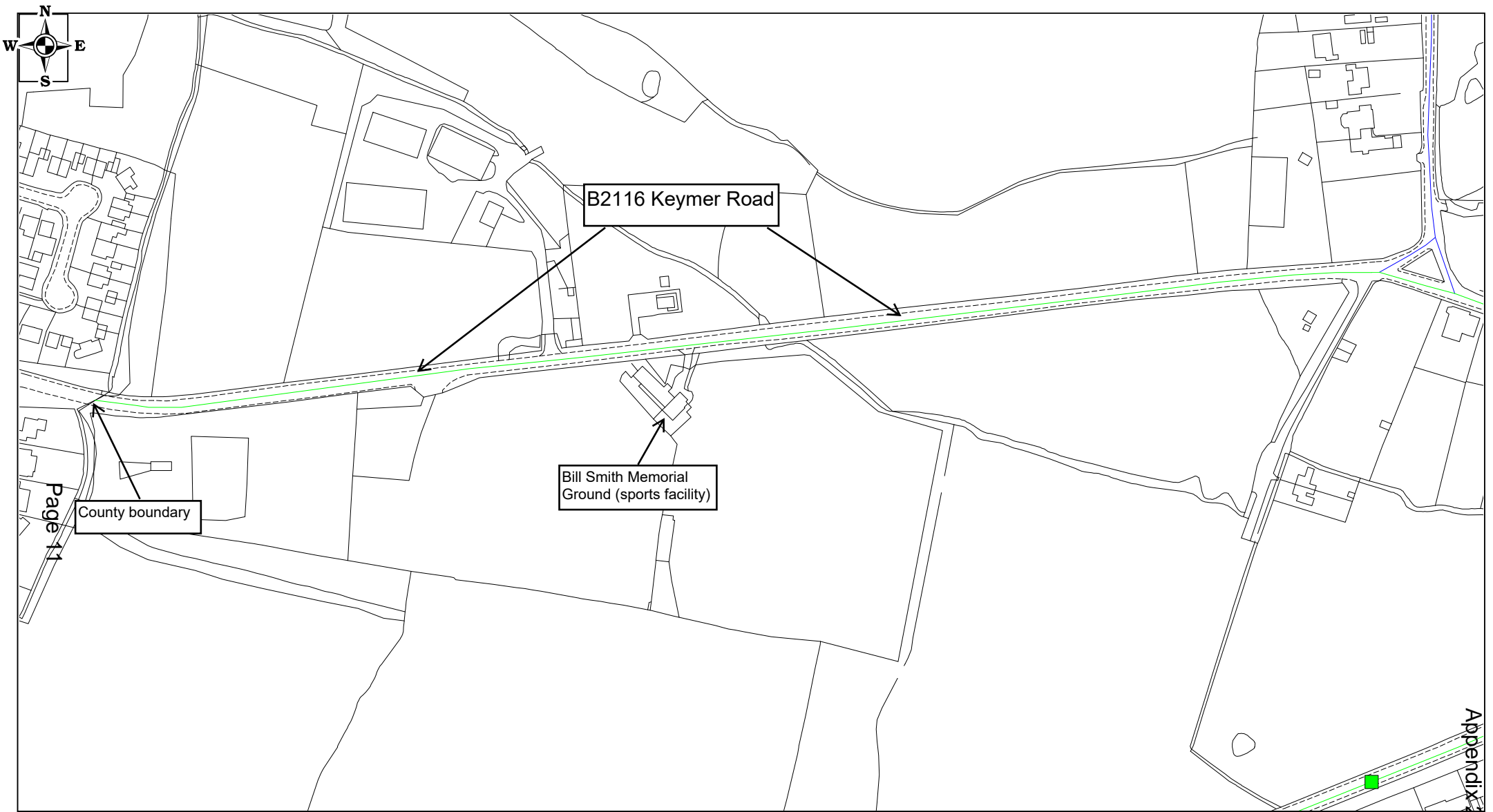
Author: VCB

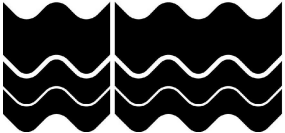
Scale: 1:2,900

Date: 05/09/2024



This page is intentionally left blank



 <p><b>East Sussex</b> County Council</p>	<p>B2116 Keymer Road, Ditchling</p>	<p>SCALE</p>	<p>1 : 2700</p>
		<p>DATE</p>	<p>05/09/2024</p>
		<p>DRAWING NO.</p>	<p>Appendix 2</p>
		<p>DRAWN BY</p>	<p>VCB</p>
		<p>ORIGINAL SIZE</p>	
<p>3 year crash data to 31/07/2024</p>		<p>Crown copyright. All rights reserved. East Sussex County Council. Licence No. AC0000808855. 2023</p>	

This page is intentionally left blank

**Report to:** Lead Member for Transport and Environment

**Date of meeting:** 14 October 2024

**By:** Director of Communities, Economy and Transport

**Title:** Review of On-street car parking charges and tariffs in Rother District

**Purpose:** To seek approval to consult on the proposed changes to on-street car parking charges.

---

**RECOMMENDATIONS:** The Lead Member is recommended to:

- 1) Note the proposals to increase parking pay and display charges and the proposed changes to permit charges in Rother District; and
- 2) Agree to consult on the proposals outlined in this report.

---

## 1 Background Information

1.1. The Traffic Management Act 2004 allows councils, which are also local traffic authorities, to apply to the Secretary of State for Transport for a Civil Enforcement Area Order that allows the de-criminalising of parking enforcement in their area. Under this arrangement, councils can undertake enforcement of all parking restrictions in their area and retain the income received from parking charges and penalties to help fund the costs of parking services, with any resulting surplus being used within the prescribed parameters under the legislation.

1.2. East Sussex County Council (ESCC) has adopted and operated Civil Parking Enforcement (CPE) since May 1999. The areas covered by CPE are Lewes and Rother District, Eastbourne and Hastings Borough. The two Borough and Rother District councils have retained control of their off-street car parks. In Lewes, ESCC manages the off-street car parks on behalf of the District council under an agency agreement. Lewes District Council retains the income from parking charges and parking fines and pays ESCC a management fee.

1.3. The effective management of parking not only addresses local parking problems but helps achieve some of the broader transport objectives set out in our Local Transport Plan (LTP). These include improving road safety, achieving better flows of traffic through town centres improving safety, health and security, improving quality of life, reducing damage to the environment and improving the economic viability of areas through the efficient management and use of parking spaces.

1.4. East Sussex County Council's statutory power to impose parking charges derives from sections 35 and 45 of the Road Traffic Regulation Act 1984. Under section 46A of the same Act, East Sussex County Council may vary these charges. The changes can be introduced 21 days after the publication of a notice in a newspaper circulating in the area in which the changes are to be introduced.

## 2. General context of parking charges and tariffs

2.1. Each of the four Controlled Parking Areas were set up some years apart and with varying types of parking provision to satisfy the particular needs of the local community. There are of course similarities between the four areas, however, there are different levels of charging in each area and the difference is particularly noticeable in the different charges for permits. Appendix 1 shows the current and proposed permit charges and the current and proposed pay and display charges in Rother District, these are subject to change should changes come in on or after April's inflationary increase. Parking charges are set at a level to ensure that at least the costs of managing, enforcing and administering parking controls are met, and hence no financial burden is passed on to council tax payers. As a principle, it also conforms to central government guidance that parking schemes should at least be self-financing.

2.2. The level of charging is a vital tool to manage the demand for parking. Whether this is by type of user (e.g. permit user or pay and display), by location (e.g. differential pricing between on-street parking and off-street car parks) or by type of vehicle (e.g. second residents' permits or lower-emission vehicles).

2.3 The effective control of parking is a crucial element of wider transport strategies as set out in our Local Transport Plan (LTP). It supports the local economy by assisting with the management of congestion and the availability and demand for parking spaces as well as encouraging greater use of more sustainable forms of transport.

2.4 The aims of the scheme include acting as a disincentive to multiple ownership and an encouragement of sustainable alternatives, whilst not limiting the availability of permits for those that need them. As such, it is important that charges are set at a level that has some meaningful effect on parking behaviour.

2.5 Charges for on-street parking in Rother District have not been significantly changed since the start of the scheme in 2020. Charges were increased by a 5% inflation increase in 2024.

2.6 In order to continue to cover the costs of the parking scheme and to continue to give effect to the broader aims of the scheme an increase in charges is proposed.

### **3. Proposals for changes to parking charges and tariffs options**

#### **3.1. Transport planning, traffic management and air quality**

Parking management supports a range of transport strategies aimed at influencing travel choice. With increasing car ownership and use, parking pressures add to the traffic management problems experienced by many towns both in terms of congestion on major routes and increases in vehicle-emitted pollutants to the detriment of air quality.

3.2 There is strong evidence that air pollution is a cause of both short-term and long-term health effects in susceptible groups, such as the elderly and those with underlying health problems of heart disease or breathing problems. Long-term exposure to air pollutants decreases life expectancy by around 6 months on average, mainly because of the role that small, sooty particles from vehicle exhaust fumes play in lung cancer and heart disease. Air pollution causes many extra admissions to hospital as well as damaging the natural environment. The annual health costs associated with air pollution are estimated to be £15 billion to UK citizens, which is about the same as the health costs of obesity.

3.3 Air pollution also has effects on the natural environment. Ground-level ozone, a common pollutant in East Sussex in the summer months, is formed when pollutants react in sunlight. It can seriously damage crops and vegetation and affect habitats.

3.4 Alongside strategies that aim to encourage more sustainable modes of travel (e.g. car sharing, public transport, cycling or walking), the 'rationing' of the supply of parking can contribute to wider transport planning objectives. The main way in which parking controls are rationed has tended to be by limiting the supply of spaces available to those who elect to commute by car and thereby need to park longer term (often referred to as 'all-day' parking). Highway authorities have traditionally achieved this by means of on-street parking schemes with controls on who is able to park (e.g. short-period single yellow lines or residents-only schemes), maximum stay (e.g. time-limited restrictions) or by pricing (e.g. discourage parking by making it a more expensive option than alternative travel modes). Pricing also tends to be set at a level to encourage use of nearby off-street car parks first and foremost.

3.5 In Rother, all-day parking is already limited in central parking spaces as charges are levied by means of pay and display or pay by phone. Increases in tariffs are therefore considered to be an important component of continuing support for general transport strategies aimed at encouraging more sustainable forms of travel and to assist with tackling air quality issues generally.

3.6 Parking tariffs in Rother were set significantly lower than other areas when the scheme was introduced. The charging regime is therefore having a reduced impact as a demand management tool on influencing travel choices. It is proposed that initially parking tariffs are increased as detailed in Appendix 1 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

#### **3.7 Permit prices to encourage lower emission vehicles**

Increasing concerns about reductions in air quality are leading to many local authorities setting higher parking prices for higher emission vehicles and some authorities are also investigating traffic management schemes that prohibit certain vehicle emission types altogether in city centres. In Hastings, Eastbourne, Lewes, and to some extent Falmer, the permit price arrangements already include differential pricing to encourage lower emission vehicles for residents' permits, however this is not the case in Rother. Officers recommend a consistent approach is introduced across the four towns with an increasing differential to encourage lower emission vehicles. It is recommended that the resident permit tariffs charged in Rother are changed to follow the Lewes District and Eastbourne model for resident permit charges. See Appendix 1 for the detail of the proposed new permit tariffs.

### 3.8 Visitor and other permit price variations in different towns

Historically the four parking schemes were designed to provide parking provision to satisfy the needs of the local community, this has resulted in a wide variety of different charges and differing arrangements for visitor permits. It is proposed to increase the visitor and other permit tariffs as detailed in Appendix 1 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

### 3.9 Future Tariff Changes

In order to achieve our objective of influencing driver behaviour and encourage people to use alternative sustainable forms of transport, additional tariff increases are likely to be required. It is proposed that any further increases to Parking Tariffs will be reviewed as part of the annual review of fees and charges.

## 4. **Surplus Income**

4.1. Any surplus income generated, after operating costs, can be used on transport and highway initiatives which are qualifying expenditure as 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.

4.2. In East Sussex, surplus income after direct running and maintenance costs contributes towards the part funding of the supported bus network, Real Time Passenger Information signs, concessionary bus fares and local transport schemes costs.

4.3. With the ongoing pressure on Council budgets, any future Parking Surplus, excluding existing commitments, could be used as a further contribution towards the County Council's public transport costs. The investment in these activities is complementary to the objectives of our LTP in the provision of sustainable transport which assists in reducing congestion and improving air quality in the County.

## 5. **Proposed Consultation**

5.1. The consultation will seek to understand people's views on the Council's proposed approach to the management of parking demand in Rother through the increase in on-street pay and display parking tariffs and parking permit charges. The consultation will also look to better understand whether these proposed changes will encourage drivers to use sustainable forms of transport and/or to use vehicles that emit lower levels of pollutants.

5.2. The consultation will be available on the Council's consultation hub website, which will be promoted to stakeholders, residents and traders.

5.3. The feedback received through the consultation process will be presented alongside an Equalities Impact Assessment, to inform the Lead Member's final decisions about the proposals.

## 6. **Conclusion**

6.1 The Lead Member for Transport and Environment is recommended to note the proposed increases to parking pay and display charges and the changes to permit charges, as detailed in Appendix 1 and to agree that a consultation is undertaken. Feedback from the consultation and an Equalities Impact Assessment will then be considered as part of the decision-making process on the proposals.

## **RUPERT CLUBB**

Director of Communities, Economy and Transport

Contact Officer: Daniel Clarke

Tel. No. 01323 464057

Email: [daniel.clarke@eastsussex.gov.uk](mailto:daniel.clarke@eastsussex.gov.uk)

## LOCAL MEMBERS

All members whose electoral divisions are within areas with on-street parking charges in Rother District.

## BACKGROUND DOCUMENTS

None



**Appendix 1**

Rother permit and pay and display current and proposed tariffs, tariffs subject to change due to April inflationary increase.

Battle Max stay 1 hour		
Length of stay	Current	Proposed
15 mins	£0.15	£0.20
30 mins	£0.25	£0.40
1 hour	£0.45	£0.70

Bexhill	Town Centre		Marina		West Parade		Seafront & Bexhill North	
Length of stay	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Up to 10 Mins	N/A	N/A	£0.30	£0.50	N/A	N/A	N/A	N/A
Up to 15 Mins	£0.15	£0.20	£0.50	£0.75	£0.15	£0.20	£0.15	£0.20
Up to 30 Mins	£0.25	£0.40	£1.00	£1.45	£0.25	£0.40	£0.25	£0.40
Up to 1 hour	£0.45	£0.70	£1.85	£2.70	£0.45	£0.70	£0.45	£0.70
Up to 2 hours	£0.90	£1.35	£2.95	£4.30	£0.80	£1.20	£0.80	£1.20
Up to 3 hours	N/A	N/A	N/A	N/A	£1.15	£1.70	£1.15	£1.70
Up to 4 hours	N/A	N/A	N/A	N/A	£1.55	£2.25	£1.55	£2.25
Up to 5 hours	N/A	N/A	N/A	N/A	N/A	N/A	£1.85	£2.70
6+ hours	N/A	N/A	N/A	N/A	N/A	N/A	£2.20	£3.20
Max Stay	2 hours		2 hours		4 hours		All day	

Bexhill - Station		
Length of stay	Current	Proposed
Up to 15 Mins	£0.15	£0.20
Up to 30 Mins	£0.25	£0.40
Up to 1 hour	£0.45	£0.70
Up to 2 hours	£0.90	£1.35
Up to 3 hours	£1.30	£1.90
Up to 4 hours	£1.75	£2.55
Up to 5 hours	£2.20	£3.20
Up to 6 hours	£2.60	£3.80
Up to 7 hours	£3.05	£4.45
Up to 8 hours	£3.50	£5.10
Up to 9 hours	£3.90	£5.70
Up to 10 hours	£4.35	£6.35
Max Stay	10 hours	

Rye		
Length of stay	Current	Proposed
Up to 15 Mins	£0.15	£0.20
Up to 30 Mins	£0.25	£0.40
Up to 1 hour	£0.45	£0.70
Up to 2 hours	£0.90	£1.35
Max Stay	2 hours	

## Appendix 1

<b>Rother district permit charges</b>						
	12 Months		6 months		3 months	
<b>Resident (first permit)</b>	Current	Proposed	Current	Proposed	Current	Proposed
Standard -More than 185g/km of CO2	£27.00	£103.00	£17.00	£51.50	£10.00	£25.75
Discount -185g/km or less of CO2	N/A	£92.00	N/A	£46.00	N/A	£23.00
Discount 2 -150g/km or less of CO2	N/A	£81.00	N/A	£40.50	N/A	£20.25
Discount 3 -120g/km or less of CO2	N/A	£60.00	N/A	£27.50	N/A	£15.00
Discount 4 -100g/km or less of CO2	N/A	£17.00	N/A	N/A	N/A	N/A
Disabled resident	N/A	£7.00	N/A	N/A	N/A	N/A
<b>Resident (second permit)</b>						
Standard -More than 185g/km of CO2	£81.00	£140.00	£41.00	£70.00	£21.50	£35.00
Discount -185g/km or less of CO2	N/A	£130.00	N/A	£65.00	N/A	£32.50
Discount 2 -150g/km or less of CO2	N/A	£120.00	N/A	£60.00	N/A	£30.00
Discount 3 -120g/km or less of CO2	N/A	£97.00	N/A	£48.50	N/A	£24.25
Discount 4 -100g/km or less of CO2	N/A	£54.00	N/A	N/A	N/A	N/A
<b>Business</b>						
	12 Months		6 months		3 months	
	Current	Proposed	Current	Proposed	Current	Proposed
All zones (petrol and diesel)	£454	£590	£227	£295	£113.50	£147.50
Single zone (petrol and diesel)	£238	£309	£119	£154.50	£59.50	£77.25
All zones (electric and LPG)	£108	£140	£54	£70	£27	£35
Single zone (electric and LPG)	£ 108	£154	£54	£70	£27	£35
<b>day permits</b>						
	Current	Proposed	Current	Proposed	Current	Proposed
Resident Visitor	£0.55	£1.30	N/A	N/A	N/A	N/A
Resident visitor concession	£0.30	£0.65	N/A	N/A	N/A	N/A
Health care worker / carer permits	£0.55	£1.30	N/A	N/A	N/A	N/A
Trade permits	£2.20	£4.90	N/A	N/A	N/A	N/A
Hotel guest permits	£1.10	£2.20	N/A	N/A	N/A	N/A