

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

**Date of meeting:** 17 June 2019

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

**Title:** On-street car parking charges and tariff review

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

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

- 1) Note the proposals on increasing parking pay & display charges and the proposed changes to permit charges; and
  - 2) Approve that a six week consultation should be undertaken on the proposals outlined in this report.
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## **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 District, Eastbourne Borough and Hastings Borough. The two Borough 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. ESCC is also working with Rother District Council to introduce CPE into Rother District.

1.4. 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.

1.5. The projected expenditure and income for the existing CPE schemes is shown in Appendix 1. Income is received from the sale of various parking permits, Pay and Display charges and Penalty Charge Notices (PCN).

1.6. ESCC's statutory powers to impose parking charges derives from sections 35 and 34 of the Road Traffic Regulation Act 1984. Under sections 35C and 45A of the same Act ESCC 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 three 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 three areas, however, there are different levels of charging in each area and the difference is particularly noticeable in the different charges for permits. Appendix 2 shows the current and proposed permit charges and Appendix 3 and 4 shows the current and proposed Pay and Display charges across the County.

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 have not been significantly changed for many years. In Eastbourne and Hastings the charges were last increased in 2008 and in Lewes in 2007.

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 Eastbourne, Hastings and Lewes, 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 have not been increased for over 10 years and 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 3 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

### 3.7 A pay and display increase near off-street car park

It is common practice across the country for the parking tariffs to be set at a level above nearby off-street car parks, to encourage use of those facilities first and foremost and so minimise the pressure upon on-street parking. Officers are therefore also proposing targeted increases in tariffs at locations where nearby off-street car park prices have either already eroded the differential with on-street prices or where increases are planned that would do the same. (See Appendix 4 for proposed tariffs)

### 3.8 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 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 Eastbourne where it only applies to business permits and no differential exists in Hastings. Officers recommend a consistent approach is introduced across the three towns with an increasing differential to encourage lower emission vehicles. Therefore it is recommended that the resident permit tariffs charged in Eastbourne and Hastings are changed to follow the Lewes District model for resident permit charges. See Appendix 2 for the detail of the proposed new permit tariffs.

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

Historically the three 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 2 to influence driver behaviour and encourage them to use alternative sustainable forms of transport.

### 3.10 Rother District

Prices for residents' permits in Bexhill and Rye are set at £25, but the schemes operate differently there as Civil Parking Enforcement (CPE) has not yet been introduced in Rother District and enforcement is currently undertaken by the police. On 26 June 2018 Cabinet agreed that an application be made to the Department for Transport for Civil Parking Enforcement powers across Rother District. The report considered by Cabinet summarised progress with the development of a business case for CPE which has already garnered local support based on a general pay and display tariff of 40p/hr (£1.70/hr in central Bexhill near off-street car parks) and permit prices of £25. It is therefore proposed not to review those prices further at the present time.

### 3.11 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. On 9 February 2016 full Council agreed that the Parking Surplus would contribute £630,000 towards the supported bus network and concessionary fares.

4.3. Each of the options described in section 3 above have been assessed as to how they would broadly impact upon parking income across each of the three parking areas.

4.4. 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 complimentary 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 across the county through the increase in on-street pay & 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. It is proposed that the consultation would run from 1<sup>st</sup> July to 11<sup>th</sup> August 2019.

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

## **6. Conclusion**

6.1 The Lead Member for Transport and Environment is recommended to note the proposed increases to parking pay & display charges and the changes to permit charges, as detailed in Appendix 2, 3 and 4 and to approve that a six week 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

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### LOCAL MEMBERS

All members whose electoral divisions are within areas with on-street parking charges in Eastbourne and Hastings Borough and Lewes District.

### BACKGROUND DOCUMENTS

ESCC Parking Annual report 2016/17

APPENDIX 1

Income and expenditure of the CPE schemes

	Bexhill		Eastbourne		Hastings		Lewes		Total	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
	£	£	£	£	£	£	£	£	£	£
<b>Income</b>										
On street charge			1,176,855	1,172,665	886,608	863,139	458,023	456,610	2,521,486	2,492,414
Off street charge							89,706	97,410	89,706	97,410
Permit income	4,710	3,411	202,442	252,576	200,523	191,745	226,402	214,224	634,077	661,956
Penalty Charge Notices			528,258	598,424	534,474	564,802	353,421	391,741	1,416,153	1,554,967
Payments from Other Local Authorities							239,656	255,130	239,656	255,130
Other income			3,737	5,407	3,768	1,844	3,891	4,272	11,396	11,523
<b>Total</b>	<b>4,710</b>	<b>3,411</b>	<b>1,911,292</b>	<b>2,029,072</b>	<b>1,625,373</b>	<b>1,621,530</b>	<b>1,371,099</b>	<b>1,419,387</b>	<b>4,912,474</b>	<b>5,073,400</b>
<b>Expenditure</b>										
Enforcement contract	1,200	1,300	674,913	720,122	804,309	791,803	638,338	657,775	2,118,760	2,171,000
Payments to Other Local Authorities							88,074	97,273	88,074	97,273
ESCC Staff costs			217,199	232,426	186,594	207,691	215,767	222,242	619,560	662,359
Other operational	800	767	596,678	595,620	379,479	359,769	284,859	321,037	1,261,816	1,277,193
<b>Total</b>	<b>2,000</b>	<b>2,067</b>	<b>1,488,790</b>	<b>1,548,168</b>	<b>1,370,382</b>	<b>1,359,263</b>	<b>1,227,038</b>	<b>1,298,327</b>	<b>4,088,210</b>	<b>4,207,825</b>
<b>Operational Surplus/(Deficit)</b>	<b>2,710</b>	<b>1,344</b>	<b>422,502</b>	<b>480,904</b>	<b>254,991</b>	<b>262,267</b>	<b>144,061</b>	<b>121,060</b>	<b>824,264</b>	<b>865,575</b>
<b>Payments/Investments supported by CPE surplus</b>										
	£	£	£	£	£	£	£	£	£	£
Parking Review			24,256	34,999	17,685	12,461	11,666	11,619	53,607	59,079
Approved by parking board					37,382	88,135			37,382	88,135
Real Time bus information running costs			32,989	81,246	20,052	44,469	11,643	25,084	64,684	150,799
Repayment of set up costs			107,000				268,500		375,500	0
Terminus Road improvements									0	0
Other running costs									0	0
	<b>0</b>	<b>0</b>	<b>164,245</b>	<b>116,245</b>	<b>75,119</b>	<b>145,065</b>	<b>291,809</b>	<b>36,703</b>	<b>531,173</b>	<b>298,013</b>
<b>Net Surplus/(Deficit)</b>	<b>2,710</b>	<b>1,344</b>	<b>258,257</b>	<b>364,659</b>	<b>179,872</b>	<b>117,202</b>	<b>-147,748</b>	<b>84,357</b>	<b>293,091</b>	<b>567,562</b>

APPENDIX 2  
Existing and Proposed Permit Charges

Eastbourne current permit charges				Eastbourne proposed permit charges			
<b>Resident (first permit)</b>	12 Months	6 months	3 months	<b>Resident (first permit)</b>	12 Months	6 months	3 months
Standard	£25	£15	£8	Standard -More than 185g/km	£95.00	£55.00	£31.25
				Discount -185g/km or less	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less	£15.00	£0.00	£0.00
Disabled resident	£5			Disabled resident	£6.50		
<b>Resident (second permit)</b>				<b>Resident (second permit)</b>			
Standard	£75	£38	£19	Standard -More than 185g/km	£130.00	£72.50	£40.00
				Discount -185g/km or less	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less	£50.00	£0.00	£0.00
<b>Business (all zones)</b>				<b>Business (all zones)</b>			
Petrol or diesel	£420	£210	£105	Petrol or diesel	£546.00	£273.00	£136.50
Electric or LPG	£100	£50	£25	Electric or LPG	£130.00	£65.00	£32.50
<b>Business (single zone)</b>				<b>Business (single zone)</b>			
Petrol or diesel	£220	£110	£55	Petrol or diesel	£286.00	£143.00	£71.50
Electric or LPG	£110	£50	£25	Electric or LPG	£143.00	£65.00	£32.50
Doctor permits	£60			Doctor permits	£78.00		
Voluntary permits	£0.00			Voluntary permits	£0.00		
<b>Day permits</b>				<b>Day permits</b>			
Resident Visitor	£0.50			Resident Visitor	£1.20		
Resident visitor concession	£0.25			Resident visitor concession	£0.60		
Health care worker / carer permits	£0.50			Health care worker / carer permits	£1.20		
Trade permits	£2.00			Trade permits	£4.50		
Hotel guest permits	£1.00			Hotel guest permits	£2.00		

Hastings current permit charges				Hastings proposed permit charges			
<b>Resident (first permit)</b>	12 Months	6 months	3 months	<b>Resident (first permit) - Zones A to F and W</b>	12 Months	6 months	3 months
Resident	£75.00	£37.50	£18.75	Standard -More than 185g/km	£95.00	£55.00	£31.25
				Discount -185g/km or less	£85.00	£50.00	£28.75
				Discount 2 -150g/km or less	£75.00	£45.00	£26.25
				Discount 3 -120g/km or less	£55.00	£35.00	£21.25
				Discount 4 -100g/km or less	£15.00		
<b>Resident (second permit)</b>				<b>Resident (second permit) - Zones A to F and W</b>			
Resident	£120.00	£60.00	£30.00	Standard -More than 185g/km	£130.00	£72.50	£40.00
				Discount -185g/km or less	£120.00	£67.50	£37.50
				Discount 2 -150g/km or less	£110.00	£62.50	£35.00
				Discount 3 -120g/km or less	£90.00	£52.50	£30.00
				Discount 4 -100g/km or less	£50.00		
<b>Resident Shared (first permit)</b>				<b>Resident Shared (first permit) - Zones G to L and O,S</b>			
Resident Shared	£35.00	£17.50	£8.75	Petrol or diesel	£50.00	£30.00	£20.00
				LPG or compressed gas	£37.51	£22.51	£15.00
				Electric vehicle	£25.00	£15.00	£10.00
<b>Resident Shared (second permit)</b>				<b>Resident Shared (second permit) - Zones G to L and O,S</b>			
Resident Shared	£56.00	£28.00	£14.00	Petrol or diesel	£75.00	£43.00	£27.00
				LPG or compressed gas	£62.51	£35.51	£22.00
				Electric vehicle	£50.00	£28.00	£17.00
<b>Resident Zone S (first permit)</b>							
Resident Zone S	£25.00	£12.50	£6.25				
<b>Resident Zone S (second permit)</b>							
Resident Zone S	£40.00	£20.00	£10.00				
Doctor	£110.00			Doctor	£143.00		
Primary Care Worker	£20.00			Primary Care Worker	£26.00		
<b>Day permits</b>				<b>Day permits</b>			
Resident Visitor (2 hour)	£0.80			Resident Visitor (2 hour)	£1.00		
Resident Visitor (5 hour)	£2.00			Resident Visitor (5 hour)	£2.60		
Business scratch cards (5 hour)	£4.00			Business scratch cards (5 hour)	£5.20		
Business scratch cards (10 hour)	£6.00			Business scratch cards (10 hour)	£7.80		
Business	£200.00			Business	£260.00		

Lewes current permit charges				Lewes proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit)	12 Months	6 months	3 months
Standard -More than 185g/km	£95	£55	£31.25	Standard -More than 185g/km	£95.00	£55.00	£31.25
Discount -185g/km or less	£85	£50	£28.75	Discount -185g/km or less	£85.00	£50.00	£28.75
Discount 2 -150g/km or less	£75	£45	£26.25	Discount 2 -150g/km or less	£75.00	£45.00	£26.25
Discount 3 -120g/km or less	£55	£35	£21.25	Discount 3 -120g/km or less	£55.00	£35.00	£21.25
Discount 4 -100g/km or less	£15			Discount 4 -100g/km or less	£15.00		
Resident (second permit)				Resident (second permit)			
Standard -More than 185g/km	£130	£72.50	£40	Standard -More than 185g/km	£130.00	£72.50	£40.00
Discount -185g/km or less	£120	£67.50	£37.50	Discount -185g/km or less	£120.00	£67.50	£37.50
Discount 2 -150g/km or less	£110	£62.50	£35	Discount 2 -150g/km or less	£110.00	£62.50	£35.00
Discount 3 -120g/km or less	£90	£52.50	£30	Discount 3 -120g/km or less	£90.00	£52.50	£30.00
Discount 4 -100g/km or less	£50			Discount 4 -100g/km or less	£50.00		
Business				Business			
Standard -More than 185g/km	£1,000	£550	£300	Standard -More than 185g/km	£1,000.00	£550.00	£300.00
Discount -185g/km or less	£900	£500	£275	Discount -185g/km or less	£900.00	£500.00	£275.00
Discount 2 -150g/km or less	£800	£450	£250	Discount 2 -150g/km or less	£800.00	£450.00	£250.00
Discount 3 -120g/km or less	£600	£350	£200	Discount 3 -120g/km or less	£600.00	£350.00	£200.00
Discount 4 -100g/km or less	£200			Discount 4 -100g/km or less	£200.00		

Falmer current permit charges				Falmer proposed permit charges			
Resident (first permit)	12 Months	6 months	3 months	Resident (first permit)	12 Months	6 months	3 months
Petrol or diesel	£37.50	£22.50	£15	Petrol or diesel	£50.00	£30.00	£20.00
LPG or compressed gas	£28.13	£16.88	£11.25	LPG or compressed gas	£37.51	£22.51	£15.00
Electric vehicle	£18.75	£11.25	£7.50	Electric vehicle	£25.00	£15.00	£10.00
Resident (second permit)				Resident (second permit)			
Petrol or diesel	£56.25	£32.25	£20.25	Petrol or diesel	£75.00	£43.00	£27.00
LPG or compressed gas	£46.88	£26.63	£16.50	LPG or compressed gas	£62.51	£35.51	£22.00
Electric vehicle	£37.50	£21	£12.75	Electric vehicle	£50.00	£28.00	£17.00

Lewes & Falmer Day permits				Lewes & Falmer Day permits			
Resident Visitor	0.9			Resident Visitor	£1.20		
Resident visitor concession	0.4			Resident visitor concession	£0.60		
Health care worker / carer permits	0.9			Health care worker / carer permits	£1.20		
Trade permits	£3.50			Trade permits	£4.50		
Hotel guest permits	0.9			Hotel guest permits	£2.00		



**APPENDIX 3  
EXISTING AND PROPOSED PAY & DISPLAY TARIFFS**

Eastbourne							
Current							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer only)	Coach Bay
15mins	£0.20	£0.20	£0.20	£0.20	£0.20	£0.20	£2.00
30mins	£1.00	£0.50	£0.40	£0.40	£0.20	£0.40	£2.00
1hour	£2.00	£1.00	£1.00	£0.80	£0.20	£0.80	£2.00
2 hours	£3.00	£2.00	£2.00	£1.50	£0.20	£1.50	£4.00
4 hours			£3.00	£2.50	£1.20	£2.50	£4.00
6 hours				£3.00	£1.50	£3.00	
All Day				£4.00	£4.00	£4.00	
Proposed							
				Summer	Winter		
Length of Stay	2hr Max Stay	2hr Max Stay	4hr Max Stay	Seafront	Seafront	Seafront (summer Only)	Coach Bay
15mins	£0.40	£0.40	£0.40	£0.40	£0.40	£0.40	£3.90
30mins	£1.95	£1.00	£1.00	£0.80	£0.40	£0.80	£3.90
1hour	£3.90	£1.95	£1.95	£1.60	£0.40	£1.60	£3.90
2 hours	£5.85	£3.90	£3.90	£2.95	£0.80	£2.95	£7.80
4 hours			£5.85	£4.90	£2.35	£4.90	£7.80
6 hours				£5.85	£2.95	£5.85	
All Day				£7.80	£7.80	£7.80	

## Hastings

### Current

		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£0.50	£0.20	£0.50			£0.10					
30mins		£0.50		£0.50	£0.60		£0.50	£0.30			£0.50
1hour	£1.50	£1.00	£1.50	£1.00	£1.20	£0.30	£1.00	£0.60	£1.00	£0.10	
2 hours	£3.00	£2.00	£3.00	£2.00	£2.40	£0.60	£2.00	£1.20	£2.00	£0.20	
3 hours	£4.50	£3.00				£0.90	£3.00	£1.80	£3.00		
4 hours	£6.00	£4.00				£1.20	£4.00	£2.40	£4.00		
9 hours									£9.00	£2.00	
Up to 10 hours									£10.00		

### Proposed

		Winter									
Length of Stay	Old Town 4hr max stay 2h in High Street	Old Town 4hr max stay 2 hr in high Street	Central Area 2 hr max stay & Wellington Square 2 hr max stay	Cornwallis Street, Devonshire Road, South Terrace 2hr max Stay	Market Area 2hr max stay	Low tariff 4 hr max stat	Cambridge Gardens, Cornwallis Gardens, Cornwallis Terrace, Eversfield Place 4 hr max stay	Castle Hill Road, Priory Road 4 hr max stay & Wellington Road 4 hr max stay	Coaches only	Station Approach (St Leonards)	Rock A Nore Road
20 mins	£1.00	£0.40	£1.00			£0.20					
30mins		£1.00		£1.00	£1.20		£1.00	£0.60			£1.00
1hour	£2.95	£1.95	£2.95	£2.00	£2.40	£0.60	£2.00	£1.20	£1.95	£0.20	
2 hours	£5.90	£3.90	£5.90	£4.00	£4.80	£1.20	£4.00	£2.40	£3.90	£0.40	
3 hours	£8.85	£5.85				£1.80	£6.00	£3.60	£5.85		
4 hours	£11.80	£7.80				£2.40	£8.00	£4.80	£7.80		
9 hours									£17.55	£3.90	
Up to 10 hours									£19.50		

Lewes

Current				Proposed			
Length of Stay	High Street	Intermediate	Outer	Length of Stay	High Street	Intermediate	Outer
15 mins	£0.50			15 mins	£1.00		
30 mins	£1.00	£0.30		30 mins	£1.95	£0.60	
1 hr	£2.00	£0.60	£0.30	1 hr	£3.90	£1.20	£0.60
2 hr	£4.00	£1.20	£0.60	2 hr	£7.80	£2.40	£1.20
3 hr		£1.80	£1.20	3 hr		£3.60	£2.40
4 hr		£2.40	£1.50	4 hr		£4.80	£3.00
5 hr		£3.00	£1.50	5 hr		£6.00	£3.00
6 hr		£3.60		6 hr		£7.20	
7 hr		£4.20		7 hr		£8.40	
8 hr		£4.80		8 hr		£9.60	
9 hr		£5.40		9 hr		£10.80	
10 hr		£6.00		10 hr		£12.00	

**APPENDIX 4  
SPECIFIC P&D INCREASES NEAR EXISTING CAR PARKS**

Town	Car Park	Length of stay	Off Street Tariff (Winter)	Off Street Tariff (Summer)	On street Tariff Current	On street Tariff Proposed
Hastings	<b>Carlisle Parade (HBC)</b>	30 mins			£0.10	£0.75
		1 hr	£1.20	£1.30	£0.30	£1.50
		2 hr	£1.90	£2.00	£0.60	£3.00
		3 hr	£2.50	£2.70	£0.90	£4.50
		4 hr			£1.20	£6.00
		5 hr	£3.70	£3.90		
		6 hr				
		9 hr				
		10 hr	£6.50	£6.70		
		12 hr				
		24 hr	£7.40	£8.00		