



# Parking Services Annual Report 2015-16

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## 1. Summary

This is Bristol City Council's eighth annual report for Parking Services.

Our first annual report outlined the background and history of the service since Bristol City Council took on the powers of Decriminalised Parking Enforcement in April 2000.

Subsequent reports look at changes and developments made to the service and examines how the service supports a range of corporate policies and transport initiatives. Reports outline the individual services provided, projects undertaken and planned, issues facing the service and a financial statement. Performance is demonstrated through a series of Key Performance Indicators (KPIs).

Parking Services Annual Reports are published on the Parking Services pages of the Bristol City Council website at <https://www.bristol.gov.uk/policies-plans-strategies/parking-policies-reports>

## 2. Joint Local Transport Plan 3

Parking Services continues to support JLTP3's vision, which:

“is for a network of safe, convenient and accessible parking facilities, provided and managed as part of an integrated transport system. Our aim is to support the local economy, protect the environment, regenerate city and town centres and reduce congestion and traffic growth.”

JLTP3 has five main transport goals and appropriate management of parking can contribute to all of them:

### **Reduce carbon emissions:**

Bristol City Council (BCC) actively supports this aim with a number of activities completed in recent years and others in development.

### **Support economic growth:**

Effective management of parking facilities can support economic growth:

- High long stay tariffs helps to deter commuter traffic.
- Low short stay tariffs encourage parking by visitors, shoppers and leisure users.
- Turnover of spaces can also be achieved by restricting the maximum length of stay, particularly in city centre Pay & Display areas and limited waiting areas in district shopping areas.

### **Accessibility:**

A number of factors can increase accessibility:

- All main council car parks include dedicated disabled bays.
- Enforcement of main bus corridors, especially at peak times, supports local bus services, which are vitally important, both to promote bus travel as a sustainable choice for those with vehicles but also as an essential travel method for those without alternative options.

### **Safety, health & security:**

Parking Services plays an important part in managing the highway network to ensure that the movement of all traffic, whether vehicle, cycle or pedestrian is as safe as possible.

- Enforcement of bus lanes and parking restrictions reduces hold ups, especially at peak times, and enables the network to move freely by reducing congestion.
- Clear bus lanes enable bus operators to meet timetables and provide better customer service. Clear bus lanes also enhance safety for cyclists.
- Enforcement of school zigzags has also been a priority in recent years to increase safety around schools and to help promote children walking and cycling to school.

### **Quality of life:**

Like most cities Bristol has conflicting demands for limited parking places in both city centre and residential areas. Managing the available space is a balance between promoting economic vitality, deterring commuter traffic and managing resident's parking – particularly in the areas immediately surrounding the city centre where pressure for parking is greatest.

Bristol has had a resident's scheme for city centre residents' for a number of years, and our first Residents' Parking Scheme outside the direct city centre was successfully

introduced in 2010-11. Bristol's first elected Mayor saw the implementation of Residents' Parking Schemes as a significant means of improving quality life and controlling traffic problems. BCC is therefore developing proposals to introduce additional RPS schemes in areas where traffic congestion is a serious issue. 2015-16 saw Clifton East, Montpelier, Bedminster East, Southville and Spike Island residential schemes introduced.

For further information on JLTP3, please visit <http://travelwest.info/projects/joint-local-transport-plan>.

For further information on Residents' Parking Schemes, please visit <https://www.bristol.gov.uk/parking/residents-parking-schemes>

### **3. Greater Bristol Bus Network (GBBN) & Bus Lane Enforcement**

Parking Services' enforcement officers play a significant role in the success of GBBN's showcase bus routes. Enforcement of bus lanes ensures that the bus routes are kept clear during their hours of operation. This means that congestion is reduced, safety for cyclists is improved and buses are able to run on time. These improvements encourage commuters to use more sustainable modes of transport which in turn reduces congestion, improves road safety and improves air quality.

Parking Services works in conjunction with the Council's Traffic Control Centre to monitor the bus lanes by CCTV and a programme of development has been established to extend coverage to all bus lanes.

Parking Services also manages a number of district car parks near to the regional shopping areas affected by GBBN routes. These car parks provide parking for customers of local businesses and these are managed and enforced in a way that promotes turnover of spaces to allow customers to enjoy their shopping and leisure activities without causing undue congestion on the arterial routes at peak times.

### **4. Neighbourhood Partnerships**

Parking Services regularly attends Neighbourhood Forums meetings where staff answer specific questions from local residents and discuss the enforcement activity that takes place in their neighbourhood.

Issues raised at these meetings often lead to 'Days of Action', where enforcement officers from the Police, Parking Services, DVLA & Street Scene all work together to target a specific location for a day.

Parking Services also supports other operations led by the Police and the Safer Bristol Partnership (SBP). Parking Services works closely with the SBP to enforce the pedestrian zone in the Corn Street area within the city centre during its hours of operation.

More detail on Neighbourhood Partnerships and Neighbourhood Forums can be found at: <https://www.bristol.gov.uk/people-communities/neighbourhood-partnerships>.

## **5. School Parking**

Bristol City Council has a programme for updating parking restrictions around schools. This initiative is twofold – it aims to improve safety around the schools by reducing the risks from vehicular traffic and also encourages parents and children to travel to school in more sustainable ways. The Council's Road Safety team actively works with schools and parents to encourage walking and cycling to school and Parking Services is pleased to be able to support these activities by enforcing the parking restrictions.

Parking restrictions around schools with enforceable markings are now being undertaken using the Council's CCTV Camera Car. Operated by trained Civil Enforcement Officers, this equipment enables a much larger number of schools to be enforced during the very limited times of the day when the restrictions are being abused (at the start and end of the school day). The camera car records the evidence required to issue a Penalty Charge Notices which are reviewed and approved by staff before being issued to drivers through the post.

## **6. Managing performance**

In addition to those activities measured by corporate or national indicators, Parking Services also regularly assesses its own performance to ensure that customer service levels are being maintained and to identify any potential problems as soon as they occur.

The following chapters in this annual report explain Parking Services' main work areas in more detail and review performance and trends in a number of key areas. These chapters will demonstrate the work done within the teams and the levels of customer service being achieved. Figures for last year have also been included to show how performance and trends are changing over time.

## **7. Events occurring in 2015-16**

Two major Council initiatives were introduced during in 2015-16 that will have a major impact on Parking Services.

Firstly consultation began with regards to building an arena to house concerts and events. Decisions on the way forward are still to be decided; however the landscape of parking in and around the area is likely to change in the near future. More information can be found here: <https://news.bristol.gov.uk/news/bristol-arena-plans-are-recommended-for-approval>

The second major investment into the Council's infrastructure was work beginning on MetroBus. This new express bus service is a joint project between Bristol City Council, North Somerset Council and South Gloucestershire Council. The initial impact is one of our car parks, Lower Guinea Street, closing to assist with the ongoing ground work; with the long term responsibility to ensure bus lane compliance from motorists. More information can be found here: <https://www.bristol.gov.uk/streets-travel/metrobus-bus-rapid-transit-brt>

## 8. Car Parking

Bristol City Council is able to support transport policy through the way it operates and charges for parking spaces depending on their location and use. However, Parking Services is only responsible for Council operated public car parks and for on street parking provision. One of the biggest challenges facing Bristol City Council is how to influence the operators of commercial, non-residential car parks to take a similar view when setting their own hours of operation and charges.

The role of the Council's MSCPs and 5 of the surface car parks is primarily to provide long stay parking. The remaining short stay surface car parks provide parking for visitors and shoppers and are largely located near shopping areas or places that attract large numbers of visitors. Short stay parking allows for higher turnover of spaces to maximise accessibility to those areas to promote the use of local businesses and leisure facilities.

District car parks are located near local shopping areas throughout the outer areas of the city. They facilitate parking for those using local amenities.

A number of these car parks now fall within the boundaries of the new Residents' Parking Scheme areas and the Council has been informally consulting key stakeholders on the future use of these recently. A new Traffic Regulation Order is being drafted and formal consultation will begin during the early part of 2016. Subject to the formal consultation, it is likely that the affected car parks will become chargeable, but that prices and length of stay will largely reflect the regime in the surrounding Residents' Parking Scheme area. This will ensure that the car parking spaces remain available to serve local shops and leisure attractions.

On street parking facilities are rationed by price and maximum length of stay according to their location within the central Controlled Parking Zone (CPZ).

Chargeable Parking Spaces controlled by Bristol City Council (excluding Residents' only bays):

Type of Parking	Number of spaces	Stay?	Evening Charge?	Cost
Park & Ride Sites (3)	3,300	Long Stay	Parking is free	Free
Multi-Storey Car Park (3)	1,733	Long Stay	Yes	Up to £10.00
Surface Car Park (5)	348	Long Stay	Yes	Up to £10.00
Surface Car Park (7)	687	Short Stay	Yes	Up to £5.00
District Car Park (24)	889	Long Stay	No	Free
On Street in CPZ	1,750	1 to 4 hours	In central area	Up to £4.00
Kingsdown RPS	510	3 hours	No	Up to £3.00
Redcliffe RPS	131	3 hours	No	Up to £3.00
Cotham RPS	747	3 hours	No	Up to £3.00
Easton & St Phillips RPS	610	3 hours	No	Up to £3.00
Cliftonwood & Hotwells RPS	345	3 or 4 hours	In some locations	Up to £4.00
Cotham North RPS	469	3 hours	No	Up to £3.00
Redland RPS	191	3 or 4 hours	No	Up to £4.00
Bower Ashton RPS	358	3 hours	Yes	Up to £3.00
St Pauls RPS	12	3 hours	No	Up to £3.00

Clifton Village RPS	923	3 or 5 hours	In some locations	Up to £5.00
Clifton East RPS	845	3 hours	No	Up to £3.00
Montpelier RPS	255	3 hours	No	Up to £3.00
Bedminster East RPS	364	3 hours	No	Up to £3.00
Southville RPS	518	3 hours	No	Up to £3.00
Spike Island RPS	137	3 hours	No	Up to £3.00

Bristol City Council run car parks also generally have a number of dedicated disabled parking bays.

The Council introduced several electric vehicle charging points across various car parks. A detailed breakdown of the number of bays, and their locations can be found here:

<https://www.bristol.gov.uk/parking/electric-vehicle-parking>

## 9. Permits

A variety of on-street parking permits are issued by Parking Services:

Permit Type	Number Issued during 2014-15	Number Issued during 2015-16
CPZ Residents' Parking Permits	385	444
Permits for Kingsdown RPS	1,202	1,805
Permits for Cotham RPS	1,486	1,610
Permits for Redcliffe RPS	222	180
Permits for Easton & St Phillips RPS	1,313	1,132
Permits for Cliftonwood & Hotwells RPS	2,239	2,137
Permits for Cotham North RPS	2,402	2,465
Permits for Redland RPS	948	887
Permits for Bower Ashton RPS	48	48
Permits for St Pauls RPS	948	1,029
Permits for Clifton Village RPS	3,309	4,978
Permits for Clifton East RPS	N/A	3,492
Permits for Montpelier RPS	N/A	1,743
Permits for Bedminster East RPS	N/A	632
Permits for Southville RPS	N/A	3,021
Permits for Spike Island RPS	N/A	297
Multiple RPS permits (trader/medical etc)	225	835
<b>Total</b>	<b>14,727</b>	<b>26,735</b>

Depending on the scheme the standard first permit price is either £30 or £48 with second and third permits and all customer and business permits being more expensive.

For full details of permit prices and eligibility criteria please see:

<https://www.bristol.gov.uk/parking/residents-parking-schemes>.

Parking permits can also be bought for some Council Car Parks:

Location	Annual Price (excluding VAT)
District Car Parks	£157.50
Queen Square	£1,728.33
Temple Gate	£1,228.33
Trenchard	£1,728.33
West End	£1,541.67

Numbers are limited and some locations may have waiting lists. Reserved bays are also available in some locations for an additional cost.

As an alternative to annual parking permits it is also possible to buy packs of 20 pre-paid parking tickets for use in Trenchard and/or West End multi-storey car parks. These cost £180 per pack and are ideal for use Monday to Friday.

## 10. Enforcement Activity – Bus Lane restrictions

A number of fixed cameras were introduced in 2012-13 which enable bus lanes and bus gates to be monitored remotely at all times of day and night. Images of each contravention are recorded and reviewed by an officer before Penalty Charge Notices are issued by post.

Whilst compliance has played a major role in bringing the number of issued PCNs down across the city, perhaps the most significant cause of the drop off in number notices was the decision to cease enforcement on one of the fixed cameras on Cheltenham Road. Due to the introduction of a cycle lane it was decided that the safest option for road users would be to remove the affected bus lane, and with it the camera. This camera will be re-situated elsewhere within the city at a later date.

Bus Lane	PCNs during 2014-15	PCNs during 2015-16	Variance
A38 Bedminster Parade	2,304	1,902	-402
A37 Wells Road	5,246	3,616	-1,630
A38 Cheltenham Road	5,798	1,312	-4,486
A38 Gloucester Road	1,987	2,456	+469
A432 Fishponds Road	1,811	3,733	+1,922
A420 Church Road corridor	2502	2007	-495
A4 Bath Road corridor	22,864	19,018	-3,846
A4018 Whiteladies Road	292	395	+103
Union Street	3,111	2,804	-307
<b>Total</b>	<b>45,915</b>	<b>37,243</b>	<b>-8,672</b>

## 11. Penalty Charge Notice Statistics

Number PCNs issued	2014-15	2015-16	Variance
On Street	89,524	90,178	+1%
Off Street	5,013	5,748	+15%
<b>Sub total</b>	<b>94,537</b>	<b>95,926</b>	<b>+1%</b>
Bus Lane	45,915	37,243	-19%
<b>Total</b>	<b>140,452</b>	<b>133,169</b>	<b>-5%</b>

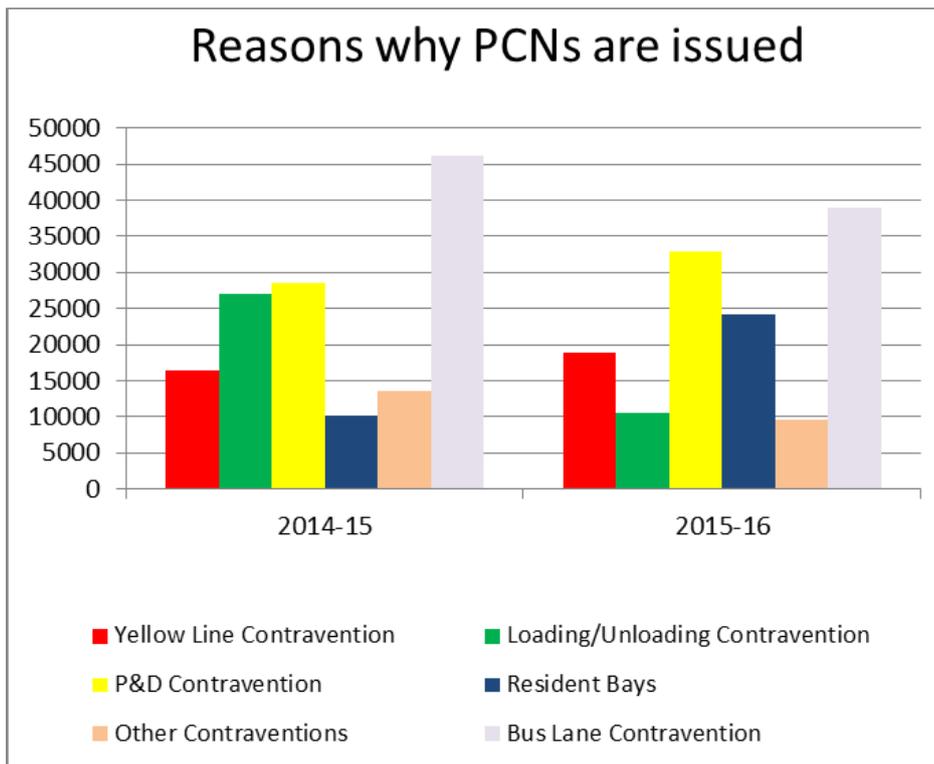
94% of all parking PCNs are issued in on street locations. All parking notices are either attached to the vehicle or handed to the driver, while all bus lane PCNs are issued by post.

### Why are PCNs issued?

Bus lane PCNs are issued to unauthorised vehicles using those bus lanes that are currently enforceable. A rolling programme of works means more and more bus lanes will be enforced over time as Traffic Regulations Orders are amended and cameras are installed. Keeping the bus lanes clear for authorised vehicles (including buses, taxis, motorcycles and emergency response vehicles) ensures that authorised vehicles, particularly buses are able to travel more freely. This enables the bus timetables to be met and aims to make travelling by more sustainable modes of transport a more attractive option than driving.

A significant number of PCNs are issued for contraventions relating to on street Pay & Display areas. These include offences such as not displaying a valid permit or Pay & Display ticket or for displaying an expired ticket. With over 1500 on street Pay & Display bays in central Bristol it is important to ensure that the bays are used correctly. Time limits and prices are designed to ensure a level of turnover that supports the local economy by ensuring that shoppers and visitors are able to park near to their destination.

A large number of parking PCNs are issued for contraventions relating to Yellow Line offences, which include situations where a vehicle has parked on a Double Yellow Line or on a Single Yellow Line outside the permitted hours. Control of this type of contravention is aimed at reducing congestion and improving road safety, especially on the arterial routes into and out of the city centre at peak times. These are also linked to loading and unloading contraventions, which also typically take place on the arterial routes at peak times.



As referenced in above, the main causes in the decreased number of Bus Lane PCNs has been the removal of an enforcement camera on Cheltenham Road, as well as an increased level of compliance by motorists.

The other major change that we have seen this year is the way that loading restrictions are enforced. Following a review by the Government it was decided that loading/unloading can only be enforced by an on-street Civil Enforcement Officer, not by CCTV, which has led to a reduction in the amount of Notices issued over the course of the year.

In contrast to the figures last year, the number of PCNs being issued within residential permit bays has increased in line with the introduction of new schemes across the city. We would expect the number of PCNs to reduce the longer the schemes are in place as compliance becomes a factor.

### Vehicle Removals

Parking Services' does not clamp vehicles and vehicle removals are only used for contraventions that have an impact on congestion or pose a hazard. Vehicles with multiple unpaid PCNs may also be removed.

333 vehicles were removed in 2015-16, 78% of which were for obstructions on arterial routes during peak hours when No Waiting and No Loading restrictions were in force.

### Differential Charging

Part VI of the Traffic Management Act 2004 introduced Differential Charging on 31<sup>st</sup> March 2008. It designated a number of more serious contraventions and allowed Local Authorities to impose a higher charge than for less serious contraventions.

Bristol City Council charges £70 for a higher-level PCN and £50 for a lower-level PCN. Both amounts are discounted by 50% if the charge is paid within 14 days of the PCN being issued. Higher level contraventions include yellow line and loading / unloading offences, while lower level contraventions include Pay & Display and limited waiting offences.

In 2015-16 63% of PCNs issued by Bristol City Council were for higher-level contraventions and 37% were for lower level contraventions (compared to 66% and 34% respectively in 2014-15).

Bus Lane PCNs are not categorised in this way as they are issued under the Transport Act 2000. The charge for a Bus Lane PCN is £60 (discounted to £30 if paid within 14 days).

## Appeals against PCNs

Anyone in receipt of a PCN can challenge it. There are different types of challenges, representations and appeals:

- An informal challenge is one submitted before a Notice to Owner (NTO) is issued.
- A formal representation is one received after a Notice to Owner has been issued. This category also includes initial appeals against a PCN where a vehicle has been removed and all bus lane appeals.
- A formal appeal is one issued to the Traffic Penalty Tribunal (TPT), which is the independent parking adjudication service.

Challenges and representations must be made to Bristol City Council in writing. There are several ways to do this:

- By letter to Parking Services, PO Box 3176, BS3 9FS
- By email to [parking.services@bristol.gov.uk](mailto:parking.services@bristol.gov.uk)
- Online at <https://parkingappeals.bristol.gov.uk/>
- In person at one of the Council's Customer Service Points.

Formal appeals are made directly to TPT, either online or using forms provided by the Council in the event of an unsuccessful formal representation.

Type of Appeal Received	2014-15	2015-16	Variance
Informal Challenge	14,152	18,944	+34%
Formal Representations (Parking)	2,369	2,914	+23%
Formal Representations (Camera Car)	1,724	599	-65%
TPT Appeals (Parking)	620	165	-73%
<b>Parking PCN Sub total</b>	<b>18,865</b>	<b>22,622</b>	<b>+20%</b>
Formal Representations (Bus Lanes)	4,211	4,772	+13%
TPT Appeals (Bus Lanes)	315	64	-80%
<b>Bus Lane PCN Sub total</b>	<b>4,526</b>	<b>4,836</b>	<b>+7%</b>
<b>Total</b>	<b>23,391</b>	<b>27,458</b>	<b>+17%</b>

Figures relate to the number of appeals received in each financial year, irrespective of when the PCN was issued.

## Percentage of PCNs resulting in an appeal

Type of Representation / Appeal	2014-15	2015-16	Variance
Informal Challenges	15%	20%	+5%
Formal Representations (Parking)	3%	3%	-
Formal Representations (Camera Car)	2%	1%	-1%
TPT Appeals (Parking)	0.65%	0.2%	-0.4%
<b>Parking PCN Sub Total</b>	<b>20.00%</b>	<b>23.58%</b>	<b>+3.58%</b>
Formal Representations (Bus Lanes)	9%	13%	+4%
TPT Appeals (Bus Lane)	0.68%	0.2%	-0.48%
<b>Bus Lane PCN Sub total</b>	<b>9.80%</b>	<b>12.98%</b>	<b>+3.18%</b>
<b>Overall</b>	<b>16.65%</b>	<b>20.61%</b>	<b>+3.96%</b>

Figures show the number of appeals received in each financial year (irrespective of when the PCN was issued) as a percentage of the PCNs that were issued during the financial year.

In terms of parking PCNs, overall there was a minimal increase in the number of PCNs issued but a 20% increase in the number of appeals received. The proportion of PCNs resulting in an appeal has therefore increased by 4%. The biggest differences are the lower amount of PCNs being issued by Camera Car due to the change in enforcement legalities, which has naturally led to far few representations being made and the number of cases being processed through the Traffic Penalty Tribunal.

In contrast, although the number of bus lane PCNs decreased by 18%, the number of appeals increased by 7%, so the proportion of PCNs that resulted in an appeal has increased slightly. The decrease in issue numbers are down to compliance and familiarity with the camera locations.

## Outcome of Informal Challenges & Formal Representations

Type of Representation / Appeal	% Appeals Upheld 2014-15	% Appeals Upheld 2015-16	Variance
Informal Challenge	56%	54%	-2%
Formal Representation (Parking CEO)	38%	37%	-1%
Formal Representation (Parking camera car)	35%	36%	+1%
Formal Representation (Bus Lane)	35%	40%	+5%
<b>Total</b>	<b>48%</b>	<b>49%</b>	<b>+1%</b>

These figures compare the position at the end of each financial year, and exclude cases that were still awaiting a decision at that time.

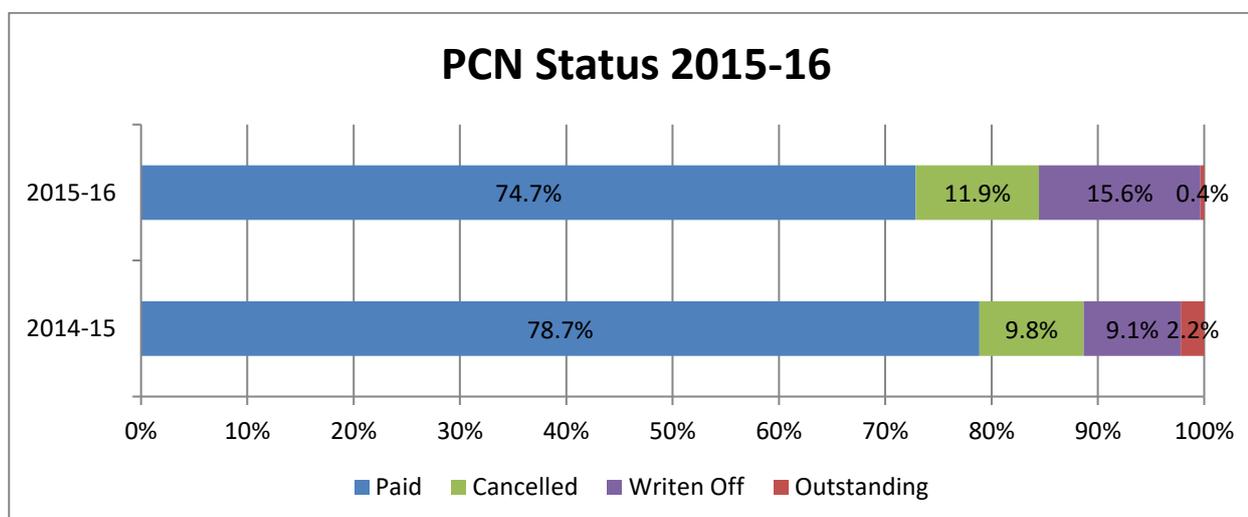
Type of Representation / Appeal	% Appeals Rejected 2014-15	% Appeals Rejected 2015-16	Variance
Informal Challenge	44%	46%	+2%
Formal Representation (Parking CEO)	62%	63%	+1%
Formal Representation (Parking camera car)	65%	64%	-1%
Formal Representation (Bus Lane)	65%	60%	-5%
<b>Total</b>	<b>52%</b>	<b>51%</b>	<b>-1%</b>

These figures compare the position at the end of each financial year, and exclude cases that were still awaiting a decision at that time.

## Outcome of TPT Appeals

Outcome of Appeals	2014-15	2015-16	Variance
Appeal Upheld	10%	35%	25%
Appeal Rejected	46%	64%	18%
Appeal Not Contested	44%	1%	-43%

## Payment of PCNs



2015-16 represents final outcome of cases issued between April 2013 and September 2014  
 2014-15 represents final outcome of cases issued between April 2012 and September 2013

between April 2012 and September 2013

It typically takes approximately 18 months for PCNs to be paid, cancelled or written off. The chart above shows data for the last complete period for which records are available. 75% of PCNs are paid and the remainder are either written off, if we are unable to trace the keeper or collect payment, or cancelled following a successful challenge, representation or appeal.

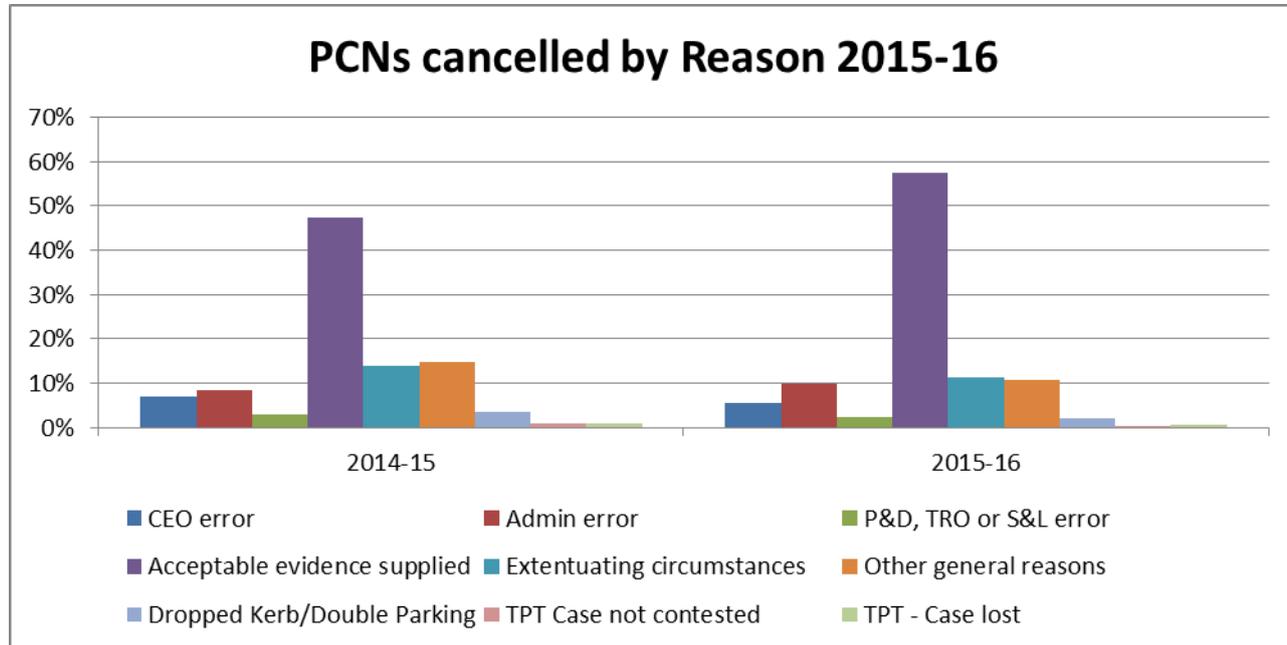
As shown in the following table, the majority of PCNs are paid at the discounted rate.

Payment Type	2014-15	2015-16	Variance
Paid at discounted rate	82%	81%	-1%
Paid at full rate	10%	11%	+1%
Paid at Charge Certificate	3%	3%	-
Paid after TEC Registration	5%	5%	-

% of PCNs paid at each rate as a percentage of all paid PCNs as at 19.09.17

### Cancelled PCNs

A PCN may be cancelled as a result of a successful challenge, representation or appeal. The graph below shows the main reasons why PCNs are cancelled and the percentage of cases cancelled for each reason. Similar to last year, the increase of RPS locations has led to a large increase in RPS related challenges. The majority of these instances are permits holders forgetting to display their permit or relevant visitor voucher being displayed, but challenging the PCN and providing the necessary evidence to prove that they would have had an exemption if they had displayed it correctly.



### Unpaid PCNs

Debts from outstanding PCNs are registered with the Traffic Enforcement Centre at Northampton County Court.

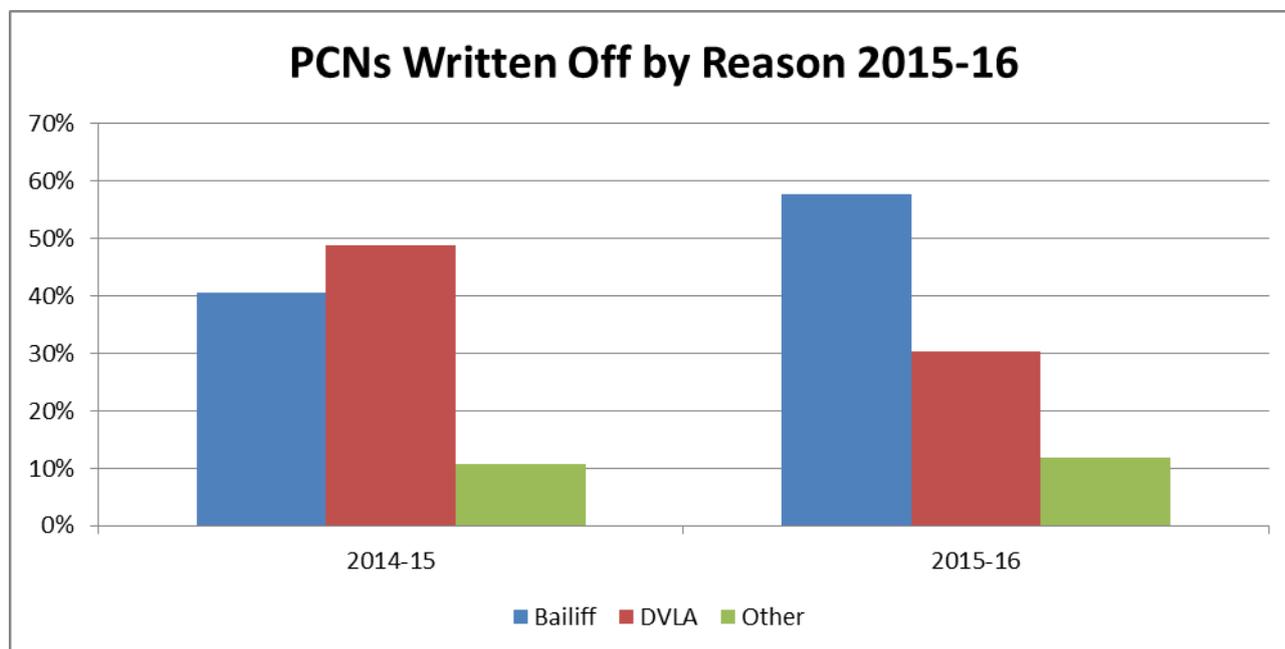
If the debt remains unpaid the case is referred to a firm of bailiffs, which has 12 months to execute the warrant from the County Court.

	2014-15	2015-16	Variance
Number of debts registered at TEC	16,522	14,887	-1,635
Number of debts referred to bailiffs	13,632	10,660	-2972
% PCNs recovered by bailiffs*	37%	45%	+8%

\*Number of PCNs successfully recovered as a % of PCNs with warrants issued to the bailiff per annum.

Cases where the bailiff is unable to recover the debt and cases where the registered keeper cannot be traced are written off. If the bailiff is unsuccessful, the warrants will be returned and cases will be written off.

### Written Off PCNs



## 12. Financial Statement - 2015-16 Section 55 Parking Summary

Income from Decriminalised Parking Enforcement is known as Section 55 income and, under the terms of DPE, must be spent on Transport related activities. Income from other Parking Services' activities (such as car parking income) is not restricted in this way.

The following table shows the breakdown of Parking Services' Section 55 income and expenditure and also shows how the resulting surplus has been spent.

### Section 55 Statement

	2015/16	
	Income	Expenditure
<b>INCOME</b>		
General Income	£817,000	
PCN Income	£2,855,000	
On Street Pay & Display Income	£5,597,000	
RPS Permits	£1,428,000	
<b>Total Income</b>	<b>£10,697,000</b>	
<b>EXPENDITURE</b>		
Employees		£3,209,000
Premises Costs		£256,000
Supplies & Services		£487,000
Third Party Payments		£298,000
Transport		£154,000
Support Services		£42,000
Capital Financing Costs		£132,000
<b>Total Expenditure</b>		<b>£4,579,000</b>
<b>Operating Surplus</b>	<b>£6,117,000</b>	
Overhead Allocation		£477,000
<b>Net Surplus</b>	<b>£5,640,000</b>	
This surplus has contributed to expenditure on the following allowable items:		
Provision of Off-Street Parking		£2,547,000
Park & Ride Schemes		£2,309,000
Highways & Traffic Signals & Lighting		£5,091,000
<b>Total Allowable Expenditure</b>		<b>£9,946,000</b>
<b>Excess of Allowable Expenditure Over Net Surplus</b>		<b>£4,306,000</b>

## 2015-16 Bus Lane Enforcement Summary

Income from Bus Lane Enforcement under the Transport Act 2000 must also be accounted for separately and any surplus income must also be spent on Transport related activities.

The following table shows the breakdown of Parking Services' Bus Lane Enforcement income and expenditure and also shows how the resulting surplus has been spent.

### Bus Lane Enforcement Section 36 Statement 2015/16.

	<b>2015/16</b>	
	<b>Income</b>	<b>Expenditure</b>
Income	<u>£1,143,000</u>	
<b>Expenditure</b>		
Employees		£241,000
Premises		0
Transport		0
Supplies & Services		£43,000
Third Party Payments		<u>£1,000</u>
		<b><u>£285,000</u></b>
<b>Operating Surplus</b>	<b>£858,000</b>	
Overheads (share of parking overheads)		£38,000
<b>Net Surplus</b>	<b>£820,000</b>	
This surplus has contributed to expenditure on the following allowable items:		
<b>Gross Expenditure on Allowable items</b>		
Passenger Transport - Services		£4,817,000
Concessionary Fares		£7,579,000
<b>Total Allowable Expenditure</b>		<b>12,396,000</b>
<b>Excess of Allowable Expenditure over Net Surplus</b>		<b><u>£11,577,000</u></b>

### 13. Contact Details & Useful Links.

#### Parking Services:

Email	<a href="mailto:parking.services@bristol.gov.uk">parking.services@bristol.gov.uk</a> or <a href="mailto:parking.permits@bristol.gov.uk">parking.permits@bristol.gov.uk</a>
Website	<a href="http://www.bristol.gov.uk/parking">www.bristol.gov.uk/parking</a>
Post	Bristol City Council PO Box 3176 (Parking Services) Bristol BS3 9FS
General Telephone Enquiries	0117 9222198
Fax	0117 9223393
PCN Enquiries	0117 9223091
Bay Suspensions	0117 9038070
To report an illegally parked vehicle	0117 9038070

#### Payment Facilities:

Automated Telephone Payment Line	0870 7077776
Online Payment facility	<a href="http://www.bristol.gov.uk/pay">www.bristol.gov.uk/pay</a>
In person at a Customer Service Point	<a href="http://www.bristol.gov.uk/csp">http://www.bristol.gov.uk/csp</a>

#### Other Useful Numbers:

Abandoned Vehicles	0117 9222100
Blue Badges, Disabled Bays, Residents' Parking Permits and Concessionary Travel Cards	0117 9222600
Car Pound	01275 462503
Park & Ride Information	<a href="https://travelwest.info/park-ride">https://travelwest.info/park-ride</a>
Residents' Parking Schemes	<a href="https://www.bristol.gov.uk/parking/residents-parking-schemes">https://www.bristol.gov.uk/parking/residents-parking-schemes</a>

#### Other Organisations:

DVLA	<a href="http://www.dft.gov.uk/dvla">www.dft.gov.uk/dvla</a>
Traffic Penalty Tribunal	<a href="http://www.trafficpenaltytribunal.gov.uk">www.trafficpenaltytribunal.gov.uk</a>
Patrol (for parking enforcement info)	<a href="http://www.patrol-uk.info">www.patrol-uk.info</a>
British Parking Association	<a href="http://www.britishparking.co.uk">www.britishparking.co.uk</a>
Security Industry Authority	<a href="https://www.sia.homeoffice.gov.uk/Pages/home.aspx">https://www.sia.homeoffice.gov.uk/Pages/home.aspx</a>
Information on Public Services	<a href="http://www.direct.gov.uk">www.direct.gov.uk</a>
Source West (electric vehicle charging)	<a href="http://www.sourcewest.info/">http://www.sourcewest.info/</a>