



Committee Report

PURPOSE: Final Decision Report

Key or non-key decision: Key decision affects 2 or more wards

COMMITTEE: Transport and Connectivity Committee

DATE: 12 September 2024

TITLE: Opportunities to promote sustainable transport through a review of parking policies and charges

Ward(s) Citywide

Officer presenting the report: Shaun Taylor **Job title:** Head of Highways

Committee Chair: Councillor Ed Plowden

Executive Director lead: John Smith: Executive Director for G&R

Purpose of Report:

1. Within the context of Bristol's Transport Policy, the Council needs to consider a range of initiatives to further improve air quality and make more efficient use of on and off street, public car parking spaces, whilst considering how the management of these spaces can help driver behaviour change towards sustainable modes of travel. There is a need to maximise the use of kerb space, given increasing demands for car clubs, cycle hangars, scooter parking and EV (Electric Vehicle) charging, all set alongside a range of other uses such as pocket parklets, trees and commercial use through licensing.
2. The evidence base outlines proposals to make changes to parking charges to keep up with inflation, to rationalise any anomalies and to ensure that the cost of the first Residents' Parking Permit covers the full cost of current operations.
3. The report also notes the need for an integrated approach and recommends setting up a Task and Finish Group to develop and deliver a holistic Parking and Kerbside Strategy.
4. This paper seeks the Committee's approval to implement these recommended proposals and provides other options considered.

Additional information and statistics are included as Appendix A.

Evidence Base:

1 Need for a Parking and Kerbside strategy

In July 2019, the overarching Bristol Transport Strategy noted that a Bristol Parking Strategy was needed and “in progress”. Cabinet Reports on parking:

- 24 January 2023 - Introduction of Pay and Display Parking in District Car Parks agenda item no 20 [ModernGov - bristol.gov.uk](#)
- 6 June 2023 - Residents Parking Scheme Policy Review agenda item no 10 - [ModernGov - bristol.gov.uk](#)
- 23 January 2024 - Residents Parking Scheme Policy Review agenda item no 14 - [ModernGov - bristol.gov.uk](#)

The Bristol Parking Strategy has not progressed despite the above reports.

This report proposes to resolve current anomalies and make increases in line with inflation and to set up a Task and Finish Group to develop a comprehensive strategy, given the increasing demands for different forms of on-street storage for car clubs, cycle hangars, EV charging and E scooters, alongside demands for further Resident Parking Zones due to population growth and displacement from existing Zones.

In addition to storing of vehicles, there are growing demands for loading goods and boarding of passengers to buses and taxis, as well as for other uses such as pocket parklets, trees and for commercial uses through licensing.

Recommendation 1: Initiate a Task and Finish Group, to be chaired by Cllr Rob Bryher, to make recommendations to the committee for a modern and holistic Parking and Kerbside Strategy.

2 Residents' Parking Scheme - First Permit Increase and realignment of Easton & St Philips RPS (Resident Parking Scheme) alongside First Permit increase.

In June 2023, the Mayor's Cabinet proposed “changes to tariffs for low emissions vehicles, second and third permits and CPZ permits” which were subsequently implemented on 08/01/2024 The Cabinet Report also noted the need for “investigation of further policy changes as set out in the report to come back to cabinet in October 2023”.

In January 24 (Agenda Item 14, Page 172 of [\(Public Pack\)Agenda Document for Cabinet, 23/01/2024 16:00 \(bristol.gov.uk\)](#)) the Cabinet noted that the investigation of further policy changes “has taken longer than expected due to further considerations of potential changes. Some elements are no longer under consideration such as change of operating hours and changes to restrictions during the day.” Some of these further policy changes are now recommendations in this report.

Cabinet approved increasing the cost of a first permit from £56 to £178, although the decision was made by the last administration not to proceed immediately. Although the delegated authority exists now to implement this change, the Chair of the Committee considers that it would not be appropriate or transparent to implement this without testing the view of current members, through

the new committee-based system.

Collectively, the revenue from the first permit sales does not currently cover the operational costs of the RPS or the ongoing infrastructure replacement costs. We rely on income from other permit types to cover these costs. Formalising an annual inflationary increase to all permits will ensure that costs are covered and maintain the relative pricing.

As such it is considered appropriate to review the charges in line with inflation and in line with the costs to the Council of operating RPS's.

There are several considerations the Task and Finish Group will need to analyse, including how to use RPZ fees to enable the implementation of Council policy and review the current boundaries. The group will need to be mindful as to how this will potentially impact on the wider City, especially areas located on the boundaries of new or existing Zones that may be affected by displacement, and the impact on travel within Zones by permit holders.

In addition to the first permit increase, the Mayor's Cabinet also confirmed that Easton & St Phillips RPS would be brought in line with the other RPS. Historically ES RPS was out of alignment with other zones. Phase One of a realignment process was completed in February 2024 – this brought the structure of the permits in line with other RPS schemes, but prices were not increased to the full level. A second phase to align the prices now needs to be completed. This change can be implemented in approximately 3 months (subject to resource availability in the TRO Team) through a Notice of Variation.

The prices are detailed in Appendix A. The transport budget implications of the Easton change are minimal, but operationally we would like to see the schemes aligned.

Recommendation 2a: Approve and implement an increase of £56 to £124 for first vehicle permit tariffs. This is the amount officers estimate will cover existing budgeted operating costs and allowing for replacement Pay and Display machines over a 5-year rolling programme. The transport budget benefit of this option is expected to be c£620k per annum.

Recommendation 2b: Approve all RPS permit types going forward are included within the Council's Fees and Charges so that an inflationary increase is made every year (rounded to the nearest whole numbers that maintain proportionality between different permit types), agreed by full Council as part of the budget setting process. In times of exceptionally low inflation, officers will be authorised to determine whether to implement an annual increase, based on an assessment of whether the cost of implementation would outweigh the financial benefit of the increase.

Recommendation 2c: Approve and implement price alignment for all Easton (ES) RPS permits with the prevailing rates for other RPS as soon as possible to remove the pricing anomaly. The impact on some households/businesses will be greater, but the risk of not doing so is that the scheme will continue to run out of alignment.

These changes can be implemented through a Notice of Variation in approximately 3 months (subject to resource availability in the Traffic Regulation Order (TRO) Team). The cost to implement these proposals is minor (TRO process and software changes only), and any additional income will, in the first instance, be offset existing transport budget pressures by covering operational and budgeted costs.

Other options considered:

- a) Approve and implement an increase of £40 a year (over and above any inflationary increase) for next 3 years. Similar financial implications as the proposal recommended by Officers but over a longer period and with slightly higher costs associated with annual increases.
- b) Approve and implement the cost of a first permit from £56 to £178, as previously approved. The cost to implement these proposals is minor (TRO process and software changes only) and any additional income will, in the first instance, offset existing transport budget pressures. The annual net gain to the transport budget, (allowing for a 20% reduction in permit numbers due to modal shift and displacement), is expected to be in the region of £750k.
- c) For Easton: Alignment of remaining permit types as planned in a future Phase Two (timing of this to be specified).
- d) If the increase of first permits prices is not supported, set a timescale for Phase Two to fully align ES RPS with current rates in other schemes.

3 RPS Business, Customer, Medical & Trader Permits and Visitor Permits

There are several permits used in the RPS scheme.

Business & Customer Permits - These permits are issued to businesses that have premises within a Residents Parking Scheme.

Business Permits - are for operational vehicles used by the business.

Customer Permits - are for the use of customers visiting the business premises.

Medical Permits - are for healthcare providers visiting premises within a Residents Parking Scheme.

Traders Permits - are for businesses that carry out specified trades, visiting premises within a Residents Parking Scheme.

Traders Daily Scratch Cards - are also available and are essentially a trader's **Visitors Permit**.

Visitors Permits - are for visitors to a residential premises within a Residents Parking Scheme.

Essential Visitors Permits - These are for use by carers (including family, friends, or medical professionals) visiting a qualifying resident.

A more detailed description of the permits can be found in Proposal 3 in appendix A.

General permits increases were last implemented in June 2022; therefore, an inflation increase is required to the various permit types above. 22% represents the % increase in RPI since the last time these permits were increased in June 2022.

A certain number of free visitor permits are issued on demand to every qualifying household and each permit is valid for a full calendar day. The number varies by scheme depending on how many days per week the scheme is operational. A household in a 5-day scheme receives 50 visitor permits,

those in the 6-day scheme receive 60 and those in Permitted Parking Areas which operate 7 days receive 70. We issue approximately 775,000 free visitor permits in the form of digital wallets and of those approximately 400,000 are used each year. Households activate each individual permit online or via a smartphone App with the date of use and visiting vehicle details. Any unused permits expire after 12 months.

Households may currently buy a second allowance of visitor permits (available in wallets of 10) at a current cost of £1.30 each. The rate was originally aligned with the hourly Pay and Display rate but has become misaligned over time. We issue approximately 50,000 paid visitor permits per year.

We are proposing to introduce charging for visitor permits issued for free and limiting the number to 50/60/70 depending on the scheme. A charge for Visitor Permits will still offer a marked reduction against the Pay and Display rates as visitors would be able to stay for any duration for the price of one hour's Pay and Display parking. Introduction of a charge will also help promote the use of alternative methods of transport and active travel; and reflects the value of and competing demands for, kerb space. We would make all Visitor Permits available in wallets of 10 up to a maximum of 50/60/70 permits per year (in line with current allowances for Free Visitor Permits per scheme area). Any additional visitor parking would be via Pay and Display. Visitors would be subject to maximum stay limits for Pay and Display parking (generally 3 hours but does vary by scheme).

Recommendation 3a: Apply a rounded 22% inflationary increase to these remaining permit types (detail of which is included in Appendix A).

This change can be implemented in approximately 3 months through a Notice of Variation. The transport budget impact of a 22% increase would be in the region of £100k (allowing for a degree of modal shift) which will cover any implementation costs, and permit prices would increase by up to £68 each depending on type. 22% represents the % increase in RPI since the last time these permits were increased in June 22.

Recommendation 3b: Introduce a charge for Visitor Permits such that they cost the same as the prevailing hourly Pay and Display Rate (currently £1.50 but is potentially subject to change as per the recommendation 4) and remove the additional allowance per household.

This change can be implemented in approximately 12 months (subject to resource availability in the TRO Team), through a full TRO change which will include statutory consultation). The transport budget impact of this would be a net gain in the region of £220k allowing for a substantial degree of modal shift and additional contract costs.

Note that this does not affect the issue of free Essential Visitor Permits which are issued to residents with care needs.

Other options considered:

- a) To introduce a charge for all Visitor Permits such that they cost the same as the prevailing hourly Pay and Display Rate (currently £1.50 but is subject to change) and maintain the additional paid visitor permit allowance per household.
- b) Maintain the provision of free Visitor Permits but withdraw paid for Visitor Permits. Additional visitors over and above the free permit limits would need to Pay and Display.

Visitors would be subject to maximum stay limits for Pay and Display parking (generally 3 hours but does vary by scheme). This change can be implemented in approximately 12 months (subject to resource availability in the TRO Team), through a full TRO change which will include statutory consultation). The fiscal impact of this change has not been calculated as would be dependent on the duration of each stay which is unknown.

- c) Maintain the provision of free Visitor Permits but increase the cost of Paid Visitor Permits to the prevailing hourly Pay and Display Rate (currently £1.50 but is subject to change). This change can be implemented in approximately 3 months through a Notice of Variation. The transport budget impact of this would be a net gain of approximately £10k.

4 RPS Pay and Display changes and removal of 30minutes Free parking in the RPS (New Proposals)

Pay and Display parking in the RPS is £1.50 p/hr. This was increased from £1 p/hr in June 2022 (although ES RPS has only been changed very recently) and has not kept pace with inflation.

Recommendation 4a: Increase the hourly Pay and Display rate in all RPS to £2 per hour.

This reflects the impact of inflation (22% RPI since January 2022 when the last change was approved) and is rounded to the nearest 50p. Increasing the Pay and Display rate also reflects the demand for kerb space. Rationing space by prices helps to manage demand, encourage greater turnover of spaces (which is of benefit to those frontages that rely on a high turnover of parking), and promotes modal shift towards active and sustainable travel. This change can be implemented in approximately 3 months through a Notice of Variation. The transport budget benefit of this would be in the region of £500k p/annum.

Where parking demand is highest, in some RPS areas where there is significant demand and many competing priorities for space in relation to tourist attractions, local high streets, student populations etc. These areas with particularly high parking demand also see a conflict between residents and Pay and Display users for space in shared use bays.

Modal shift may also be achieved by dividing some or all current zones into smaller zones, this will be something the Task and Finish Group will be considering and may bring forward further recommendations in the future.

Recommendation 4b: Approve the principle of an additional uplift to Pay and Display rates in specified RPS areas to reflect demand and accordingly increase the Pay and Display rate in Clifton Village RPS, Kingsdown RPS & Clifton East RPS to £2.50 per hour.

This will reflect the higher levels of demand for and value of kerb space in these areas. Higher prices will further encourage modal shift and increase the turnover of spaces to the benefit of residents and businesses. There are, however, risks that traffic and parking could be displaced to surrounding areas if customers attempt to find cheaper parking outside the immediate RPS areas.

This change can be implemented in approximately 3 months through a Notice of Variation. The additional transport budget benefit of this, allowing for some modal shift, would be in the region of £250k p/annum.

Abuse of 30 minutes free parking, where customers can currently park for free for 30 minutes in any Pay and Display bay in any RPS. The concession was originally introduced to allow customers to visit shops very briefly however it is heavily abused, with customers taking multiple free tickets, or simply taking a free ticket from the machine while a Civil Enforcement Officer is taking a record of their vehicle. The tickets are being abused by the public (who write messages on the tickets), so the Council bears the cost of materials and officer time to manage the process.

Recommendation 4c is to remove this concession so that all Pay & Display parking is chargeable.

This would remove regular public abuse of the concession, reduce operating costs, and improve our ability to enforce the restrictions.

This change can be implemented in approximately 12 months (subject to resource availability in the TRO Team), through a full TRO change which will include statutory consultation. Potential full year transport budget benefit in the region of £250k.

Other options considered:

- a) Do not make any changes.
- b) Implement only one or two of Options 4 a, b, or c.
- c) Introduce a reduced charge for the first 30 minutes parking. This was discounted because the 30m free ticket is only available as a standalone ticket. Customers who pay for 1 hour do not receive 30m free on top of their paid for hour. The cost of administering a minimal 30m charge (via RingGo or cash) would be less cost effective and as any charge would be small, it would be unlikely to disincentivise abuse. See also Proposal 9 where officers recommend a move away from short charging periods and standardise parking charges at fixed hourly rates

Car Park Proposals

5 District Car Park Charging (Previously Approved Proposal)

Cabinet approved a report in January 23 (Agenda Item 20, Page 115 of [\(Public Pack\)Agenda Document for Cabinet, 24/01/2023 16:00 \(bristol.gov.uk\)](#) to introduce parking charges in several currently free district car parks.

The cost of maintaining the district car parks is £276k. A detail breakdown is available in Appendix A.

The car parks that will receive the charge are proposed to be:

- Beechwood Rd – Frome Vale
- Callington Rd – Brislington West
- Chalks Rd – St George West
- Derby St – St George West
- Ducie Rd – Lawrence Hill
- Machin Rd – Henbury & Brentry
- Repton Rd – Brislington West
- Stoke View Rd - Eastville

- Waverley Rd – Avonmouth & Lawrence Weston
- Westbury Hill – Westbury-on-Trym & Henleaze

Due to pressures in the TRO team and some informal consultation with local health centres on the provision of medical permits the proposal was not implemented immediately.

As part of the consultation the proposal that Health Care Centres can purchase reserved medical bays for £280. This will pay for one bay to be signed as being for medical permit holders only. They will then need a £5 permit for every vehicle they want to be able to use the bay. The idea is to provide provision for Health Visitors who come and go all day, hence multiple cars can use the space during a day.

It is up to each Health Centre how many permits/bays they want up to our maximum, but logically the more permits they want to issue the more bays they will need.

Officers now need guidance on whether to proceed with the proposal (including limited provision for healthcare professionals), which will require full statutory consultation as part of the Traffic Regulation Order process.

The transport budget implication of the proposal is estimated to be £300k per annum and, as the proposal was approved some time ago, budgets have already been adjusted in expectation of the charges being implemented. While £150k has been mitigated for this budget year only, this now represents a budget pressure for the service.

Recommendation 5: Proceed with the proposal and (subject to statutory consultation), implement charging as soon as possible (realistically this is late 2024/early 2025).

The introduction of a modest £1 per hour Pay and Display charge in these locations will cover the operating and maintenance costs of £276k and will enable better car park management by making enforcement processes more efficient, discouraging all day parking, maximising the use of parking space and ensuring effective turnover of spaces to support the local economy.

Other options considered:

- Proceed with the proposal and (subject to statutory consultation), implement charging later (committee to specify).
- Do not proceed with proposal. Committee will need to mitigate the £300k per annum revenue budget that has already been approved and assigned to this proposal.

6 Temple Gate & West End MSCPs and 7 Linear Pricing – Context

Evidence shows that increasing parking charges leads to a reduction in occupancy.

The table below shows the decline in parking hours purchased compared to revenue and budget from April 2019 to Oct 2023. Overall transaction levels had recovered to, (and stabilised at), around 80% of pre-pandemic levels by 2022. Major tariff changes were implemented in May/June 2022 (RPS), and Jan 2023 (remaining on and off street). Since then, income has risen but transaction levels have fallen.

Where there is little alternate parking available, such as in the RPS, this is great news from a policy perspective, as it indicates a modal shift to more sustainable transport is taking place. However, where alternate parking provision is freely available, in the form of privately operated car parks, the situation is less clear cut and officers are concerned that customers may simply have transferred to other, cheaper, car parks.

While this does not stop our overall ambition, to ration parking by price only to encourage modal shift to sustainable transport, it does mean we have to be more mindful of the synergies between public and private operators and the unintended outcomes of rapid pricing increases to encourage modal shift.

Proposals 6 & 7 consider two opportunities further.

6 Temple Gate & West End MSCPs

Most private operators offer an early bird parking rate to attract long stay users with prices starting at circa £8 per day for customers who arrive before 9am. Council car parks have no comparable tariff as the traditional perception is that these would encourage commuter parking. Our policy has been to set high parking charges to encourage customers to make more sustainable travel choices.

However, as these cheaper tariffs are freely available from other operators (who collectively offer far more public parking spaces), it is more probable than not, that customers continue to drive and simply take advantage of the cheaper rates offered by private operators. Due to the location of the car parks, customers are most likely driving past BCC Multi-Storey Car Parks to access cheaper parking nearer the city centre.

Both Temple Gate and West End are on the edges of the City Centre and an early bird offer at these underutilised locations could encourage customers to park on the outskirts of the city and complete their journeys on foot. As part of the proposal the team will investigate and work with other transport colleagues to consider if there is any benefit in delivering transport style hub at the car parks i.e. provision for scooter parking or cycle hangers. This will enable people to potentially park and wheel options. West End has the additional advantage for customers of being outside the Clean Air Zone. As an early bird charge would still be significantly more expensive than a bus journey, officers do not anticipate a significant reverse modal shift.

An assessment of private operator charges is included in Appendix A. Officers have assessed the budgetary impact of different pricing points and differing levels of take up.

Recommendation 6 is to introduce an £8 early bird tariff from Monday to Friday at West End and Temple Gate MSCPs. The tariff will be available to customers who arrive between before 9am and whose stay, when calculated against the prevailing standard tariff, would cost more than £8.00 and be competitive with private operators. The full year transport budget benefit will need to be assessed in the months following the change being made.

This change can be implemented in approximately 12 months (subject to resource availability in the TRO Team), through a full TRO change which will include statutory consultation. The full year transport budget benefit will need to be assessed in the months following the change being made. Current assumptions are that take up at the lower end of estimates would be in the region of £96k per annum, although this revenue would need to offset potential lost income, as existing customers

benefit from these new rates. Customers may also relocate from other BCC locations such as Portwall Lane to Temple Gate, but this would create additional capacity for shorter stay parking closer to the centre.

Other options considered:

- a) Implementing an early bird tariff at £10. This is not recommended as would not be competitive with private operators and would therefore be ineffective.
- b) Implementing an early bird tariff at all long stay car parks. This is not recommended as other car parks are more centrally located, and we do not want to actively encourage traffic to drive further into the city centre than necessary.

7 Linear Pricing

Parking charges are currently set to encourage turnover of spaces and modal shift to sustainable transport.

There is some variation in existing parking charges, but these can be summarised as:

- a) Off street car parks charge £2.50 an hour for short term parking up to 4 hours and, where available, a flat rate of £18 for all stays over 4 hours, (irrespective of time of day).
- b) On Street parking (and adjacent off street car parks), charge £3.00 an hour for stays of 2 or 4 hours, (payable in 50p increments).
- c) In both cases an evening charge of £4.00 covers any period between 6pm and midnight and an overnight charge of £5.50 covers any period between 6pm and 9am the following day.

Parking charges were last changed in January 2023, having been approved in October 2022. Inflation since that time is 8.7% (based on RPI). Increasing charges in line with inflation would mean:

- d) Off street car parking hourly rate would increase to £2.70 per hour, with over 4-hour rate increasing to £19.60.
- e) On Street parking (including adjacent off street car parks), would increase to £3.50 per hour (payable in 50p increments), rounded up for simplicity of tariff.
- f) Evening charge would increase to £4.50 and overnight charge would increase to £6.00.

However, officers receive complaints regarding the transparency of the existing tariff structure and the difference between the daytime and evening rates, as customers whose stay straddles the 6pm changeover time pay disproportionately more to park.

Officers would like to simplify and improve the customer experience by reviewing the overall structure of our parking tariffs. Officers would like to move to a linear tariff structure where the same hourly rate applies from 8am to 10pm, 7 days a week at all on and off-street parking locations:

- g) Where a maximum stay is in force between 8am and 6pm, it will be retained with no change.
- h) The hourly rate will be charged for each hour, or part thereof. At current rates this will be £2.50 for off street locations and £3.00 for on street locations. (The exceptions to this are Queen Square and Brunswick Square Car Parks which, to the public, are indistinguishable from their corresponding on street locations and are therefore charged at £3.00 per hour to avoid confusion).

- i) Customers using long stay car parks will be able to park for any number of hours and pay proportionately for the time used, rather than paying the full £18 for a stay over 4 hours.
- j) Customers parking on street will pay for whole hours, removing the current complicated system where parking is bought in multiples 50p, where each 50p buys just a few minutes.
- k) Evening customers will pay the same hourly rates as daytime customers up to 10pm.
- l) Actual hourly rates set for linear charging will be based on the prevailing hourly rate following any inflationary increases.

A linear tariff structure would continue to encourage turnover and support the retail and leisure economy, whilst also continuing to deter long stay parking as longer stays would be more expensive. It is fair to say some customers will be better off under a linear system and some will be worse off. A range of projections are included in Appendix A to show the potential impact of the changes and the proportion of customers who may be positively or negatively affected.

The following table shows the potential impact on customers currently paying the £4 evening tariff. Whilst most customers will pay more for evening parking under a linear system, this does reflect the length of stay and brings parity with daytime customers.

Evening (6pm - midnight) - £4		
Linear Price	Change	% Customers
£0.00	−£4.00	1%
£2.50	−£1.50	6%
£5.00	£1.00	16%
£7.50	£3.50	41%
£10.00	£6.00	37%
£12.50	£8.50	0%
£15.00	£11.00	0%

Our prices are more expensive than the Galleries or Cabot Circus and lower than NCP, Britannia & Millennium Square. Due to location, it is the latter group which is a more pertinent comparison.

Recommendation 7 Implement both an inflationary increase and linear charging as a two-phase project.

An inflationary increase can be implemented in approximately 3 months through a Notice of Variation. Linear charging can be implemented in approximately 12 months (subject to resource availability in the TRO Team), through a full TRO change which will include statutory consultation. There would significant customer benefits to this proposal. Allowing for attrition due to modal shift, the combined full year transport budget benefit of both inflationary increase and linear charging is estimated to be in the region of £1.5m per annum.

Other options considered:

- a) Implement both an inflationary increase and linear charging as a one-phase project. This would take 12 months to implement and does not address the current impact of inflation.

- b) Implement linear charging only to improve customer service and simplify tariff structure. This will address customer feedback but will take a long time to implement and does not address the impact of inflation.
- c) Implement an inflation-based charge only. This will maintain existing tariff structures, so will not address customer feedback, but can be done quickly.
- d) Implement linear charging as described but with a cap on the total daily charge payable.

Summary of Recommendations: -

That, subject to necessary consultation through the TRO process, the Committee:

1. **Initiates a Task and Finish Group**, to be chaired by Cllr Rob Bryher, to make recommendations to the committee for a modern and holistic Parking and Kerbside Strategy.
2. **Residents Parking**
 - a. Approve and implement an increase of £56 to £124 for first vehicle permit tariffs.
 - b. Approve all RPS permit types going forward are included within the Council's Fees and Charges so that an inflationary increase is made every year (rounded to the nearest whole numbers).
 - c. Approve and implement price alignment for all Easton (ES) RPS permits with the prevailing rates for other RPS as soon as possible to remove the pricing anomaly.
3. **RPS Business, Customer, Medical & Trader Permits and Visitor Permits**
 - a. Approves a rounded 22% inflationary increase to medical, trader, business & customer permits.
 - b. Approves introducing a charge for all Visitor Permits (excluding Essential Visitor Permits for care needs). That charge to be aligned with the prevailing hourly Pay and Display Rate and remove the additional allowance per household.
4. **RPS Pay and Display changes and removal of 30m free parking in the RPS (New Proposals)**
 - a. Approves a rounded 22% inflationary increase to RPS Pay and Display rate to £2 per hour.
 - b. Approves the principle of an additional uplift to Pay and Display rates in specified RPS areas to reflect demand and encourage turnover of spaces, and its application in Clifton Village RPS, Kingsdown RPS & Clifton East RPS.
 - c. Approves the removal of the 30-minute free parking tariff in all RPS.
5. Approves implementation of charging at the **District Car Parks** as soon as possible.
6. Approves the implementation of competitive early bird charging at Temple Gate and West End MSCPs and monitoring of the impacts.
7. Approves an inflationary increase to on and off-street parking charges and a move to linear charging through a two-phase project.
8. Delegates authority to the Executive Director, Growth and Regeneration to implement the approved proposals.

Corporate Strategy alignment:

1. Transport and Connectivity – Safe and Active Travel, Connectivity. Proposals will help to

prioritise more road space for sustainable modes through infrastructure like cycle hangars as well as better reflecting the cost of parking.

2. Environment and Sustainability – Climate Resilience, Ecological Recovery, Carbon Neutral. Through encouraging sustainable transport use.

City Benefits:

1. Increased turnover of parking spaces
2. Improved transparency of parking tariffs
3. Increased desirability of sustainable transport modes.
4. Enhance ability to adapt to climate change through reallocation of road space.

Consultation Details:

Statutory consultation will take place as part of the TRO process. The extent of the consultation is determined by the type of TRO change being implemented. Full changes involve more consultation and more scope for objections than changes which can be conducted by a Notice of Variation

Background Documents:

1. [Bristol Transport Strategy](#)
2. [Joint Local Transport Plan - Combined Authority \(westofengland-ca.gov.uk\)](#)

Revenue Cost	-£3.536m	Source of Revenue Funding	Parking Services
Capital Cost	N/A	Source of Capital Funding	Implementation costs for each proposal will be offset by additional revenue from the proposal.
One off cost <input type="checkbox"/>	Ongoing cost	Saving Proposal <input type="checkbox"/>	Income generation proposal <input checked="" type="checkbox"/>

Note: Figures shown here represent the totality of the various proposals (except proposal 7 which is already budgeted). Any additional revenue will be used to offset existing budget pressures within the Directorate and do not represent savings proposals.

Professional comments section:

1. Finance Advice:

This report seeks approval for an increase in tariffs to improve air quality and encourage a shift in the city to more sustainable modes of transport.

Income from parking tariffs has been declining in real terms (ie not increasing in line with inflation) following the pandemic as a result of changes in behaviour and competition from other providers. The Council currently expects to fall short of income targets by £1.9m as shown in the table below.

All figures £ks	2024/25 Revised Budget	Period 4 Forecast	Variance
Multi-Storey Car Parks	(4,452)	(3,518)	934
Off Street	(2,035)	(1,966)	69
On Street	(4,956)	(4,366)	590
Resident Parking Schemes	(5,439)	(5,173)	266
TOTAL	(16,882)	(15,023)	1,859

However, the figures above do not include the increase in income budgets implemented in 2024/25 as a result of inflation. All eligible income budgets were increased by 6.7%, representing the latest inflationary estimate, for 2024/25 which equates to an additional £2.16m for the Management of Place division. This increase largely falls within parking so, when combined with the £1.86m variance described in the table above, means that parking as a whole is falling short of income targets by c. £4m.

The proposals described in this paper are expected to generate £3.5m in additional income, if all proposals were accepted, broken down in the table below.

All figures £ks	Proposal	Annual Increase in Income
Residents Parking Scheme	Increase first vehicle permit tariffs from £56 to £124.	620
	Increase all permits in real terms each year.	Unknown
	Align permit costs in Easton with other zones.	Negligible
	Increase Business, Customer and Trader/Medical permits in line with inflation (back dated to the last increase in January 2022)	100
	Increase the costs of visitor permits to align with Pay and Display prices.	220
	Increase Pay and Display prices to £2 per hour in line with inflation (backdated to last increase in January 2022).	500
	Increase the Pay and Display rate in Clifton Village, Kingsdown and Clifton East zones to £2.50 per hour.	250
	Removal of 30 minute free parking in Resident Parking Scheme zones.	250
	Introduce charges in currently free District Car Parks.	0
	RESIDENTS PARKING SCHEME TOTAL	1,940
Multi-Storey Car Parks	Introduce an £8 early bird tariff from Monday to Friday at West End and Temple Gate.	96
	Raise prices in line with inflation and introduce a linear pricing model that charges the same hourly rate throughout opening hours.	1,500
	MULTI-STORY CAR PARKS TOTAL	1,596
PARKING TOTAL		3,536

There is considerable uncertainty in these estimates as a result of difficulty in assessing how changes in prices will affect behaviour and, in some cases, unknown current volumes. This has been captured in the table below. For example, the Council does not know how many people currently use the 30 minute free parking provision. For those proposals where the current volumes are unknown and there is likely to be a material change in behaviour the estimate confidence is Low. For those proposals where the current

volumes are known but the change in behaviour is not, the estimate confidence is Medium. Finally, for those proposals where the change is unlikely to drive a material change in behaviour the estimate confidence is High.

The table also includes delivery timescales which are either a three month Notice of Variation or twelve months for Full Traffic Regulation Order (assuming these are prioritised for immediate start by Strategic City Transport). Broadly, those proposals which require three months to deliver should be in place by start of 2025/26 while those proposals requiring twelve months will likely be implemented partway through that year.

Proposal	Estimate Confidence	Delivery Timescales (Months)
Increase first vehicle permit tariffs from £56 to £124.	Medium	3
Increase all permits in real terms each year.	Low	3
Align permit costs in Easton with other zones.	High	3
Increase Business, Customer and Trader/Medical permits in line with inflation (back dated to the last increase in January 2022)	High	3
Increase the costs of visitor permits to align with Pay and Display prices.	Medium	3
Increase Pay and Display prices to £2 per hour in line with inflation (backdated to last increase in January 2022).	Medium	12
Increase the Pay and Display rate in Clifton Village, Kingsdown and Clifton East zones to £2.50 per hour.	Medium	3
Removal of free 30 minute parking in Resident Parking Scheme zones.	Low	12
Introduce charges in currently free District Car Parks.	Low	12
Introduce an £8 early bird tariff from Monday to Friday at West End and Temple Gate.	Low	12
Raise prices in line with inflation and introduce a linear pricing model that charges the same hourly rate throughout opening hours.	Medium	3

Finance Business Partner: Ben Hegarty, Finance Business Partner Growth and Regeneration, 2 September 2024.

2. Legal Advice:

Under the powers of the Road Traffic Regulation Act (RTRA) (as amended) Local Authorities may impose charges for parking in car parks or on-street. Statutory guidance confirms that raising revenue should not be an objective of parking enforcement and the income and any surplus derived from these charges must be used in accordance with s55 (as amended) of the RTRA. Guidance also confirms that it is appropriate in the interests of good governance for enforcement authorities to forecast revenue in advance. Income from Residents Parking Schemes shall be used to fund the costs of running and administering those schemes. Any surplus from this or other parking revenue can only be used as part of the transport budget.

Notice of Variations of charges must be published in a local newspaper at least 21 days before the revised charges come into force and copies of the Notice must be displayed in any relevant parking place until such time as the revised tariff comes into force.

Where any of the proposed changes needs to be the subject of a consultation exercise, the consultation must be carried out at a formative stage in the process, must give sufficient detail of the reasons for each proposal (to enable intelligent consideration of what is being proposed) and must allow sufficient time for any consultees to consider the proposals and respond to them.

Any consultation responses received must be conscientiously taken into account in finalising the decision. There must also be clear evidence that the decision maker has actively considered the consultation responses received, or at least a summary of them, before the decision or the proposed changes are made.

Legal Team Manager: Joanne Mansfield 23 August 2024

3. Implications on IT: I can see no implications on IT regarding this activity.

IT Team Leader: Alex Simpson – Lead Enterprise Architect 16 August 2024

4. HR Advice: There are no HR implications evident

HR Partner: Celia Williams, HR Business Partner – Growth and Regeneration, 16 August 2024

APPENDICES

Appendix A – Further essential background / detail on the proposal YES

Appendix A includes further information and statistics to support the proposals.

Appendix B – Equality Impact Assessment (EqIA) YES

Appendix C – Environmental Impact Assessment YES

Appendix D – Risk assessment NO

Appendix E – Exempt Information NO

Appendix F – Details of consultation carried out - internal and external NO