

Civil Parking Enforcement and Parking Reserve

1. The Traffic Management Act was introduced in 2004 to tackle congestion and disruption on the road network. The Act places a duty on local traffic authorities to ensure the expeditious movement of traffic on their road network and the networks of surrounding authorities. It gives authorities additional tools to better manage parking policies, moving traffic enforcement and the coordination of street works. Welsh Ministers granted Civil Parking Enforcement (CPE) powers to Cardiff Council in July 2010. This extended to the enforcement of Bus Lanes and Moving Traffic Offences (MTOs) in November 2014.
2. The payments generated from car parking fees, resident's permits, penalty charge notices and Moving Traffic Offences are allocated to a CPE enforcement account and operational costs, including the cost of the enforcement service are deducted. Any surplus from parking and enforcement is ring-fenced for traffic, highways and environmental improvements.
3. The table below illustrates the financial forecast for Civil Parking Enforcement:

Civil Parking Enforcement	2020/21	2021/22	2022/23	2023/24	2024/25
	£000	£000	£000	£000	£000
Income					
On street car parking fees	5,634	6,522	6,746	6,927	6,927
Off street car parking fees	1,420	1,565	1,565	1,686	1,686
Residents parking permits	405	455	455	455	455
Penalty Charge Notices	2,507	2,528	2,528	2,528	2,528
Moving Traffic Offences	4,746	4,503	4,462	4,250	4,059
Miscellaneous income	0	14	14	14	14
Total income	14,712	15,587	15,770	15,860	15,669
Expenditure					
Operational costs parking	774	771	772	769	771
Enforcement service	5,916	6,102	6,368	6,432	6,522
Total expenditure	6,690	6,873	7,140	7,201	7,293
Surplus / (Deficit)	8,022	8,714	8,630	8,659	8,376

4. For 2020/21, income from car parking fees, residents' permits, penalty charge notices and MTO's is forecast to be £14.712 million. Expenditure includes the operating costs of the off-street car parks and maintenance of the on-street parking bays plus the cost of the enforcement service. Overall, expenditure is estimated to be £6.690 million, leaving a net surplus of £8.022 million.
5. The level of the annual surplus on the account is forecast to remain consistent in future years. This provides significant scope for future planning and investment. This is illustrated in the table below, which sets out the planned movement in the CPE reserve.

Parking Reserve	2020/21	2021/22	2022/23	2023/24	2024/25
	£000	£000	£000	£000	£000
Estimated Opening Balance	2,132	1,706	1,148	897	754
CPE net surplus (deficit)	8,022	8,714	8,630	8,659	8,376
Funding Availability	10,154	10,420	9,778	9,556	9,130
Budgeted contribution	5,935	6,135	6,135	6,135	6,135
Active Travel	911	811	817	822	634
Highway Improvements	110	110	110	110	110
Environmental Improvements	457	458	459	460	461
Capital Projects	835	1,558	1,160	1,075	1,050
Project/Scheme Contingency	200	200	200	200	200
Use of Reserve	8,448	9,272	8,881	8,802	8,590
Balance Carried Forward	1,706	1,148	897	754	540

6. The use of reserve includes a budgeted contribution, which supports a range of highway, transport and environmental improvements. It includes regular funding for the promotion of Active Travel initiatives including 20 mph zone expansion, assessing the transportation impact on the Local Development Plan and supporting increased cycling in the city. It will also fund Highway Improvements such as residential parking and delivering sustainable access to schools. Further funding will support a range of Environmental Improvements to include drainage and fly-tipping as well as funding staff resources to address public spaces protection orders and developing the conversion to electric vehicles. A provision to assist in delivering key capital transport and environmental improvements to support the city centre enabling schemes, healthy streets and the proposed Canal quarter is also built-in. It also includes a provision for bus corridor improvements and the installation and expansion of electric vehicle charging points.
7. The reserve balance is expected to decrease gradually, but is still forecast to have an appropriate balance by the 31st March 2025, which will provide a degree of resilience against the CPE forecast. The CPE financial position and use of the reserve for investment in projects and initiatives is reported as part of the Council's regular monitoring arrangements including consultation with the relevant Cabinet Member.