

Parking Services Annual Report 2015/16



Contents

	Executive Member foreword	3
	Introduction – about Manchester	4
1.	Aims and objectives	5
2.	Traffic Management Act 2004	6
3.	Manchester city centre parking zones	7
4.	Off-street car parks	9
5.	Civil Enforcement Officers	10
6.	Contravention codes	11
7.	Parking at home – introduction of e-permits	13
8.	School enforcement	14
9.	Abandoned and untaxed vehicles	15
10.	Blue Badges	16
11.	Events	18
12.	Statistics	19
13.	Income and expenditure	21

Executive Member foreword

Welcome to our eighth Annual Parking Report. I am pleased to be able to report the changes and improvements to the delivery of Parking Services in Manchester during 2015/16.

Manchester City Council's Parking Services are responsible for the efficient management of the kerbside space throughout Manchester, including delivering an effective parking enforcement service.

Over the past 12 months, Parking Services have worked closely with colleagues, Transport for Greater Manchester and other stakeholders to support changes to the city's transport infrastructure. This will continue as the city grows and changes.

In April 2015, Parking Services introduced a new way for drivers who wish to appeal to the Independent Traffic Penalty Tribunal service entirely online to do so via a portal. The Council will provide a response in the same way, but this new way of working has reduced the time spent compiling case files, eliminating any printing, and so contributing to the Council's savings plan and reducing the city's carbon footprint.



Executive Member
Councillor Rosa Battle

Introduction – about Manchester

Manchester is the sixth largest city in the United Kingdom, with an estimated population of 530,300, and it has the third largest economy in the United Kingdom. It is also the third most-visited city in the country by foreigners after London and Edinburgh.

An ambitious citywide plan to drive development in the city for the next 15 years has been drawn up by the Council, and this will ensure that Manchester is one of the world's leading cities.

The Regional Centre, including the city centre, Eastlands and Central Park, is recognised as a vital area to drive economic development in the city, with Manchester Airport being a secondary hub for growth and international connectivity.

A focus for visitors, the city centre will expand its commercial strengths through some 75,000sq m of new retail space, incorporating

a variety of high-quality accommodation types and sizes for mixed retail, leisure, entertainment and tourism use.

New public realm in much of the city centre, including St Peter's Square and Victoria Street, will create safe pedestrian areas, boosting footfall and helping to encourage visitors through improved transport options and well-supported tourism and cultural facilities.

Sir Richard Leese stated: "We envisage that the population in Manchester will grow substantially in the next 15 years, and this strategy will help the city to remain an attractive and popular city, capable of growth, attracting new business and investment, and maintaining our well-deserved reputation as a world-leading, forward-thinking city."

1. Aims and objectives

Parking Services' aims and objectives are set out below. They are aligned to the aspirations of the Traffic Management Act.

3.1 Aims

- To have a reasonable and proportionate approach to parking enforcement.
- To improve the environmental quality of life for Manchester's residents and visitors to the city.
- To be a progressive and outward-facing unit that welcomes positive change.

3.2 Objectives

- To be a parking service that believes in, and delivers, customer excellence.
- To work in a joined-up way with other street-based services to collectively contribute towards improving the overall quality of life for Manchester's residents and visitors to the city.
- To deliver an equitable neighbourhood-focused parking service based on local priorities.

2. Traffic Management Act 2004

The Traffic Management Act 2004 was introduced on 31 March 2008; the main elements of the changes were:

- Parking Attendant title changed to Civil Enforcement Officer (CEO).
- The introduction of parking penalties based on differential charging, whereby the penalty charge is appropriate to the seriousness of the contravention.
- The power to serve a Penalty Charge Notice (PCN) by post if the CEO has started to issue the PCN but the driver either drives away before it can be served, or the CEO is prevented from serving it because of aggressive or threatening behaviour.
- The power to issue a PCN for parking within a restricted crossing.
- The power to enforce double parking and parking across dropped footways, subject to signage.

The Parking Adjudicator will have the power to decide cases where procedural irregularity has taken place, and to refer appeals back to the local authority via the Chief Executive's office if he or she considers that suitable discretion with regard to mitigating circumstances was not exercised when considering an appeal.

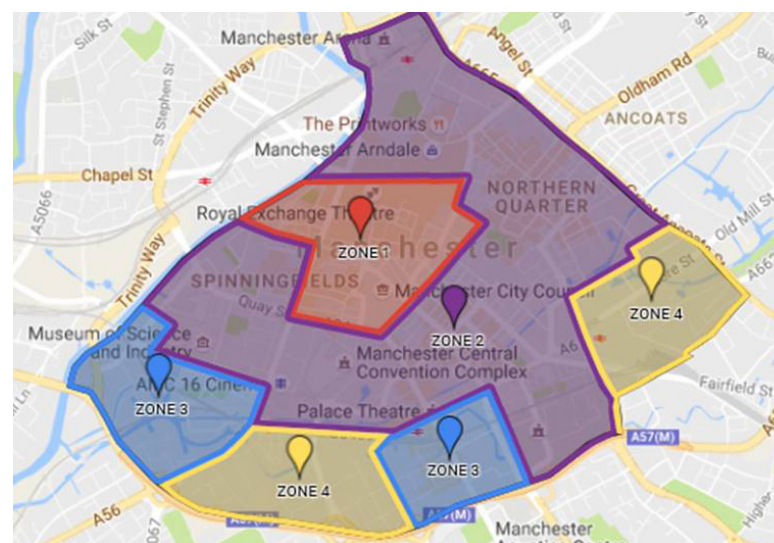
- An obligation to the Council to publish its policies on enforcement and cancellation of PCNs.
- A statutory timeframe for responding to representations.

3. Manchester city centre parking zones

In Manchester city centre there are four zones for Pay and Display parking, which consist of more than 2,000 on-street Pay and Display bays. Payment for parking can be made with cash or by using the PaybyPhone system.

Since 2011, PaybyPhone has been in operation in Manchester city centre to provide motorists with an 'easy and more flexible' option to pay for parking when visiting Manchester; this service has grown from being 12 per cent of the transactions to 26 per cent.

In all the zones, parking applies Monday to Sunday, 8am till 8pm, with no charge for parking in a Pay and Display bay on a bank holiday, and the charges and time restrictions do not apply to Blue Badge-holders.



Zone 1 – charges and times

The maximum stay time in this zone is two hours.

Charges are as follows:

up to 30 minutes	£1.50
up to 1 hour	£3.00
up to 1 hour 30 minutes	£4.50
up to 2 hours	£6.00

Zone 2 – charges and times

The maximum stay time in this zone is two hours.

Charges are as follows:

up to 30 minutes	£1.45
up to 1 hour	£2.90
up to 1 hour 30 minutes	£4.30
up to 2 hours	£5.80

Zone 3 – charges and times

The maximum stay time in this zone is three hours.

Charges are as follows:

up to 30 minutes	£0.60
up to 1 hour	£1.25
up to 1 hour 30 minutes	£1.85
up to 2 hours	£2.50
up to 2 hours 30 minutes	£3.10
up to 3 hours	£3.70

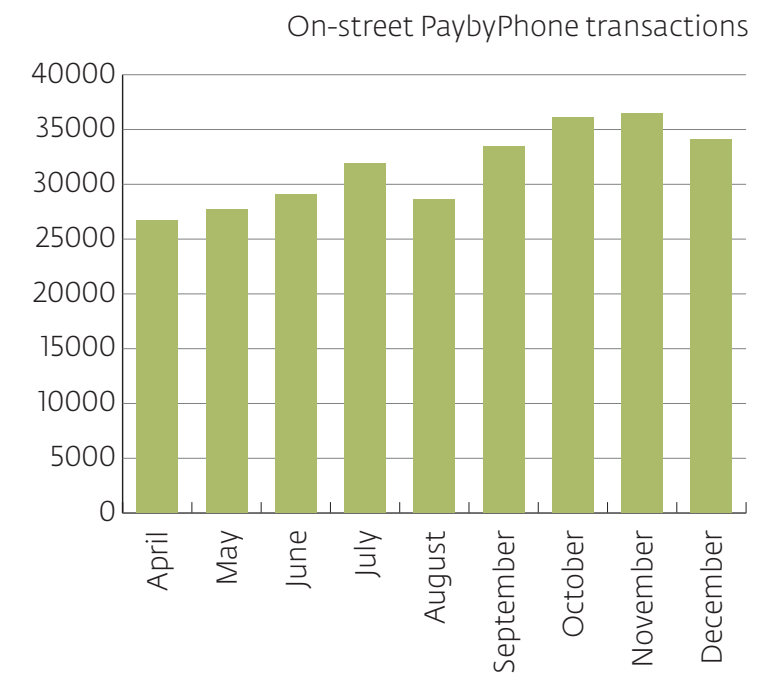
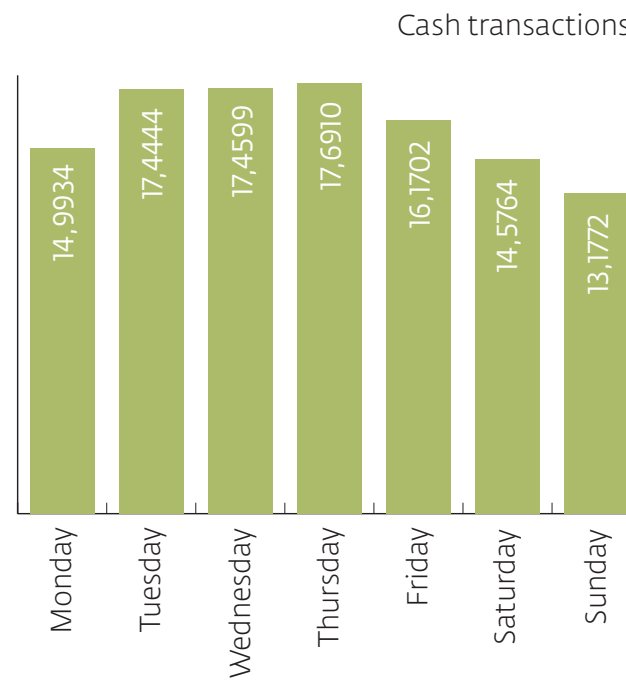
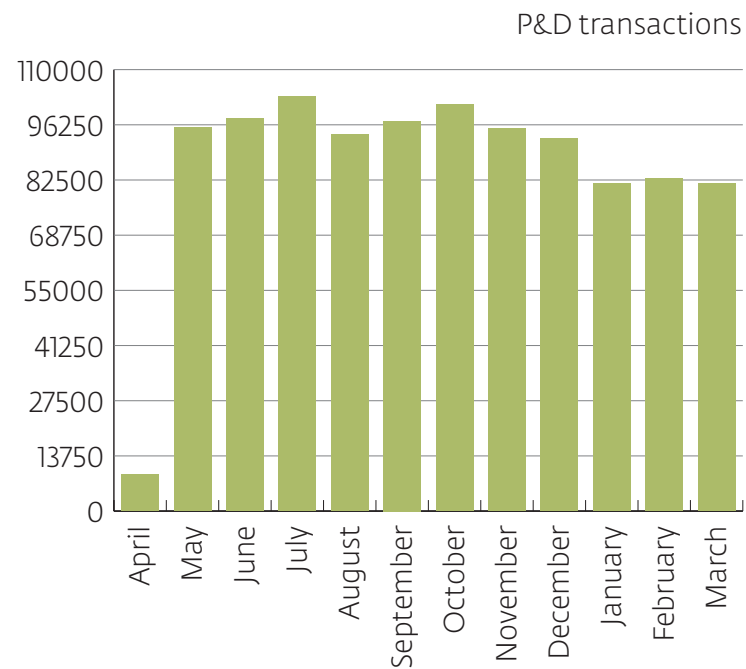
Zone 4 – charges and times

The maximum stay time in this zone is ten hours (except weekends). **Charges are as follows:**

up to 30 minutes	£0.50
up to 1 hour	£1.00
up to 3 hours	£2.50
up to 6 hours	£5.00
up to 10 hours	£7.50
all weekend (Saturday and Sunday)	£10.00

5.1 Pay and Display and cashless parking transactions

The tables below highlight the number of cash transactions there have been each month and the number of transactions per day throughout the year.



4. Off-street car parks

The Council enforced 16 car parks in 2015/16; the table below highlights the number of PCNs issued in each car park

Car park	PCNs issued
Abingdon Street Car Park	210
Bloom Street Car Park	555
Bridge Street Car Park (off Bridge Street)	4,938
Chepstow Street Car Park (off Chepstow Street)	558
Grey Mare Lane Car Park	7
Hulme Street Car Park	823
Park Street Car Park	173
Queen Street Car Park	1,124
School Lane North Car Park	46
School Lane South Car Park	45
Sheffield Street Car Park	924
Stone Street Car Park	304
Thurloe Street Car Park	421
Tib Street Car Park	3,329
Travis Street (station) Car Park	640
Wythenshawe Forum Car Park	231

Transaction completed: off-street

Car park	Transaction completed
Abingdon Street Car Park	6,501
Bloom Street Car Park	17,865
Bridge Street Car Park (off Bridge Street)	948,699
Chepstow Street Car Park (off Chepstow Street)	16,911
Grey Mare Lane Car Park	
Hulme Street Car Park	46,316
Park Street Car Park	28,745
Queen Street Car Park	17,516
School Lane North Car Park	86
School Lane South Car Park	43
Sheffield Street Car Park	62,515
Stone Street Car Park	13,050
Thurloe Street Car Park	267
Tib Street Car Park	66,769
Travis Street (station) Car Park	26,124
Wythenshawe Forum Car Park	Not known

PCNs issued and number of bays

Car park	PCNs issued	No. of bays
Bridge Street Car Park	4,938	73
Tib Street Car Park	3,329	94
Queen Street Car Park	1,124	12
Sheffield Street Car Park	924	160
Hulme Street Car Park	823	114
Travis Street (station) Car Park	640	125
Chepstow Street Car Park	558	10
Bloom Street Car Park	555	64
Thurloe Street Car Park	421	35
Stone Street Car Park	304	12
Park Street Car Park	173	85

Contravention descriptions: off-street

Contravention code	Contravention description: off-street	Penalty charge
82	Parked after the expiry of paid-for time	£50
83	Parked in a car park without clearly displaying a valid Pay and Display ticket, voucher or parking clock	£50
86	Parked beyond the bay markings	£50
87	Parked in a disabled person's parking space without clearly displaying a valid Blue Badge	£70

5. Civil Enforcement Officers

To ensure that Manchester’s parking restrictions are enforced, our team of Civil Enforcement Officers (CEOs) patrol all areas of the city, as shown on the map.



Officers have powers to issue PCNs to vehicles that do not comply with parking regulations.

We are committed to training our staff and encourage CEOs to gain a National Vocational Qualification that includes skills in customer relations.

CEOs are not just there to issue parking tickets – they will provide directions and advice on places to visit in the city. They also act as the ‘eyes and ears’ of the Council across a range of services, from reporting defective pavements and environmental issues, to ‘meeting and greeting’ visitors.

The Civil Enforcement Officers are employed by NSL Services Group, and work for Manchester City Council. They wear the distinctive Manchester City Council uniform, and are ambassadors for the city. Officers are paid a salary and do not receive any payment relating to the number of PCNs they issue. Officers are also not given targets or quotas in relation to the number of PCNs they issue.

Number of CEOs deployed

	CEO hours
April	10,390
May	10,477
June	10,695
July	10,911
August	10,497
September	11,142
October	12,299
November	11,096
December	10,611
January	10,991
February	10,471
March	10,594

Top ten streets for most PCNs issued

On-street location	PCNs issued
Wilmslow Road	2,142
Liverpool Road	1,891
Stockport Road	1,878
Byrom Street	1,841
Lloyd Street	1,707
St John Street	1,674
Deansgate	1,595
George Street	1,555
Spring Gardens	1,456
Thomas Street	1,356

6. Contravention codes

PCNs are issued to vehicles that appear to be parked in contravention.

Below is a table that highlights the various contravention codes used by Manchester City Council.

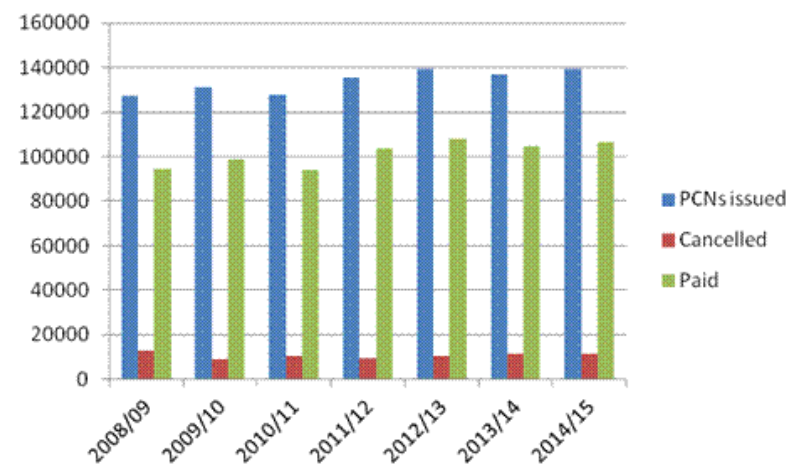
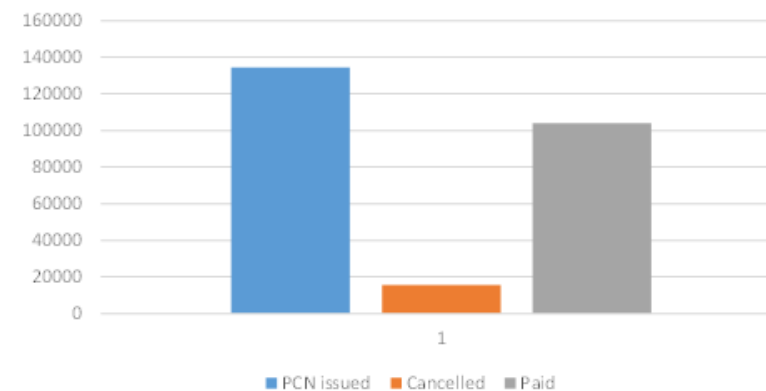
Contravention descriptions: on-street

Contravention code	Contravention description: on-street	Penalty charge
01	Parked in a restricted street during prescribed hours.	£70
02	Parked or loading/unloading in a restricted street where waiting and loading/unloading restrictions are in force.	£70
05	Parked after the expiry of paid-for time at a Pay and Display bay.	£50
06	Parked without clearly displaying a valid Pay and Display ticket.	£50
07	Parked with payment made to extend the stay beyond initial time (meter feeding).	£50
11	Parked without payment of the parking charge.	£50
12	Parked in a resident's or shared-use parking place or zone without clearly displaying either a permit or voucher, or a Pay and Display ticket issued for that place.	£70
16	Parked in a permit space without displaying a permit.	£70
19	Parked in a resident's or shared-use parking place or zone displaying an invalid permit, an invalid voucher, or an invalid Pay and Display ticket.	£50
21	Parked in a suspended bay/space or part of bay/space.	£70
22	Reparked in the same parking place within 1 hour of leaving. Check signs for maximum return period.	£50
23	Parked in a parking place or area not designated for that class of vehicle.	£70
24	Not parked correctly within the markings of the bay or space.	£50
25	Parked in a loading place during restricted hours without loading.	£70
26	Vehicle parked more than 50cm from the kerb, and not then within a designated parking space.	£70
27	Parked adjacent to a dropped footway.	£70
30	Parked for longer than permitted.	£50
40	Parked in a designated disabled person's parking place without clearly displaying a valid disabled person's badge.	£70
45	Parked on a taxi rank.	£70
47	Parked on a restricted bus stop or stand.	£70
48	Stopped in a restricted area outside a school.	£70
99	Stopped on a pedestrian crossing and/or crossing area marked by zigzags.	£70

PCNs issued: on-street parking

Contravention	PCNs issued on-street	% of total issued
1	35,637	29.667%
2	2,712	2.258%
5	20,387	16.972%
6	31,183	25.959%
7	10	0.008%
12	4,489	3.737%
16	181	0.151%
19	60	0.05%
21	584	0.486%
22	3	0.002%
23	5,406	4.5%
24	2,664	2.218%
25	2,225	1.852%
26	427	0.355%
27	732	0.609%
30	7,418	6.175%
40	2,921	2.432%
45	1,387	1.155%
46	84	0.07%
47	270	0.225%
48	1,201	1%

PCNs issued: on-street parking



Changes to parking legislation

In April 2015, changes were made to the Traffic Management Act 2004, restricting the use of CCTV enforcement to school keep-clears. A ten-minute 'grace' period was also introduced, requiring Civil Enforcement Officers to observe a vehicle for ten minutes after the Pay and Display ticket expires before issuing a Penalty Charge Notice.

7. Parking at home – introduction of e-permits

In January 2016, Manchester City Council introduced e-permits in newly promoted resident parking schemes. These offer residents and businesses, as well as their visitors, a system where they can apply for their permits online without having to display a paper permit. The vehicle registration number is visible on the Civil Enforcement Officer's hand-held computer. This system gives residents and businesses the freedom to log on to the system and issue their visitor with a permit as and when required.

Resident parking schemes

Manchester City Council provides resident parking schemes, enabling residents to apply for a permit which enables them and their visitors to park near their home. The schemes do not provide dedicated parking places exclusively for permit-holders, but permit-holders may park in any of the streets within their designated zone. The schemes give priority to residents, their visitors and businesses located in the zone. Parking Services, in connection with Highway Services, have created a new scheme for residents in Shadowmoss, which includes the introduction of e-permits.

The Council also has the following resident schemes:

- Grove Village
- Sportcity
- Fouracres Road – Wythenshawe
- Hulme
- Loxford Court
- Ardwick
- George Leigh Street
- City Centre
- Crumpsall Hospital (north Manchester).

Live permits issued

Resident scheme	Live permit
Ancoats Resident Permit	24
Ancoats Visitor Permit	16
Ardwick Resident Permit	456
Ardwick Visitor Permit	52
Christie Business Permit	1
Christie Business Visitor	3
Christie Carer's Permit	13
Christie Resident Permit	636
Christie Visitor Permit	186
City Centre Zone 1 Permit	2
City Centre Zone 2 Permit	9
Fouracres Business Visitor	15
Fouracres Resident Permit	46
Fouracres Visitor Permit	16
Grove Village Residents	510
Grove Village Visitors	64
H2 Fairlawn Close Resident Permit	4
H2 Fairlawn Close Visitor Permit	1
H2 Hester Walk Resident Permit	15
H2 Hester Walk Visitor Permit	3
Hulme – H4 Business Permit	46
Hulme – H4 Business Visitor Permit	57
Hulme – H4 Carer's Permit	4
Hulme – H4 Resident Permit	424
Hulme – H4 Visitor Permit	90
Hulme Business Permit	3
Hulme Business Visitor Permit	46
Hulme Carer's Permit	1
Hulme Resident Permit	123
Hulme Visitor Permit	63
Jackson Crescent Resident Permit	10
Jackson Crescent Visitor Permit	3
Loxford Court Resident Permit	113
North Manchester General Hospital Business Visitor Permit	4
North Manchester General Hospital Crumpsall Business Permit	2

8. School enforcement

We recognise the importance of road safety, especially at schools, and we deploy to schools daily to enforce parking restrictions; these include school keep-clears to assist with the free flow of traffic and to maintain the safety of pupils and other road users.

We support more than seventy schools in Manchester to minimise dangerous parking during the school drop-off and pick-up times. We work closely with colleagues and schools to implement sustainable travel plans that encourage motorists who pick up/drop off children at schools to consider other options and improve their driving behaviour.

We use Civil Enforcement Officers and CCTV to enforce parking restrictions.

The use of CCTV has improved driver behaviour and increased compliance. Feedback from schools and parents has been positive and acknowledges that the work we have undertaken has made a real difference to the safety of pupils and parents.

We continue to work closely with schools to promote road safety and encourage alternative modes of transport, including walking and cycling. We also provide advice on Walk to School, Walking Buses and other initiatives, such as using homework to promote changes in behaviour.

School enforcement stats March 2015 – April 2016	Total
PCNs issued by CCTV car	1,017
PCNs issued by Mobile Civil Enforcement Officers	642

9. Abandoned and untaxed vehicles

April 2015 to March 2016	Total
Untaxed vehicles	976
Abandoned vehicles	34

Manchester City Council continues to deal with the removal of untaxed and abandoned vehicles. Using devolved powers from the DVLA, since 2004 we have removed almost 13,500 untaxed vehicles from the streets of Manchester. It is recognised that, while these vehicles are untaxed, many are also likely to be uninsured or without a valid MOT, and even used in criminal activity. We work closely with the police and other agencies, and will provide them with information relating to these vehicles.

We use our CCTV vehicles to assist in the identification of untaxed vehicles, using Automatic Number Plate Recognition (ANPR) technology. In 2015/16, there was a reduction in the number of untaxed vehicles removed, which demonstrates that the efforts of Manchester City Council and the DVLA are having a positive effect and reducing the number of untaxed vehicles on our roads.

In addition to vehicles with no tax, we also remove vehicles that have been abandoned, using powers provided by the Clean Neighbourhoods and Environment Act 2005. These vehicles are seen as a nuisance, are unsightly, and can attract vandalism or arson. We work with Greater Manchester Fire Service and the police to identify any hotspots and proactively remove any vehicle before it becomes a problem, supporting the Council's drive against grime and crime.

We use the following criteria to decide if a vehicle has been abandoned:

- Untaxed
- No current vehicle keeper on the Driver and Vehicle Licensing Agency's (DVLA) record
- Stationary for a significant amount of time
- Significantly damaged, run-down or unroadworthy
- Burned out
- Lacking one or more of its number plates
- Containing waste.

10. Blue Badges

Abuse and misuse of Blue Badges

There are two offences in relation to the Blue Badge scheme:

- Misuse – see the Road Traffic Regulation Act 1984 section 117. This covers anyone who misuses a valid Blue Badge. An example might be a person who misuses their relative's badge by parking a vehicle without the badge-holder being present.
- Abuse – see the Fraud Act 2006 section 1. This relates to anyone who uses an altered Blue Badge or one that is not genuine.

The Blue Badge enforcement team

Officers patrol the city observing vehicles and enforcing against motorists who abuse or misuse the Blue Badge scheme.

Why do we enforce?

There are over two million disabled people's parking badges (otherwise known as Blue Badges) in the UK. Abuse of the scheme by those who are not entitled to its concessions can undermine the scheme's credibility. This

can impact on the mobility of disabled people, who have a genuine requirement and are unable to make use of parking spaces that are being used illegally.

Enforcement cases

We deploy one full-time officer to gather evidence to prosecute drivers who misuse a genuine Blue Badge or who use a fake badge.

March 2015 to April 2016	Total
Number of cases	122
Number of misuse cases	112
Number of fraud cases	10
Number of cases where vehicles removed	8
Funds from removals	£1,060
Number of RIPA authorised	0
Average number of days – NSL to MCC	15.29
Average number of days – MCC to Legal	11.02
Number of prosecutions (court case)	39
Funds from prosecutions	£11,720.16
Cautions signed	12
No further action	20
Total funds from removals and court	£12,780

What counts as misuse of a Blue Badge?

Some forms of misuse are illegal. These include:

- Allowing someone else to use a Blue Badge
- Using a fake or altered Blue Badge while a vehicle is being driven
- Using a fake or altered Blue Badge while a vehicle is parked
- Parking in an on-street Blue Badge parking bay without displaying a badge
- Failing to produce a Blue Badge when it is asked for by a Civil Enforcement Officer or police officer
- Disobeying UK parking regulations, such as parking in a clearway or on a zebra crossing
- Any other kind of dishonesty or deception in obtaining or using a Blue Badge.

What can happen if a Blue Badge is misused?

Blue Badges are the property of local councils. The local authority can take a Blue Badge away from anyone found to be misusing one.

Anyone who commits an offence relating to a Blue Badge may also be fined up to £1,000 plus any additional penalty for any related parking offence.

Fraudulent use of a Blue Badge

Previously, Blue Badges were made from card and handwritten, but since 2013 badges have been electronically printed, much like a driving licence. The new badge has security features such as a unique hologram, digital photo and serial number, allowing parking attendants to check for genuine badges more easily through the windscreen.

Blue Badge fraud is estimated to cost the UK £46million each year. The new badge is part of a wider crackdown on misuse of the scheme to ensure that disabled parking spaces can only be used by those most in need.

Manchester City Council's enforcement team undertake regular compliance checks on disabled badges.

Who can apply for a Blue Badge?

Depending on their situation, Manchester residents may qualify for a badge automatically, or subject to further assessment.

Some people qualify for a badge under the automatic criteria:

- Anyone with proof that they are receiving the higher-rate mobility component of Disability Living Allowance.
- An individual with proof that they are registered blind (severely sight-impaired).
- A person in receipt of the War Pensioners' Mobility Supplement.
- Service personnel and veterans with proof that they are in receipt of a lump-sum benefit under tariffs 1–8 of the Armed Forces Compensation Scheme and who have certification of having a permanent and substantial mobility difficulty.

The Blue Badge Scheme handbook explains the rules in full, but here are the main rules governing where disabled badge-holders can park:

- **Meters and Pay and Display bays, Disabled Parking Bays:** Blue Badge-holders may park here for an unlimited time, provided the Blue Badge is clearly displayed.
- **Bays signposted 'Loading only':** Blue Badge-holders may only park here if loading or unloading continuously.
- **Bays signposted 'Taxi only':** No parking here at any time.
- **Single or double yellow lines with stripes on the kerb:** The white 'No loading' signs mean that parking at certain hours (the signs show which hours) is not permitted – even to load or unload.
- **Single or double yellow lines without stripes on the kerb:** Blue Badge-holders can park here for up to three hours, provided the Blue Badge is clearly displayed with the 'clock' (showing time of arrival).

11. Events

Parking Services work with internal and external colleagues on events throughout Manchester; these include:

Out of town:

- Manchester City Games
- Etihad events
- Mega Mela
- Fireworks (Wythenshawe, Platt Fields, Heaton Park)
- Parklife
- Speedway events
- Airport Open Days
- Caribbean Carnival
- Sky Ride
- Eid St George's Day Parade
- St Patrick's Day Parade.

City centre:

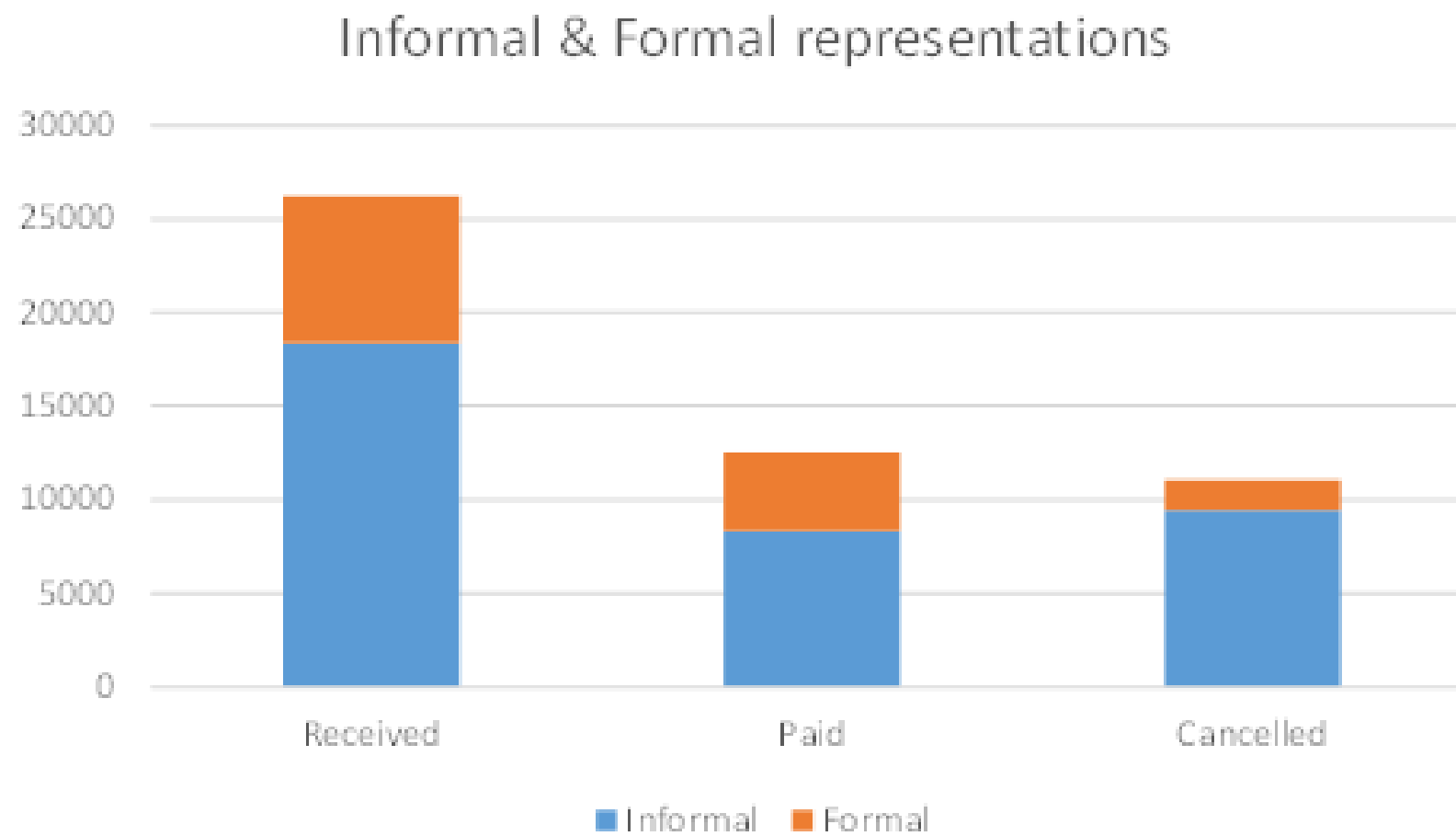
- Conservative/Labour party conferences
- Bupa 10K
- Manchester City Games
- Manchester Day Parade
- Remembrance Sunday
- Pride
- Sky Ride
- Chinese New Year
- Christmas Markets
- Olympic Parade
- St George's Day Parade
- St Patrick's Day Parade
- Christmas Lights Switch-on
- City/United Victory Parade.

12. Statistics

Annual statistics 1 April 2015 to 31 March 2016

	Total	On-street	Off-street
Number of higher-level PCNs issued	53,999	53,913	86
Number of lower-level PCNs issued	80,456	66,214	14,242
Total PCNs issued	134,455	120,127	14,328
Number of PCNs paid	103,920	94,661	9,259
Number of PCNs paid at discount rate	79,072	72,320	6,752
Number of PCNs against which an informal or formal representation was made	25,231	21,300	3,931
Number of PCNs cancelled as a result of an informal or formal representation	10,696	8,030	2,666
Number of PCNs written off	0	0	0
Number of vehicles immobilised	0	0	0
Number of vehicles removed	1,442	1,417	25
Number of appeals to adjudicators	468	426	42
Number of appeals refused	178	161	17
Number of appeals non-contested	78	68	10
Number of appeals allowed	212	197	15
Percentage of higher-level PCNs issued	40.16%	40.1%	0.06%
Percentage of lower-level PCNs issued	59.84%	49.25%	10.59%
Percentage of PCNs paid	77.29%	70.4%	6.89%
Percentage of PCNs paid at discount rate	58.81%	53.79%	5.02%
Percentage of PCNs against which an informal or formal representation was made	18.76%	15.84%	2.92%
Percentage of PCNs cancelled as a result of an informal or formal representation	8.54%	5.97%	2.57%
Percentage of PCNs written off	0	0	0
Percentage of appeals to adjudicators	0.35%	0.32%	0.03%
Percentage of appeals refused	0.13%	0.12%	0.01%
Percentage of appeals non-contested	0.06%	0.05%	0
Percentage of appeals allowed	0.16%	0.15%	0.01%

The chart below shows the split between the informal and formal representations:



13. Income and expenditure

EXPENDITURE	£
Employees	385,495
Premises	12,415
Transport	2,232
Supplies and Services (Inc CEO Deployment)	3,899,440
Internal Charges	688,426
TOTAL EXPENDITURE	4,988,008
INCOME	
Income	11,741,684
Less Central Recharges	586,363
Transfer to Reserve	6,187,567
RESERVE	
Opening Balance at April 2015	2,633,56
INCOME	6,187,567
Income from Revenue	
EXPENDITURE	5,582,000
Environmental Improvements & Grounds Maintenance (Aboricultural and Neighbourhood Delivery)	
Balance of Parking Reserve at 31 March 2016	3,238,744