

<b>Committee(s):</b>	<b>Dates(s):</b>
Finance	21 <sup>st</sup> January 2020
Planning & Transportation	28 <sup>th</sup> January 2020
Streets and Walkways Sub	25 <sup>th</sup> February 2020
Court of Common Council	5 <sup>th</sup> March 2020
<b>Subject:</b> Annual On-Street Parking Accounts 2018/19 and Related Funding of Highway Improvements and Schemes	<b>Public</b>
<b>Report of:</b> Chamberlain	<b>For Information</b>
<b>Report author:</b> Simon Owen, Chamberlain's Department	

### Summary

The City of London in common with other London authorities is required to report to the Mayor for London on action taken in respect of any deficit or surplus in its On-Street Parking Account for a particular financial year.

The purpose of this report is to inform Members that:

- the surplus arising from on-street parking activities in 2018/19 was £13.681m;
- a total of £6.833m, was applied in 2018/19 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2019 was £36.828m, which will be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

### Recommendation

Members are asked to:

- Note the contents of this report for their information before submission to the Mayor for London.

### Main Report

#### Background

1. Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended), requires the City of London in common with other London authorities (i.e. other London Borough Councils and Transport for London), to report to the Mayor for London on action taken in respect of any deficit or surplus in their On-Street Parking Account for a particular financial year.

2. Legislation provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes:
- a) making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
  - b) meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
  - c) the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
  - d) if it appears to the City that the provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely:
    - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
    - the purposes of a highway or road improvement project in the City;
    - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
    - for an “environmental improvement” in the City.
  - e) meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
  - f) making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above.
3. In the various tables of this report, figures in brackets indicate expenditure, reductions in income or increased expenditure.

### 2018/19 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2018/19 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2018	29.980
Surplus arising during 2018/19	13.681
Expenditure financed during the year	(6.833)
<b>Funds remaining at 31<sup>st</sup> March 2019, wholly allocated towards funding future projects</b>	<b>36.828</b>

5. Total expenditure of £6.833m in 2018/19 was financed from the On-Street Parking Reserve, covering the following approved projects:

<b>Revenue/SRP Expenditure:</b>	<b>£000</b>
Highway resurfacing, maintenance & enhancements	(2,242)
Concessionary fares & taxi card scheme	(517)
Thames Court footbridge	(376)
Ring of steel compliance & stabilisation	(175)
Holborn Viaduct & Snow Hill pipe-subways	(137)
Minorities car park structural building report	(118)
Temple Area traffic review	(113)
Special needs transport	(91)
HVM security team	(81)
Bank Junction experimental safety scheme	(56)
City Wayfinding Signage/Legible London	(29)
Cleansing / planting maintenance / Aldgate / other	(20)
Off-Street car parking contribution to reserves	116
<b>Total Revenue/SRP Expenditure</b>	<b>(3,839)</b>
<b>Capital Expenditure:</b>	
Street lighting project	(2,368)
City Wayfinding Signage/Legible London	(227)
HVM security bollards	(160)
Bank Junction experimental safety scheme	(141)
Beech Gardens Barbican Podium waterproofing	(98)
<b>Total Capital Expenditure</b>	<b>(2,994)</b>
<b>Total Expenditure Funded in 2018/19</b>	<b>(6,833)</b>

6. The surplus on the On-Street Parking Reserve brought forward from 2017/18 was £29.980m. After expenditure of £6.833m funded in 2018/19, a surplus balance of £6.848m was carried forward to future years to give a closing balance at 31st March 2019 of £36.828m.
7. Currently total expenditure of some £110.9m is planned over the medium term from 2019/20 until 2023/24 (as detailed in Table 1), by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised.
8. The total programme covers numerous major capital schemes including funding towards the Street lighting project; repairs to Holborn Viaduct & Snow Hill pipe-subways; City Wayfinding Signage/Legible London; HVM security; Bank Junction experimental safety and permanent scheme; Thames Court footbridge; Minorities car park structural building report; Barbican Podium waterproofing & Highwalk remedial works; Dominant House footbridge repairs; Temple Area traffic review; London Wall car park waterproofing, joint replacement & concrete repairs; Museum of London public realm; St Pauls gyratory; Fire Safety at the car parks; Lindsey Street Bridge strengthening; Beech Street; and transport & public realm around Combined Courts/Police Development.
9. The programme also covers ongoing funding of future revenue projects, the main ones being highway resurfacing, enhancements & road maintenance

projects; concessionary fares & taxi cards; contributions to the costs of Off-Street car parks; and special needs transport. The progression of each individual scheme is, of course, subject to the City's normal evaluation criteria and Standing Orders.

10. A forecast summary of income and expenditure arising on the On-Street Parking Account and the corresponding contribution from or to the On-Street Parking surplus, over the medium-term financial planning period, is shown below:

<b>Table 1 On-Street Parking Account Reserve Projections 2018/19 to 2023/24</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>Total</b>
	<b>Actual £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>Forecast £m</b>	<b>£m</b>
Income	20.3	15.4	23.8	22.7	19.7	16.9	118.8
Expenditure ( <i>Note 1</i> )	(6.6)	(4.8)	(6.4)	(4.7)	(4.3)	(4.2)	(31.0)
<b>Net Surplus arising in year</b>	<b>13.7</b>	<b>10.6</b>	<b>17.4</b>	<b>18.0</b>	<b>15.4</b>	<b>12.7</b>	<b>87.8</b>
Capital, SRP and Revenue Commitments	(6.8)	(7.0)	(15.4)	(25.3)	(34.1)	(29.1)	(117.7)
<b>Net in year contribution (from)/ to surplus</b>	<b>6.9</b>	<b>3.6</b>	<b>2.0</b>	<b>(7.3)</b>	<b>(18.7)</b>	<b>(16.4)</b>	<b>(29.9)</b>
(Deficit) / Surplus cfwd at 1 <sup>st</sup> April	29.9	36.8	40.4	42.4	35.1	16.4	
<b>(Deficit) / Surplus cfwd at 31<sup>st</sup> March</b>	<b>36.8</b>	<b>40.4</b>	<b>42.4</b>	<b>35.1</b>	<b>16.4</b>	<b>0.0</b>	

*Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of pay & display machines, Saba enforcement contractor costs, fees & services (covering cash collection, pay by phone, postage & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.*

11. A noticeable increase in income is forecast from 2020/21 relating to traffic restriction enforcement through improved camera technology, including Beech Street zero emission zone, to be introduced as part of the fundamental review proposals. Depending upon future motorist's compliance, these forecast future income streams may need refining.

## Conclusion

12. So that we can meet our requirements under the Road Traffic Regulation Act 1984 (as amended), we ask that the Court of Common Council notes the contents of this report, which would then be submitted to the Mayor of London.

## Background Papers

13. Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
14. Final Accounts 2018/19.

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