

<b>Committee(s):</b>	<b>Dates(s):</b>
Finance	13 <sup>th</sup> November 2018
Planning & Transportation	20 <sup>th</sup> November 2018
Streets and Walkways Sub	4 <sup>th</sup> December 2018
Court of Common Council	6 <sup>th</sup> December 2018
<b>Subject:</b> Annual On-Street Parking Accounts 2017/18 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 2017/18 was £14.523m;
- a total of £4.664m, was applied in 2017/18 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2018 was £29.980m, 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.

## 2017/18 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2017/18 is summarised below:

	£m
Surplus Balance brought forward at 1st April 2017	20.121
Surplus arising during 2017/18	14.523
Expenditure financed during the year	(4.664)
<b>Funds remaining at 31<sup>st</sup> March 2018, wholly allocated towards funding future projects</b>	<b>29.980</b>

5. Total expenditure of £4.664m in 2017/18 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	(2,241)
Concessionary fares & taxi card scheme	(493)
Bank Junction experimental safety scheme	(443)
Off-Street car parking costs funded from reserves	(225)
Special needs transport	(78)
Minories car park structural building report	(45)
HVM security team	(32)
Temple Area traffic review	(31)
Dominant House footbridge repairs	(24)
Barbican Podium waterproofing	(14)
Beech Street tunnel	(6)
Cleansing / planting maintenance / other	(2)
<b>Total Revenue/SRP Expenditure</b>	<b>(3,634)</b>
<b>Capital Expenditure:</b>	
Street Lighting project	(720)
Aldgate	(257)
Beech Gardens Barbican Podium waterproofing	(48)
Milton Court highway works S278	(5)
<b>Total Capital Expenditure</b>	<b>(1,030)</b>
<b>Total Expenditure Funded in 2017/18</b>	<b>(4,644)</b>

6. The surplus on the On-Street Parking Reserve brought forward from 2016/17 was £20.121m. After expenditure of £4.644m funded in 2017/18, a surplus balance of £9.859m was carried forward to future years to give a closing balance at 31st March 2018 of £29.980m.
7. Currently total expenditure of some £81.364m is planned over the medium term from 2018/19 until 2022/23 (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; HVM security bollards; Thames Court footbridge; Barbican Podium waterproofing & Highwalk remedial works; repairs to Holborn Viaduct & Snow Hill pipe subways; Temple Area traffic review; London Wall car park waterproofing, joint replacement & concrete repairs; Dominant House footbridge repairs; and Bank Junction permanent safety scheme.
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; Bank Junction experimental safety scheme; Minories car park structural building report; 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 2017/18 to 2022/23</b>	<b>2017/18</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</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	21.0	16.9	15.5	14.6	13.9	13.4	95.3
Expenditure (Note 1)	(6.5)	(4.2)	(4.6)	(4.6)	(4.7)	(4.8)	(29.4)
<b>Net Surplus arising in year</b>	<b>14.5</b>	<b>12.7</b>	<b>10.9</b>	<b>10.0</b>	<b>9.2</b>	<b>8.6</b>	<b>65.9</b>
Capital, SRP and Revenue Commitments	(4.6)	(20.6)	(26.7)	(16.0)	(9.3)	(8.8)	(86.0)
<b>Net in year contribution (from)/ to surplus</b>	<b>9.9</b>	<b>(7.9)</b>	<b>(15.8)</b>	<b>(6.0)</b>	<b>(0.1)</b>	<b>(0.2)</b>	<b>(20.1)</b>
(Deficit) / Surplus cfwd at 1 <sup>st</sup> April	20.1	30.0	22.1	6.3	0.3	0.2	
<b>(Deficit) / Surplus cfwd at 31<sup>st</sup> March</b>	<b>30.0</b>	<b>22.1</b>	<b>6.3</b>	<b>0.3</b>	<b>0.2</b>	<b>0.0</b>	

*Note 1: On-Street operating expenditure relates to direct staffing costs, repair & maintenance of pay & display machines, Indigo 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 has been generated since 2017/18 due to the Bank Junction Experimental Safety Scheme, that has since been made permanent following agreement at Court of Common Council on 13<sup>th</sup> September 2018. 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 2017/18.

**Simon Owen**

Chamberlain's Department

T: 020 7332 1358

E: [simon.owen@cityoflondon.gov.uk](mailto:simon.owen@cityoflondon.gov.uk)