

City of London Corporation Committee Report

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| Committee(s): Planning & Transportation Committee Finance Committee Court of Common Council | Dated: 2 nd December 2025 9 th December 2025 12 th December 2025 |
| Subject: Annual On-Street Parking Accounts 2024/25 and Related Funding of Highway Improvements and Schemes | Public report: For Information |
| This proposal: <ul style="list-style-type: none">• delivers Corporate Plan 2024-29 outcomes• provides statutory duties• provides business enabling functions | Leading sustainable environment Flourishing public spaces |
| Does this proposal require extra revenue and/or capital spending? | n/a |
| If so, how much? | No |
| What is the source of Funding? | n/a |
| Has this Funding Source been agreed with the Chamberlain's Department? | n/a |
| Report of: | The Chamberlain |
| Report author: | Julie Smith, 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 2024/2025 was £9.04m.
- a total of £8,488m was applied in 2024/25 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2025 was £60.563m, 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 parking service 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 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 income or increased expenditure. This is a change from the previous reporting of the On Street Parking Account. The Financial Regulations use Local Authority compliance as the benchmark for all funds under the City Corporation’s control.

In addition, this prevents the need to make manual adjustments to data extracted from the financial systems both within the current and new SAP system – moving to adopt and not adapt.

2024/25 Outturn

4. The overall financial position for the On-Street Parking Reserve in 2024/25 is summarised below:

| | £m |
|--|-----------------|
| Surplus Balance brought forward at 1st April 2024 | (58,628) |
| Surplus arising during 2024/25 | (10,423) |
| Expenditure financed during the year | 8,488 |
| Funds remaining at 31st March 2025, wholly allocated towards funding future projects | (60,563) |

5. Total expenditure of £8.488m in 2024/25 was financed from the On-Street Parking Reserve, covering the following approved projects:

| | |
|--|--------------|
| Revenue/SRP Expenditure: | £000 |
| Highway Resurfacing, Maintenance & Enhancements | 2,406 |
| Street Cleansing contract (inflation uplift requirement) | 707 |
| London Wall Car Park Waterproofing and Repairs | 623 |
| City gardens highways & cleansing maintenance | 238 |
| Car parks CWP (Cyclical Works Programme) | 217 |
| London Wall Car Park Fire Safety Works | 161 |
| Special Needs Transport | 102 |
| Aldgate Maintenance for City Open Spaces | 40 |
| Cleaning Maintenance Lord Mayors Show | 36 |
| St Paul's Gyratory | 34 |
| Thames Footbridge (implementation) | (9) |
| Off-Street Car Parking Contribution to Reserves | (121) |
| Total Revenue/SRP Expenditure | 5,089 |
| Capital Expenditure: | |
| Bank Junction Improvements (All Change at Bank) | 1,155 |
| Pedestrian Priority Programme (King William St) | 1,069 |
| Climate Action Strategy – Cool Streets & Greening | 422 |
| Barbican Podium Waterproofing – Phase 2 | 245 |
| Climate Action Strategy – Pedestrian Priority | 235 |
| Car Parks Fire & Health & Safety actions | 191 |
| Enhancing Cheapside | 82 |
| Total Capital Expenditure | 3,400 |
| Total Expenditure Funded in 2024/25 | 8,488 |

6. The surplus on the On-Street Parking Reserve brought forward from 2023/24 was £58.628m. After expenditure of £8.488m funded in 2024/25, a surplus balance of £1.935m was carried forward to future years to give a closing balance at 31st March 2025 of £60.563m.
7. Currently total expenditure of some £112.7m (including Priorities Board allocations approved by Members), is planned over the medium term financial plan from 2025/26 until 2029/30 (as detailed in Table 1 and is subject to the project approval process), by which time it is anticipated that the existing surplus plus those estimated for future years will be fully utilised. A contingency sum £2m in 2027/28 has been included in the projections to cover any unforeseen inflationary pressures on approved projects.
8. The total programme covers numerous major capital schemes including:-
 - Funding towards the Barbican Podium Waterproofing;
 - Bank Junction Improvements;
 - Climate Action Strategy Cool Streets & Greening and Pedestrian Priority;
 - Traffic Enforcement CCTV;
 - West Smithfield Area Public Realm & Transportation Project;
 - St Paul's Gyratory;
 - London Wall Car Park Waterproofing,
 - Joint Replacement & Concrete Repairs;
 - Fire Safety at the Car Parks;
 - Pedestrian Priority Programme @ King William Street;
 - Enhancing Cheapside;
 - Moorgate Corridor;
 - Dauntsey House;
 - Vision Zero Safer Streets;
 - Outdoor Fitness Equipment @ Old Watermans Walk.

Progression of individual schemes is subject to the City's normal evaluation criteria and Standing Orders.

9. The programme also covers ongoing funding of future revenue projects, which is little changed from those listed in paragraph 5. The main ones being:-
 - Highway Resurfacing,
 - Enhancements & Road Maintenance Projects;
 - Concessionary Fares & Taxi Cards;
 - Traffic Order Review;
 - Contributions to the Costs of Off-Street Car Parks (including CWP works);
 - Special Needs Transport;
 - Cleansing Maintenance for the Lord Mayors Show;
 - Annual Maintenance of Aldgate;
 - Secure City CCTV system;
 - street cleansing contract, including power washing as part of Destination City requirements; and
 - City Gardens highways & cleansing maintenance

10. Following Member requests to allocate On-Street Parking surplus monies, a Priorities Board chaired by the Town Clerk considers all new eligible bids for surplus funds before recommending successful bids to Members of RASC and P&R Committees for decision. This mechanism has been designed to ensure surplus monies are allocated to eligible projects in an efficient and speedy process to meet spending priorities, a number of which schemes are now included in paragraphs 8 and 9 above to be spent in the medium term.
11. A forecast summary of income and expenditure arising on the On-Street Parking Account and corresponding contribution from/(to) the On-Street Parking surplus, over the medium-term financial planning period, is shown below in Table 1.
12. The increase in annual operating expenditure forecast from 2025/26 onwards is mainly due to increased enforcement contract costs, back-office support contract costs (printing, postage, and IT software) plus staff salary increases.

| Table 1 On-Street Parking Account Reserve Projections 2023/24 to 2029/30 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | Total |
|---|----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------|
| | Actual £m | Forecast £m | Forecast £m | Forecast £m | Forecast £m | Forecast £m | £m |
| Income | (10.6) | (14.6) | (15.0) | (15.5) | (15.9) | (16.3) | (87.9) |
| Expenditure (Note 1) | 0.2 | 4.1 | 4.2 | 4.3 | 4.4 | 4.6 | 21.8 |
| Net Surplus arising in year | (10.4) | (10.5) | (10.8) | (11.2) | (11.5) | (11.7) | (66.1) |
| Capital, SRP and Revenue Commitments (Note 2) | 8.4 | 42.3 | 25.0 | 18.8 | 9.1 | 9.1 | 112.7 |
| Net in year contribution from/ to (surplus) | (2.0) | 31.8 | 14.2 | 7.6 | (2.4) | (2.6) | 46.6 |
| Contingency (Note 3) | | | | 2.0 | | | 2.0 |
| Deficit / (Surplus) cfwd at 1 st April | (58.6) | (60.6) | (28.8) | (14.6) | (5.0) | (7.3) | |
| Deficit / (Surplus) cfwd at 31st March | (60.6) | (28.8) | (14.6) | (5.0) | (7.3) | (9.9) | |

Note 1: On-Street operating expenditure relates to direct staffing costs, current enforcement contractor costs, fees & services (covering bank charges, postage, printing & legal), IT software costs for enforcement systems, provision for bad debts for on-street income and central support recharges.

Note 2: Including bids agreed by Priorities Board, subject to Member approval through RASC and the Gateway procedures.

Note 3: Given the increasing costs of materials and labour, Priorities Board have considered it prudent to set aside a contingency sum.

Corporate & Strategic Implications

13. Strategic implications – n/a
14. Financial implications – Covered in main body of report
15. Resource implications – Covered in main body of report
16. Legal implications

All OSPR spend and proposed allocations have been considered against the criteria for its use and are in accordance with the Road Traffic Regulation Act 1984

and the London Local Authorities and Transport for London Act 2003.

17. Risk implications

OSPR funding relies on accurate forecasts of income and expenditure. Forecast projections are regularly reviewed and updated to mitigate this risk.

Equalities implications – n/a

Climate implications – n/a

Security implications – n/a

Conclusion

18. 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

- Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 sect 282.
- Final Accounts 2024/25.

Appendix

Appendix 1 –Appendix of Proposed OSPR Schemes

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APPENDIX 1 PROPOSED OSPR SCHEMES

SUMMARY ON-STREET PARKING RESERVE ACCOUNT (as @ 22nd August 2025)

| | 2024/25 Actual £'000 | 2025/26 Forecast £'000 | 2026/27 Forecast £'000 | 2027/28 Forecast £'000 | 2028/29 Forecast £'000 | 2029/30 Forecast £'000 | TOTAL £'000 | |
|---|----------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-----------------|----------|
| Expenditure - salaries, enforcement contract, other running expenses | 191 | 4,097 | 4,220 | 4,347 | 4,477 | 4,611 | 21,943 | |
| Income - PCN's, parking meters, suspended bays, dispensations | (10,614) | (14,617) | (15,056) | (15,507) | (15,972) | (16,452) | (88,218) | |
| NET REVENUE SURPLUS GENERATED IN YEAR | (10,423) | (10,520) | (10,836) | (11,161) | (11,495) | (11,840) | (66,275) | |
| TOTAL OF CAPITAL, SRP & REVENUE COMMITMENTS | 5,790 | 24,097 | 14,773 | 11,045 | 5,324 | 5,683 | 66,711 | A |
| TOTAL BIDS (Agreed by Priorities Board) | 2,698 | 18,205 | 10,207 | 7,770 | 3,831 | 3,576 | 46,288 | B |
| CONTINGENCY (Agreed by Priorities Board) | 0 | 0 | 0 | 2,000 | 0 | 0 | 2,000 | |
| DEFICIT/(SURPLUS) Brought Forward @ 1st April | (58,628) | (60,563) | (28,781) | (14,637) | (4,982) | (7,323) | (9,904) | |
| DEFICIT/(SURPLUS) Carried Forward @ 31st March | (60,563) | (28,781) | (14,637) | (4,982) | (7,323) | (9,904) | | |

() = income or in hand balance

PROJECTION OF PLANNED SCHEME EXPENDITURES TO BE FINANCED 2024/25 to 2029/30

| | 2024/25 Actual £'000 | 2025/26 Forecast £'000 | 2026/27 Forecast £'000 | 2027/28 Forecast £'000 | 2028/29 Forecast £'000 | 2029/30 Forecast £'000 | TOTAL £'000 |
|---|-------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|------------------------|
| CAPITAL SCHEMES (inc. some SRP) | | | | | | | |
| Holborn Viaduct & Snow Hill Pipe Subways over Thameslink Str Reps | 0 | 1,428 | 2,690 | | | | 4,118 |
| Bank Junction Improvements (All Change at Bank - Permanent scheme) | 1,155.8 | 544 | 394 | | | | 2,094 |
| Barbican Podium (Beech Gardens) Waterproofing - Phase 2 | 245 | 6,926 | | | | | 7,171 |
| Climate Action Strategy - Cool Streets and Greening Programme (2021-22) | 422 | 4,182 | 1,470 | | | | 6,074 |
| Climate Action Strategy - Pedestrian Priority (2021-22 Bids) | 235 | 2,866 | 1,352 | | | | 4,452 |
| London Wall CP Waterproofing, Joint Replacement & Concrete Repairs | 623 | 398 | 1,579 | | | | 2,600 |
| Traffic Enforcement CCTV | 0 | 88 | | | | | 88 |
| Lindsey Street Bridge Strengthening (subject to RASC drawdown) | 0 | 1,202 | 1,123 | | | | 2,325 |
| West Smithfield Area Public Realm & Transportation Project - previously MoL Public Realm (subject to RASC drawdown) | 173 | 2,727 | 2,300 | 5,828 | | | 11,028 |
| TOTAL CAPITAL SCHEMES | 2,854 | 20,360 | 10,908 | 5,828 | 0 | 0 | 39,949 |
| SRP SCHEMES | | | | | | | |
| Minorities Car Park - Structural Building Report | 0 | 223 | | | | | 223 |
| Dominant House Footbridge Repairs and Future Options | 0 | 68 | | | | | 68 |
| Thames Court Footbridge (Implementation) | -9 | | | | | | (9) |
| TOTAL SRP SCHEMES | (9) | 291 | 0 | 0 | 0 | 0 | 282 |
| REVENUE SCHEMES | | | | | | | |
| Planning and Transportation Committee | | | | | | | |
| Highways Resurfacing/Maintenance/Enhancements (was 3C now 1L) | 2,406 | 2,619 | 2,698 | 2,778 | 2,862 | 2,948 | 16,311 |
| Contribution (to)/from Reserves for cost of Off Street Car Parks (1L + 3C) | -121 | -192 | 391 | 1,641 | 1,641 | 1,891 | 5,251 |
| Traffic Review Order | 23 | 265 | | | | | 288 |
| Aldgate | 40 | 40 | 40 | 40 | 40 | 40 | 240 |
| Cleansing Maintenance - Lord Mayors Show | 36 | 37 | 38 | 39 | 40 | 41 | 230 |
| Sub Total | 2,384 | 2,769 | 3,166 | 4,498 | 4,583 | 4,920 | 22,320 |
| Community & Children's Services Committee | | | | | | | |
| Concessionary Fares and Taxicard | 459 | 568 | 585 | 603 | 621 | 639 | 3,474 |
| Special Needs Transport | 102 | 110 | 113 | 117 | 120 | 124 | 686 |
| Sub Total | 561 | 678 | 698 | 719 | 741 | 763 | 4,160 |
| TOTAL REVENUE SCHEMES | 2,945 | 3,447 | 3,865 | 5,218 | 5,324 | 5,683 | 26,480 |
| TOTAL OF CAPITAL, SRP & REVENUE COMMITMENTS | 5,790 | 24,097 | 14,773 | 11,045 | 5,324 | 5,683 | 66,711 |
| BIDS AGREED BY PRIORITIES BOARD | 2024/25 Actual £'000 | 2025/26 Forecast £'000 | 2026/27 Forecast £'000 | 2027/28 Forecast £'000 | 2028/29 Forecast £'000 | 2029/30 Forecast £'000 | TOTAL £'000 |
| Capital | | | | | | | |
| St Paul's Gyratory (previously the MOL Gyratory) | 34 | 5,599 | 3,036 | 2,464 | | | 11,132 |
| London Wall CP Fire Safety Works | 161 | 2,738 | | | | | 2,899 |
| Pedestrian Priority Programme - King William Street | 1,069 | 932 | | | | | 2,000 |
| Bank Junction Improvement Project - Traffic and Timing Review | 0 | 650 | | | | | 650 |
| Enhancing Cheapside (includes SRP) | 82 | 868 | 50 | | | | 1,000 |
| Car Parks Fire and H&S Actions (fire doors, lighting, CCTV) | 191 | 209 | | | | | 400 |
| Vision Zero Safer Streets | 0 | 500 | 1,000 | 900 | | | 2,400 |
| Outdoor Fitness Equipment - Old Watermans Walk | | 75 | 5 | 5 | 5 | | 90 |
| Dauntsey House - Ironmonger Lane | 0 | 450 | | | | | 450 |
| Moorgate Corridor | | 100 | 825 | 575 | | | 1,500 |
| Bank Junction Improvement Project - Taxi Experiment | | 535 | 215 | | | | 750 |
| Sub Total | 1,537 | 12,654 | 5,131 | 3,944 | 5 | 0 | 23,271 |
| Revenue | | | | | | | |
| Secure City CCTV system (max. contribution to Police running costs) | 0 | 500 | 500 | 500 | 500 | 500 | 2,500 |
| Street Cleansing contract (inflation uplift requirement) - 1L | 707 | 750 | 750 | 750 | 750 | 750 | 4,457 |
| Street Cleansing power washing (Destination City requirement) - 1L | 0 | 60 | 60 | 60 | 60 | 60 | 300 |
| City Gardens highways and cleansing maintenance -1L | 238 | 200 | 200 | 200 | 200 | 200 | 1,238 |
| Street Cleansing (resources reintroduction) - 1L | 0 | 1,413 | 1,413 | 1,413 | 1,413 | 1,413 | 7,065 |
| Car Parks - CWP | 217 | 2,083 | 1,500 | 250 | 250 | | 4,300 |
| Highway contract inflation funding | | 300 | 300 | 300 | 300 | 300 | 1,500 |
| Street Cleansing contract inflation funding | | 245 | 353 | 353 | 353 | 353 | 1,657 |
| Sub Total | 1,162 | 5,551 | 5,076 | 3,826 | 3,826 | 3,576 | 23,017 |
| TOTAL BIDS (AGREED BY PRIORITIES BOARD) | 2,698 | 18,205 | 10,207 | 7,770 | 3,831 | 3,576 | 46,288 |

A

B

