

Report – Planning & Transportation Committee

Annual On-Street Parking Accounts 2024/25 and Related Funding of Highway Improvements and Schemes

To be presented on Friday, 12th December 2025

*To the Right Honourable The Lady Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

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 2024/25 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 (OSPR) 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

That Members note the contents of the report and approve its submission to the Mayor of 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 related 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 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 SAP systems – moving forward 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	2,405
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 Mayor's Show	36
St Paul's Gyratory	34
Thames Footbridge (implementation)	(9)
Off-Street Car Parking Contribution to Reserves	(121)
Total Revenue/SRP Expenditure	5,088
Capital Expenditure:	
Bank Junction Improvements (All Change at Bank)	1,155
Pedestrian Priority Programme (King William Street)	1,069
Climate Action Strategy – Cool Streets & Greening	422
Barbican Podium Waterproofing – Phase 2	245
Climate Action Strategy – Pedestrian Priority	235
Car Parks Fire and 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 2024 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 of £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 at King William Street;
- Enhancing Cheapside;
- Moorgate Corridor;
- Dauntsey House;
- Vision Zero Safer Streets; and
- Outdoor Fitness Equipment at Old Watermans Walk.

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

- The programme also covers ongoing funding of future revenue projects, which is little changed from those listed in paragraph 5 above. The main ones being:
 - Highway Resurfacing;
 - Enhancements and 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 Mayor's 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 and cleansing maintenance;.
- 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 Resource Allocation Sub-Committee and your Policy and Resources Committee 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.
- 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.
- 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 2024/25 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 and 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 the City Corporation can meet its requirements under the Road Traffic Regulation Act 1984 (as amended), it is requested that the Court of Common Council notes the contents of this report and approves its submission to the Mayor of London.

Appendix

Appendix 1 – Appendix of Proposed OSPR Schemes

Background Papers

- . Road Traffic Regulations Act 1984; Road Traffic Act 1991; GLA Act 1999 S282.
- . City of London Corporation Final Accounts 2024/25.

All of which we submit to the judgement of this Honourable Court.

DATED this 2nd day of December 2025.

SIGNED on behalf of the Committee.

Deputy Tom Sleigh
Chairman, Planning & Transportation Committee

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							
Minories 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