

London Councils' Transport and Environment Committee

Proposed Revenue Budget and Borough Charges 2017/18

Item no: 04

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Summary

This report details the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2017/18.

These proposals were considered by the Executive Sub-Committee under the Urgency Procedures. The Executive Sub-Committee agreed to recommend that this Committee approves these proposals.

Recommendations

The Committee is asked to approve:

- The changes in individual levies and charges for 2017/18 as follows:
 - The Parking Core Administration Charge of £1,500 per borough and for TfL (2016/17 - £1,500; paragraph 37);
 - The total Parking Enforcement Service Charge of £0.4915 which will be distributed to boroughs and TfL in accordance with PCNs issued in 2015/16 (2016/17 - £0.4681 per PCN; paragraphs 35-36);
 - No charge to boroughs in respect of the Freedom Pass Administration Charge, which is covered by replacement Freedom Pass income (2016/17 – nil charge; paragraph 16);
 - The Taxicard Administration Charge to boroughs of £338,182 in total (2016/17 - £338,182; paragraphs 17-19).
 - No charge to boroughs in respect of the Lorry Control Administration Charge, which is fully covered by estimated PCN income (2016/17 – nil charge; paragraphs 20-21);
 - The Parking and Traffic Appeals Charge of £32.00 per appeal or £28.50 per appeal where electronic evidence is

provided by the enforcing authority (2016/17 - £33.32/£29.90 per appeal). For hearing Statutory Declarations, a charge of £26.74 for hard copy submissions and £26.06 for electronic submissions (2016/17 - £28.17/£27.49 per SD) (paragraph 28);

- Congestion Charging Appeals – to be recovered on a full cost recovery basis under the new contract arrangements with the GLA (paragraph 29);
- The TRACE (Electronic) Charge of £7.31 per transaction (2016/17 - £7.31; paragraphs 30-34);
- The TRACE (Fax) Charge of £7.48 per transaction (2016/17 - £7.48; paragraphs 30-34); and
- The TEC¹ Charge of £0.17 per transaction (2016/17 - £0.17; paragraphs 30-34);
- The provisional gross revenue expenditure of £369.075 million for 2017/18, as detailed in Appendix A;
- On the basis of the agreement of the above proposed charges, the provisional gross revenue income budget of £368.447 million for 2017/18, with a recommended transfer of £628,000 from uncommitted Committee reserves to produce a balanced budget, as shown in Appendix B; and
- From proposed reserves of £628,000, a provisional sum of £10,000 be repatriated to each borough (and TfL) from TEC uncommitted reserves, amounting to £340,000 in total, in the form of a repayment, as per paragraph 52.

The Committee is also asked to note:

- the reduction of £9.407 million or 2.64% in the Freedom Pass settlement for 2017/18; the first time an annual budget reduction has been delivered;
- the current position on reserves, as set out in paragraphs 51-55 and Table 9 of this report and agree on the preferred option(s) for reducing uncommitted reserves towards the agreed benchmark level of between 10%-15% of operating and trading expenditure, as specifically highlighted in paragraphs 54-55; and
- the estimated total charges to individual boroughs for 2017/18, as set out in Appendix C.1.

¹ The system that allows boroughs to register any unpaid parking tickets with the Traffic Enforcement Centre and apply for bailiff's warrants.

Introduction

1. This report details the outline revenue budget proposals and the proposed indicative borough subscription and charges for 2017/18. These proposals were considered by the Executive Sub-Committee under the Urgency Procedures. The Executive Sub-Committee agreed to recommend that this Committee approves these proposals.
2. The report will, therefore, examine the key features of the proposed budget for 2017/18 and make proposals as to the level of charges for the Committee's consideration.

Proposed Revenue Budget 2017/18 - Overview

3. The proposals in this report incorporate the following assumptions:
 - A continued nil charge to boroughs in respect of the Freedom Pass administration fee, which remains fully funded by income receipts from replacing Freedom Passes that are lost or damaged. The income budget for such receipts is proposed to increase by £50,000 to £600,000 for 2017/18;
 - A continued nil charge to boroughs in respect of the London Lorry Control scheme, which remains fully financed from PCN income receipts. The income budget for such receipts is proposed to increase by £50,000 to £800,000 for 2017/18. A sum of £50,000 will remain in the budget to fund work on the review and development of the Lorry Control scheme during 2017/18;
 - A reduction in the TfL element of the Freedom Pass settlement for 2017/18 of £9.759 million, or 2.92%;
 - An increase in the ATOC element of the Freedom Pass settlement of £352,000 (1.9%);
 - The budget for payments to other bus operators for local journeys originating in London has been maintained at the current year's level of £1.7 million, following projections for 2017/18, based on current claim trends being lodged by operators.
 - The annual Freedom Pass survey and reissue costs budget to remain at the current year's level of £1.518 million;
 - Subject to their business plan approval process later this month, TfL will provide an estimated fixed contribution of £9.963 million, inclusive of annual Taxicard tariff inflation of £195,000 (2%), compared to £9.781 million for 2016/17. At this stage, the total borough contribution towards the Taxicard scheme in 2017/18 is estimated to be £2.314 million, the same as for the current year, although the decision on boroughs' contributions is a matter for boroughs to take individually and will be confirmed in February 2017. The indicative budgetary provision for the taxicard trips contract with CityFleet Networks Limited, will, therefore, be an amalgam of the TfL and borough funding, currently equating to £12.277 million for 2017/18, a provisional increase of £195,000 on the revised budget of £12.083 million for the current year

- An estimated 1% cost of living increase on all salary costs, including adjudicators' fees.
 - The overall staffing budget continues to include a £30,000 provision for maternity cover and the vacancy level remains at 2%;
 - A zero inflationary increase in all other running cost budgets for 2017/18, unless subject to binding contractual increases;
4. The proposals in this report, therefore, recommend the following:
- The Parking Core administration charge being held at the 2016/17 level of £1,500;
 - A reduction in the unit cost of hard copy parking appeal charged to boroughs and TfL street management of £1.32 per appeal, or 3.97%. For appeals where evidence is submitted electronically, the unit cost will reduce by £1.40 or 4.68%. For statutory declarations, a hard copy transaction will reduce by £1.43 or 5.06%, with electronic transactions reducing by £1.43 or 5.21%;
 - An increase in the Parking Enforcement service charge of £0.0234 per PCN, or 5%, which will be apportioned to boroughs and TfL in accordance with the total number of PCNs issued by enforcing authorities in 2015/16;
 - No charge to boroughs for the Freedom Pass administration charge for 2016/17, as for the current year;
 - The total Taxicard administration charge of £338,000 being held at the current year's level, which will be apportioned to boroughs in accordance with the scheme membership as at 30 September 2016;
 - No charge to boroughs for the London Lorry Control Scheme administration charge for 2016/17, as for the current year;
 - No change in the charges to boroughs for TRACE electronic, TRACE fax and TEC transactions.
5. The following paragraphs detail the main proposed budget headings for 2017/18 and highlight any significant changes over 2016/17. The proposed level of expenditure for 2017/18 amounts to £369.075 million. A sum of £357.03 million relates to direct expenditure on the transport operators providing the Freedom Pass and the Taxicard schemes. After excluding the £340,000 in respect of the proposed one-off payment to boroughs in 2016/17, this leaves £11.705 million relating to expenditure on parking and traffic related traded service and other operating expenditure. This compares to a comparable sum of £11.923 million for the current year, a reduction of £218,000, or 1.8%.

Freedom Pass

6. The main settlement with TfL for concessionary travel on its service is estimated to be £324.181 million. This represents a reduction of £9.759 million, or 2.92%,

on the figure of £333.94 million for 2016/17. The reduction is made up of several elements:

- a 1.27% reduction in journey numbers across all modes;
 - a 0.74% increase attributed in a change to the commission rate used by TfL²;
 - a 2.14% decrease due to the introduction of the hopper fare;
 - a 0.8% increase in the travel card element (not covered by the Mayor's fares freeze) of the basket of fares used to calculate average fares; and
7. The above elements represent a 1.86% reduction on a like for like basis compared with the 2016/17 settlement. In addition, officers negotiated a 1.08% (£3.64 million) retrospective adjustment in respect of the 2016/17 settlement to account for the introduction of the new hopper fare in September 2016. Together, these elements account for the 2.92% reduction in the TfL element of next year's settlement.
8. The budget in respect of the Association of Train Operating Companies (ATOC) has been provisionally increased by £352,000 to £18.872 million to take into account the anticipated settlement for 2017/18, an increase of 1.9 % (reflecting the July 2016 RPI figure) on the figure of £18.52 million for the current year.
9. The budget for payments to other bus operators for local journeys originating in London has been maintained at the current year's level of £1.7 million, following projections for 2017/18, based on current claim trends being lodged by operators.
10. The budget for the freedom pass support services and issuing costs was £1.518 million for 2016/17. For 2017/18, it is proposed that the budget remains at this level. Although there is no bulk reissue in 2017/18, the current retendering of externally provided support services (call centre, card production, application processing etc.) means there is cost uncertainty until new contract rates are negotiated. The budget will continue to be reviewed each year in the light of estimated annual reissue numbers in the run up to the next substantive reissue exercise in 2020.
11. For income in respect of replacement Freedom Passes, trends indicate that accrued income continues to exceed the approved budget of £550,000, so it is proposed to increase the income budget for replacement passes by £50,000 to £600,000. As stated in paragraphs 3 and 4 and detailed in paragraph 15 below, it is proposed that the in-house cost of administering the Freedom Pass scheme will be fully funded by this income stream in 2017/18.
12. As agreed by this Committee in December 2014, any annual surplus arising from both the freedom pass issuing costs budget of £1.518 million (paragraph 10 above) and replacement freedom passes income budget of £600,000 (paragraph 11 above) will be transferred to a specific reserves to accumulate funds to offset the cost of the next major pass reissue exercise scheduled for 2020. The current balance on the specific reserve is £1 million, as highlighted in paragraph 53.

² The Freedom Pass settlement calculation takes account of the commission TfL pays to merchants who sell travel cards and process Oyster Card payments (cost of sales). However, with the introduction and increasing use of contactless payment, the amount of commission paid by TfL to merchants is reducing. The effect of this is to increase TfL fares revenue and thereby increase the amount payable by boroughs in respect of the Freedom Pass scheme, which works on the principle of reimbursement for revenue foregone by the travel operators.

13. Final negotiations on the actual amounts payable to transport operators will be completed in time for the meeting of the full Committee on 8 December and any late variations to these provisional figures will be tabled at this meeting.
14. A summary of the estimated freedom pass costs for 2017/18, compared to the actual costs for the current year, can be summarised in Table 1 below:

Table 1 – Comparative cost of Freedom Pass 2017/18 and 2016/17

Estimated Cost of Freedom Pass	2017/18(£000)	2016/17(£000)
TfL Settlement	324,181	333,940
ATOC Settlement	18,872	18,520
Non TfL Bus Operators Settlement	1,700	1,700
Support services and issue costs	1,518	1,518
Total Cost	346,271	355,678

15. The total cost of the scheme is fully funded by boroughs and the estimated cost payable by boroughs in 2017/18 is £346.271 million, compared to £355.678 million payable for 2016/17. This represents a reduction of £9.407 million or 2.64%. This is the first time an annual budget reduction has been delivered and is largely due to the increasing eligibility age and also a reduction in bus use. The majority of costs payable by boroughs will be apportioned in accordance with usage data, in accordance with the agreed recommendations of the arbitrator in 2008.
16. The administration of the freedom pass covers London Councils in-house costs in negotiating the annual settlements and managing the relationships with transport operators and contractors. For 2017/18, the total cost is estimated to be £483,814, compared to £386,816 in 2016/17. This equates to £14,661 per borough. However, it is proposed to use a proportion of the income accrued from the replacement of lost and damaged Freedom Passes (refer paragraph 11) to levy a nil charge in 2017/18, which members are asked to recommend to the full Committee. This position will be reviewed annually to ensure forecast income streams continue to cover the in-house costs of administering the scheme.

Taxicard

17. As stated in paragraph 3, TfL will provide an estimated fixed contribution of £9.963 million, inclusive of annual Taxicard tariff inflation of £195,000 (2%), compared to £9.781 million for 2016/17. At this stage, the total borough contribution towards the Taxicard scheme in 2017/18 is estimated to be £2.314 million, the same as for the current year, although the decision on boroughs' contributions is a matter for boroughs to take individually and will be confirmed in February 2017. The indicative budgetary provision for the taxicard trips contract with CityFleet Networks Limited, will, therefore, be an amalgam of the TfL and borough funding, currently equating to £12.277 million for 2017/18, a provisional increase of £195,000 on the revised budget of £12.083 million for the current year.
18. The cost of administration of the Taxicard Scheme is estimated to be £526,694 in 2017/18 compared to £528,735 in 2016/17. After excluding the contribution from TfL towards these costs of £104,768 and anticipated income of £24,000 from charging for replacement taxicards, the net cost to be charged to boroughs in 2017/18 is £397,926. However, it is proposed to continue to use uncommitted

general reserves held by the Committee to hold the total charge at the 2016/17 level of £338,182.

19. The active Taxicard membership data as at 30 September 2016 is 64,611, compared to 67,780 as at 30 September 2015, a reduction of 3,169, or 4.7%, due to further cleansing of the membership data in accordance with the TEC Executive Sub-Committee's decision of July 2014. The reduction in the spreading base has increased the underlying unit cost of a permit from £4.99 to £5.24 per member.

Lorry Control Scheme

20. This is calculated in the same manner as the freedom pass and taxicard administration charge, although it is apportioned to boroughs in accordance with the ONS mid-year population figures for, in the case of 2017/18, June 2015. The total cost of administering the scheme is estimated to be £672,708 in 2017/18, compared to £674,119 in 2016/17. This figure includes a sum of £50,000 that has been earmarked for the review and development of the scheme in 2017/18.
21. After analysing receipts from PCNs issued in relation to the scheme over the past three financial years, it is proposed to increase the income target from £750,000 to £800,000, meaning that there will be a continuation of the nil charge to the 29 participating boroughs plus TfL towards the scheme in 2017/18. Again, this position will be reviewed annually to ensure forecast income streams continue to cover the costs of administering the scheme.

Environment and Traffic Adjudicators (ETA) Fees

22. The budget for adjudicators' fees and training will be increased for 2017/18, in accordance with the recommendation of the Senior Salaries Review Board in respect of the 2016 pay award. This mechanism, which was agreed by TEC in November 2001, keeps the Adjudicators' pay at 80% of that for Group 7 full-time judicial appointments outside London. This hourly rate increases by £0.61, or 1% from £60.60 to £61.21, inclusive of employers' National Insurance Contributions.
23. The estimated volume of ETA appeals and statutory declarations for 2017/18, based volumes in the first half of 2017/18 is 40,586, significantly less than the 52,885 budgeted level for the current year. The actual number of appeals heard in 2015/16 was 42,846 including Statutory Declarations, Moving Traffic Offences and Lorry Control Appeals, indicating that there is a continuing minor downward trend in the number of appeals.
24. The average throughput of appeals for the first six months of the current year is 2.45 appeals heard per hour (compared to 2.76 appeals per hour when the current year's budget was set in December 2015). This average figure takes account of all adjudicator time spent on postal and personal appeal hearing and also non-appeal 'duty adjudicator' activities. However, officers working on the service have analysed adjudicator performance over the last six months and have identified system and service improvements that are likely to increase average throughput to 2.7 cases per hour during 2017/18. The ETA adjudicator fees base budget of £1.162 million has, therefore, been reduced by £251,000 to £911,000 for 2017/18 to reflect the current volumes and throughput rate, and then inflated by £9,000 to £920,000 to reflect the pay award.

Road User Charging Adjudicators (RUCA) Fees

25. The estimated volume of RUCA appeals for 2017/18, based volumes in the first half of 2016/17, is 6,348, a slight increase on the figure of 6,167 for the current year. The actual number of RUCA Appeals dealt with in 2015/16, including Statutory Declarations, was 5,967.
26. The budget for RUCA adjudicators' fees has, therefore, been increased by £51,000 from £198,000 to £249,000 for 2016/17 to reflect current costs, and then inflated by £3,000 to £252,000 to reflect the pay award. The Committee will be fully reimbursed at cost by the GLA/TfL for the hearing of RUCA appeals under the new contract arrangements.

Appeals Unit Charges 2017/18

27. The estimated overall cost for hearing appeals for 2017/18 is laid out in Table 2 below:

Table 2 – Proposed Unit Cost for Appeals 2017/18

	ETA	RUCA	Total
Estimated Appeal Nos.	40,586	6,348	46,934
Average Case per hour	2.7	1.54	2.45
Adjudicator Hours	15,032	4,122	19,154
Expenditure	£	£	£
Adjudicators Fees	920,100	252,312	1,172,412
Northgate Variable Cost	274,582	60,806	335,388
Postage/Admin	-	-	-
Total	1,194,682	313,118	1,507,800
Income			
Hearing Fees	1,194,682	313,118	1,507,800
Average Indicative Unit Cost of Appeal	29.44	49.33	32.13

28. For ETA appeals, based on an estimated 40,586 appeals and a projected throughput rate of 2.7 cases being heard per hour during 2017/18, it is proposed that the indicative hard copy unit ETA appeal cost for 2017/18 is £32.00, a reduction of £1.32 or 3.97% on the charge of £33.32 for 2016/17. For appeals where electronic evidence is provided by an enforcing authority, it is proposed that the unit cost will reduce by £1.40 to £28.50. The lower charge to boroughs recognises the reduced charge from Northgate for processing electronic appeals, demonstrating that there remains a clear financial incentive for boroughs to move towards submitting electronic evidence under the current contract arrangements. As for 2016/17, boroughs will pay a differential charge for the processing of ETA statutory declarations. For hard copy statutory declarations, the proposed unit charge will be £26.74 compared to the charge of £28.17 for the current year, which represents a reduction of £1.43, or 5.06%. For electronic statutory declarations, the proposed unit charge will be £26.06, a reduction of £1.43, or 5.21% on the electronic appeal unit charge for the current year. The Committee is asked to approve these appeal charges to users for 2017/18.
29. London Councils is contracted to provide the RUCA appeals service up until January 2022 after recently being awarded the new contract to provide the

service from 1 January 2017. Under the new contract arrangements, there will be a continuation of the current agreement for TfL/GLA to reimburse London Councils on an actual cost-recovery basis for the variable cost of these transactions, rather than on a unit cost basis. Continuation of this agreement will ensure that a breakeven position continues in respect of these transactions, so the estimated cost of £313,118 for hearing an estimated 6,348 RUCAs will be fully recovered. The fixed cost element of the new contract is £453,611, a reduction of £18,293 of the recharge of £471,904 for 2016/17; although London Councils has the right to further review this sum if operational circumstances change.

Parking Managed Services – Other Variable Charges to Users

30. These variable charges form part of the parking managed service contract provided by Northgate, the volumes of which the Committee has no control. The individual boroughs are responsible for using such facilities and the volumes should not, therefore, be viewed as service growth. The volumes are based on those currently being processed by the contractor and are recharged to the boroughs and TfL as part of the unit cost charge. Current trends during the first half of 2016/17 suggest that the TRACE electronic and fax transactions are reducing, but that TEC volumes are increasing over 2016/17. The estimated effect on expenditure trends are illustrated in Table 3 below:

Table 3 – Estimated expenditure on variable parking services 2017/18 and 2016/17

2017/18	Estimated Volumes (Nos)	Contractor Charge (£)	Expenditure Budget (£)
TRACE (Electronic)	33,804	1.698/1.732	58,269
TRACE (Fax Transaction)	10,614	3.739/3.814	40,301
TEC	926,540	0.09/0.92	84,790
Total			183,359
2016/17	Estimated Volumes (Nos)	Contractor Charge (£)	Expenditure Budget (£)
TRACE (Electronic)	46,100	1.69/1.698	77,909
TRACE (Fax Transaction)	16,516	3.72/3.739	61,440
TEC	599,204	0.09	53,928
Total			193,277

31. The estimated reduction in expenditure between 2016/17 and 2017/18, based on the current projected transaction volumes for 2017/18, is £9,917.
32. The corresponding estimated effect on income trends are illustrated in Table 4 below:

Table 4 – Estimated income accruing from variable parking services 2017/18 and 2016/17

2017/18	Estimated Volumes (Nos)	Proposed Unit Charge (£)	Income Budget (£)
TRACE (Electronic)	33,804	7.31	247,107
TRACE (Fax Transaction)	10,614	7.48	79,393
TEC	926,540	0.17	157,512
Total			484,012
2016/17	Estimated Volumes (Nos)	Actual Unit Charge (£)	Income Budget (£)
TRACE (Electronic)	46,100	7.31	336,991
TRACE (Fax Transaction)	16,516	7.48	123,540
TEC	599,204	0.17	101,865
Total			562,396

33. The corresponding estimated effect on income, between 2016/17 and 2017/18, , based on the current projected transaction volumes for 2017/18 is a reduction of £78,384, leading to a net overall reduction in budgeted income of £68,466. The charging structure historically approved by TEC for the provision of the variable parking services (excluding appeals) includes a profit element in each of the charges made to boroughs and other users for these services. However, it is proposed to maintain the three charges to boroughs at the same level for the current year.
34. The Committee is, therefore, asked to approve the following non-appeal charges to users for 2017/18:
- The TRACE (Electronic) charge of £7.31 per transaction, the same charge as for the current year;
 - The TRACE (Fax) charge of £7.48 per transaction, the same charge as for the current year; and
 - The TEC charge of £0.17 per transaction, the same charge as for the current year.

Parking Enforcement Service Charge

35. The majority of this charge is made up of the fixed cost element of the parking managed service contract provided by Northgate and the provision of accommodation and administrative support to the appeals hearing centre. The calculation for 2017/18 reflects the likely significant increase in the level of Business Rates payable at the hearing centre at Chancery Exchange following the recent announcement by the Valuation Office Agency of a review of rateable values. The total fixed cost is allocated to users in accordance with the number of PCNs issued, which for 2017/18 will be those issued by enforcing authorities during 2015/16, which is detailed in Appendix D. For 2017/18, expenditure of £2.769 million needs to be recouped, compared to £2.694 million for 2016/17, which is detailed in Table 5 below:

Table 5 – Breakdown of Parking Enforcement Charge 2017/18

	2017/18 (£000)	2016/17 (£000)
Fixed Contract Costs	1,079	1,064
Hearing Centre Premises Costs	644	620
Direct Staffing Costs	500	542
General Office Expenditure	191	190
Central Recharges	355	278
Total	2,769	2,694

36. After top-slicing this amount for the revised fixed contract sum of £454,000 attributable to congestion charging and LEZ offences rechargeable to the GLA (refer paragraph 29), a total of £2.315 million remains to be apportioned through the 4.713 million PCN's issued by boroughs and TfL in 2015/16 in respect of parking, bus lane, moving traffic and lorry ban enforcement, compared to 4.746 million issued in 2014/15. The 33,000 decrease in the number of PCNs issued over the two comparative years decreases the spreading base, which together with an increase in total costs leads to an increase in the actual unit charge to boroughs and TfL of £0.0234, or 5%, from £0.4681 to £0.4915 per PCN for 2017/18, which the Committee is asked to approve. In addition, under the terms of the new contract with Northgate, there is a separate fixed cost identified in respect of the use of the TRACE and TEC systems. For 2016/17, this sum was £88,000 and is estimated to increase to £89,000 in 2017/18. This sum will be apportioned to boroughs in accordance with volumes of transaction generated on each system.

Parking Core Administration Charge

37. The core subscription covers a proportion of the cost of the central management and policy work of the Committee and its related staff, accommodation, contract monitoring and other general expenses. It is charged to boroughs and TfL at a uniform rate, which for 2016/17 was £1,500 per borough. As there is limited scope for additional savings or efficiencies to be identified from within the £51,000 this levy raises for the Committee, it is recommended that this charge be held at the current level of £1,500 per borough and TfL for 2017/18.
38. Estimated individual borough costs for 2017/18, covering the proposed charges highlighted in paragraphs 16-37 above, are detailed in Appendix C.1 and can be compared against the estimated charges for the current year at Appendix C.2, forecast at the budget setting stage for the current year 12 months ago. Indicative overall estimated savings of £298,000 in 2017/18 to boroughs and TfL arising from the proposed charges, together with the projected reduction in transaction volumes, are projected, assuming that the detailed proposed charges for 2017/18 are approved by this Committee.

Registration of Debt – Northampton County Court

39. Expenditure in respect of the registration of debt related to parking penalties is directly recouped from the registering borough, so the transactions have a neutral effect on the financial position of the Committee. The Court Service recently increased the £7 unit fee to £8 from 25 July 2016, so no further increases are envisaged during 2017/18. Volumes generated by users registered parking debt is not expected to exceed £3 million for the current year, so it is, therefore,

proposed to maintain both the income and expenditure budgets for 2017/18 at £3 million.

Contractual Commitments

40. **Staffing Costs** -The proposed staffing budget for TEC for 2017/18 is illustrated in Table 6 below:

Table 6– TEC Indicative Staffing Budget 2017/18	£000
2016/17 Revised Budget	2,087
1% pay award 2016/17	21
Incremental salary drift	(50)
2017/18 Base Budget	2,058
Split between:	
Services – Parking and Traffic	93
Services – ETA	332
Services - RUCA	168
Services – Transport and Mobility	754
PAPA - Policy	355
PAPA - Communications	227
Chief Executive – Committee Servicing	48
Chief Executive – DP/FOI work	81
2017/18 Base Budget	2,058

41. In line with other London Councils funding streams, the vacancy level for 2017/18 remains at 2%. The salary figures include an estimated 1% cost of living increase on all salary costs and the figures include a reduction to cover incremental salary drift of £50,000. In addition to the salaries figure of £2.058 million shown in Table 6, the £18,987 budgetary provision for member's allowances has been maintained at the 2016/17 level, as has the provision for maternity cover of £30,000.

42. **Accommodation Costs – Chancery Exchange** – The new appeals hearing centre at Chancery Exchange, EC4 has been operational since July 2015. The budget for 2017/18 of £528,902 includes the full year cost of the leasehold agreement plus other premises running costs. In addition, a budget for depreciation in respect of the refurbishment costs of Chancery Exchange of £101,068 is required, along with the continuation of a provision for potential dilapidation and reinstatement costs payable at the end of the Chancery Exchange lease of £14,126 per annum. These premises costs are fully recovered as part of the Parking Enforcement service charge (refer paragraphs 35-36).

43. **Accommodation Costs - Southwark Street** – These are included as part of central recharges cost and covers the 17.13 desks at Southwark Street that are used by staff who are directly chargeable to the TEC funding stream. Use of this accommodation will attract a per capita desk space charge of £8,750 for 2017/18, equating to £164,663. In addition, ancillary premises costs such as cleaning, security and maintenance contracts, plus accumulated depreciation, again apportioned on a per capita basis, come to £71,480. The recharges in respect of the Southwark Street accommodation forms part of the administration charge for

the direct services– for the freedom pass, taxicard, health emergency badge and the London lorry control scheme, as detailed in paragraphs 6-21 of this report.

Discretionary Expenditure

44. **Research Budget** – It is recommended that the budget of £40,000 for 2017/18 is maintained at the current year's level.
45. **General/Office Costs** - The budgetary provision of £585,000 for 2017/18 is broken down in Table 7 below:

Table 7 – TEC General/Office costs budget 2017/18	£000
2015/16 Revised Budget	726
Volume changes on appeals numbers – postage/stationery	(108)
Less reduction in IT system development costs	(50)
Revised SLA/general office costs	17
2016/17 Base Budget	585
Split between:	
System Developments	100
General/Office Costs – postage, telephones, copiers, etc.	279
Appeals administration – postage/stationery	-
Appeals related legal costs	26
Staff Training/Recruitment Advertising	28
Staff Travel	4
External audit fees*	26
City of London finance, legal, HR and IT SLA*	122
2015/16 Base Budget	585

*forms part of central recharge costs

46. The reduction of £141,000 primarily relates to appeals administration costs (£108,000), as the contractor now bears the administrative cost of processing an appeal. There is also a reduction in the IT systems development budget of £50,000 for 2017/18 from £150,000 to £100,000 to cover reduced anticipated system development works on the new IT system at Chancery Exchange. These savings are offset by minor revisions to the charge for central service provided through SLAs with the City of London (£17,000).
47. No inflation has been allowed for 2017/18 on general running costs, except where there are contractual commitments. This factor has been applied to all London Councils budgets.

Central Recharges

48. Southwark Street accommodation costs (paragraph 43), the Parking Enforcement Charge (paragraph 35) and general office costs (paragraph 45) all contain significant element of central recharge costs, which are apportioned to all London Councils functions in accordance with a financial model that is subject to annual scrutiny by the external auditors. The premises costs of the hearing centre are split between the ETA and RUCA functions, as detailed in paragraphs 35-36. Of the total central costs apportioned to TEC in 2017/18 (excluding LEPT) of £817,000, a sum of £735,000 feeds into the recharges for the direct services administration charges based at Southwark Street and for the ETA and RUCA services at the appeals hearing centre. The residual £82,000 relates the TEC

policy and administrative function based at Southwark Street. In addition, as detailed in paragraph 35, a further sum of £644,000 relates the premises costs at Chancery Exchange.

49. As detailed in paragraph 52 below, it is proposed that this Committee recommend that the main Committee approved the transfer of a sum of £238,000 from uncommitted general reserves to smooth the effect of the underlying increase to direct service costs.

Other Income

- 50. Miscellaneous Income** – It is estimated that income of £84,000 will continue to accrue from two main sources in 2017/18. Firstly, £43,000 is expected to accrue for the administration of the Health Emergency badge (HEB) in the form of registration fees and charges for badges to Doctors Surgeries. This will enable this service to be provided at no cost to boroughs. Secondly, £41,000 is expected to accrue from London Transport for secretarial services provided by the Committee during the freedom pass negotiations.

Committee Reserves

51. Table 8 below updates the Committee on the revised projected level of reserves as at 1 April 2017, if all current known liabilities and commitments are considered and the proposals outlined in this report are agreed by this Committee:

Table 8– Analysis of Estimated Uncommitted Reserves as at 1 April 2017

	General Reserve	Specific Reserve	Total
	£000	£000	£000
Audited reserves at 31 March 2016	3,269	1,000	4,269
Proposed one-off repayment to boroughs and TfL in 2016/17	(340)	-	(340)
Proposed use in setting 2016/17 budget	(303)	-	(303)
Projected Budget Surplus 2016/17	767	-	767
Projected uncommitted reserves as at 31 March 2017	3,393	1,000	4,393
Proposed one-off repayment to boroughs and TfL in 2017/18	(340)	-	(340)
Proposed use in setting 2017/18 budget	(288)	-	(288)
Estimated uncommitted reserves as at 1 April 2017	2,765	1,000	3,765

52. The projected level of uncommitted general reserves as at 1 April 2017 assumes that the draft proposal made in this report to return of a further sum of £340,000 to boroughs and TfL in 2017/18 is agreed by this Committee. In addition, it is proposed that a further sum of £238,000 be transferred from general reserves to continue to smooth the effect of the underlying increase in direct service charges and also a reduced sum of £50,000 to enhance the IT systems development budget for 2017/18 only as a contingency for any further expenditure on developing the new parking managed services IT system at Chancery Exchange.
53. In addition, the position also reflect the transfer of £1 million from general reserves to the specific reserve to meet the cost of the next bulk freedom pass renewal exercise in 2020, as agreed by the full TEC meeting in October 2015.

For comparative purposes, the final cost of the 2015 bulk freedom pass renewal exercise was £2.61 million.

54. After taking into account the forecast surplus of £767,000 for the current year, uncommitted general reserves are forecast to be £2.765 as at 1 April 2017. This equates to 23.6% of proposed operating and trading expenditure of £11.705 million in 2017/18. This figure, therefore, significantly exceeds the Committee's formal policy on reserves, agreed in December 2015 that reserves should equate to between 10-15% of annual operating and trading expenditure. Options, therefore, exist for this Committee to agree to, for instance :

- To transfer a further sum to the specific reserve in 2017/18 to continue to accumulate funds to meet the cost of the 2020 Freedom Pass issue. Transferring a sum of £800,000 to the specific reserve would increase it to £1.8 million, which equates to 69% of the total cost of the 2015 reissue exercise; and
- To establish a new provision for potential costs arising from future work streams – such as the Ultra-Low Emission Vehicles project, where a initial provision of £200,000 could be established.

55. If both these options were approved by this Committee, it would reduce uncommitted general reserves to £1.765 million, which equates to 15.1% of proposed operating and trading expenditure of £11.705 million for 2017/18 – nearer to the upper reserves benchmark threshold of 15%.

Summary

56. This report details the proposed revenue budget and the proposed indicative borough subscription and charges for 2017/18 for final approval by this Committee. The proposed level of expenditure for 2017/18 amounts to £369.075 million. A sum of £357.03 million relates to direct expenditure on the transport operators providing the Freedom Pass and the Taxicard schemes. After excluding the £340,000 in respect of the proposed one-off payment to boroughs in 2016/17, this leaves £11.705 million relating to expenditure on parking and traffic related traded service and other operating expenditure. This compares to a comparable sum of £11.923 million for the current year, a reduction of £218,000, or 1.8%.

Recommendations

57. The Committee is asked to approve:

- The changes in individual levies and charges for 2017/18 as follows:
 - The Parking Core Administration Charge of £1,500 per borough and for TfL (2016/17 - £1,500; paragraph 37);
 - The total Parking Enforcement Service Charge of £0.4915 which will be distributed to boroughs and TfL in accordance with PCNs issued in 2015/16 (2015/16 - £0.4681 per PCN; paragraphs 35-36);
 - No charge to boroughs in respect of the Freedom Pass Administration Charge, which is covered by replacement Freedom Pass income (2016/17 – nil charge; paragraph 16);

- The Taxicard Administration Charge to boroughs of £338,182 in total (2016/17 - £338,182; paragraphs 17-19).
- No charge to boroughs in respect of the Lorry Control Administration Charge, which is fully covered by estimated PCN income (2016/17 – nil charge; paragraphs 20-21);
- The Parking and Traffic Appeals Charge of £32.00 per appeal or £28.50 per appeal where electronic evidence is provided by the enforcing authority (2016/17 - £33.32/£29.90 per appeal). For hearing Statutory Declarations, a charge of £26.74 for hard copy submissions and £26.06 for electronic submissions (2016/17 - £28.17/£27.49 per SD) (paragraph 28);
- Congestion Charging Appeals – to be recovered on a full cost recovery basis, under the new contract arrangement with the GLA (paragraph 29);
- The TRACE (Electronic) Charge of £7.31 per transaction (2016/17 - £7.31; paragraphs 30-34);
- The TRACE (Fax) Charge of £7.48 per transaction (2016/17 - £7.48; paragraphs 30-34); and
- The TEC Charge of £0.17 per transaction (2016/17 - £0.17; paragraphs 30-34);
- The provisional gross revenue expenditure of £369.075 million for 2017/18, as detailed in Appendix A;
- On the basis of the agreement of the above proposed charges, the provisional gross revenue income budget of £368.447 million for 2017/18, with a recommended transfer of £628,000 from uncommitted Committee reserves to produce a balanced budget, as shown in Appendix B; and
- From proposed reserves of £628,000, a sum of £10,000 be repatriated to each borough (and TfL) from TEC uncommitted reserves, amounting to £340,000 in total, in the form of a repayment, as per paragraph 52.

58. The Committee is also asked to note:

- the reduction of £9.407 million or 2.64% in the Freedom Pass settlement for 2017/18; the first time an annual budget reduction has been delivered;
- the current position on reserves, as set out in paragraphs 51-55 and Table 9 of this report and agree on the preferred option(s) for reducing uncommitted reserves towards the agreed benchmark level of between 10%-15% of operating and trading expenditure, as specifically highlighted in paragraphs 55-55; and
- the estimated total charges to individual boroughs for 2017/18, as set out in Appendix C.1.

Financial Implications for London Councils

None, other than those detailed in the report

Legal Implications for London Councils

None

Equalities Implications for London Councils

None

Appendices

Appendix A – Proposed revenue expenditure budget 2017/18;

Appendix B – Proposed revenue income budget 2017/18;

Appendix C.1 – Indicative charges to boroughs 2017/18;

Appendix C.2 – Indicative charges to boroughs 2016/17;

Appendix D – Parking Enforcement statistics 2015/16.

Background Papers

TEC Budget Working Papers 2016/17 and 2017/18;

TEC Final Accounts Working Papers 2015/16;

TEC Revenue Budget Forecast Working Papers 2016/17; and

London Councils Consolidated Budget Working Papers 2016/17 and 2017/18.

Provisional TEC Expenditure Base Budget 2017/18

Appendix A

	Revised 2016/17 £000	Develop- ments £000	Base 2017/18 £000	Inflation £000	Estimate 2017/18 £000
Payments in respect of Concessionary Fares					
TfL	333,940	-9,759	324,181	0	324,181
ATOC	18,520	0	18,520	352	18,872
Other Bus Operators	1,700	0	1,700	0	1,700
Freedom Pass issue costs	1,518	0	1,518	0	1,518
Freedom Pass Administration	387	95	482	2	484
City Fleet Taxicard contract	12,082	0	12,082	195	12,277
Taxicard Administration	529	-5	524	3	527
	368,676	-9,669	359,007	552	359,559
Grant Payments to Voluntary Organisations	0	0	0		0
TEC Trading Account Expenditure					
Payments to Adjudicators	1,361	-200	1,161	12	1,173
Northgate variable contract costs	584	-74	510	8	518
Payments to Northampton County Court	3,000	0	3,000	0	3,000
Lorry Control Administration	674	-3	671	2	673
ETA/RUCA Administration	2,824	-60	2,764	5	2,769
HEB Administration	33	9	42	1	43
	8,476	-328	8,148	27	8,175
Sub-Total	377,152	-9,997	367,155	580	367,735
Operating Expenditure					
Contractual Commitments					
NG Fixed Costs	88	0	88	1	89
	88	0	88	1	89
Salary Commitments					
Non-operational staffing costs	603	17	620	6	626
Members	19	0	19	0	19
Maternity/Paternity Provision	30	0	30	0	30
	652	17	669	6	675
Discretionary Expenditure					
Supplies and services	160	-46	114	0	114
Research	40	0	40	0	40
One off payment to boroughs	340	0	340	0	340
	540	-46	494	0	494
Total Operating Expenditure	1,280	-29	1,251	7	1,258
Central Recharges	74	8	82	0	82
Total Expenditure	378,506	-10,018	368,488	587	369,075

	Revised 2016/17 £000	Develop- ments £000	Base 2017/18 £000	Inflation £000	Estimate 2017/18 £000
Borough contributions to TfL	333,940	-9,759	324,181	0	324,181
Borough contributions to ATOC	18,520	0	18,520	352	18,872
Borough contributions to other bus operators	1,700	0	1,700	0	1,700
Borough contributions to surveys/reissue costs	1,518	0	1,518	0	1,518
Borough contributions to freedom pass administration	0	0	0	0	0
Income from replacing lost/faulty freedom passes	550	50	600	0	600
Income from replacing lost/faulty taxicards	36	-12	24	0	24
Borough contributions to Comcab	2,314	0	2,314	0	2,314
TfL contribution to Taxicard scheme	9,768	0	9,768	195	9,963
Borough contributions to taxicard administration	326	0	326	0	326
TfL Contribution to taxicard administration	118	0	118	0	118
	368,790	-9,721	359,069	547	359,616
TEC trading account income					
Borough contributions to Lorry ban administration	0	0	0	0	0
Lorry ban PCNs	750	50	800	0	800
Borough parking appeal charges	1,543	-586	957	0	957
TfL parking appeal charges	89	149	238	0	238
RUCA appeals income	254	59	313	0	313
Borough fixed parking costs	2,011	179	2,190	0	2,190
TfL fixed parking costs	211	3	214	0	214
RUCA fixed parking costs	472	-18	454	0	454
Borough other parking services	562	-78	484	0	484
Northampton County Court Recharges	3,000	0	3,000	0	3,000
	8,892	-242	8,650	0	8,650
Sub-Total	377,682	-9,963	367,719	547	368,266
Core borough subscriptions					
Joint Committee	46	0	46	0	46
TEC (inc TfL)	51	0	51	0	51
	97	0	97	0	97
Other Income					
TfL secretariat recharge	41	0	41	0	41
Sales of Health Emergency badges	43	0	43	0	43
	84	0	84	0	84
Transfer from Reserves	643	-15	628	0	628
Central Recharges	0	0	0	0	0
Total Income Base Budget	378,506	-9,978	368,528	547	369,075

Indicative Charges to Boroughs 2017/2018

Appendix C.1

BOROUGH	Core Parking (£)	Fixed Parking (£)	Con.Fares Admin. (£)	Taxicard Admin. (£)	Lorry Ban Admin. (£)	Parking Appeals (£)	TRACE Electronic (£)	TRACE FAX (£)	TEC (£)	Total Estimate 2017/18 (£)	Total Estimate 2016/17 (£)	Estimated Movement (£)
Barking & Dagenham	1,500	50,479	0	7,703	0	30,540	0	0	0	90,221	91,978	-1,756
Barnet	1,500	72,762	0	13,975	0	85,222	0	0	5,236	178,695	146,017	32,678
Bexley	1,500	23,812	0	5,046	0	12,941	0	0	0	43,299	57,599	-14,300
Brent	1,500	89,697	0	13,797	0	43,448	0	19,451	0	167,892	176,730	-8,838
Bromley	1,500	42,044	0	5,806	0	17,446	0	19	0	66,816	81,039	-14,223
Camden	1,500	117,151	0	13,011	0	67,237	13,384	6,341	7,394	226,019	252,188	-26,169
Croydon	1,500	53,176	0	12,146	0	42,288	488	0	5,646	115,244	139,466	-24,221
Ealing	1,500	84,462	0	13,362	0	38,066	17	524	7,244	145,175	158,875	-13,700
Enfield	1,500	47,562	0	4,768	0	10,666	6,326	3,665	5,931	80,419	87,735	-7,316
Greenwich	1,500	14,979	0	11,764	0	13,790	0	582	2,418	45,032	42,499	2,533
Hackney	1,500	55,921	0	14,284	0	31,888	24,120	931	4,210	132,854	165,657	-32,803
Hammersmith & Fulham	1,500	123,587	0	9,448	0	44,709	23,580	1,377	5,467	209,667	252,500	-42,833
Haringey	1,500	94,955	0	10,952	0	25,468	17,602	4,577	10,910	165,963	212,640	-46,677
Harrow	1,500	77,918	0	14,138	0	52,375	0	0	6,670	152,601	121,065	31,536
Havering	1,500	24,550	0	13,902	0	9,745	0	0	0	49,697	53,864	-4,167
Hillingdon	1,500	38,320	0	4,611	0	5,822	0	0	2,188	52,441	51,359	1,083
Hounslow	1,500	51,797	0	9,600	0	19,390	0	9,677	4,368	96,332	139,366	-43,034
Islington	1,500	117,044	0	13,121	0	15,185	8,313	97	10,255	165,515	157,564	7,951
Kensington & Chelsea	1,500	99,166	0	10,202	0	27,825	36,040	3,161	6,874	184,768	218,363	-33,595
Kingston	1,500	53,925	0	9,647	0	14,412	0	19	4,339	83,843	87,668	-3,825
Lambeth	1,500	100,910	0	10,391	0	36,103	17	7,039	26,695	182,656	196,770	-14,114
Lewisham	1,500	28,047	0	8,992	0	7,182	0	0	1,255	46,975	66,227	-19,252
Merton	1,500	41,314	0	10,333	0	28,113	0	19	0	81,279	94,752	-13,472
Newham	1,500	69,257	0	13,304	0	63,885	58,627	795	8,704	216,072	281,311	-65,239
Redbridge	1,500	49,156	0	15,013	0	43,288	0	0	7,310	116,268	145,256	-28,988
Richmond	1,500	33,912	0	9,820	0	11,789	0	465	1,487	58,973	55,693	3,280
Southwark	1,500	53,429	0	15,070	0	21,482	174	14,932	7,107	113,695	146,736	-33,041
Sutton	1,500	11,349	0	7,037	0	2,949	0	0	813	23,649	27,384	-3,735
Tower Hamlets	1,500	51,058	0	8,829	0	25,074	23,039	58	0	109,560	204,140	-94,581
Waltham Forest	1,500	75,614	0	8,106	0	52,363	24,381	2,094	0	164,059	142,015	22,044
Wandsworth	1,500	75,795	0	9,872	0	16,569	8,871	175	4,822	117,603	139,358	-21,755
City of Westminster	1,500	127,963	0	9,883	0	29,415	2,126	2,948	10,169	184,005	250,764	-66,759
City of London	1,500	47,717	0	629	0	7,884	0	446	0	58,176	48,372	9,804
	49,500	2,098,829	0	338,562	0	954,562	247,107	79,393	157,512	3,925,465	4,492,950	-567,485
Transport for London - Street Management	1,500	215,069	0	0	0	237,822	0	0	0	454,391	301,972	152,419
Transport for London - Congestion Charging	0	453,611	0	0	0	313,118	0	0	0	766,729	651,477	115,252
Lorry Control	0	2,454	0	0	0	2,313	0	0	0	4,767	4,193	574
TEC/TRACE fixed costs	0	0	0	0	0	0	0	0	0	89,000	88,000	1,000
Registration of Debt	0	0	0	0	0	0	0	0	0	3,000,000	3,000,000	0
Transfer from Reserves	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	51,000	2,769,964	0	338,562	0	1,507,816	247,107	79,393	157,512	8,240,353	8,538,592	-298,240

Indicative Charges to Boroughs 2016/2017

Appendix C.2

BOROUGH	Core Parking (£)	Fixed Parking (£)	Con.Fares Admin. (£)	Taxicard Admin. (£)	Lorry Ban Admin. (£)	Parking Appeals (£)	TRACE Electronic (£)	TRACE FAX (£)	TEC (£)	Total Estimate 2016/17 (£)
Barking & Dagenham	1,500	44,479	0	7,715	0	38,284	0	0	0	91,978
Barnet	1,500	71,787	0	11,936	0	55,658	0	0	5,137	146,017
Bexley	1,500	22,291	0	5,115	0	28,693	0	0	0	57,599
Brent	1,500	76,115	0	13,433	0	62,182	17,229	6,271	0	176,730
Bromley	1,500	42,095	0	5,763	0	31,681	0	0	0	81,039
Camden	1,500	123,061	0	15,464	0	75,704	24,049	4,867	7,543	252,188
Croydon	1,500	53,607	0	12,365	0	37,341	24,020	5,803	4,830	139,466
Ealing	1,500	76,539	0	13,543	0	59,510	60	187	7,537	158,875
Enfield	1,500	46,515	0	4,576	0	23,269	8,166	749	2,961	87,735
Greenwich	1,500	13,678	0	11,702	0	12,892	120	374	2,233	42,499
Hackney	1,500	43,479	0	14,057	0	73,738	26,682	374	5,826	165,657
Hammersmith & Fulham	1,500	122,826	0	9,251	0	84,823	24,648	9,453	0	252,500
Haringey	1,500	96,702	0	10,928	0	73,267	18,306	4,867	7,070	212,640
Harrow	1,500	60,543	0	13,977	0	40,564	0	0	4,481	121,065
Havering	1,500	18,214	0	13,947	0	20,203	0	0	0	53,864
Hillingdon	1,500	32,883	0	4,775	0	10,455	0	0	1,745	51,359
Hounslow	1,500	60,876	0	9,895	0	37,891	9,333	16,098	3,773	139,366
Islington	1,500	98,161	0	12,864	0	25,549	9,153	4,118	6,220	157,564
Kensington & Chelsea	1,500	91,126	0	10,289	0	47,718	48,637	19,092	0	218,363
Kingston	1,500	48,701	0	9,022	0	26,414	0	0	2,031	87,668
Lambeth	1,500	93,730	0	9,461	0	60,925	6,491	20,122	4,542	196,770
Lewisham	1,500	28,136	0	9,341	0	25,156	0	0	2,094	66,227
Merton	1,500	42,215	0	10,394	0	40,643	0	0	0	94,752
Newham	1,500	78,366	0	13,258	0	126,016	51,120	936	10,115	281,311
Redbridge	1,500	55,060	0	15,639	0	69,336	0	0	3,721	145,256
Richmond	1,500	33,024	0	9,152	0	9,827	209	655	1,326	55,693
Southwark	1,500	48,948	0	15,080	0	60,925	5,085	10,950	4,249	146,736
Sutton	1,500	13,782	0	6,891	0	4,560	0	0	652	27,384
Tower Hamlets	1,500	66,283	0	8,653	0	106,048	21,656	0	0	204,140
Waltham Forest	1,500	57,349	0	8,328	0	48,897	22,494	281	3,166	142,015
Wandsworth	1,500	78,474	0	10,195	0	27,436	11,636	1,591	8,526	139,358
City of Westminster	1,500	142,572	0	10,599	0	71,930	7,598	16,566	0	250,764
City of London	1,500	26,512	0	614	0	19,260	299	187	0	48,372
	49,500	2,008,127	0	338,222	0	1,536,792	336,991	123,540	99,778	4,492,950
Transport for London - Street Management	1,500	211,036	0	0	0	89,436	0	0	0	301,972
Transport for London - Congestion Charging	0	471,904	0	0	0	179,573	0	0	0	651,477
Lorry Control	0	2,542	0	0	0	1,651	0	0	0	4,193
TEC/TRACE fixed costs	0	0	0	0	0	0	0	0	0	88,000
Registration of Debt	0	0	0	0	0	0	0	0	0	3,000,000
Transfer from Reserves	0	0	0	0	0	0	0	0	0	0
Grand Total	51,000	2,693,609	0	338,222	0	1,807,452	336,991	123,540	99,778	8,538,592

Parking Enforcement Fixed Costs 2017/18
(based on PCNs issued for 2015/16)

Appendix D

Enforcing Authority	Total PCNs	Parking Fixed Costs
		0.4915
Barking & Dagenham	102,704	50,479.02
Barnet	148,041	72,762.15
Bexley	48,447	23,811.70
Brent	182,496	89,696.78
Bromley	85,543	42,044.38
Camden	238,354	117,150.99
City of London	97,084	47,716.79
Croydon	108,191	53,175.88
Ealing	171,846	84,462.31
Enfield	96,769	47,561.96
Greenwich	30,476	14,978.95
Hackney	113,777	55,921.40
Hammersmith & Fulham	251,449	123,587.18
Haringey	193,194	94,954.85
Harrow	158,532	77,918.48
Havering	49,949	24,549.93
Hillingdon	77,966	38,320.29
Hounslow	105,385	51,796.73
Islington	238,137	117,044.34
Kensington & Chelsea	201,761	99,165.53
Kingston	109,715	53,924.92
Lambeth	205,310	100,909.87
Lewisham	57,064	28,046.96
Merton	84,056	41,313.52
Newham	140,909	69,256.77
Redbridge	100,013	49,156.39
Richmond	68,996	33,911.53
Southwark	108,707	53,429.49
Sutton	23,091	11,349.23
Tower Hamlets	103,883	51,058.49
Waltham Forest	153,843	75,613.83
Wandsworth	154,212	75,795.20
Westminster	260,353	127,963.50
Transport for London Street Management	437,577	215,069.10
London Councils London Lorry Control Scheme	4,993	2,454.06
Total	4,712,823	2,316,353