

Local Authority Parking Finances in Wales

2016 - 17

0.0.0.1 Careful - there is no Aberdeen data in this report, so the totals won't match. (But there is some other source of errors in the Summary I suspect..

This note covers parking finances for the 32 local authorities in Scotland. They are required to submit details of their finances to the Scottish Government annually in a standard format. The figures are normally published in March, nearly a year after the financial year end. This note looks at the section on parking income and expenditure for 2012-13 to 2016-17.

In addition, Transport Scotland is now publishing an annual report on decriminalised parking - the latest being: *Decriminalised Parking Enforcement – Local Authorities' Income and Expenditure: 2016 to 2017*, which follows on from a report published in 2016 by the Scottish Parliament Rural Economy and Connectivity Committee that showed for the first time the number of Penalty Charge Notices (PCNs) issued and penalty income raised in Scotland for the years 2013-14 to 2015-16.

The Transport for Scotland report deals with the statutory returns which are required by councils operating Decriminalised Parking Enforcement (DPE) to show how the surpluses are reinvested in transport activities. The local finance figures also include non-DPE activities, primarily off-street parking.

1 Introduction

Table 1 shows that as of **December** 2016, *16* councils were operating DPE (using local traffic wardens and civil enforcement), while two more were actively working towards DPE, **one of which–Midlothian–introduced DPE in January 2018**. The remaining ten authorities were not currently considering DPE, but still use fixed penalty notices issued instead of fines enforced by the Justice of the Peace courts.

Police Scotland no longer enforces parking offences but now deals only with dangerous parking (e.g. on pedestrian crossings) by local arrangement. Several of the authorities not using DPE have rejected it because of the cost of setting it up and running it for the small number of parking offences.

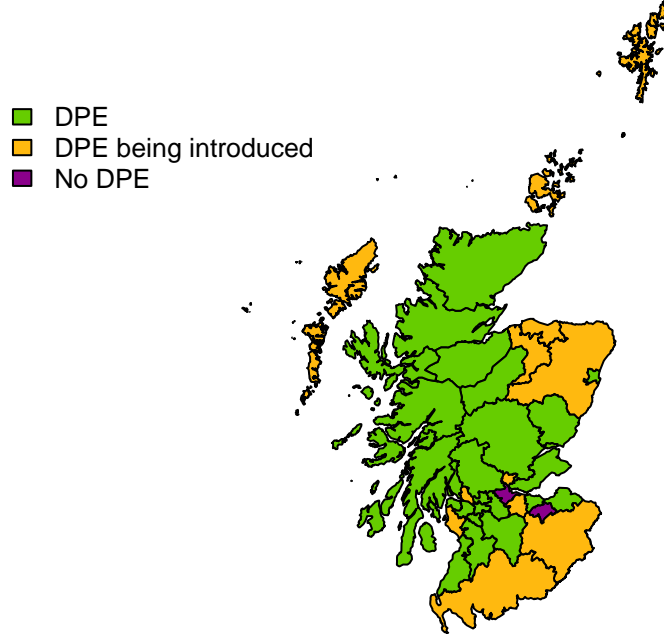


Figure 1: Map showing implementation of decriminalised parking in Scotland

Table 1: Parking arrangements for local authorities in Scotland

Using DPE	Considering using DPE	Not using DPE
Aberdeen City (2003)	Falkirk	Aberdeenshire
Angus (2017)	Midlothian	Clackmannanshire
Argyll and Bute (2014)		Dumfries and Galloway
Dundee City (2004)		Eilean Siar
East Ayrshire (2012)		Moray
East Dunbartonshire (NA)		North Ayrshire
East Lothian (2017)		Orkney Islands
East Renfrewshire (2013)		Scottish Borders
Edinburgh City (1998)		Shetland Islands
Fife (2013)		West Dunbartonshire
Glasgow City (1999)		West Lothian
Highland (2016)		
Inverclyde (2014)		
North Lanarkshire (2017)		
Perth and Kinross (2002)		
Renfrewshire (2010)		
South Ayrshire (2012)		
South Lanarkshire (2005)		
Stirling (2017)		

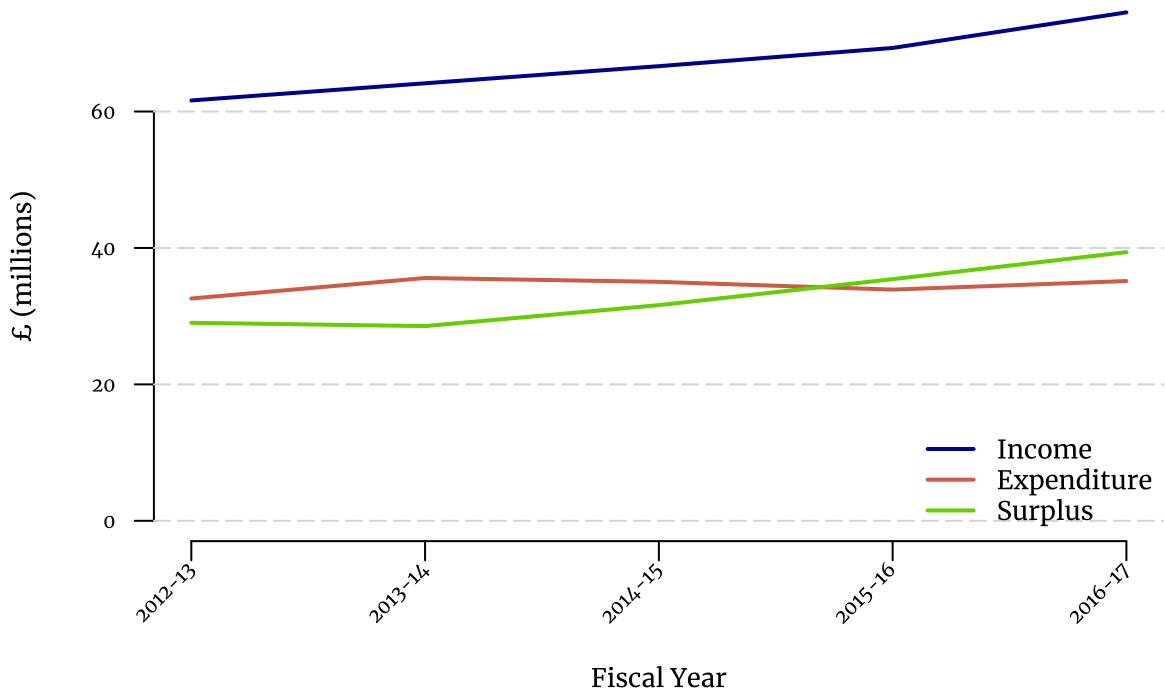


Figure 2: Parking revenues-Scotland

2 Summary

Table 2 and Figure X@ref(fig:fig1) show the summary accounts for local authorities in Scotland for fiscal years 2012-13 to 2016-17. The income has increased by 7.5 %, the expenditure has increased by 3.7 %, and the surplus has increased by 11 % compared to the previous fiscal year. Total transport has fallen by 4.5 % and the surplus now represents 9.9 % of transport costs.

Table 2: Summary of parking accounts for Scotland

		2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16
Parking	Income	61.62	64.14	66.65	69.32	74.54	7.52 %
	Expenditure	32.59	35.59	35.03	33.89	35.15	3.71 %
	Surplus	29.03	28.55	31.62	35.43	39.39	11.17 %
Total transport	Net cost	487.28	460.37	419.60	418.30	399.44	-4.51 %
Parking surplus as percentage of all transport costs		5.96 %	6.20 %	7.54 %	8.47 %	9.86 %	

Parking makes a smaller contribution to overall transport costs in Scotland compared with England where it is around 20 % of total transport. Figure 2 gives a longer term overview of

the trends in incomes, expenditures and surpluses.

Income has risen more sharply than expenditure over the five years, meaning that the surplus has steadily increased. Table 3 provides a comparison with London, England excluding London, and Wales for 2016-17 while Table 4 shows the change between 2011-12 and 2016-17. I'll do these tables later

3 Income

Total council parking income from all sources in 2016-17 was £75 million, 7.5 % higher than 2015-16. Note that this includes meter and penalty income for on- and off-street parking, but does not include income received by private parking companies. Table 3 ranks the Scottish councils in terms of parking income.

The cities of Edinburgh, Glasgow and Aberdeen between them accounted for 71% of parking income. Five councils did not show any income in 2016-17.

Twenty councils increased their income over the past year and seven decreased their income. East Dunbartonshire saw income increase by 247 % while Falkirk increased its income by 107 %. The largest falls were in Dundee City (-16 %), and South Lanarkshire (-4 %), excluding Shetland Islands and Clackmannanshire where the income is very low.

Table 3: Parking income for Scotland (£,000)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16
Edinburgh City	23,684	24,736	25,894	27,712	30,234	9.1 %
Glasgow City	17,437	17,868	18,025	19,530	20,203	3.4 %
Dundee City	3,383	3,605	3,876	4,485	3,751	-16.4 %
Fife	2,647	2,971	3,302	2,958	3,467	17.2 %
Perth and Kinross	3,012	3,019	2,916	2,856	2,905	1.7 %
South Lanarkshire	2,141	2,161	2,281	2,462	2,352	-4.5 %
Highland	1,218	1,243	1,353	1,519	1,815	19.5 %
East Ayrshire	1,150	1,242	1,493	1,528	1,790	17.1 %
Stirling	2,188	2,223	2,019	1,671	1,620	-3.1 %
South Ayrshire	612	826	775	0	1,187	Inf %
Argyll and Bute	719	711	1,005	1,089	1,089	0.0 %
Renfrewshire	1,024	1,063	1,063	1,066	1,052	-1.3 %
Moray	681	655	670	681	690	1.3 %
Aberdeenshire	674	697	635	416	488	17.3 %
Falkirk	456	454	419	223	462	107.2 %
Inverclyde	0	0	157	328	385	17.4 %
East Renfrewshire	86	186	211	211	216	2.4 %

Table 3: Parking income for Scotland (£,000) (*continued*)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16
North Ayrshire	131	178	193	165	195	18.2 %
East Dunbartonshire	0	0	54	53	184	247.2 %
Scottish Borders	174	147	127	141	174	23.4 %
Orkney Islands	111	87	80	85	110	29.4 %
East Lothian	0	0	0	0	84	Inf %
Eilean Siar	35	30	38	37	36	-2.7 %
Shetland Islands	15	4	29	72	27	-62.5 %
Dumfries and Galloway	26	15	14	14	15	7.1 %
Angus	3	6	6	6	6	0.0 %
Aberdeen City	0	0	0	0	0	
Clackmannanshire	15	14	15	14	0	-100.0 %
Midlothian	0	0	0	0	0	
North Lanarkshire	0	0	0	0	0	
West Dunbartonshire	0	0	0	0	0	
West Lothian	0	0	0	0	0	
Total	61,622	64,141	66,650	69,322	74,537	7.5 %

4 Expenditures

Table 4 ranks the councils in terms of expenditure on parking.

Overall expenditure has risen by £1.3m (3.7 %) after a fall of £1.1m last year, with eighteen councils having increased their and twelve reduced their costs.

Midlothian increased expenditure by 70 % while Angus and Falkirk increased by 67 % and 43 % respectively. The biggest decreases were in South Ayrshire (316 %), and Clackmannanshire (100 %).

The table also shows the proportion of income taken up by costs in 2016-17. Nationally in Scotland it is 47.2 % with Glasgow at 34.4 % and Edinburgh at 27.7 %.

Table 4: Parking expenditure for Scotland (£,000)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16	Expenditure as proportion of income
Edinburgh City	8,508	9,433	8,539	8,355	8,365	0.1 %	27.7 %
Glasgow City	6,574	7,565	6,670	6,948	6,952	0.1 %	34.4 %
Fife	1,794	2,636	3,003	2,779	3,013	8.4 %	86.9 %
Dundee City	3,018	2,864	2,681	2,840	2,848	0.3 %	75.9 %
Perth and Kinross	2,405	2,307	2,245	2,635	2,395	-9.1 %	82.4 %
South Lanarkshire	1,830	1,702	1,674	1,832	1,696	-7.4 %	72.1 %
Stirling	2,267	2,072	1,880	1,508	1,546	2.5 %	95.4 %
Highland	982	955	950	1,119	1,334	19.2 %	73.5 %
East Ayrshire	843	1,009	1,241	962	955	-0.7 %	53.4 %
Argyll and Bute	315	432	679	726	726	0.0 %	66.7 %
South Ayrshire	439	581	529	-327	706	-315.9 %	59.5 %
Aberdeenshire	409	455	505	568	589	3.7 %	120.7 %
Scottish Borders	305	353	364	349	390	11.7 %	224.1 %
Moray	420	437	433	425	362	-14.8 %	52.5 %
Inverclyde	0	130	250	297	346	16.5 %	89.9 %
East Renfrewshire	210	258	288	378	345	-8.7 %	159.7 %
East Dunbartonshire	113	284	384	549	341	-37.9 %	185.3 %
North Ayrshire	389	363	859	279	336	20.4 %	172.3 %
Falkirk	372	318	365	223	320	43.5 %	69.3 %
Renfrewshire	455	449	540	368	289	-21.5 %	27.5 %
Midlothian	82	56	94	135	229	69.6 %	Inf %
Dumfries and Galloway	293	239	216	248	210	-15.3 %	1400.0 %
Angus	134	167	133	114	190	66.7 %	3166.7 %
East Lothian	0	0	0	0	170	Inf %	202.4 %
West Lothian	96	143	105	143	149	4.2 %	Inf %

Table 4: Parking expenditure for Scotland (£,000) (*continued*)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16	Expenditure as proportion of income
Orkney Islands	105	112	90	98	134	36.7 %	121.8 %
Eilean Siar	19	81	86	93	102	9.7 %	283.3 %
West Dunbartonshire	79	83	90	86	77	-10.5 %	Inf %
Shetland Islands	25	5	28	71	36	-49.3 %	133.3 %
Aberdeen City	0	0	0	0	0	NaN %	NaN %
Clackmannanshire	109	106	112	92	0	-100.0 %	NaN %
North Lanarkshire	0	0	0	0	0	NaN %	NaN %
Total	32,590	35,595	35,033	33,893	35,151	3.7 %	47.2 %

5 Surpluses