

Local Authority Parking Finances in Wales 2021 - 22

1 Introduction

This note covers parking finances for the 22 local authorities in Wales. As in England and Scotland, local authorities are required to submit details of all their finances to the Welsh Government in a standard format. They are normally published in October, seven months after the financial year end. This report looks at the section on parking income and expenditure from 2017-18 to 2021-22 and is based primarily on data reported by Statistics for Wales (Welsh Government (2023)), as well as data reported by English and Scottish Local Government authorities; all of the sources are listed in the references.¹

The published data is less comprehensive than in England and does not split out on- and off-street parking or show penalty income separately. The figures do not include any commercial off-street parking. In 2021-22, 19 councils showed surpluses and three showed deficits. All councils are now receiving income from parking.

2 Summary

Table 1: Summary of parking accounts for Wales (£ millions)

		2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21
Parking	Income	38.5	41.9	43.0	17.0	36.9	116.9%
	Expenditure	24.1	-16.1	-15.4	9.2	-8.4	-191.2%
	Surplus	14.4	58.0	58.4	7.8	45.4	480.8%
Total transport	Net expenditure	265.3	267.1	270.5	310.4	294.8	-5.0%
	Parking surplus as percentage of net transport expenditure	5.4	21.7	21.6	2.5	15.4	

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Table 1 shows the summary accounts for local authorities in Wales of the incomes and expenditures arising from parking charges and penalty income both for on- and off-street parking. The income has increased by 116.9 %, the expenditure has fallen by 191.2 % and the surplus has increased by 480.8 % compared to the previous fiscal year. Total transport expenditure has fallen by 5.0 % and the surplus now represents 15.4 % of net transport expenditure. Since 2017-18 income has fallen by 4.0% and expenditure has fallen by 134.9%. Over the same period the surplus has risen by 214.5%. Figure 1 gives a longer term overview of the trends in incomes, expenditures and surpluses.

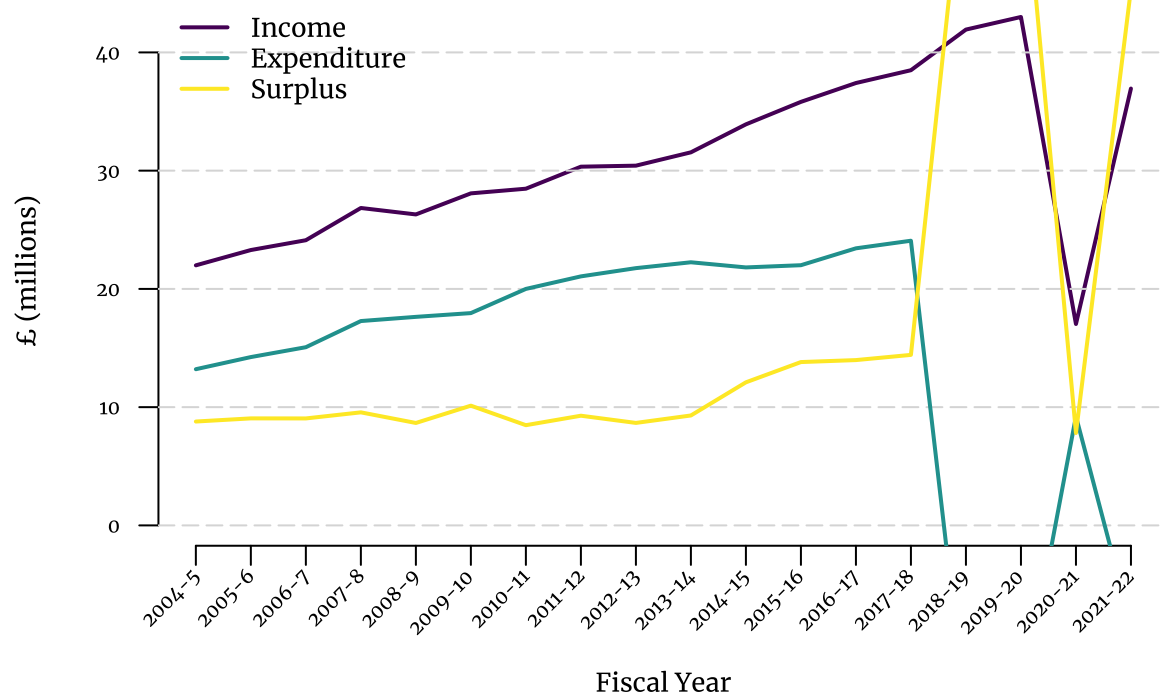


Figure 1: Parking revenues–Wales

3 Income

Total council parking income from all sources in 2021-22 was £36.9 million, 116.9% higher than 2020-21. Note that this includes penalty income, which is not shown separately, but does not include off-street income received by commercial off-street parking facilities. Table 2 ranks the Welsh councils in terms of parking income.

In Wales as a whole 19 councils increased their income over the past year and two decreased their income. Another single council's income stayed the same. The changes from 2020-21 are mapped² in Figure 4 in the Annex. The annualised changes over the previous four years are plotted in Figure 5, using the same colour palette.

The top three Welsh councils by income were Cardiff, Swansea, and Gwynedd, and between them accounted for 40.6% of parking income.

The three councils which had the largest year-on-year percentage increases in income were Flintshire (up 807.7%), Ceredigion (up 693.6%) and Wrexham (up 292.1%). The biggest decreases were in Torfaen (2.7%), and Blaenau Gwent (0.0%) (excluding Caerphilly where income was under £30,000).

Table 2: Parking income for Wales (£,000)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21	Average annual change from 2017-18
Cardiff	8,629	9,739	9,551	3,421	7,011	104.9%	-5.1%
Swansea	5,932	6,978	6,441	2,715	5,188	91.1%	-3.3%
Gwynedd	2,539	2,697	2,699	1,507	2,795	85.5%	2.4%
Carmarthenshire	3,035	2,882	2,709	971	2,414	148.6%	-5.6%
Pembrokeshire	1,916	2,173	2,065	1,120	2,329	107.9%	5.0%
Conwy	1,903	2,227	2,391	1,015	2,237	120.4%	4.1%
Powys	1,653	1,683	1,741	721	1,777	146.5%	1.8%
Denbighshire	1,517	1,515	1,585	652	1,672	156.3%	2.5%
Rhondda Cynon Taf	1,090	1,324	1,764	936	1,599	70.8%	10.1%
Vale of Glamorgan	737	807	738	628	1,567	149.5%	20.8%
Monmouthshire	1,535	1,446	1,492	617	1,495	142.3%	-0.7%
Newport	591	649	637	502	1,255	150.1%	20.7%
Bridgend	1,139	1,211	1,712	673	1,230	82.7%	1.9%
Ceredigion	1,055	1,058	1,259	152	1,204	693.6%	3.3%
Neath Port Talbot	1,500	1,652	1,722	411	1,072	160.6%	-8.1%
Isle of Anglesey	639	682	599	263	674	156.3%	1.3%
Merthyr Tydfil	725	684	697	292	463	58.5%	-10.6%

²Boundary data for this and all further maps is from Office for National Statistics (2017). Contains public sector information licensed under the Open Government Licence v3.0.

Table 2: Parking income for Wales (£,000) (*continued*)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21	Average annual change from 2017-18
Wrexham	1,113	1,067	1,092	113	444	292.1%	-20.5%
Flintshire	571	721	925	46	416	807.7%	-7.6%
Torfaen	4	6	108	75	73	-2.7%	106.7%
Blaenau Gwent	30	40	30	30	30	0.0%	-0.2%
Caerphilly	641	688	1,041	170	0	-100.0%	-100.0%
Total	38,494	41,929	42,997	17,030	36,943	116.9%	-1.0%

4 Expenditure

Table 3 ranks the councils in terms of expenditure on parking.

Overall expenditure has fallen by £17.6 million (191.2%) after a rise of £24.6 million last year.

In Wales as a whole One council increased their expenditures over the past year and 21 decreased them. The changes from 2020-21 are mapped in Figure 2 in the Annex. The average annual changes over the previous four years are plotted in Figure 3 in the Annex, using the same colour palette.

The largest increase in expenditure occurred in Swansea where it increased by 17349.5% while Gwynedd and Torfaen increased by 377.2% and 33.4% respectively. The biggest decreases were in Conwy (2541.8%), and Vale of Glamorgan (1026.0%).

The table also shows the proportion of income taken up by costs in 2021-22. Nationally in Wales it is -22.8% with Cardiff at -14.6%.

Table 3: Parking expenditure for Wales (£,000)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21	Average annual change since 2017-18	Expenditure as proportion of income
Neath Port Talbot	1,332	-173	-263	1,092	480	-56.0%	-22.5%	44.8%
Caerphilly	550	302	-17	639	339	-47.0%	-11.4%	-Inf%
Torfaen	82	115	302	241	322	33.4%	40.7%	440.5%
Blaenau Gwent	483	323	379	316	313	-1.0%	-10.3%	1044.5%
Wrexham	812	-403	-445	581	194	-66.6%	-30.1%	43.7%
Flintshire	678	-321	-361	585	80	-86.3%	-41.4%	19.3%

Table 3: Parking expenditure for Wales (£,000) (*continued*)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21	Average annual change since 2017-18	Expenditure as proportion of income
Newport	286	-181	-312	127	42	-66.6%	-37.9%	3.4%
Merthyr Tydfil	510	-280	-279	100	-8	-107.8%		-1.7%
Bridgend	889	-204	-324	435	-16	-103.6%		-1.3%
Rhondda Cynon Taf	906	-69	-375	426	-38	-108.9%		-2.4%
Carmarthenshire	2,115	-957	-761	1,172	-224	-119.1%		-9.3%
Isle of Anglesey	351	-303	-273	92	-367	-498.9%		-54.5%
Ceredigion	567	-486	-619	489	-531	-208.6%		-44.2%
Denbighshire	1,053	-445	-407	390	-566	-245.2%		-33.9%
Monmouthshire	671	-778	-676	116	-644	-656.3%		-43.1%
Vale of Glamorgan	686	-101	-108	73	-676	-1026.0%		-43.1%
Powys	822	-860	-883	153	-776	-608.6%		-43.7%
Pembrokeshire	1,319	-803	-759	182	-869	-577.5%		-37.3%
Cardiff	4,764	-4,448	-3,991	2,267	-1,024	-145.2%		-14.6%
Conwy	954	-1,169	-1,233	51	-1,257	-2541.8%		-56.2%
Gwynedd	1,157	-1,562	-1,389	-298	-1,422	377.2%		-50.9%
Swansea	3,087	-3,281	-2,608	-10	-1,766	17349.5%		-34.0%
Total	24,074	-16,085	-15,402	9,221	-8,413	-191.2%		-22.8%

Table 4 shows the proportion of income taken up by expenditure. Across Wales it was -22.8% compared to 54.1% in the previous year.

Cardiff's expenditure was -14.6% of its income having fallen since last year, while Swansea's has fallen to -34.0%.

Care should be taken in interpreting the percentages towards the bottom of the table, as the very low parking incomes can lead to extreme values which are less meaningful.

Table 4: Parking expenditure as a proportion of parking income

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22
Neath Port Talbot	88.8%	-10.4%	-15.3%	265.3%	44.8%
Caerphilly	85.8%	43.8%	-1.7%	376.7%	
Torfaen	2050.0%	1916.7%	279.6%	321.3%	440.5%
Blaenau Gwent	1599.7%	818.1%	1264.1%	1054.7%	1044.5%
Wrexham	73.0%	-37.7%	-40.8%	513.3%	43.7%
Flintshire	118.8%	-44.6%	-39.1%	1278.7%	19.3%
Newport	48.3%	-27.9%	-49.0%	25.4%	3.4%
Merthyr Tydfil	70.4%	-40.9%	-40.1%	34.3%	-1.7%

Table 4: Parking expenditure as a proportion of parking income
(continued)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22
Bridgend	78.0%	-16.9%	-18.9%	64.6%	-1.3%
Rhondda Cynon Taf	83.1%	-5.2%	-21.2%	45.5%	-2.4%
Carmarthenshire	69.7%	-33.2%	-28.1%	120.7%	-9.3%
Isle of Anglesey	54.9%	-44.4%	-45.6%	35.0%	-54.5%
Ceredigion	53.8%	-45.9%	-49.2%	322.7%	-44.2%
Denbighshire	69.4%	-29.4%	-25.6%	59.8%	-33.9%
Monmouthshire	43.7%	-53.8%	-45.3%	18.8%	-43.1%
Vale of Glamorgan	93.1%	-12.5%	-14.6%	11.6%	-43.1%
Powys	49.7%	-51.1%	-50.7%	21.2%	-43.7%
Pembrokeshire	68.8%	-37.0%	-36.8%	16.2%	-37.3%
Cardiff	55.2%	-45.7%	-41.8%	66.3%	-14.6%
Conwy	50.1%	-52.5%	-51.6%	5.1%	-56.2%
Gwynedd	45.6%	-57.9%	-51.5%	-19.8%	-50.9%
Swansea	52.0%	-47.0%	-40.5%	-0.4%	-34.0%
Total	62.5%	-38.4%	-35.8%	54.1%	-22.8%

* Any empty cells indicate the council reported no income and/or no expenditure

5 Surpluses

Table 5 shows the parking surpluses from from 2017-18 to 2021-22 and the change from 2020-21 to 2021-22. It also shows the proportion that parking surpluses represent of total transport expenditure.

The total *surpluses* for Wales amounted to £46.2 million between 19 authorities of which Cardiff, Swansea, and Gwynedd contributed 41.5%.

‘Three councils made a loss with the total of parking deficits falling to £0.9 million from £3.1 million last year.

Overall, parking contributed £45.4 million to local authority finances in Wales in 2021-22 compared with £7.8 million in 2021-22, an increase of 480.8%.

Denbighshire increased their surplus by 753.1% while Cardiff and Isle of Anglesey increased by 596.5% and 508.8% respectively. The biggest decreases were in Gwynedd (133.6%), and Merthyr Tydfil (145.2%).

The largest increase of deficit was incurred by Torfaen which increased their deficit by 49.8 %

The biggest decrease was inCaerphilly where the deficit fell by (27.8 %)

Table 5: Parking surpluses for Wales (£,000)

Local Authority	2017-18	2018-19	2019-20	2020-21	2021-22	Change 2021-22 on 2020-21	Surplus as proportion of transport spending
Cardiff	3,865	14,187	13,542	1,154	8,035	596.5%	27.1%
Swansea	2,845	10,259	9,049	2,725	6,954	155.2%	30.0%
Gwynedd	1,382	4,259	4,088	1,805	4,217	133.6%	26.8%
Conwy	949	3,395	3,624	964	3,495	262.6%	37.2%
Pembrokeshire	597	2,976	2,824	938	3,198	240.9%	25.2%
Carmarthenshire	920	3,839	3,470	-201	2,638	NA%	14.8%
Powys	831	2,543	2,624	568	2,552	349.1%	16.0%
Vale of Glamorgan	51	908	846	555	2,243	304.1%	25.8%
Denbighshire	464	1,960	1,991	262	2,239	753.1%	23.0%
Monmouthshire	864	2,224	2,168	501	2,138	326.7%	34.3%
Ceredigion	488	1,544	1,878	-338	1,735	NA%	14.2%
Rhondda Cynon Taf	184	1,393	2,139	510	1,637	220.9%	8.2%
Bridgend	250	1,415	2,036	238	1,245	422.9%	9.3%
Newport	306	830	948	374	1,212	223.8%	9.1%
Isle of Anglesey	288	985	872	171	1,041	508.8%	11.6%
Neath Port Talbot	168	1,825	1,985	-680	592	NA%	4.0%
Merthyr Tydfil	215	963	976	192	471	145.2%	8.2%
Flintshire	-108	1,043	1,287	-540	336	NA%	1.9%

Wrexham	301	1,470	1,537	-468	250	NA%	2.5%
Torfaen	-78	-109	-194	-166	-249	<i>49.8%</i>	<i>-2.9%</i>
Blaenau Gwent	-453	-284	-349	-286	-283	<i>-1.1%</i>	<i>-4.5%</i>
Caerphilly	91	387	1,059	-470	-339	<i>-27.8%</i>	<i>-2.2%</i>
Total deficit	-639	-393	-543	-3,148	-871	<i>-72.3%</i>	<i>-2.9%</i>
Total surplus	15,059	58,406	58,942	10,958	46,227	321.9%	17.5%
Total	14,420	58,014	58,399	7,809	45,356	480.8%	15.4%

* Where the change in surplus is actually a change in deficit, the values are in italics

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National comparisons

Table 6: Comparison of parking income and expenditure in across the nations of Great Britain (£ millions, latest year available)

	England without London	London	Scotland	Wales	Great Britain
Fiscal year	(2021-22)	(2020-21)	(2019-20)	(2021-22)	(2019-20)
Parking income	1710.3	4.5	92.8	36.9	1850.0
Parking expenditure	856.7	4.4	43.5	-8.4	863.8
Surplus	853.6	0.1	49.3	45.4	986.3
Surplus as proportion of income	49.9%	2.9%	53.1%	122.8%	53.3%

Table 6 provides a comparison with London, England excluding London, Wales, and Scotland for the most recent available data, while Table 7 compares the changes between 2021-22 and the previous year, with the average annual change over the four-year period starting in 2017-18 (or the most recent four-year period for which data is available). In the last year the surpluses for Wales have increased by 480.8%, which is more than the average annual increase observed over the preceding four years, which was 33.2%.

On average, parking surpluses in Great Britain have risen by about -2.1% annually over the four years compared with 2.8% annually for the Retail Prices Index during the same period (Office for National Statistics (2023)).³

Table 7: Changes in parking income and expenditure over previous four years (from most recent year available) across the nations of Great Britain

	England without London	London	Scotland	Wales	Great Britain
Most recent year available	(2021-22)	(2020-21)	(2019-20)	(2021-22)	(2019-20)
Average annual change in income	17.5 %	-71.0 %	4.5 %	-1.0 %	99.1 %
Change in income since previous year	14474.5 %	-99.4 %	4.8 %	116.9 %	2.2 %
Average annual change in expenditure	16.6 %	-63.9 %	2.4 %	NaN %	91.4 %
Change in expenditure since previous year	8179.7 %	-98.4 %	4.7 %	-191.2 %	7.6 %
Average annual change in surplus	18.4 %	-86.3 %	6.6 %	33.2 %	107.3 %
Change in surplus since previous year	61399.6 %	-100.0 %	4.9 %	480.8 %	-2.1 %

³The most recent data available for Great Britain as a whole is from the year 2019-20 and all calculations are therefore performed for the four years previous i.e. from 2015-16.

Maps

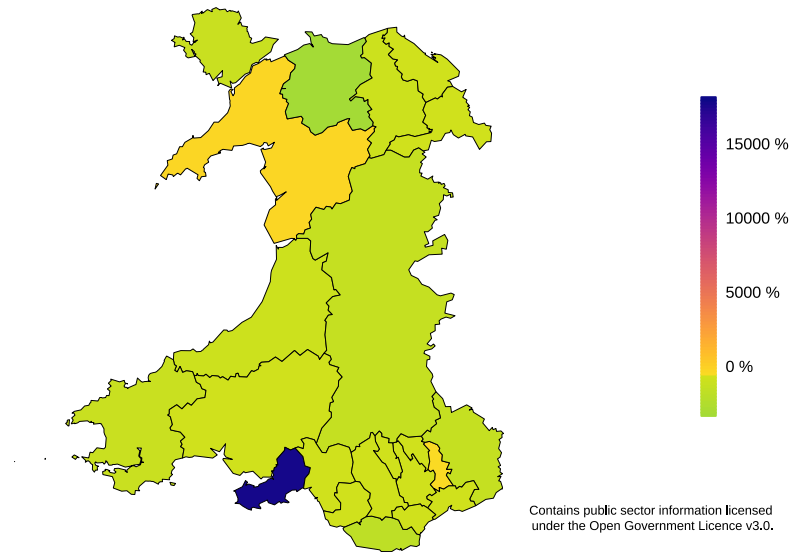


Figure 2: Map of change in parking expenditure from 2020-21 to 2021-22 (Boundary data for this map is from Office for National Statistics (2017))

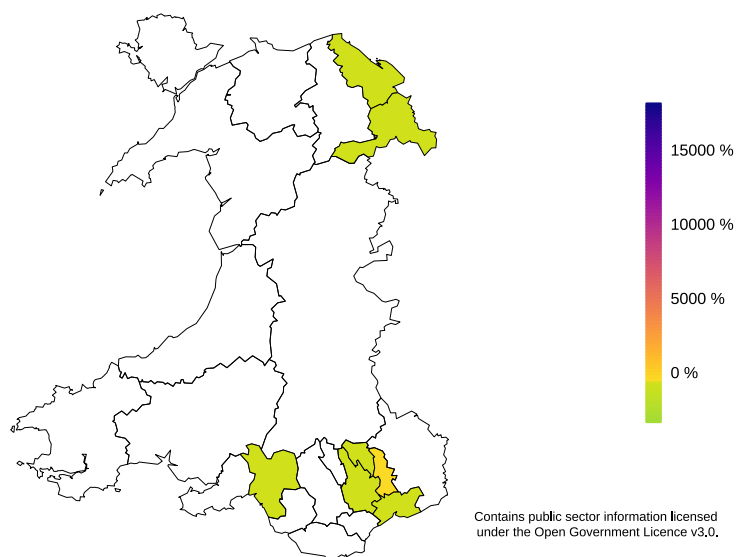


Figure 3: Map of average annual change in parking expenditure over the past four years from 2017-18 to 2021-22 (Boundary data for this map is from Office for National Statistics (2017))

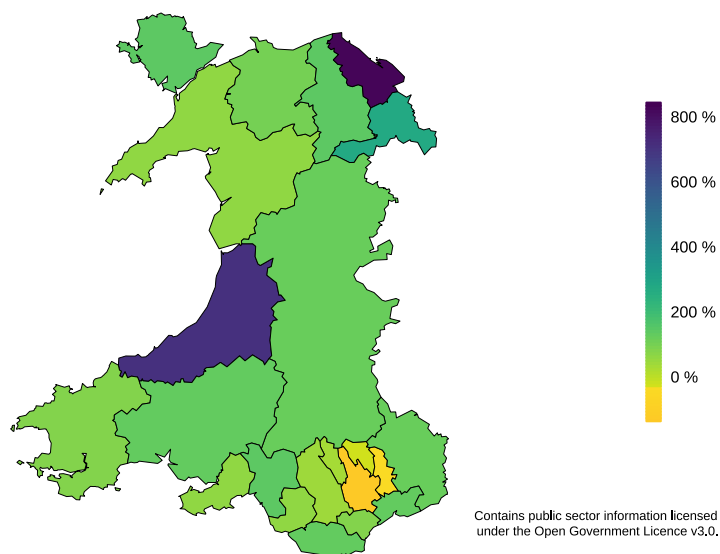


Figure 4: Map of change in parking income from 2020-21 to 2021-22 (Boundary data for this map is from Office for National Statistics (2017))

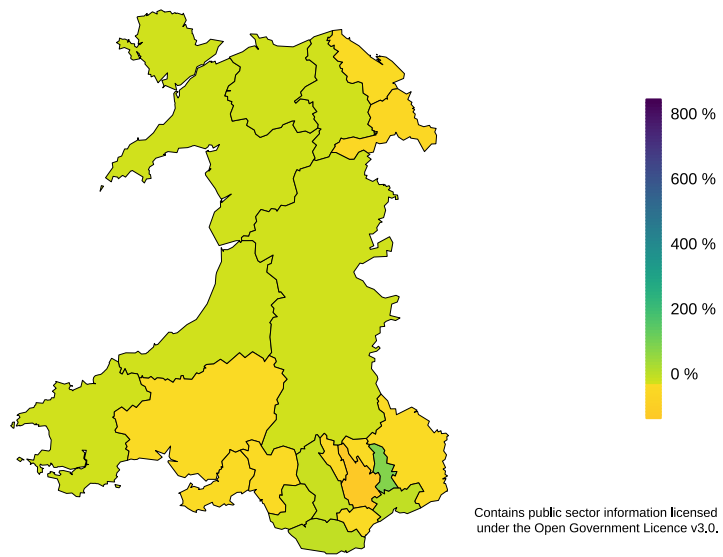


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