

# Local Authority Parking Finances in Wales

## 2016 - 17

**Careful - there is no Aberdeen data in this report, so the totals won't match. (And 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, 19 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.

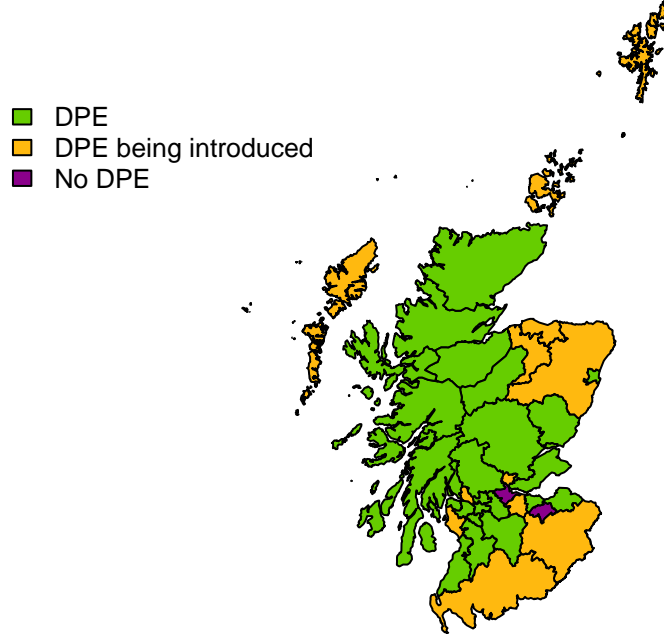


Figure 1: Map showing implementation of decriminalised parking in Scotland

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 (2014)		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)		

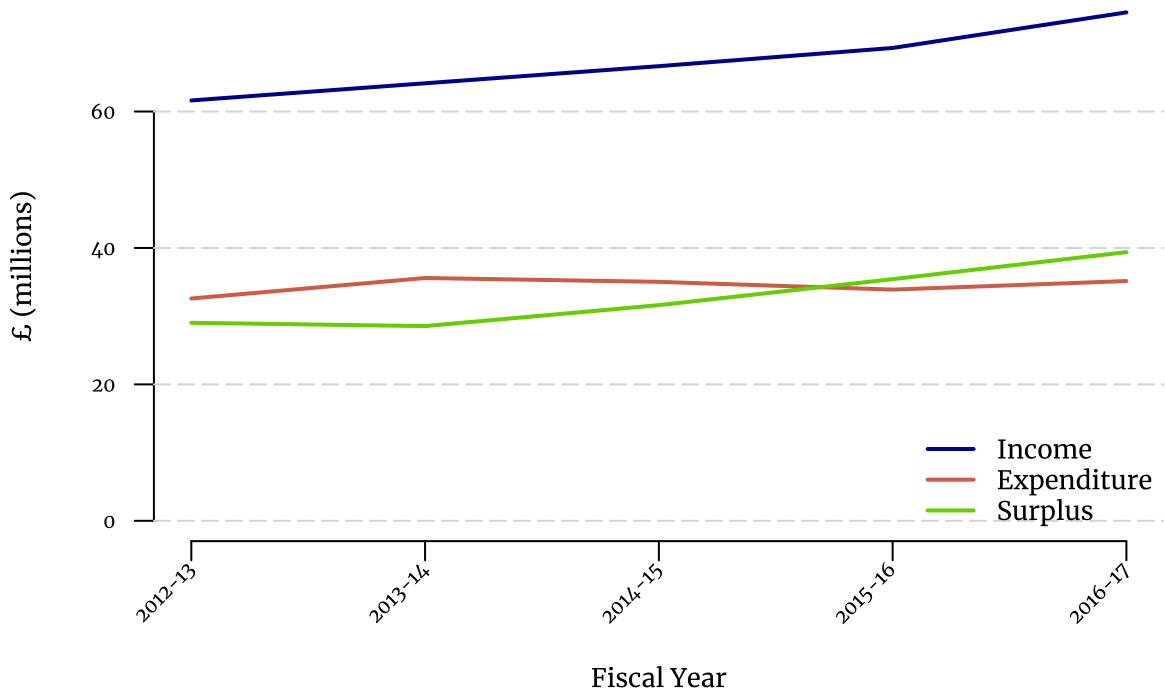


Figure 2: Parking revenues-Scotland

## 2 Summary

Table 2 and Figure 2 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 4.7 % and the surplus now represents 6.8 % 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	695.84	684.60	657.34	611.27	582.57	-4.69 %
Parking surplus as percentage of all transport costs		4.17 %	4.17 %	4.81 %	5.80 %	6.76 %	

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 x shows the change between 2011-12 and 2016-17. TABLE STILL MISSING.

Table 3: Comparison of parking income and expenditure in 2016-17 across the nations of Great Britain

	England without London	London	Wales	Scotland
Fiscal year	(2016-17)	(2016-17)	(2016-17)	(2016-17)
Parking income	938.7	639.0	37.4	74.5
Parking expenditure	495.6	260.5	23.4	35.2
Surplus	443.1	378.5	14.0	39.4
Surplus as proportion of income	47.2%	59.2%	37.4%	52.8%

### 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 4 ranks the Scottish councils in terms of parking income.

Six councils increased their income over the past year and twenty-seven decreased their income. Six councils did not show any income in 2016-17.

The top three Scottish cities by income were Edinburgh City, Glasgow City, and Dundee City, and between them accounted for 74.0 % of parking income.

East Dunbartonshire increased their income by 247 % while Falkirk and Orkney Islands increased by 107 % and 29 % respectively. The biggest decreases were in Dundee City (16 %), and South Lanarkshire (4 %) (excluding Shetland Islands, and Clackmannanshire due to very low numbers).

Table 4: 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 %

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

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16
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	
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 %
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	
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 %

Table 5 shows the number of PCNs issued council by council in Scotland for the years 2014-15 to 2016-17, with the average income per PCN for 2016-17. The total number of PCNs has increased by around 4.2 % a year on average. **The penalty for parking can be £40 or £50 for a minor offence such as overstaying at a meter, or £60 for a more serious offence such as parking where it is not allowed.** These figures are reduced by 50% for prompt payment and increased by 50% for slow payment. The average recovery per PCN was £33.3 in 2016-17.

Table 5: Number of PCNs for councils using DPE and average 2016-17 income per PCN

Local Authority	2014-15	2015-16	2016-17	£/PCN (2016-17)
Aberdeen City	46,450	37,754	37,754	£42.7
Argyll and Bute	5,929	8,123	13,018	£32.1
Dundee City	25,415	31,332	29,266	£34.7
East Ayrshire	6,232	5,391	5,995	£41.1
East Dunbartonshire	3,948	3,331	4,704	£30.5
East Lothian			953	£29.6
East Renfrewshire	4,322	5,696	3,742	£56.5
Edinburgh City	179,340	184,964	192,381	£29.2
Fife	19,248	19,904	20,142	£30.4
Glasgow City	116,937	118,902	133,901	£35.9
Highland			4,101	£17.2
Inverclyde	3,439	6,260	7,200	£43.6
Perth and Kinross	9,077	7,133	7,805	£40.1
Renfrewshire	7,497	7,588	6,160	£26.5
South Ayrshire	6,716	5,968	5,238	£37.8
South Lanarkshire	22,412	23,513	23,693	£31.9
Total	456,962	465,859	496,053	£33.3

## 4 Expenditures

Table 6 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 three councils having increased their and twenty-nine reduced their costs.

The largest increase in expenditure occurred in Midlothian where it increased by 70 % while Angus and Falkirk increased by 67 % and 43 % respectively. The biggest decreases were in South Ayrshire (316 %), and Shetland Islands (49 %) (excluding Clackmannanshire due to very low numbers).

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 6: 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
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Table 6: 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 %	
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		202.4 %
West Lothian	96	143	105	143	149	4.2 %	
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 %	
Shetland Islands	25	5	28	71	36	-49.3 %	133.3 %
Aberdeen City	0	0	0	0	0		
Clackmannanshire	109	106	112	92	0	-100.0 %	
North Lanarkshire	0	0	0	0	0		

Table 6: 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
Total	32,590	35,595	35,033	33,893	35,151	3.7 %	47.2 %

Table 7 shows the proportion of income taken up by expenditure over the previous four years. Across Scotland it was 47.2 % having fallen compared to 48.9 % in the previous year, suggesting improving efficiency in operations.

Edinburgh's expenditure was 27.7 % having fallen since last year, while Glasgow's has **also** fallen to 34.4 %. **Most of the medium-sized councils spend 50–90% of their income on parking management, which includes enforcement.** 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 7: Parking expenditure as proportion of parking income

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17
Edinburgh City	35.9 %	38.1 %	33.0 %	30.1 %	27.7 %
Glasgow City	37.7 %	42.3 %	37.0 %	35.6 %	34.4 %
Fife	67.8 %	88.7 %	90.9 %	93.9 %	86.9 %
Dundee City	89.2 %	79.4 %	69.2 %	63.3 %	75.9 %
Perth and Kinross	79.8 %	76.4 %	77.0 %	92.3 %	82.4 %
South Lanarkshire	85.5 %	78.8 %	73.4 %	74.4 %	72.1 %
Stirling	103.6 %	93.2 %	93.1 %	90.2 %	95.4 %
Highland	80.6 %	76.8 %	70.2 %	73.7 %	73.5 %
East Ayrshire	73.3 %	81.2 %	83.1 %	63.0 %	53.4 %
Argyll and Bute	43.8 %	60.8 %	67.6 %	66.7 %	66.7 %
South Ayrshire	71.7 %	70.3 %	68.3 %		59.5 %
Aberdeenshire	60.7 %	65.3 %	79.5 %	136.5 %	120.7 %
Scottish Borders	175.3 %	240.1 %	286.6 %	247.5 %	224.1 %
Moray	61.7 %	66.7 %	64.6 %	62.4 %	52.5 %
Inverclyde			159.2 %	90.5 %	89.9 %
East Renfrewshire	244.2 %	138.7 %	136.5 %	179.1 %	159.7 %
East Dunbartonshire			711.1 %	1035.8 %	185.3 %
North Ayrshire	296.9 %	203.9 %	445.1 %	169.1 %	172.3 %
Falkirk	81.6 %	70.0 %	87.1 %	100.0 %	69.3 %
Renfrewshire	44.4 %	42.2 %	50.8 %	34.5 %	27.5 %
Midlothian					
Dumfries and Galloway	1126.9 %	1593.3 %	1542.9 %	1771.4 %	1400.0 %
Angus	4466.7 %	2783.3 %	2216.7 %	1900.0 %	3166.7 %
East Lothian					202.4 %



Table 7: Parking expenditure as proportion of parking income  
(*continued*)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17
West Lothian					
Orkney Islands	94.6 %	128.7 %	112.5 %	115.3 %	121.8 %
Eilean Siar	54.3 %	270.0 %	226.3 %	251.4 %	283.3 %
West Dunbartonshire					
Shetland Islands	166.7 %	125.0 %	96.6 %	98.6 %	133.3 %
Aberdeen City					
Clackmannanshire	726.7 %	757.1 %	746.7 %	657.1 %	
North Lanarkshire					
Total	52.9 %	55.5 %	52.6 %	48.9 %	47.2 %

\* Empty cells indicate the council reported no income and/or no expenditure

## 5 Surpluses

Table 8 shows the parking surpluses from from 2012-13 to 2016-17 and the change from 2015-16 to 2016-17. It also shows the proportion that parking surpluses represent of total transport expenditure.

The total *surpluses* for Scotland amounted to £41.1m between 18 authorities, of which the top three—Edinburgh City, Glasgow City, and Dundee City—accounted for 87.5 %. Fourteen councils made a loss with the total of parking deficits falling to £1.8m from £2.0m last year.

Overall, parking contributed £39.4million to local authority finances in Scotland in 2016-17 compared with £35.4million in 2016-17, an increase of 11.2 %.

Fife increased their surplus by 154 % while Perth and Kinross and Angus increased by 131 % and 70 % respectively (excluding Orkney Islands due to very low numbers). The biggest decreases were in East Dunbartonshire (68 %), and Stirling (55 %) (excluding Clackmannanshire, and Shetland Islands due to very low numbers).

Table 8: Parking surpluses for Scotland (£,000)

Local Authority	2012-13	2013-14	2014-15	2015-16	2016-17	Change 2016-17 on 2015-16	Surplus as pro- portion of trans- port spend- ing
Edinburgh City	15,176	15,303	17,355	19,357	21,869	13.0 %	39.1 %
Glasgow City	10,863	10,303	11,355	12,582	13,251	5.3 %	26.1 %
Dundee City	365	741	1,195	1,645	903	-45.1 %	8.1 %
East Ayrshire	307	233	252	566	835	47.5 %	5.3 %
Renfrewshire	569	614	523	698	763	9.3 %	4.1 %
South Lanarkshire	311	459	607	630	656	4.1 %	2.1 %
Perth and Kinross	607	712	671	221	510	130.8 %	3.0 %
Highland	236	288	403	400	481	20.2 %	1.5 %
South Ayrshire	173	245	246	327	481	47.1 %	3.8 %
Fife	853	335	299	179	454	153.6 %	1.3 %
Argyll and Bute	404	279	326	363	363	0.0 %	2.4 %
Moray	261	218	237	256	328	28.1 %	4.5 %
Falkirk	84	136	54	0	142		1.2 %
Stirling	-79	151	139	163	74	-54.6 %	0.7 %
Inverclyde	0	-130	-93	31	39	25.8 %	0.5 %
Aberdeen City	0	0	0	0	0		0.0 %
Clackmannanshire	-94	-92	-97	-78	0		0.0 %
North Lanarkshire	0	0	0	0	0		0.0 %
Shetland Islands	-10	-1	1	1	-9		0.0 %
Orkney Islands	6	-25	-10	-13	-24	84.6 %	-0.2 %

Eilean Siar	16	-51	-48	-56	-66	<i>17.9 %</i>	-0.9 %
West Dunbartonshire	-79	-83	-90	-86	-77	<i>-10.5 %</i>	-1.3 %
East Lothian	0	0	0	0	-86		-1.6 %
Aberdeenshire	265	242	130	-152	-101	<i>-33.6 %</i>	-0.2 %
East Renfrewshire	-124	-72	-77	-167	-129	<i>-22.8 %</i>	-1.2 %
North Ayrshire	-258	-185	-666	-114	-141	<i>23.7 %</i>	-1.2 %
West Lothian	-96	-143	-105	-143	-149	<i>4.2 %</i>	-1.0 %
East Dunbartonshire	-113	-284	-330	-496	-157	<i>-68.3 %</i>	-1.7 %
Angus	-131	-161	-127	-108	-184	<i>70.4 %</i>	-1.4 %
Dumfries and Galloway	-267	-224	-202	-234	-195	<i>-16.7 %</i>	-1.3 %
Scottish Borders	-131	-206	-237	-208	-216	<i>3.8 %</i>	-1.2 %
Midlothian	-82	-56	-94	-135	-229	<i>69.6 %</i>	-3.5 %
Total deficit	-1,464	-1,713	-2,176	-1,990	-1,763	<i>-11.4 %</i>	-0.9 %
Total surplus	30,496	30,259	33,793	37,419	41,149	<i>10.0 %</i>	10.8 %
Total	29,032	28,546	31,617	35,429	39,386	<i>11.2 %</i>	6.8 %

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

## References

*Still to come*