

# Local Authority Parking Finances in Wales

## 2017 - 18

**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 2013-14 to 2017-18.

In addition, Transport Scotland is now publishing an annual report on decriminalised parking - the latest being: *Decriminalised Parking Enforcement – Local Authorities' Income and Expenditure: 2017 to 2018*, 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** 2017, 21 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.

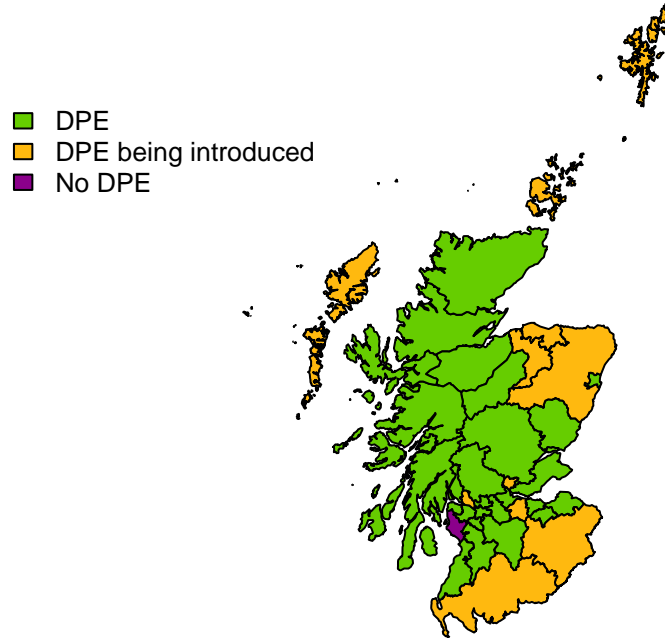


Figure 1: Map showing implementation of decriminalised parking in Scotland

Table 1: Parking arrangements for local authorities in Scotland

Using DPE	Considering using DPE	Not using DPE
Aberdeen City (2003)	North Ayrshire	Aberdeenshire
Angus (2017)		Clackmannanshire
Argyll and Bute (2014)		Dumfries and Galloway
Dundee City (2004)		Eilean Siar
East Ayrshire (2012)		Moray
East Dunbartonshire (NA)		Orkney Islands
East Lothian (2017)		Scottish Borders
East Renfrewshire (2013)		Shetland Islands
Edinburgh City (1998)		West Dunbartonshire
Falkirk (2018)		West Lothian
Fife (2013)		
Glasgow City (1999)		
Highland (2016)		
Inverclyde (2014)		
Midlothian (2018)		
North Lanarkshire (2017)		
Perth and Kinross (2002)		
Renfrewshire (2010)		
South Ayrshire (2012)		
South Lanarkshire (2005)		
Stirling (2017)		

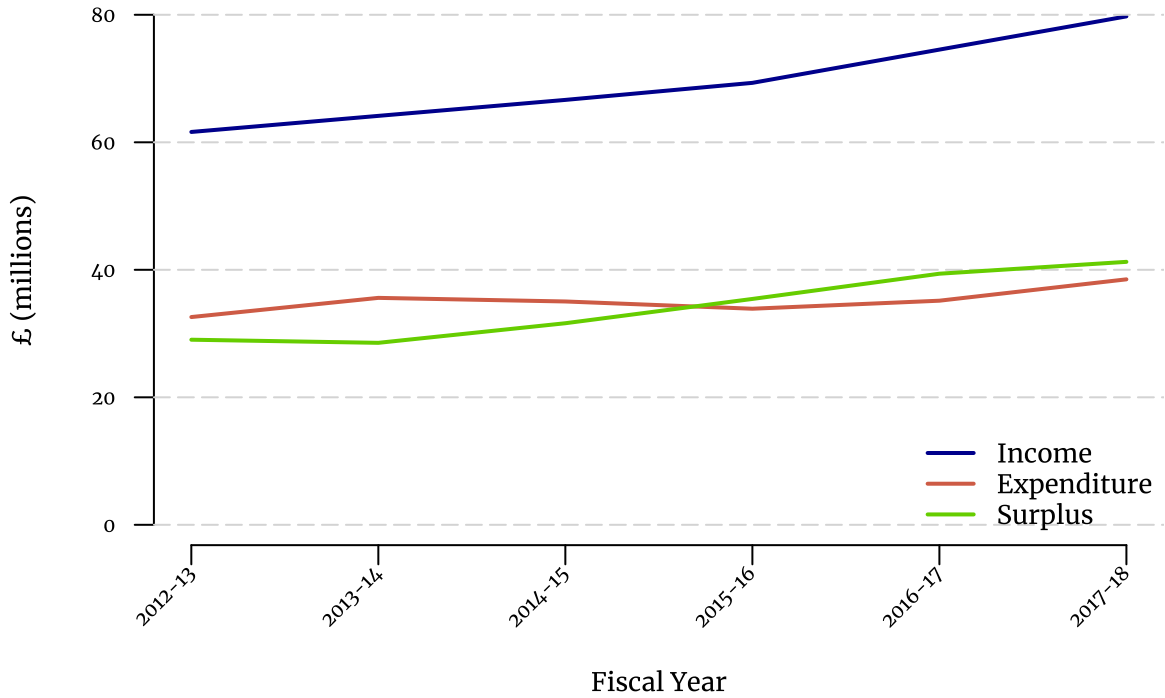


Figure 2: Parking revenues–Scotland

## 2 Summary

Table 2 and Figure 2 show the summary accounts for local authorities in Scotland for fiscal years 2013-14 to 2017-18. The income has increased by 7 %, the expenditure has increased by 9.5 %, and the surplus has increased by 4.7 % compared to the previous fiscal year. Total transport has increased by 6.8 % and the surplus now represents 6.6 % of transport costs.

Table 2: Summary of parking accounts for Scotland

		2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17
Parking	Income	64.14	66.65	69.32	74.54	79.75	6.99 %
	Expenditure	35.59	35.03	33.89	35.15	38.51	9.54 %
	Surplus	28.55	31.62	35.43	39.39	41.24	4.72 %
Total transport	Net cost	684.60	657.34	611.27	582.57	622.33	6.82 %
Parking surplus as percentage of all transport costs		4.17 %	4.81 %	5.80 %	6.76 %	6.63 %	

Parking makes a smaller contribution to overall transport costs in Scotland compared with England where it is around 22 % 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 2017-18 was £80 million, 7 % higher than 2016-17. 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.

Seven councils increased their income over the past year and twenty-six decreased their income. Seven councils did not show any income in 2017-18.

The top three Scottish cities by income were Edinburgh City, Glasgow City, and Dundee City, and between them accounted for 72.4 % of parking income.

East Lothian increased their income by 445 % while East Dunbartonshire and Stirling increased by 76 % and 54 % respectively. The biggest decreases were in South Ayrshire (25 %), and Falkirk (11 %) (excluding Angus due to very low numbers).

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

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17
Edinburgh City	24,736	25,894	27,712	30,234	32,556	7.7 %
Glasgow City	17,868	18,025	19,530	20,203	20,086	-0.6 %
Dundee City	3,605	3,876	4,485	3,751	5,094	35.8 %
Fife	2,971	3,302	2,958	3,467	3,579	3.2 %
Perth and Kinross	3,019	2,916	2,856	2,905	3,225	11.0 %
Stirling	2,223	2,019	1,671	1,620	2,488	53.6 %
South Lanarkshire	2,161	2,281	2,462	2,352	2,275	-3.3 %
Highland	1,243	1,353	1,519	1,815	2,251	24.0 %
East Ayrshire	1,242	1,493	1,528	1,790	1,746	-2.5 %
Argyll and Bute	711	1,005	1,089	1,089	1,052	-3.4 %
Renfrewshire	1,063	1,063	1,066	1,052	1,021	-2.9 %
South Ayrshire	826	775	0	1,187	886	-25.4 %
Moray	655	670	681	690	676	-2.0 %
East Lothian	0	0	0	84	458	445.2 %
Aberdeenshire	697	635	416	488	443	-9.2 %
Falkirk	454	419	223	462	411	-11.0 %
Inverclyde	0	157	328	385	396	2.9 %

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

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17
East Dunbartonshire	0	54	53	184	323	75.5 %
East Renfrewshire	186	211	211	216	193	-10.6 %
North Ayrshire	178	193	165	195	185	-5.1 %
Scottish Borders	147	127	141	174	165	-5.2 %
Orkney Islands	87	80	85	110	149	35.5 %
Eilean Siar	30	38	37	36	47	30.6 %
Shetland Islands	4	29	72	27	28	3.7 %
Dumfries and Galloway	15	14	14	15	17	13.3 %
Aberdeen City	0	0	0	0	0	
Angus	6	6	6	6	0	-100.0 %
Clackmannanshire	14	15	14	0	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	64,141	66,650	69,322	74,537	79,750	7.0 %

Table 4 shows the number of PCNs issued council by council in Scotland for the years 2014-15 to 2017-18, with the average income per PCN for 2017-18. The total number of PCNs has increased by around 4.1 % 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 £34.1 in 2017-18.

Table 4: Number of PCNs for councils using DPE and average 2017-18 income per PCN

Local Authority	2014-15	2015-16	2016-17	2017-18	£/PCN (2017-18)
Aberdeen City	46,450	37,754	37,754	40,392	£43.0
Angus				6,273	£35.0
Argyll and Bute	5,929	8,123	13,018	6,269	£29.8
Dundee City	25,415	31,332	29,266	21,837	£58.0
East Ayrshire	6,232	5,391	5,995	6,262	£34.6
East Dunbartonshire	3,948	3,331	4,704	5,301	£32.3
East Lothian			953	10,040	£27.8
East Renfrewshire	4,322	5,696	3,742	5,176	£36.8
Edinburgh City	179,340	184,964	192,381	191,563	£30.8
Fife	19,248	19,904	20,142	21,890	£26.8

Table 4: Number of PCNs for councils using DPE and average 2017-18 income per PCN (*continued*)

Local Authority	2014-15	2015-16	2016-17	2017-18	£/PCN (2017-18)
Glasgow City	116,937	118,902	133,901	125,505	£35.2
Highland			4,101	9,477	£27.9
Inverclyde	3,439	6,260	7,200	8,059	£34.7
Perth and Kinross	9,077	7,133	7,805	14,469	£35.7
Renfrewshire	7,497	7,588	6,160	6,823	£26.4
South Ayrshire	6,716	5,968	5,238	5,824	£33.1
South Lanarkshire	22,412	23,513	23,693	20,952	£33.3
Stirling				9,975	£29.6
Total	456,962	465,859	496,053	516,087	£34.1

## 4 Expenditures

Table 5 ranks the councils in terms of expenditure on parking.

Overall expenditure has risen by £3.4m (9.5 %) after a rise of £1.3m last year, with three councils having increased their and twenty-nine reduced their costs.

The largest increase in expenditure occurred in East Lothian where it increased by 172 % while East Dunbartonshire and Renfrewshire increased by 50 % and 47 % respectively. The biggest decreases were in South Ayrshire (18 %), and Angus (16 %) (excluding Shetland Islands due to very low numbers).

The table also shows the proportion of income taken up by costs in 2017-18. Nationally in Scotland it is 48.3 % with Glasgow at 37.6 % and Edinburgh at 26.8 %.

Table 5: Parking expenditure for Scotland (£,000)

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17	Expenditure as proportion of income
Edinburgh City	9,433	8,539	8,355	8,365	8,737	4.4 %	26.8 %
Glasgow City	7,565	6,670	6,948	6,952	7,544	8.5 %	37.6 %
Dundee City	2,864	2,681	2,840	2,848	3,401	19.4 %	66.8 %
Fife	2,636	3,003	2,779	3,013	3,204	6.3 %	89.5 %
Perth and Kinross	2,307	2,245	2,635	2,395	2,499	4.3 %	77.5 %
Stirling	2,072	1,880	1,508	1,546	1,963	27.0 %	78.9 %
Highland	955	950	1,119	1,334	1,607	20.5 %	71.4 %
South Lanarkshire	1,702	1,674	1,832	1,696	1,502	-11.4 %	66.0 %

Table 5: Parking expenditure for Scotland (£,000) (*continued*)

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17	Expenditure as proportion of income
East Ayrshire	1,009	1,241	962	955	1,360	42.4 %	77.9 %
Argyll and Bute	432	679	726	726	705	-2.9 %	67.0 %
Aberdeenshire	455	505	568	589	625	6.1 %	141.1 %
South Ayrshire	581	529	-327	706	579	-18.0 %	65.3 %
East Dunbartonshire	284	384	549	341	513	50.4 %	158.8 %
East Lothian	0	0	0	170	463	172.4 %	101.1 %
North Ayrshire	363	859	279	336	437	30.1 %	236.2 %
Moray	437	433	425	362	434	19.9 %	64.2 %
Renfrewshire	449	540	368	289	424	46.7 %	41.5 %
Inverclyde	130	250	297	346	397	14.7 %	100.3 %
Scottish Borders	353	364	349	390	387	-0.8 %	234.5 %
East Renfrewshire	258	288	378	345	336	-2.6 %	174.1 %
Falkirk	318	365	223	320	275	-14.1 %	66.9 %
Dumfries and Galloway	239	216	248	210	213	1.4 %	1252.9 %
Midlothian	56	94	135	229	211	-7.9 %	
Angus	167	133	114	190	159	-16.3 %	
West Lothian	143	105	143	149	144	-3.4 %	
Orkney Islands	112	90	98	134	134	0.0 %	89.9 %
Eilean Siar	81	86	93	102	130	27.5 %	276.6 %
West Dunbartonshire	83	90	86	77	98	27.3 %	
Shetland Islands	5	28	71	36	24	-33.3 %	85.7 %
Aberdeen City	0	0	0	0	0		
Clackmannanshire	106	112	92	0	0		
North Lanarkshire	0	0	0	0	0		
Total	35,595	35,033	33,893	35,151	38,505	9.5 %	48.3 %

Table 6 shows the proportion of income taken up by expenditure over the previous four years. Across Scotland it was 48.3 % having risen compared to 47.2 % in the previous year, suggesting declining efficiency in operations.

Edinburgh's expenditure was 26.8 % having fallen since last year, while Glasgow's has also risen to 37.6 %. **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 6: Parking expenditure as proportion of parking income

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18
Edinburgh City	38.1 %	33.0 %	30.1 %	27.7 %	26.8 %
Glasgow City	42.3 %	37.0 %	35.6 %	34.4 %	37.6 %
Dundee City	79.4 %	69.2 %	63.3 %	75.9 %	66.8 %
Fife	88.7 %	90.9 %	93.9 %	86.9 %	89.5 %
Perth and Kinross	76.4 %	77.0 %	92.3 %	82.4 %	77.5 %
Stirling	93.2 %	93.1 %	90.2 %	95.4 %	78.9 %
Highland	76.8 %	70.2 %	73.7 %	73.5 %	71.4 %
South Lanarkshire	78.8 %	73.4 %	74.4 %	72.1 %	66.0 %
East Ayrshire	81.2 %	83.1 %	63.0 %	53.4 %	77.9 %
Argyll and Bute	60.8 %	67.6 %	66.7 %	66.7 %	67.0 %
Aberdeenshire	65.3 %	79.5 %	136.5 %	120.7 %	141.1 %
South Ayrshire	70.3 %	68.3 %		59.5 %	65.3 %
East Dunbartonshire		711.1 %	1035.8 %	185.3 %	158.8 %
East Lothian				202.4 %	101.1 %
North Ayrshire	203.9 %	445.1 %	169.1 %	172.3 %	236.2 %
Moray	66.7 %	64.6 %	62.4 %	52.5 %	64.2 %
Renfrewshire	42.2 %	50.8 %	34.5 %	27.5 %	41.5 %
Inverclyde		159.2 %	90.5 %	89.9 %	100.3 %
Scottish Borders	240.1 %	286.6 %	247.5 %	224.1 %	234.5 %
East Renfrewshire	138.7 %	136.5 %	179.1 %	159.7 %	174.1 %
Falkirk	70.0 %	87.1 %	100.0 %	69.3 %	66.9 %
Dumfries and Galloway	1593.3 %	1542.9 %	1771.4 %	1400.0 %	1252.9 %
Midlothian					
Angus	2783.3 %	2216.7 %	1900.0 %	3166.7 %	
West Lothian					
Orkney Islands	128.7 %	112.5 %	115.3 %	121.8 %	89.9 %
Eilean Siar	270.0 %	226.3 %	251.4 %	283.3 %	276.6 %
West Dunbartonshire					
Shetland Islands	125.0 %	96.6 %	98.6 %	133.3 %	85.7 %
Aberdeen City					
Clackmannanshire	757.1 %	746.7 %	657.1 %		
North Lanarkshire					
Total	55.5 %	52.6 %	48.9 %	47.2 %	48.3 %

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



## 5 Surpluses

Table 7 shows the parking surpluses from from 2013-14 to 2017-18 and the change from 2016-17 to 2017-18. It also shows the proportion that parking surpluses represent of total transport expenditure.

The total *surpluses* for Scotland amounted to £43.1m between 19 authorities, of which the top three—Edinburgh City, Glasgow City, and Dundee City—accounted for 88.2 %. Thirteen councils made a loss with the total of parking deficits rising to £1.9m from £1.8m last year.

Overall, parking contributed £41.2million to local authority finances in Scotland in 2017-18 compared with £39.4million in 2017-18, an increase of 4.7 %.

Stirling increased their surplus by 609 % while Dundee City and Aberdeenshire increased by 87 % and 80 % respectively. The biggest decreases were in East Ayrshire (54 %), and South Ayrshire (36 %) (excluding East Lothian, Inverclyde, Shetland Islands, and Orkney Islands due to very low numbers).

Table 7: Parking surpluses for Scotland (£,000)

Local Authority	2013-14	2014-15	2015-16	2016-17	2017-18	Change 2017-18 on 2016-17	Surplus as pro- portion of trans- port spend- ing
Edinburgh City	15,303	17,355	19,357	21,869	23,819	8.9 %	41.8 %
Glasgow City	10,303	11,355	12,582	13,251	12,542	-5.4 %	23.8 %
Dundee City	741	1,195	1,645	903	1,693	87.5 %	12.2 %
South Lanarkshire	459	607	630	656	773	17.8 %	2.3 %
Perth and Kinross	712	671	221	510	726	42.4 %	4.1 %
Highland	288	403	400	481	644	33.9 %	1.8 %
Renfrewshire	614	523	698	763	597	-21.8 %	3.0 %
Stirling	151	139	163	74	525	609.5 %	4.3 %
East Ayrshire	233	252	566	835	386	-53.8 %	1.7 %
Fife	335	299	179	454	375	-17.4 %	1.0 %
Argyll and Bute	279	326	363	363	347	-4.4 %	2.1 %
South Ayrshire	245	246	327	481	307	-36.2 %	2.5 %
Moray	218	237	256	328	242	-26.2 %	3.1 %
Falkirk	136	54	0	142	136	-4.2 %	1.3 %
Orkney Islands	-25	-10	-13	-24	15		0.1 %
Shetland Islands	-1	1	1	-9	4		0.0 %
Aberdeen City	0	0	0	0	0		0.0 %
Clackmannanshire	-92	-97	-78	0	0		0.0 %
North Lanarkshire	0	0	0	0	0		0.0 %
Inverclyde	-130	-93	31	39	-1		0.0 %

East Lothian	0	0	0	-86	-5	<i>-94.2 %</i>	-0.1 %
Eilean Siar	-51	-48	-56	-66	-83	<i>25.8 %</i>	-1.0 %
West Dunbartonshire	-83	-90	-86	-77	-98	<i>27.3 %</i>	-1.5 %
East Renfrewshire	-72	-77	-167	-129	-143	<i>10.9 %</i>	-1.1 %
West Lothian	-143	-105	-143	-149	-144	<i>-3.4 %</i>	-0.9 %
Angus	-161	-127	-108	-184	-159	<i>-13.6 %</i>	-1.1 %
Aberdeenshire	242	130	-152	-101	-182	<i>80.2 %</i>	-0.4 %
East Dunbartonshire	-284	-330	-496	-157	-190	<i>21.0 %</i>	-2.3 %
Dumfries and Galloway	-224	-202	-234	-195	-196	<i>0.5 %</i>	-1.2 %
Midlothian	-56	-94	-135	-229	-211	<i>-7.9 %</i>	-3.1 %
Scottish Borders	-206	-237	-208	-216	-222	<i>2.8 %</i>	-1.3 %
North Ayrshire	-185	-666	-114	-141	-252	<i>78.7 %</i>	-2.1 %
Total deficit	-1,713	-2,176	-1,990	-1,763	-1,886	<i>7.0 %</i>	-1.0 %
Total surplus	30,259	33,793	37,419	41,149	43,131	<i>4.8 %</i>	9.8 %
Total	28,546	31,617	35,429	39,386	41,245	<i>4.7 %</i>	6.6 %

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

## References

*Still to come*