

Local Authority Parking Finances in Wales

2017 - 18

0.0.0.1 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, *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.

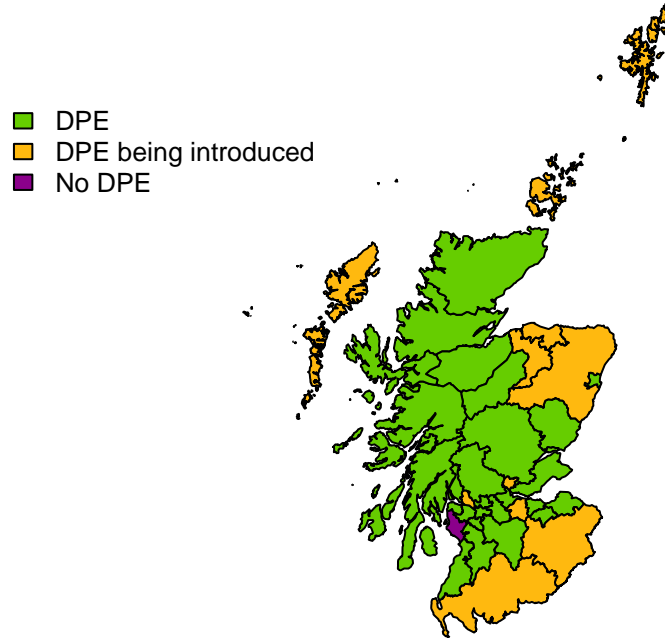


Figure 1: Map showing implementation of decriminalised parking in Scotland

Table 1: Parking arrangements for local authorities in Scotland

Using DPE	Considering using DPE	Not using DPE
Aberdeen City (2003)	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)		

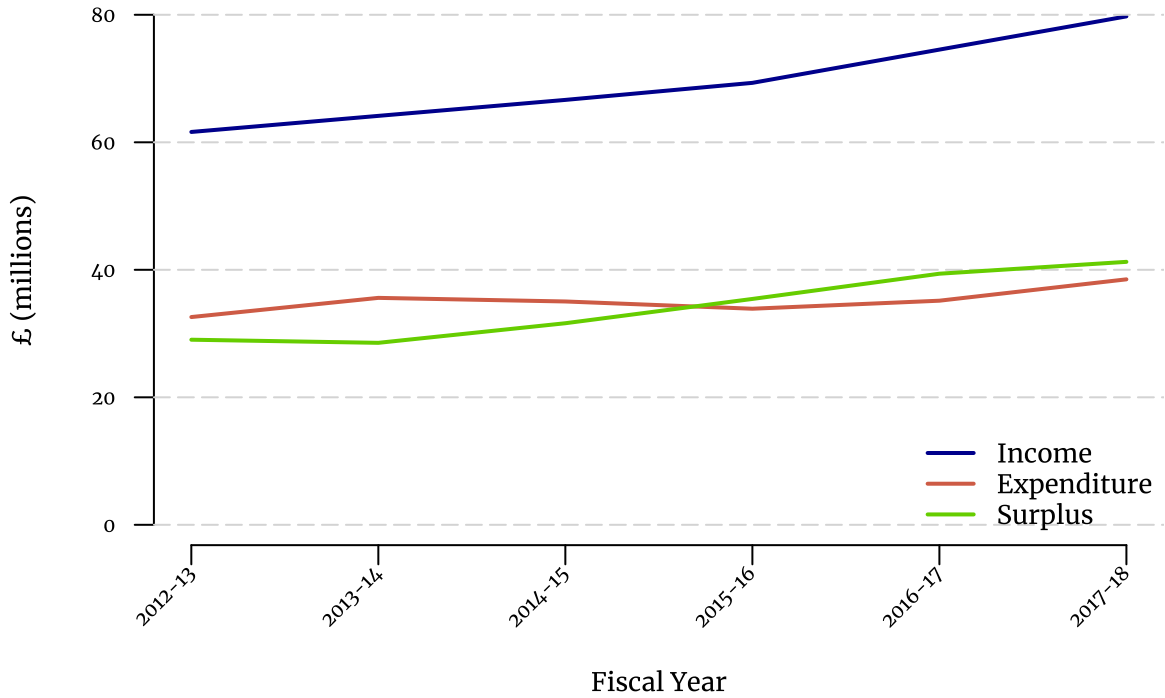


Figure 2: Parking revenues–Scotland

2 Summary

Table 2 and Figure X@ref(fig:fig1) 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 9.7 % 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	460.37	419.60	418.30	399.44	426.73	6.83 %
Parking surplus as percentage of all transport costs		6.20 %	7.54 %	8.47 %	9.86 %	9.67 %	

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.

Thirteen councils increased their income over the past year and thirteen decreased their income.

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. *Five* councils did not show any income in 2017-18.

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 where the income is very low).

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 %

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
Aberdeenshire	697	635	416	488	443	-9.2 %
Falkirk	454	419	223	462	411	-11.0 %
Inverclyde	0	157	328	385	396	2.9 %
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 %

4 Expenditures

Table 4 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 nineteen councils having increased their and ten reduced their costs.

East Lothian increased expenditure 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 where the expenditure spending is very low).

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 4: 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 %
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 %	Inf %
Angus	167	133	114	190	159	-16.3 %	Inf %

Table 4: 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
West Lothian	143	105	143	149	144	-3.4 %	Inf %
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 %	Inf %
Shetland Islands	5	28	71	36	24	-33.3 %	85.7 %
Aberdeen City	0	0	0	0	0	NaN %	NaN %
Clackmannanshire	106	112	92	0	0	NaN %	NaN %
North Lanarkshire	0	0	0	0	0	NaN %	NaN %
Total	35,595	35,033	33,893	35,151	38,505	9.5 %	48.3 %

5 Surpluses