

# Local Authority Parking Finances in Scotland 2016-17

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 2016-17.<sup>1</sup>

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*<sup>2</sup> - 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.<sup>3</sup>

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. Figure A.1. See Appendix A for map.

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<sup>1</sup> <http://www.gov.scot/Topics/Statistics/Browse/Local-Government-Finance/PubScottishLGFStats/SLGFS201617excel>

<sup>2</sup> [www.transport.gov.scot/publication/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2016-to-2017/](http://www.transport.gov.scot/publication/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2016-to-2017/)

<sup>3</sup> [www.parliament.scot/S5\\_Rural/Meeting%20Papers/20161221\\_REC\\_Committee\\_Public\\_Paper.pdf](http://www.parliament.scot/S5_Rural/Meeting%20Papers/20161221_REC_Committee_Public_Paper.pdf)

**Table 1: Parking arrangements for local authorities in Scotland (see map in Appendix A)**

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

Source: Ref 2

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.

## 2 Summary

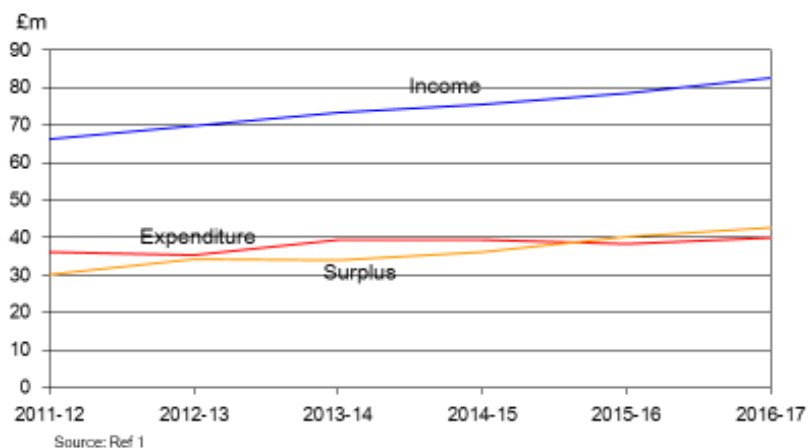
Table 2 and Figure 1 show the summary accounts for local authorities in Scotland for 2011-12 to 2016-17. Income has risen more sharply than expenditure over the five years, meaning that the surplus has steadily increased. Table 3 provides a comparison with London, England excluding London, and Wales for 2016-17 while Table 4 shows the change between 2011-12 and 2016-17.

**Table 2: Summary of parking accounts for Scotland**

	£ million	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	% change 2016-17 on 2015-16
Parking	Income	66.2	69.7	73.3	75.4	79.3	82.6	+4%
	Expenditure	36.1	35.4	39.4	39.3	39.0	40.0	+3%
	<b>Surplus</b>	<b>30.1</b>	<b>34.3</b>	<b>34.0</b>	<b>36.1</b>	<b>40.3</b>	<b>42.6</b>	<b>+6%</b>
All transport	Total expenditure*	506	522	494	456	448	452	
Parking surplus as % of total transport expenditure		5.9%	6.6%	6.9%	7.9%	9.0%	9.4%	

Source: Ref 1

Note: \* excluding contribution from parking

**Figure 1: Parking accounts for Scotland****Table 3: Comparison of parking income and expenditure in 2016-17 across the nations of Great Britain**

	London		England (excluding London)		Wales		Scotland	
	£m	% of income	£m	% of income	£m	% of income	£m	% of income
Income	639		942		37		83	
Expenditure	261	41%	502	53%	23	62%	40	48%
Surplus	379	59%	440	47%	14	38%	43	52%

Source: DCLG, Welsh Government, Scottish Government

**Table 4: Changes in parking income and expenditure, 2012-13 to 2016-17, across the nations of Great Britain**

	<b>London</b>	<b>England (excluding London)</b>	<b>Wales</b>	<b>Scotland</b>
Income	+15%	+11%	+22%	+19%
Expenditure	-14%	-1%	+6%	+13%
Surplus	+49%	+29%	+61%	+25%

Source: DCLG, Welsh Government, Scottish Government

On average, parking surpluses in Great Britain have risen by about 7% annually over the past five years compared with about 1% annually for the Consumer Prices Index during the same period.

### **3 Income**

Total income from parking in Scotland in 2016-17 was £82.6 million, 4% higher than in 2015-16 (Table 5). Note that this includes meter and penalty income for on- and off-street parking, but does not include income received by private parking companies.

The cities of Edinburgh, Glasgow and Aberdeen between them accounted for 71% of parking income (the same as 2015-16), although the cities only represent 24% of Scotland's population. Their disproportionate share of Scotland's parking income is probably a reflection of the volume of commuters and visitors that the cities attract. Five councils did not show any income in 2016-17.

**Table 5: Parking income**

£million		2012-13	2013-14	2014-15	2015-16	2016-17	% change 2016-17 on 2015-16	DPE?
1	Edinburgh, City of	23.68	24.74	25.89	27.71	30.23	+9%	✓
2	Glasgow City	17.44	17.87	18.03	19.53	20.20	+3%	✓
3	Aberdeen City	8.07	9.2	8.73	9.20	8.04	-13%	✓
4	Dundee City	3.38	3.61	3.88	4.49	3.75	-16%	✓
5	Fife	2.65	2.97	3.3	2.96	3.47	+17%	✓
6	Perth & Kinross	3.01	3.02	2.92	2.86	2.91	+2%	✓
7	South Lanarkshire	2.14	2.16	2.28	2.46	2.35	-4%	✓
8	Highland	1.22	1.24	1.35	1.52	1.82	+19%	✓
9	East Ayrshire	1.15	1.24	1.49	1.53	1.79	+17%	✓
10	Stirling	2.19	2.22	2.02	1.67	1.62	-3%	✓ 2017
11	South Ayrshire	0.61	0.83	0.78	0.80	1.19	+48%	✓
12	Argyll & Bute	0.72	0.71	1.01	1.09	1.09	0%	✓
13	Renfrewshire	1.02	1.06	1.06	1.07	1.05	-1%	✓
14	Moray	0.68	0.66	0.67	0.68	0.69	+1%	x
15	Aberdeenshire	0.67	0.7	0.64	0.42	0.49	+17%	x
16	Falkirk	0.46	0.45	0.42	0.22	0.46	+107%	o
17	Inverclyde			0.16	0.33	0.39	+17%	✓
18	East Renfrewshire	0.09	0.19	0.21	0.21	0.22	+2%	✓
19	North Ayrshire	0.13	0.18	0.19	0.17	0.20	+18%	x
20	East Dunbartonshire	-	-	0.05	0.05	0.18	+247%	✓
21	Scottish Borders	0.17	0.15	0.13	0.14	0.17	+23%	x
22	Orkney Islands	0.11	0.09	0.08	0.09	0.11	+29%	x
23	East Lothian					0.08		✓ 2017
24	Eilean Siar (Hebrides)	0.04	0.03	0.04	0.04	0.04	-3%	x
25	Shetland Islands	0.02	0	0.03	0.07	0.03	-63%	x
26	Dumfries & Galloway	0.03	0.02	0.01	0.01	0.02	+7%	x
27	Angus	0	0.01	0.01	0.01	0.01	0%	✓ 2017
28	Clackmannanshire	0.02	0.01	0.02	0.01			x
29	Midlothian							o
30	North Lanarkshire							✓ 2017
31	West Dunbartonshire							x
32	West Lothian							x
	<b>Scotland total</b>	<b>69.70</b>	<b>73.34</b>	<b>75.38</b>	<b>79.32</b>	<b>82.58</b>	<b>+4%</b>	

Source: Ref 1

Note: ✓ DPE in operation; o DPE under consideration; x no DPE; - no income recorded

Table 6 shows the number of PCNs issued council by council in Scotland for the years 2013-14 to 2016-17, with the average income per PCN for 2016-17. The total number of PCNs has increased by around 3% 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 in 2016-17.

**Table 6: Number of PCNs for Scottish councils using DPE and average 2016-17 income per PCN**

Thousands	2013-14	2014-15	2015-16	2016-17	£/PCN (2016-17)
Aberdeen City	47.3	46.5	37.8	37.8	43
Argyll & Bute*		5.9	8.1	13.0	32
Dundee City	23.2	25.4	31.3	29.3	35
East Ayrshire	7.6	6.2	5.4	6.0	41
East Dunbartonshire		3.9	3.3	4.7	30
East Lothian				1.0	30
East Renfrewshire	4.8	4.3	5.7	3.7	57
Edinburgh, City of	181.8	179.3	185.0	192.4	29
Fife	16.6	19.3	19.9	20.1	30
Glasgow City	118.2	116.9	118.9	133.9	36
Highland				4.1	17
Inverclyde		3.4	6.3	7.2	44
Perth & Kinross	11.9	9.1	7.1	7.8	40
Renfrewshire	10.3	7.5	7.6	6.2	26
South Ayrshire	7.2	6.7	6.0	5.2	38
South Lanarkshire	18.8	22.4	23.5	23.7	32
<b>Total for DPE authorities</b>	<b>447.7</b>	<b>456.8</b>	<b>465.9</b>	<b>496.1</b>	<b>33</b>

Source: Ref 2 and 3

Note: \*The Argyll and Bute figure for 2016-17 has been corrected by author from 3.0 to 13.0.

Scottish councils with DPE earn around a fifth of their income from PCNs, which is about half of the equivalent proportions for London and for the rest of England (see Table 7). It would appear that either Scottish drivers are more law-abiding, or the enforcement regime in Scotland is not as rigorous.

**Table 7: Proportion of parking income from PCNs, Scottish councils using DPE with London, and England excluding London, for comparison**

£million	Penalty as % of DPE total income			
	2013-14	2014-15	2015-16	2016-17
Aberdeen City	20%	19%	16%	20%
Argyll & Bute		23%	25%	38%
Dundee City	15%	19%	25%	27%
East Ayrshire	27%	17%	13%	14%
East Dunbartonshire				78%
East Lothian				34%
East Renfrewshire	71%	100%	99%	98%
Edinburgh, City of	21%	20%	19%	19%
Fife	14%	18%	17%	18%
Glasgow City	24%	24%	20%	24%
Highland				4%
Inverclyde		83%	85%	81%
Perth & Kinross	15%	12%	10%	11%
Renfrewshire	29%	22%	20%	16%
South Ayrshire	30%	33%	27%	17%
South Lanarkshire	28%	32%	30%	32%
<b>Total for DPE authorities</b>	<b>21%</b>	<b>21%</b>	<b>19%</b>	<b>21%</b>
London	42%	40%	44%	43%
England excluding London	38%	34%	37%	37%

Source: Ref 2

## 4 Expenditure

Table 8 ranks councils in terms of expenditure on parking in 2016-17.

Overall expenditure rose by 2.5% on the previous year, with Edinburgh and Glasgow showing no change despite increased income.

The table also shows the proportion of income taken up by expenditure. Across Scotland it was 48% having fallen from 49% last year, suggesting improved efficiency in operations. Edinburgh's expenditure was 28% in 2016-17, a figure that has fallen every year for the past four years, as has Glasgow's. Most of the medium-sized councils spend 50–90% of their income on parking management, which includes enforcement.

Table 8: Parking expenditure

£million		Expenditure					Expenditure as % of income				
		2013-14	2014-15	2015-16	2016-17	% change 2016-17 on 2015-16	2013-14	2014-15	2015-16	2016-17	DPE?
1	Edinburgh, City of	9.43	8.54	8.36	8.37	0%	38%	33%	30%	28%	✓
2	Glasgow City	7.56	6.67	6.95	6.95	0%	42%	37%	36%	34%	✓
3	Aberdeen City	4.32	4.22	4.31	4.82	+12%	47%	48%	47%	60%	✓
4	Fife	2.64	3.00	2.78	3.01	+8%	89%	91%	94%	87%	✓
5	Dundee City	2.42	2.68	2.84	2.85	0%	67%	69%	63%	76%	✓
6	Perth & Kinross	2.31	2.25	2.64	2.40	-9%	76%	77%	92%	82%	✓
7	South Lanarkshire	1.7	1.67	1.83	1.70	-7%	79%	73%	74%	72%	✓
8	Stirling	2.07	1.88	1.51	1.55	+3%	93%	93%	90%	95%	✓ 2017
9	Highland	0.96	0.95	1.12	1.33	19%	77%	70%	74%	73%	✓
10	East Ayrshire	1.01	1.24	0.96	0.96	-1%	81%	83%	63%	53%	✓
11	Argyll & Bute	0.43	0.68	0.73	0.73	0%	61%	67%	67%	67%	✓
12	South Ayrshire	0.58	0.53	0.47	0.71	+50%	70%	68%	59%	59%	✓
13	Aberdeenshire	0.46	0.51	0.57	0.59	+4%	66%	80%	137%	121%	x
14	Scottish Borders	0.35	0.36	0.35	0.39	+12%	233%	277%	248%	224%	x
15	Moray	0.44	0.43	0.43	0.36	-15%	67%	64%	62%	52%	x
16	Inverclyde	0.09	0.25	0.30	0.35	+16%	*	*	91%	90%	✓
17	East Renfrewshire	0.26	0.29	0.38	0.35	-9%	137%	138%	179%	160%	✓
18	East Dunbartonshire	0.28	0.38	0.55	0.34	-38%	*	*	*	185%	✓
19	North Ayrshire	0.31	0.86	0.28	0.34	+20%	172%	453%	169%	172%	x
20	Falkirk	0.32	0.37	0.22	0.32	+43%	71%	88%	100%	69%	o
21	Renfrewshire	0.45	0.54	0.37	0.29	-21%	42%	51%	35%	27%	✓
22	Midlothian+	0.06	0.09	0.14	0.23	+70%	+	+	+	+	o
23	Dumfries & Galloway	0.24	0.22	0.25	0.21	-15%	*	*	*	*	x
24	Angus	0.17	0.13	0.11	0.19	+67%	*	*	*	*	✓ 2017
25	East Lothian+				0.17		+	+	+	*	✓ 2017
26	West Lothian+	0.14	0.11	0.14	0.15	+4%	+	+	+	+	x
27	Orkney Islands	0.11	0.09	0.10	0.13	+37%	122%	113%	115%	122%	x
28	Eilean Siar (Hebrides)	0.08	0.09	0.09	0.10	+10%	267%	225%	251%	283%	x
29	West Dunbartonshire+	0.08	0.09	0.09	0.08	-10%	+	+	+	+	x
30	Shetland Islands	0.01	0.03	0.07	0.04	-49%	+	100%	99%	133%	x
31	Clackmannanshire	0.11	0.11	0.09	0.00		*	*	*	+	X
32	North Lanarkshire+						+	+	+	+	✓ 2017
	<b>Scotland total</b>	<b>39.36</b>	<b>39.25</b>	<b>39.00</b>	<b>39.97</b>	<b>+2%</b>	<b>54%</b>	<b>52%</b>	<b>49%</b>	<b>48%</b>	

Source: Ref 1

Note: ✓ DPE in operation; o DPE under consideration; x no DPE; + no income recorded; \* very low values, therefore % not relevant



## 5 Surpluses

Table 9 shows the parking surpluses for the past four years, and the year-on-year change for 2015-16 to 2016-17.

Total parking *surpluses* amounted to £44.4 million between 16 local authorities, of which Edinburgh, Glasgow and Aberdeen contributed 86%, a similar proportion to previous years. The increase in *surpluses* over 2015-16 was 5%. The total of parking *deficits* was £1.8 million (down from £2.0 million in 2015-16) between 14 local authorities. Two councils broke even. Overall, parking contributed £42.6 million to local authority finances in Scotland in 2016-17 compared with £40.3 million in 2015-16 – an increase of 6%.

Edinburgh's surplus is the fifth largest in Great Britain (a rise of two places compared with 2015-16) and, Glasgow's comes eleventh.

By law, any surplus generated by a local authority as a result of managing parking must be put towards the spending on transport or environmental improvement in that local authority.<sup>4</sup> Table 10 shows the contribution that parking surpluses make to total expenditure on transport in the top four local authority. For the rest, the surpluses are so small that they make a contribution of less than 5%. Edinburgh's 2016-17 parking surplus of £21.9 million provided 71% of the city's total transport expenditure, while Glasgow's surplus covered rather more than a third of its spending on transport, and Aberdeen's a little under a quarter.

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<sup>4</sup> Section 55 of the Road Traffic Regulation Act 1984 stipulates that such surpluses may be put towards various forms of transport expenditure or environmental improvement, including repaying the authority's general fund for any monies used for transport taken from that fund during the previous four years; slightly different applications of this principle are detailed in the legislation when it comes to London authorities.

**Table 9: Parking surpluses**

£million		2013-14	2014-15	2015-16	2016-17	% change in surplus 2016-17 on 2015-16	% change in deficit 2016-17 on 2015-16	DPE?
1	Edinburgh, City of	15.3	17.36	19.36	21.87	+13%		✓
2	Glasgow City	10.31	11.36	12.58	13.25	+5%		✓
3	Aberdeen City	4.89	4.51	4.89	3.22	-34%		✓
4	Dundee City	1.18	1.20	1.65	0.90	-45%		✓
5	East Ayrshire	0.23	0.25	0.57	0.84	+48%		✓
6	Renfrewshire	0.61	0.52	0.70	0.76	+9%		✓
7	South Lanarkshire	0.46	0.61	0.63	0.66	+4%		✓
8	Perth & Kinross	0.71	0.67	0.22	0.51	+131%		✓
9	Highland	0.29	0.40	0.40	0.48	+20%		✓
10	South Ayrshire	0.25	0.25	0.33	0.48	+47%		✓
11	Fife	0.34	0.30	0.18	0.45	+154%		✓
12	Argyll & Bute	0.28	0.33	0.36	0.36	0%		✓
13	Moray	0.22	0.24	0.26	0.33	+28%		x
14	Falkirk	0.14	0.05	0.00	0.14			o
15	Stirling	0.15	0.14	0.16	0.07	-55%		✓ 2017
16	Inverclyde	-0.09	-0.09	0.03	0.04	+26%		✓
17	Clackmannanshire	-0.09	-0.10	-0.08				x
18	North Lanarkshire							✓ 2017
19	Shetland Islands				-0.01			x
20	Orkney Islands	-0.03	-0.01	-0.01	-0.02		+85%	x
21	Eilean Siar (Hebrides)	-0.05	-0.05	-0.06	-0.07		+18%	x
22	West Dunbartonshire	-0.08	-0.09	-0.09	-0.08		-10%	x
23	East Lothian	-	-	-	-0.09			✓ 2017
24	Aberdeenshire	0.24	0.13	-0.15	-0.10		-34%	x
25	East Renfrewshire	-0.07	-0.08	-0.17	-0.13		-23%	✓
26	North Ayrshire	-0.14	-0.67	-0.11	-0.14		+24%	x
27	West Lothian	-0.14	-0.11	-0.14	-0.15		+4%	x
28	East Dunbartonshire	-0.28	-0.33	-0.50	-0.16		-68%	✓
29	Angus	-0.16	-0.13	-0.11	-0.18		+70%	✓ 2017
30	Dumfries & Galloway	-0.22	-0.20	-0.23	-0.20		-17%	x
31	Scottish Borders	-0.21	-0.24	-0.21	-0.22		+4%	x
32	Midlothian	-0.06	-0.09	-0.14	-0.23		+70%	o
	<b>Scotland total</b>	<b>33.98</b>	<b>36.13</b>	<b>40.32</b>	<b>42.61</b>	<b>+6%</b>		

Source: Ref 1

Note: ✓ DPE in operation; o DPE under consideration; x no DPE recorded

**Table 10: Contribution of parking surpluses to total transport expenditure, largest four authorities in Scotland**

		<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>
1	Edinburgh, City of	52%	60%	60%	71%
2	Glasgow City	33%	40%	34%	37%
3	Aberdeen City	31%	30%	31%	23%
4	Dundee City	14%	13%	17%	12%

Source: Ref 1

## **6 Comparison between Local Government Finance figures and Transport Scotland decriminalised parking enforcement figures**

As mentioned in the introduction, there are now two sources of information from Scottish local authorities giving the income, expenditure and surpluses for parking: the Local Government Finance (LGF) figures, which cover all the parking activities; and the Transport Scotland figures (for those authorities operating DPE), which cover only the statutory elements of on-street parking and penalties, and do not include council-run off-street parking. Table 11 compares the two sets of figures. The differences between the two sources may not be due solely to off-street income and expenditure only being included in the LGF figures as it is possible that councils use different figures for overheads and other costs in reporting the two sets of figures.

The biggest difference is in Glasgow where the LGF figures show £15.1 million more income and £13.2 million more surplus than the Transport Scotland set. Glasgow's off-street car parks and on-street enforcement have been run by City Parking (Glasgow) LLP, a wholly-owned subsidiary of Glasgow Council since 2007. Its accounts for 2016-17 show income of £15.2 million, expenditure of £13.0 million and an operating profit of £2.8 million which almost exactly matches the difference. In Edinburgh, the LGF income is £1.2 million higher, but Edinburgh does not operate any off-street car parks as they are all commercially run. In Dundee, the LGF income is £1 million less than the DPE income.

David Leibling

28 May 2018

**Table 11: Comparison of Local Government Finance and Transport for Scotland DPE parking accounts, 2016-17**

£000	Local Government Finance			Transport for Scotland DPE			Difference		
	Income	Expenditure	Surplus	Income	Expenditure	Surplus	Income	Expenditure	Surplus
Aberdeen City	8,040	4,821	3,219	8,040	4,104	3,936	-0	717	-717
Aberdeenshire	488	589	-101						
Angus	6	190	-184						
Argyll & Bute	1,089	726	363	1,229	272	956	-140	454	-593
Clackmannanshire									
Dumfries & Galloway	15	210	-195						
Dundee City	3,751	2,848	903	4,713	3,645	1,069	-962	-797	-166
East Ayrshire	1,790	955	835	1,360	863	497	430	92	338
East Dunbartonshire	184	341	-157	184	188	-4	0	153	-153
East Lothian	84	170	-86	83	182	-99	1	-12	13
East Renfrewshire	216	345	-129	212	187	25	4	158	-154
Edinburgh, City of	30,234	8,365	21,869	29,078	8,277	20,801	1,156	88	1,068
Eilean Siar -Hebrides	36	102	-66						
Falkirk	462	320	142						
Fife	3,467	3,013	454	3,401	2,680	720	66	333	-266
Glasgow City	20,203	6,952	13,251	5,096	5,064	32	15,107	1,888	13,219
Highland	1,815	1,334	481	939	1,043	-105	876	291	586
Inverclyde	385	346	39	352	335	17	33	11	22
Midlothian	-	229	-229						
Moray	690	362	328						
North Ayrshire	195	336	-141						
North Lanarkshire									
Orkney Islands	110	134	-24						
Perth & Kinross	2,905	2,395	510	2,905	3,701	-795	-0	-1,306	1,305
Renfrewshire	1,052	289	763	1,052	434	619	-0	-145	144
Scottish Borders	174	390	-216						
Shetland Islands	27	36	-9						
South Ayrshire	1,187	706	481	964	429	535	223	277	-54
South Lanarkshire	2,352	1,696	656	2,352	2,353	-1	0	-657	657
Stirling	1,620	1,546	74						
West Dunbartonshire		77	-77						
West Lothian		149	-149						
<b>Scotland total</b>	<b>82,577</b>	<b>39,972</b>	<b>42,605</b>	<b>61,959</b>	<b>33,757</b>	<b>28,202</b>	<b>20,618</b>	<b>6,215</b>	<b>14,403</b>

28 May 2018

Source: Refs 1 and 2

28 May 2018

## Appendix A

Figure A.1: Map showing implementation of decriminalised parking in Scotland as at April 2018

