

Local Authority Parking Finances in Scotland 2017-18

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 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 2017-18.¹

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*². The Transport for Scotland report deals with the statutory returns which are required of 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, where the use of the surpluses is not regulated. This note shows the two sources of finance separately for those local authorities operating DPE. Note the figures do not include any commercial off-street parking.

1 Introduction

Table 1 shows that as of December 2018, 21 councils were operating DPE (using local traffic wardens and civil enforcement), while one, North Ayrshire, is actively working towards DPE. 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. See Appendix A for map Figure A.1.

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.

Section 7 gives information on the number of bus lane penalties and the income from them.

2 Summary

Table 2 and Fig 1 show the summary accounts for local authorities in Scotland for 2013-14 to 2017-18. Over the five years income has risen by 20% while expenditure has only risen by 11%, meaning that the surplus has risen by 31%. Table 2 also shows the proportion of total transport expenditure that is represented by parking income. Table 3 provides a comparison with London, England excluding London, and Wales for 2017-18.

¹ <https://www2.gov.scot/Topics/Statistics/Browse/Local-Government-Finance/PubScottishLGFStats/LFRworkbooks2017-18>

² www.transport.gov.scot/publication/decriminalised-parking-enforcement-local-authorities-income-and-expenditure-2017-to-2018/

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

Using DPE (start date)	Considering using DPE (2018)	Not using DPE
Aberdeen City (2003)	North Ayrshire	Aberdeenshire
Angus (May 2017)		Clackmannanshire
Argyll & Bute (2014)		Dumfries & Galloway
Dundee City (2004)		Eilean Siar (Western Isles)
East Ayrshire (2012)		Moray
East Dunbartonshire (2014)		Orkney Islands
East Lothian (2017)		Scottish Borders
East Renfrewshire (2013)		Shetland Islands
Edinburgh, City of (1998)		West Dunbartonshire
Falkirk (Nov 2018)		West Lothian
Fife (2013)		
Glasgow City (1999)		
Highland (2016)		
Inverclyde (2014)		
Midlothian (Apr2018)		
North Lanarkshire (2017)		
Perth & Kinross (2002)		
Renfrewshire (2010)		
South Ayrshire (2012)		
South Lanarkshire (2005)		
Stirling (2017)		

Source: See footnote 2

Table 2: Summary of parking accounts for Scotland

	£million	2013-14	2014-15	2015-16	2016-17	2017-18	% change 2017-18 on 2016-17
Parking	Income	73.3	75.4	79.3	82.6	88.2	7%
	Expenditure	39.4	39.3	39.0	40.0	43.6	9%
	Surplus	34.0	36.1	40.3	42.6	44.6	5%
All transport	Total expenditure*	494	456	448	452	471	5%
Parking surplus as % of total transport expenditure		6.9%	7.9%	9.0%	9.4%	9.5%	

Source: See footnote 1

Note: * excluding contribution from parking

Figure 1: Parking accounts for Scotland

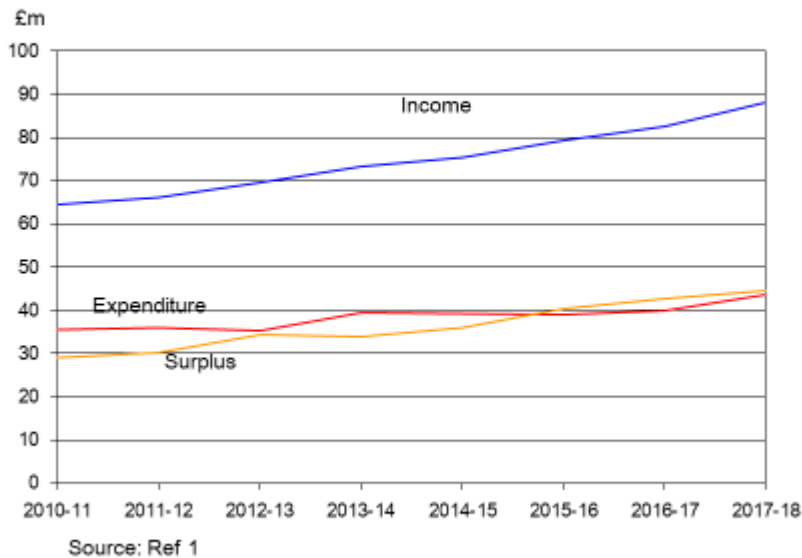


Table 3: Comparison of parking income and expenditure in 2017-18 across the nations of Great Britain

	London		England (excluding London)		Wales		Scotland	
	£m	% of income	£m	% of income	£m	% of income	£m	% of income
Income	680		980		38		88.2	
Expenditure	274	40%	519	53%	24	63%	43.6	49%
Surplus	406	60%	461	47%	14	37%	44.6	51%

Source: DCLG, Welsh Government, Scottish Government

3 Income

Total income from parking in Scotland in 2017-18 was £88.2 million, 7% higher than in 2016-17 (Table 4). 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 69% of parking income (2016-17 - 71%), 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. Six councils did not show any income in 2017-18.

Table 4: Parking income

		2013-14	2014-15	2015-16	2016-17	2017-18	Change between 2016-17 and 2017-18	DPE?
£million								
1	Edinburgh, City of	24.74	25.89	27.71	30.23	32.56	8%	✓
2	Glasgow City	17.87	18.03	19.53	20.20	20.09	-1%	✓
3	Aberdeen City	9.20	8.73	9.20	8.04	8.40	4%	✓
4	Dundee City	3.61	3.88	4.49	3.75	5.09	36%	✓
5	Fife	2.97	3.30	2.96	3.47	3.58	3%	✓
6	Perth & Kinross	3.02	2.92	2.86	2.91	3.23	11%	✓
7	South Lanarkshire	2.16	2.28	2.46	2.35	2.28	-3%	✓
8	Highland	1.24	1.35	1.52	1.82	2.25	24%	✓
9	Stirling	2.22	2.02	1.67	1.62	2.22	37%	✓
10	East Ayrshire	1.24	1.49	1.53	1.79	2.08	16%	✓
11	Argyll & Bute	0.71	1.01	1.09	1.09	1.05	-3%	✓
12	Renfrewshire	1.06	1.06	1.07	1.05	1.02	-3%	✓
13	South Ayrshire	0.83	0.78	0.80	1.19	0.89	-25%	✓
14	Moray	0.66	0.67	0.68	0.69	0.68	-2%	x
15	East Lothian				0.08	0.46	445%	✓
16	Aberdeenshire	0.70	0.64	0.42	0.49	0.44	-9%	x
17	Falkirk	0.45	0.42	0.22	0.46	0.41	-11%	✓ Nov 18
18	Inverclyde		0.16	0.33	0.39	0.40	3%	✓
19	East Dunbartonshire		0.05	0.05	0.18	0.32	76%	✓
20	East Renfrewshire	0.19	0.21	0.21	0.22	0.19	-11%	✓
21	North Ayrshire	0.18	0.19	0.17	0.20	0.19	-5%	o
22	Scottish Borders	0.15	0.13	0.14	0.17	0.17	-5%	x
23	Orkney Islands	0.09	0.08	0.09	0.11	0.15	35%	x
24	Eilean Siar (Hebrides)	0.03	0.04	0.04	0.04	0.05	31%	x
25	Shetland Islands		0.03	0.07	0.03	0.03	4%	x
26	Dumfries & Galloway	0.02	0.01	0.01	0.02	0.02	13%	x
27	Angus	0.01	0.01	0.01	0.01		-100%	✓
28	Clackmannanshire	0.01	0.02	0.01				x
29	Midlothian							✓ Apr 18
30	North Lanarkshire							✓
31	West Dunbartonshire							x
32	West Lothian							x
	Total	73.34	75.38	79.32	82.58	88.22	7%	

Source: See footnote 1

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

Table 5 shows the number of Parking Charge Notices (PCNs) issued council by council in Scotland for the years 2013-14 to 2017-18, with the average income per PCN for 2017-18. 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 charges are reduced by 50% for prompt payment and increased by 50% for slow payment. The average recovery per PCN was £34 in 2017-18.

Table 5: Number of PCNs for Scottish councils using DPE and average 2017-18 income per PCN

Thousands	2013-14	2014-15	2015-16	2016-17	2017-18	£/PCN (2017-18)
Aberdeen City	47.3	46.5	37.8	37.8	40.9	42
Angus					6.3	35
Argyll & Bute		5.9	8.1	3.0	6.3	30
Dundee City	23.2	25.4	31.3	29.3	21.8	58
East Ayrshire	7.6	6.2	5.4	6.0	6.3	34
East Dunbartonshire		3.9	3.3	4.7	5.3	32
East Lothian				1.0	10	28
East Renfrewshire	4.8	4.3	5.7	3.7	5.2	37
Edinburgh, City of	181.8	179.3	185	192.4	191.6	31
Fife	16.6	19.3	19.9	20.1	21.9	27
Glasgow City	118.2	116.9	118.9	133.9	125.5	35
Highland				4.1	9.5	28
Inverclyde		3.4	6.3	7.2	8.1	34
Perth & Kinross	11.9	9.1	7.1	7.8	14.7	35
Renfrewshire	10.3	7.5	7.6	6.2	6.8	26
South Ayrshire	7.2	6.7	6.0	5.2	5.8	33
South Lanarkshire	18.8	22.4	23.5	23.7	21.0	33
Stirling					10.0	30
Total for DPE authorities	447.7	456.8	465.9	486.1	517.0	34

Source: See footnote 2

Scottish councils with DPE earn around a fifth of their parking income from PCNs, which is about half of the equivalent proportions for London and for the rest of England (see Table 6).

Table 6: Proportion of parking income from PCNs for 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	2017-18
Aberdeen City	20%	19%	16%	20%	21%
Angus					100%
Argyll & Bute		23%	25%	38%	18%
Dundee City	15%	19%	25%	27%	25%
East Ayrshire	27%	17%	13%	14%	17%
East Dunbartonshire				78%	77%
East Lothian				34%	84%
East Renfrewshire	71%	100%	99%	98%	100%
Edinburgh, City of	21%	20%	19%	19%	19%
Fife	14%	18%	17%	18%	17%
Glasgow City	24%	24%	20%	24%	22%
Highland				4%	39%
Inverclyde		83%	85%	81%	79%
Perth & Kinross	15%	12%	10%	11%	16%
Renfrewshire	29%	22%	20%	16%	18%
South Ayrshire	30%	33%	27%	17%	24%
South Lanarkshire	28%	32%	30%	32%	31%
Stirling					16%
Total for DPE authorities	21%	21%	19%	21%	22%
London	42%	40%	44%	43%	38%
England excluding London	38%	34%	37%	37%	42%

Source: See footnote 2

4 Expenditure

Table 7 ranks councils in terms of expenditure on parking in 2017-18.

Overall expenditure rose by 9% on the previous year after three years of static expenditure, with nearly all councils showing increased expenditure.

The table also shows the proportion of income taken up by expenditure. Across Scotland it was 49% having risen from 48% last year.

Table 7: Parking expenditure

		Expenditure					Expenditure as % of income					DPE?
		2014-15	2015-16	2016-17	2017-18	Change between 2016-17 and 2017-18	2014-15	2015-16	2016-17	2017-18		
1	Edinburgh, City of	8.54	8.36	8.37	8.74	4%	33%	30%	28%	27%	✓	
2	Glasgow City	6.67	6.95	6.95	7.54	9%	37%	36%	34%	38%	✓	
3	Aberdeen City	4.22	4.31	4.82	5.08	5%	48%	47%	60%	60%	✓	
4	Dundee City	2.68	2.84	2.85	3.40	19%	69%	63%	76%	67%	✓	
5	Fife	3.00	2.78	3.01	3.20	6%	91%	94%	87%	90%	✓	
6	Perth & Kinross	2.25	2.64	2.40	2.50	4%	77%	92%	82%	77%	✓	
7	East Ayrshire	1.24	0.96	0.96	1.70	78%	83%	63%	53%	81%	✓	
8	Stirling	1.88	1.51	1.55	1.69	10%	93%	90%	95%	76%	✓	
9	Highland	0.95	1.12	1.33	1.61	20%	70%	74%	73%	71%	✓	
10	South Lanarkshire	1.67	1.83	1.70	1.50	-11%	73%	74%	72%	66%	✓	
11	Argyll & Bute	0.68	0.73	0.73	0.71	-3%	67%	67%	67%	67%	✓	
12	Aberdeenshire	0.51	0.57	0.59	0.63	6%	80%	137%	121%	141%	x	
13	South Ayrshire	0.53	0.47	0.71	0.58	-18%	68%	59%	59%	65%	✓	
14	East Dunbartonshire	0.38	0.55	0.34	0.51	50%	760%	1036%	185%	159%	✓	
15	East Lothian+		0.00	0.17	0.46	172%			202%	101%	✓	
16	North Ayrshire	0.86	0.28	0.34	0.44	30%	453%	169%	172%	236%	o	
17	Moray	0.43	0.43	0.36	0.43	20%	64%	62%	52%	64%	x	
18	Renfrewshire	0.54	0.37	0.29	0.42	47%	51%	35%	27%	42%	✓	
19	Inverclyde	0.25	0.30	0.35	0.40	15%	156%	91%	90%	100%	✓	
20	Scottish Borders	0.36	0.35	0.39	0.39	-1%	277%	248%	224%	235%	x	
21	East Renfrewshire	0.29	0.38	0.35	0.34	-3%	138%	179%	160%	174%	✓	
22	Falkirk	0.37	0.22	0.32	0.28	-14%	88%	100%	69%	67%	✓ Nov 18	
23	Dumfries & Galloway	0.22	0.25	0.21	0.21	1%	*	*	*	*	x	
24	Midlothian+	0.09	0.14	0.23	0.21	-8%					✓ Apr 18	
25	Angus	0.13	0.11	0.19	0.16	-16%	1300%	1900%	3167%		✓	
26	West Lothian+	0.11	0.14	0.15	0.14	-3%					x	
27	Orkney Islands	0.09	0.10	0.13	0.13	0%	113%	115%	122%	90%	x	
28	Eilean Siar (Hebrides)	0.09	0.09	0.10	0.13	27%	225%	251%	283%	277%	x	
29	West Dunbartonshire+	0.09	0.09	0.08	0.10	27%					x	
30	Shetland Islands	0.03	0.07	0.04	0.02	-33%	100%	99%	133%	86%	x	
31	Clackmannanshire	0.11	0.09	0.00	0.00		550%	657%			x	
32	North Lanarkshire+	-			0.00						✓	
	Total	39.25	39.00	39.97	43.65	9%	52%	49%	48%	49%		

Source: See footnote 1

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

5 Surpluses

Table 8 shows the parking surpluses for the past four years, and the year-on-year change for 2016-17 to 2017-18.

Total parking *surpluses* amounted to £46.5 million between 17 local authorities, of which Edinburgh, Glasgow and Aberdeen contributed 89%, a 3% increase on last year. The increase in *surpluses* over 2016-17 was 5%. The total of parking *deficits* was £1.9 million between 13 local authorities. Two councils broke even. Overall, parking contributed £44.6 million to local authority finances in Scotland in 2017-18 compared with £42.6 million in 2016-17 – an increase of 5%.

Edinburgh's surplus is the fourth largest in Great Britain (a rise of one place compared with 2016-17) and, Glasgow's comes tenth.

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.³ Table 9 shows the contribution that parking surpluses make to total expenditure on transport in the top four local authorities. For the rest, the surpluses are so small that they make a contribution of less than 5%. Edinburgh's 2017-18 parking surplus of £23.8 million provided 80% 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 fifth.

³ 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 8: Parking surpluses

£million		2014-15	2015-16	2016-17	2017-18	% change in surplus 2017-18 on 2016-17	% change in deficit 2017-18 on 2016-17	DPE?
1	Edinburgh, City of	17.36	19.36	21.87	23.82	9%		✓
2	Glasgow City	11.36	12.58	13.25	12.54	-5%		✓
3	Aberdeen City	4.51	4.89	3.22	3.32	3%		✓
4	Dundee City	1.20	1.65	0.90	1.69	87%		✓
5	South Lanarkshire	0.61	0.63	0.66	0.77	18%		✓
6	Perth & Kinross	0.67	0.22	0.51	0.73	42%		✓
7	Highland	0.40	0.40	0.48	0.64	34%		✓
8	Renfrewshire	0.52	0.70	0.76	0.60	-22%		✓
9	Stirling	0.14	0.16	0.07	0.53	609%		✓
10	East Ayrshire	0.25	0.57	0.84	0.39	-54%		✓
11	Fife	0.30	0.18	0.45	0.38	-17%		✓
12	Argyll & Bute	0.33	0.36	0.36	0.35	-4%		✓
13	South Ayrshire	0.25	0.33	0.48	0.31	-36%		✓
14	Moray	0.24	0.26	0.33	0.24	-26%		x
15	Falkirk	0.05		0.14	0.14	-4%		✓ Nov 18
16	Orkney Islands	-0.01	-0.01	-0.02	0.02	-163%		x
17	Shetland Islands			-0.01	0.00*	-144%		x
18	Clackmannanshire	-0.10	-0.08					x
19	North Lanarkshire	-	-					✓
20	Inverclyde	-0.09	0.03	0.04	0.00*		-103%	✓
21	East Lothian	-	-	-0.09	-0.01		-94%	✓
22	Eilean Siar (Hebrides)	-0.05	-0.06	-0.07	-0.08		26%	x
23	West Dunbartonshire	-0.09	-0.09	-0.08	-0.10		27%	x
24	East Renfrewshire	-0.08	-0.17	-0.13	-0.14		11%	✓
25	West Lothian	-0.11	-0.14	-0.15	-0.14		-3%	x
26	Angus	-0.13	-0.11	-0.18	-0.16		-14%	✓
27	Aberdeenshire	0.13	-0.15	-0.10	-0.18		80%	x
28	East Dunbartonshire	-0.33	-0.50	-0.16	-0.19		21%	✓
29	Dumfries & Galloway	-0.20	-0.23	-0.20	-0.20		1%	x
30	Midlothian	-0.09	-0.14	-0.23	-0.21		-8%	✓ Apr 18
31	Scottish Borders	-0.24	-0.21	-0.22	-0.22		3%	x
32	North Ayrshire	-0.67	-0.11	-0.14	-0.25		79%	o
	Scotland total	36.13	40.32	42.61	44.57	+5%		

Source: See footnote 1

Note: ✓ DPE operating; o DPE under consideration; x no DPE. * indicates that after rounding surplus was below £100,000

Table 9: Contribution of parking surpluses to total transport expenditure, largest four authorities in Scotland

		2014-15	2015-16	2016-17	2017-18
1	Edinburgh, City of	60%	60%	71%	80%
2	Glasgow City	40%	34%	37%	33%
3	Aberdeen City	30%	31%	23%	21%
4	Dundee City	13%	17%	12%	20%

Source: See footnote 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 10 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.

In 2016-17, there was a large difference between the two sets of figures for Glasgow where the LGF figures showed £15.1 million more income and £13.2 million more surplus than the Transport Scotland set.

This is consistent with the surplus on off-street parking which has been run by City Parking (Glasgow) LLP, a wholly-owned subsidiary of Glasgow Council since 2007.

However, in 2017-18, the LGF and DPE figures for income are almost the same (£20.1 million), the DPE figure having jumped from £5.1 million in 2016-17, suggesting that the DPE figures now include off-street parking (which they should not).

Transport Scotland which prepares the DPE figures have said Glasgow does not include off-street parking, yet the figures are the same as Glasgow Council's LGF figures which Glasgow says do (correctly) include off-street parking. This discrepancy has not been resolved.

Table 10: Comparison of Local Government Finance and Transport for Scotland DPE parking accounts, 2017-18

£000	Local Government Finance			Transport for Scotland DPE			Difference		
	Income	Expenditure	Surplus	Income	Expenditure	Surplus	Income	Expenditure	Surplus
Aberdeen City	8,397	5,075	3,322	8,397	4,146	4,251	0	929	-929
Aberdeenshire	443	625	-182						
Angus		159	-159	219	298	-78	-219	-139	-81
Argyll & Bute	1,052	705	347	1,051	316	736	1	389	-389
Clackmannanshire									
Dumfries & Galloway	17	213	-196						
Dundee City	5,094	3,401	1,693	5,096	4,030	1,067	-2	-629	626
East Ayrshire	2,084	1,698	386	1,284	695	589	800	1,003	-203
East Dunbartonshire	323	513	-190	223	229	-6	100	284	-184
East Lothian	458	463	-5	334	434	-100	124	29	95
East Renfrewshire	193	336	-143	190	184	6	3	152	-149
Edinburgh, City of	32,556	8,737	23,819	31,069	7,621	23,448	1,487	1,116	371
Eilean Siar (Hebrides)	47	130	-83						
Falkirk	411	275	136						
Fife	3,579	3,204	375	3,434	2,679	755	145	525	-380
Glasgow City	20,086	7,544	12,542	20,108	6,692	13,417	-22	852	-875
Highland	2,251	1,607	644	675	648	27	1,576	959	617
Inverclyde	396	397	-1	353	350	2	43	47	-3
Midlothian		211	-211						
Moray	676	434	242						
North Ayrshire	185	437	-252						
North Lanarkshire					214	-214		-214	214
Orkney Islands	149	134	15						
Perth & Kinross	3,225	2,499	726	3,227	2,684	543	-2	-185	183
Renfrewshire	1,021	424	597	1,021	452	568	0	-28	29
Scottish Borders	165	387	-222						
Shetland Islands	28	24	4						
South Ayrshire	886	579	307	800	401	399	86	178	-92
South Lanarkshire	2,275	1,502	773	2,275	2,272	3	0	-770	770
Stirling	2,218	1,693	525	1,865	1,762	103	353	-69	422
West Dunbartonshire		98	-98						
West Lothian		144	-144						
Scotland	88,215	43,648	44,567	81,622	36,106	45,515	6,593	7,542	-948

Source: See footnotes 1 and 2

7 Bus Lanes

In Scotland there are two methods of enforcing bus lanes:

- Bus lane Enforcement Charge Notices in Aberdeen, Edinburgh and Glasgow issued by councils in these cities
- Bus Lane Fixed Penalty Notices (FPN) anywhere in Scotland where there are bus lanes from the police.

The penalty for both is £60 with a reduction of 50% for prompt payment, the same as in England and Wales, other than London where it is £130 (or for TfL bus lanes, £160).

Table 11 shows the number of charge notices and the income. The expenditure is not available separately from other traffic management expenditure.

As has been found in London and other English cities and towns, bus lane fines rise as new bus lanes are introduced and then fall as drivers become aware of them. Drivers are then so reluctant to get fined they often fail to use the bus lanes at times when the restrictions are not in place.

The average recovery is around £30 per charge notice which suggest a very large number of drivers pay up immediately to take advantage of the early payment discount.

Table 11 Bus lane enforcement charges 2015-16 to 2017-8

	Enforcement Charge Notices (ECN)			Income (£000)			£/ECN		
	2015-16	2016-17	2017-18	2015-16	2016-17	2017-18	2015-16	2016-17	2017-18
Aberdeen	23	45	33	603	1348	976	27	30	30
Edinburgh	27	26	23	721	706	641	27	27	28
Glasgow	126	110	101	3759	3349	3237	30	31	32

Source FOI enquiries to each council

David Leibling

25 March 2019

Appendix A

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

