



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Parking Enforcement

Local Authorities' Income and Expenditure: 2023 to 2024

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Background

The Road Traffic Act 1991 introduced provisions enabling the decriminalisation of most non-endorsable parking offences in London and permitted similar arrangements to be introduced elsewhere in the UK by secondary legislation. Currently, 23 local authorities in Scotland operate Decriminalised Parking Enforcement (DPE) regimes in their areas. DPE is a regime that enables a local authority to enforce its own parking policies, including the issuing of Penalty Charge Notices (PCNs) to motorists breaching parking controls in specified areas. The underlying objective of DPE operation is to achieve 100% compliance with parking controls, ideally resulting in no penalty charges being issued.

In areas with DPE, stationary traffic offences cease to be criminal offences enforced by the police and instead become civil penalties imposed by local authorities. Enforcement of certain parking offences, such as obstructive or dangerous parking, remains the responsibility of Police Scotland.

As of 11 December 2023, new parking prohibitions have been introduced under the Transport (Scotland) Act 2019. These prohibitions include pavement parking, double parking, and parking at dropped kerbs. Importantly, local authorities do not require DPE powers to enforce these specific prohibitions.

Scottish Government position on DPE

The Scottish Government's position is that DPE powers should contribute to a local authority's overall transport objectives and thereby contribute to National and Regional Transport Strategies. Parking policies are an essential part of a local authority's traffic management strategy and should be designed to manage the traffic network effectively, improving or maintaining traffic flow and reducing congestion. This improves road safety and the local environment and encourages, where appropriate, increased use of more sustainable and healthy forms of travel.

The integration of enforcement powers and parking policy should enhance local authority accountability to its residents for overall parking policy, as well as enabling better monitoring of the effectiveness and value of parking controls to ensure that such parking policy is responsive to public needs.

Local authorities with DPE powers

There are 23 local authorities in Scotland that have acquired DPE powers, and these are listed in Table 1. The remaining local authorities, also listed in the table, are either actively working towards DPE or are authorities who have decided that enforcement powers are not necessary at this time or are not desired for reasons such as cost of implementation. However, it should be noted that all local authorities, regardless of DPE status, are empowered to enforce the new prohibitions on pavement parking, double parking, and parking at dropped kerbs under the Transport (Scotland) Act 2019.

Local Authority	Status	Year
Aberdeen City	DPE	2003
Aberdeenshire	Non-DPE	N/A
Angus	DPE	2017
Argyll and Bute	DPE	2014
City of Edinburgh	DPE	1998
Clackmannanshire	Non-DPE	N/A
Comhairle nan Eilean Sar	Non-DPE	N/A
Dumfries and Galloway	Non-DPE	N/A
Dundee City	DPE	2004
East Ayrshire	DPE	2012
East Dunbartonshire	DPE	2014
East Lothian	DPE	2017
East Renfrewshire	DPE	2013
Falkirk	DPE	2018
Fife	DPE	2013
Glasgow City	DPE	1999
Highland	DPE	2016
Inverclyde	DPE	2014
Midlothian	DPE	2018
Moray	Non-DPE	N/A
North Ayrshire	DPE	2023

Local Authority	Status	Year
North Lanarkshire	DPE	2017
Orkney Islands Council	Non-DPE	N/A
Perth and Kinross	DPE	2002
Renfrewshire	DPE	2010
Scottish Borders	Non-DPE	N/A
Shetland	Non-DPE	N/A
South Ayrshire	DPE	2012
South Lanarkshire	DPE	2005
Stirling	DPE	2017
West Dunbartonshire	DPE	2024
West Lothian	Non-DPE	N/A

Table 1: Local authorities with or without DPE powers

Penalty Charges

Penalty Charge Levels – Background

Under Section 74 of the Road Traffic Act 1991, as amended by the Orders designating the permitted and special parking areas in the local authority area, it is the duty of the local authority operating DPE to have regard to any guidance issued by the Scottish Ministers in respect of the levels of parking charges.

The current guidance dates to April 2023. The amounts payable by a motorist issued with a PCN by a local authority and – for general context – in respect of parking related Fixed Penalty Notices (FPNs) issued by Police Scotland, are as follows.

PCNs (DPE) can be set at an initial amount of up to £100 (this was increased from £60 as of 1 April 2023). Those amounts are discounted by 50% if paid within 14 days or increased by 50% if certain follow-up enforcement action is required. FPNs (not DPE) are in an initial amount of £30, rising to £45 if certain follow-up enforcement action is required.

Penalty charge levels for pavement, dropped kerb & double parking are broadly set at the same level however this is a set level of charge and local authorities must charge £100 for the initial amount rather than up to.

Number of PCNs issued by local authorities

Table 2 below indicates the number of PCNs that have been issued by local authorities with DPE powers over the last three financial years. The information is collated from information provided by the local authorities in question. Further information on these figures can be obtained from the relevant local authority.

Local Authority	2021/22	2022/23	2023/24
Aberdeen City	25,721	27,325	30,968
Angus	3,988	3,913	3,913
Argyll & Bute	5,659	6,842	5,168
City of Edinburgh	156,047	167,474	180,454
Dundee City	21,634	29,193	35,985
East Ayrshire	6,801	6,620	6,471
East Dunbartonshire	10,890	7,852	6,353
East Lothian	12,107	11,858	9,442
East Renfrewshire	721	2,038	5,009
Falkirk	6,315	6,571	5,173
Fife	13,011	19,691	26,744
Glasgow City	109,297	145,081	184,957
Highland	12,812	14,728	19,501
Inverclyde	4,327	4,357	4,779
Midlothian	6,827	7,249	5,298
North Lanarkshire	9,003	12,948	10,861
Perth & Kinross	18,955	20,347	20,927
Renfrewshire	4,070	5,321	9,388
South Ayrshire	7,951	9,367	8,080
South Lanarkshire	13,341	20,023	17,933
Stirling	11,029	11,853	12,272

Table 2: Number of Bus Lane Enforcement Charges issued by local authorities

Table 3 below indicates the number of Bus Lane Enforcement Charges that have been issued by local authorities with DPE and Bus Lane Enforcement powers in the last three financial years. The information is collated from information provided by the local authorities in question. Further information on these figures can be obtained from the relevant local authority.

Local Authority	2021/22	2022/23	2023/24
Aberdeen City	83,482	56,109	65,325
City of Edinburgh	58,448	70,793	64,240
Glasgow City	95,068	86,904	55,017

Table 3: Number of Bus Lane Enforcement Charges issued by local authorities with DPE (only applicable to local authorities with Bus Lane Enforcement powers)

Breakdown of PCNs By Type for 2023/24 by DPE Authorities

It should be noted that figures for the new parking prohibitions brought in by the Transport (Scotland) Act 2019, pavement parking, double parking and parking at dropped kerbs, are only applicable from when it was brought into force on 11 December 2023 until 31st March 2024.

Local authority	Pavement Parking	Double Parking	Dropped Kerbs	PCNs for other Prohibitions
Aberdeen City	0	0	0	30,968
Angus	0	0	0	3,913
Argyll & Bute	0	0	0	5,168
City of Edinburgh	1173	336	236	178,709
Dundee City	76	24	1	35,884
East Ayrshire	0	0	0	6,471
East Dunbartonshire	0	0	0	6,353
East Lothian	0	0	0	9,442
East Renfrewshire	0	0	0	5,009
Falkirk	0	0	0	5,173
Fife	0	0	0	26,744
Glasgow City	0	0	0	184,957
Highland	254	0	0	19,247
Inverclyde	0	0	0	4,779
Midlothian	504	4	72	4,718
North Lanarkshire	0	0	0	10,861
Perth & Kinross	0	0	0	20,927

Local authority	Pavement Parking	Double Parking	Dropped Kerbs	PCNs for other Prohibitions
Renfrewshire	0	0	0	9,388
South Ayrshire	0	0	0	8,080
South Lanarkshire	0	0	0	17,933
Stirling	0	0	0	12,272

Table 4: Local authorities with DPE – Breakdown of PCNs by Type for 2023-2024

Financing of DPE

Ministers' guidance to local authorities seeking to acquire DPE powers is that the system should insofar as possible be self-financing. Section 55 of the Road Traffic Regulation Act 1984 provides that any deficit accrued by a local authority as a result of the authority's operation of DPE must be made good out of the local authority's general fund. Section 55 also requires that any surplus may only be used to make good any amount charged to the general fund over the preceding 4 years or for certain transport-related purposes including; the provision and maintenance of off-street parking or, where the local authority consider that further provision of off-street parking is not necessary or desirable, the provision or operation of (or facilities for) public passenger transport services; or for road improvement projects in the local authority area.

Under Section 55 of the 1984 Act, as amended, a local authority operating a DPE regime is required to keep an account of their income and expenditure in respect of designated parking places and additional parking charges, in the permitted and special parking areas.

The following table provides the income and expenditure figures for each of the 21 local authorities who have been operating DPE regimes in their areas from 2023 to 2024.

Income Breakdown for 2023/24 by DPE Authorities

Local authority	Penalty Charges	Penalty Charges for New Parking Prohibitions	Other Income (£)	Total Income (£)
Aberdeen City	3,320,887	0	9,014,100	12,334,987
Angus	141,340	0	1,299	142,640
Argyll & Bute	217,090	0	917,462	1,134,551
City of Edinburgh	8,069,353	76,427	29,866,054	39,958,313
Dundee City	2,010,407	2,350	3,726,036	5,738,793
East Ayrshire	263,262	0	948,063	1,211,325
East Dunbartonshire	233,860	0	379,437	613,297
East Lothian	376,190	0	535,586	911,776
East Renfrewshire	171,088	0	0	171,088
Falkirk	192,396	0	538,586	730,987
Fife	733,189	0	2,719,487	3,452,676
Glasgow City	6,273,992	0	30,289,495	36,536,487
Highland	766,516	11,400	696,089	1,474,005
Inverclyde	288,850	0	72,971	361,820
Midlothian	220,617	19,350	62,407	302,375
North Lanarkshire	343,400	0	0	343,400
Perth & Kinross	1,494,177	0	3,265,293	4,759,471

Local authority	Penalty Charges	Penalty Charges for New Parking Prohibitions	Other Income (£)	Total Income (£)
Renfrewshire	247,459	0	845,110	1,092,569
South Ayrshire	307,842	0	527,337	835,179
South Lanarkshire	72,229	0	1,959,008	2,031,237
Stirling	398,395	0	679,64	1,078,042

Table 5: Income Breakdown by Type for 2023-2024

Expenditure & Balance for 2023/24 from DPE Authorities

Local authority	Total Expenditure (£)	Balance (£)
Aberdeen City	3,148,807	9,186,180
Angus	381,984	239,344
Argyll & Bute	860,352	274,200
City of Edinburgh	10,352,745	29,605,567
Dundee City	3,300,189	-2,438,603
East Ayrshire	1,343,878	-134,553
East Dunbartonshire	440,206	173,091
East Lothian	595,096	316,680
East Renfrewshire	205,962	-34,874
Falkirk	442,739	288,248
Fife	2,800,313	652,362
Glasgow City	17,733,918	18,829,569
Highland	1,394,729	79,276
Inverclyde	446,669	84,848
Midlothian	325,299	22,924
North Lanarkshire	322,005	21,395
Perth & Kinross	4,348,228	411,243
Renfrewshire	1,158,587	-66,018
South Ayrshire	1,021,704	-186,525
South Lanarkshire	1,712,368	318,869

Local authority	Total Expenditure (£)	Balance (£)
Stirling	917,814	160,228

Table 6: Expenditure and balance for 2023-2024

Non-DPE Authorities: Income and Expenditure

This section summarizes the financial and enforcement activities of authorities without DPE powers, focusing on their income, expenditures, and parking management under the Transport (Scotland) Act 2019.

This report covers the period from April 2023 to March 2024, and for non-DPE authorities is only applicable to the period in which the new parking prohibitions were in force, which were brought in on 11 December 2023. No non-DPE authorities issued PCNs during this period, however expenditure covering set up and operational costs were incurred by some and is noted in the table below.

Local Authority	Setup Costs (£)	Operating Costs (£)	Total Expenditure (£)
Aberdeenshire	15,793	23,398	39,191
Clackmannanshire	0	0	0
Comhairle Nan Eilean Siar	0	0	0
Dumfries & Galloway	0	0	0
Moray	40,272	10,376	50,648
Orkney	0	0	0
Scottish Borders	0	0	0
Shetland	0	0	0
West Dunbartonshire	0	0	0
West Lothian	0	0	0

Table 7: Non-DPE Expenditure for 2023-2024

Use of Surpluses Generated from DPE and Non-DPE Activities

- **Aberdeen City Council:** Investment in projects linked to the local transport strategy and road maintenance.
- **Argyll and Bute Council:** Used for road improvements or, where the maintenance budget has been insufficient, repairs to off-street car parks.
- **Edinburgh Council:** Parking income covers operational costs of the parking enforcement system, with any surplus funding:
 - Network management maintenance and improvements.
 - Maintaining parking lines and signs.
 - Park and Ride facilities.
 - Supported bus services.
 - Road safety initiatives.
 - Cycle lanes and other active travel measures.
- **East Dunbartonshire Council:** Surplus income is invested in strategic priorities, including:
 - Safe and stronger communities.
 - Planning for growth.
 - Road improvements.
 - Parking provision to support local economic development.
- **East Lothian Council:** Used to improve coastal car park facilities, including toilets.
- **Falkirk Council:** Allocated for road improvements.
- **Fife Council:** Surpluses are used for:
 - Maintaining off-street parking facilities.
 - Road improvements or public transport services when not required for parking facilities.
- **Glasgow City Council:** Income supports strategic transport management objectives, including:
 - Expansion of new parking zones.
 - Other transport-related initiatives.
- **Highland Council:** Recruitment of new staff to expand the enforcement team.
- **Perth and Kinross Council:** Income is allocated for:
 - Car park maintenance and investment.
 - Funds are held in the Car Park Trading Account for future use if unused.
- **South Lanarkshire Council:** Surplus income is used for services and road improvements.
- **Stirling Council:** Surplus has been earmarked for essential car park maintenance in the 2024/25 financial year.

Councils Reporting No Surplus:

- Angus Council
- Renfrewshire Council
- West Dunbartonshire Council

Councils Providing Partial or Other Information:

- **North Lanarkshire Council:** Any surplus income is used to offset losses incurred in previous financial years.
- **South Ayrshire Council:** December 2023 revisions to on-street parking charges introduced a "2 hours free parking" scheme for the first session each day.

The remaining local authorities did not provide information on their use of DPE or Non-DPE surpluses for this report.

Glossary

DPE	Decriminalised Parking Enforcement
FPN	Fixed Penalty Notice
LA	Local Authorities
PCN	Penalty Charge Notice



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