

DATA LABEL: Public



## **ENVIRONMENT AND SUSTAINABILITY POLICY DEVELOPMENT AND SCRUTINY PANEL**

### **PARKING STRATEGY UPDATE AND IMPLEMENTATION OF DECRIMINALISED PARKING ENFORCEMENT**

#### **REPORT BY HEAD OF OPERATIONAL SERVICES**

##### **A. PURPOSE OF REPORT**

The purpose of this report is to provide the Environment and Sustainability PDSP with an update on Decriminalised Parking Enforcement (DPE) in West Lothian, options for implementation, and a proposed implementation plan to introduce the scheme.

##### **B. RECOMMENDATION**

It is recommended that the Panel :

1. Note the progress to date in relation to the implementation of the West Lothian Parking Strategy;
2. Note the outlined level of Penalty Charge Notice (PCN);
3. Notes the modelled options to deliver Decriminalised Parking Enforcement (DPE) within West Lothian, and the associated capital investment required; and,
4. Invite comments on the indicative models for implementing car park charging

##### **C. SUMMARY OF IMPLICATIONS**

<b>I</b>	<b>Council Values</b>	Caring and compassionate; open, honest and accountable; and collaborate, inclusive and adaptive.
<b>II</b>	<b>Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)</b>	<p><b>Policy:</b> The parking strategy has been agreed which underpins the proposal to implement DPE.</p> <p><b>Legal:</b> An application for DPE Powers will be required under the Road Traffic Act 1991. Enforcement of offences takes place under the Road Traffic Regulation Act 1984 and the Transport (Scotland) Act 2019.</p> <p><b>Equality:</b> An Integrated Impact Assessment has been carried out in relation to DPE.</p>
<b>III</b>	<b>Implications for Scheme of Delegations to Officers</b>	None.
<b>IV</b>	<b>Impact on performance and performance Indicators</b>	It is expected that the full implementation of DPE within West Lothian will reduce congestion

		and improve traffic flow which will reduce accidents in West Lothian.
<b>V</b>	<b>Relevance to Single Outcome Agreement</b>	SOA 8 – We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
<b>VI</b>	<b>Resources - (Financial, Staffing and Property)</b>	<p><b>Financial:</b> Significant capital investment is required to set up a DPE scheme in West Lothian.</p> <p><b>Staffing:</b> Additional staffing resource will be required to deliver a successful DPE scheme.</p> <p><b>Property:</b> None.</p>
<b>VII</b>	<b>Consideration at PDSP</b>	None.
<b>VIII</b>	<b>Other consultations</b>	HR Services Property Services Financial Management Unit Corporate Transformation Team

## **D. TERMS OF REPORT**

- D.1** On 25 April 2023, the Council Executive considered a report providing the completed West Lothian Parking Strategy and supporting documents. The supporting documents highlighted the work carried out and provided the information gathered by the appointed consultants for the West Lothian wide parking strategy as requested by Council Executive on 5 February 2019.

The report suggested several interventions to target West Lothian's main issues in relation to parking:

- Introduce a decriminalised parking enforcement regime (DPE);
- Introduce on and off-street parking charging (as part of DPE);
- Carry out traffic regulation order amendments (as part of DPE);
- Assess and implement bottleneck removal;
- Address localised measures at problem areas; and
- Assess and implement active travel enhancements.

This report provides PDSP with an update on the progress that has been made on the parking strategy. Specifically, this report focuses on the first three recommended interventions:

- Introduce a decriminalised parking enforcement regime (DPE);
- Introduce on and off-street parking charging (as part of DPE); and
- Carry out traffic regulation order amendments (as part of DPE).

## **D.2 Decriminalised Parking Enforcement**

DPE would result in enforcement powers being managed by the council and would cover the whole of West Lothian. A suitable regime would be required to be introduced to implement, manage and enforce all parking restrictions in West Lothian and would cover all publicly adopted roads and suitable council car parks within the West Lothian Council area, (excluding motorways).

Police Scotland would no longer be responsible for the enforcement of road parking offences on these roads and this responsibility would pass to the council. Police Scotland would retain enforcement duties on all roads in relation to moving traffic offences such as speed limits, prohibitions and turning manoeuvres. Once implemented, DPE cannot be reversed.

Based on discussions with other Local Authorities, and with Transport Scotland, the time from an application for DPE powers, and receiving approval from Scottish Ministers, is around 18 months minimum. The work involved by Transport Scotland commences with providing comment on the councils' application which historically takes around 6 months. Transport Scotland Lawyers then draft, approve and style the relevant Scottish Statutory Instruments (SSIs), then they consult before the SSIs are signed and laid in Parliament.

Based on an application being submitted to Ministers in April 2025, taking into consideration all the work that is involved by the council and Transport Scotland, it is anticipated that a DPE scheme would be implemented, in full, from mid-2027.

Full project plans for all options are presented in Appendix 1.

Implementation of either option would require a project group to be set up to deliver the DPE regime. This would involve representation from a range of council services and Police Scotland.

### **D.3 Benefits and Risks of DPE**

#### **D.3.1 Benefits**

There are many key benefits of implementing DPE and assuming responsibility from Police Scotland:

- Enhanced enforcement - reducing illegal parking and increasing compliance, including blue badge parking.
- Improved traffic flow - reducing obstruction and congestion.
- Increased road safety - helping to reduce accidents and ensuring safer access for pedestrians and cyclists.
- Fairness and equality - ensuring all road users have equal access to parking spaces.
- Investment - investing money from fines in improvements to transport infrastructure and maintaining parking facilities.
- Better utilisation of parking spaces - discouraging illegal parking, reducing congestion, and improving accessibility for motorists in need of parking.
- Stronger local control - tailoring parking policies to community needs and ensuring regulations align with local priorities and considerations.
- Travel options – encourages residents to consider alternative travel options.

#### **D.3.2 Risks**

There are a number of risks associated with the implementation and operation of DPE, the key risks along with their proposed mitigations are set out below:

- Non-reversibility of DPE - Financial Risk - Assessment within this paper shows the scheme is viable based upon the assumptions that have been made.
- Rate of Penalty Charge Notice Issuing - The business model is reliant on certain members of the public being non-compliant and therefore subject to PCN fines. There is a risk in future that if behaviour changes positively, the scheme will generate less income which may lead to higher parking charges to maintain viability.
- There is a risk that the councils' DPE application may be rejected by the Scottish Government resulting in extended timescales.

## D.4 Analysis and Benchmarking

### D.4.1 Benchmarking

As at November 2024, 22 of the 32 Scottish Local Authorities have attained DPE status, and one is pending. The council has undertaken benchmarking of other Local Authorities to better understand the implementation of DPE and the financial viability of the scheme.

#### *Financial Viability of DPE*

Of the 22 who have attained DPE status, 15 achieved a surplus in 2022/23; 6 were in deficit; and one has attained DPE status since the end of the financial year 2022/23. Table 1 shows the Family Group comparators as defined within the Local Government Benchmarking Framework, and neighbouring authorities who are comparable to West Lothian.

**Table 1: Benchmarking Information (from Transport Scotland)**

2022/23	PCNs Issued	Total Income	Expenditure	Surplus / (Deficit)	Status
<b>Local Government Benchmarking Framework – Family Group Authorities</b>					
Angus	3,913	£107,280	£345,971	(£238,691)	PCN Only
East Renfrewshire	2,038	£66,915	£220,842	(£153,927)	PCN Only
Inverclyde	4,357	£263,930	£396,775	(£132,845)	PCN + Car Parks
Midlothian	7,249	£230,782	£310,495	(£79,713)	PCN + Car Parks
Renfrewshire	5,321	£555,570	£763,110	(£207,540)	PCN + Car Parks
South Lanarkshire	20,023	£1,867,120	£1,630,099	£237,021	PCN + Car Parks
<b>Comparable Neighbouring Authorities</b>					
Falkirk	6,571	£645,196	£375,076	£270,120	PCN + Car Parks
North Lanarkshire	12,948	£394,653	£345,233	£49,420	PCN Only

It should be noted that these figures, although the most recent available, pre-date the rise in maximum PCN to £100.

DPE Status and PCNs issued by Local Authority and DPE Surplus / Deficit financial information for all Local Authorities in Scotland is provided in Appendix 2.

#### **Staffing Levels**

The West Lothian Parking Strategy outlined that around 6,000 Penalty Charge Notices (PCNs) would be issued per annum, and as such it has been assumed that 4.0 FTE Enforcement Officers would be required to resource a successful DPE regime. This is commensurate with staffing levels seen within Local Authorities who issue similar levels of Penalty Charge Notices.



## Back Office Processing

The approach to Back Office Processing differs across Local Authorities. Some Local Authorities have collaborated on a back-office function as a shared service.

North Lanarkshire work with Glasgow City Council on their PCN processing. North Lanarkshire employ their own parking attendants and all back office administration is undertaken by Glasgow City Council.

Midlothian and East Lothian collaborate with the City of Edinburgh Council on their entire service, enforcement and back-office administration is undertaken by a third-party contractor on behalf of the councils.

### D.4.2 Penalty Charge Notice Levels

The Scottish Government set maximum fine levels that can be imposed through DPE and the current maximum fine is £100, reducing to £50 if paid within 14 days, and rising to £150 if remaining unpaid. Most local authorities who have DPE in place have adopted this level of fine.

Fines should be set at a level to encourage behaviour change and modelling undertaken in the developing the proposal is based on West Lothian adopting the maximum fine of £100 per PCN.

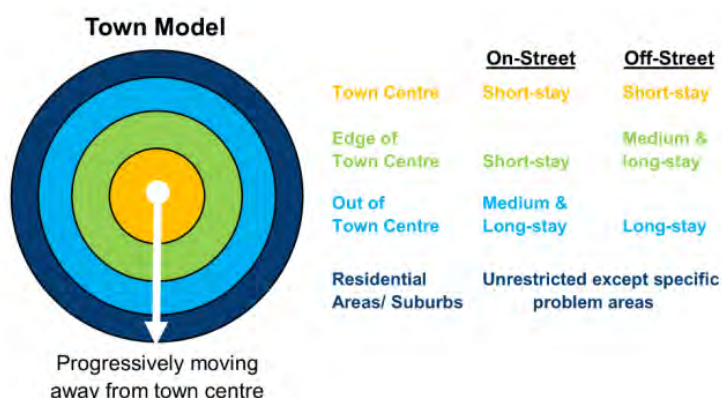
### D.4.3 Car Parking Charges

In order to deliver a financially viable DPE scheme other local authorities have introduced car parking charges to contribute toward the costs associated with DPE enforcement. As such it is envisaged that the council would be required to introduce charging in both off-street car parks and in on-street car parking bays.

The actual charges vary across local authorities, with location and length of stay permitted in car parks resulting in different charges for the car park user, although free parking on a Sunday is in place.

The West Lothian Parking Strategy outlined the “Town Model” in relation to on-street and off-street parking, as shown in Figure 1, and it is proposed that any charging model would follow a similar principle, with the cost of parking reducing as distance from a town centre increases. The exception to this would be train station parking facilities which are owned by West Lothian Council, which indicative pricing is outlined in Appendix 3.

**Figure 1: Town Model for Parking**



## **Off-Street Parking**

For the purpose of the financial modelling it is assumed that each space is used once per day, and car parks are at the occupancy levels outlined within the Parking Strategy. Modelling has been undertaken at 100%, 75%, 50%, 35% and 25% of the observed occupancy within the Parking Strategy.

Car parks have been categorised into short-stay - red, long-stay (chargeable) - yellow, long-stay (free) – green, and train station parking – orange. The proposed car parking charging model is shown in Appendix 3 and is based on the principles within the town model outlined in Figure 1.

Using the 35% level of occupancy, across 253 (Monday to Friday) working days, would provide income of £324,890 annually.

## **On-Street Parking**

Through review of the existing Traffic Regulation Orders, 358 spaces have been identified that would be within the scope of on-street parking charges. These bays would predominantly be short-stay parking, charged Monday through Friday. It is expected that on average, income per stay, based on the charging structure outlined in Appendix 2, would be £0.50. This is based on 65% of stays being free, 25% being charged at £1.00, and 10% being charged at £2.50.

At an estimated 3 transactions per day, this would generate income of £135,861 per annum. Note that the final charging position may change as the implementation progresses.

### **On-street and off-street estimated income**

Based on the above modelling, total indicative income of £460,751 per annum for on-street and off-street parking is estimated.

Off-street parking could alternatively be leased to a private provider. This is similar to the arrangements in place currently at The Vennel in Linlithgow whereby an external provider manages and enforces parking in this car park.

All council owned car park assets and private car parks have been mapped for West Lothian. An extract of the indicative mapping information for all car parks in West Lothian is provided in Appendix 4.

## **D.4.4 Parking displacement considerations**

Through progression of a DPE scheme it is recognised that there will inevitably be parking displacement caused by the introduction of on-street and off-street parking charging. This would be as a result of motorists changing their parking behaviours and parking in areas where on-street parking is free and walking (for example) to town centre or business areas to avoid paying parking charges. Costs in relation to displacement may be incurred as implementation progresses.

Areas in our towns and villages would require to be analysed during the DPE infrastructure and traffic regulation order assessment phase to predict and determine areas where considerable displacement would cause an issue, particularly in residential areas.

During this assessment, interventions such as Residents' Parking Permit schemes and Controlled Parking Zones (in line with the approved Parking Strategy) would be considered to be introduced and delivered as part of a DPE scheme. The appropriate reports and plans will be prepared for approval prior to introducing such interventions locally in our towns and villages.

#### **D.4.5 Electric Vehicle (EV) Charging**

Electric Vehicle Charging will be considered as the implementation of further EV charging points are installed across West Lothian, in line with the West Lothian Electric Vehicle Infrastructure Plan.

Off-street parking income will be not impacted by the installation of further EV charging points within West Lothian Council car parks. As per the EV Infrastructure Plan, most sites will have only a few charging points, and it expected that these can be accommodated with minimal to no impact on income generation.

On-street parking is not currently being considered for installation of EV charging points within the West Lothian Vehicle Infrastructure Plan.

#### **D.5 Options for the implementation of Decriminalised Parking Enforcement in West Lothian**

Due to the high operating and implementation costs of a DPE regime, DPE would only be viable under either of the presented options if both PCNs are implemented at the recommended £100 level and car parking charges are implemented for both on-street and off-street parking across West Lothian. DPE funded solely on PCN fine income would not be sustainable. Options have been prepared on this basis.

##### **D.5.1 Option 1 – Deliver Enforcement Service In-house – Estimated commencement date – Jul 2027**

An in-house enforcement service would require additional staffing and would ensure the council retains control of these staff, meaning resource can be flexed between enforcement teams to satisfy demand. Total costs of implementing DPE in this way are outlined.

##### ***Set-up Costs***

Set-up costs in relation to Option 1 have been estimated at £364,000. These set up costs include consultancy work, sign and line work, equipment, software/IT and staffing which will be required to set up a DPE scheme. Ticket Machine costs would be funded through a prudential loan over 10 years.

##### ***Ongoing Revenue Costs***

Ongoing revenue costs in relation to delivering an in-house enforcement service are estimated at £216,000. The annual revenue costs include maintenance (signs, lines, equipment, transport), ticket machine loan repayments, publicity, recruitment, training, and penalty charge notice processing. Maintenance of on-site infrastructure will be an ongoing revenue cost as increased frequency of maintenance will be required to ensure they remain fully compliant over time.

##### ***Staffing Costs***

Staffing resource required to deliver DPE in-house has been estimated at £344,600. This consists of a Senior Parking Officer, a Parking Officer, four Enforcement Officers and an Administrative Assistant. The posts would be recruited to on a permanent basis.

### **Expected Surplus / Loss Per Annum under Option 1**

Income and revenue costs have been indexed at 3% per annum to account for inflation.

It has been estimated that for the first two years of implementation there would be a loss of in the region of £355,000 across the two years. From year three the scheme would break even, and then produce a £202,000 surplus in year four.

The payback period under Option 1 would be around two years and eleven months from implementation.

#### **D.5.2 Option 2 – Deliver Enforcement Service through outsourced service (in partnership with another council) - Estimated commencement date - Apr 2027**

Fully outsourcing the enforcement and PCN processing in relation to DPE would mitigate against key risks, such as potential recruitment challenges, management of permanent staff, and back office processes / administration. However, the cost of an outsourced service may increase over time, and this is not within the council's control.

##### ***Set-up Costs***

Set-up costs in relation to Option 2 have been estimated at £454,000 and are similar to the inhouse setup costs except a contract has to be set up with an external supplier. Ticket Machine costs would continue be funded through a prudential loan over 10 years.

##### ***Ongoing Revenue Costs***

Ongoing revenue costs are estimated at £150,000 as there is one in-house staff required (Parking Officer) to manage the day to day running of the scheme and correspondence. Maintenance of on-site infrastructure will be an ongoing revenue cost as increased frequency of maintenance will be required to ensure they remain fully compliant over time.

##### ***Staffing Costs***

Staffing resource required to deliver DPE with outsourced enforcement would involve a parking officer, an administrative assistant, contracted out enforcement officers and a managed service contract. These costs have been estimated at £346,300. The internal posts would be recruited to on a permanent basis.

### **Expected Surplus / Loss Per Annum under Option 2**

Income and revenue costs have been indexed at 3% per annum to account for inflation.

It has been estimated that for the first two years of implementation there would be a loss of in the region of £444,000 across the two years. From year three there would a surplus of £61,000 then £268,000 surplus in year four.

The payback period under option 2 would be two years and six months from implementation.

#### **D.5.3 Option 3a – In-House Enforcement, with leased off-street car parks Estimated commencement date – Jul 2027**

This option presents retaining in-house enforcement (as in option 1) for on-street and some off-street parking, however leasing all commercially viable off-street parking to the external market. Car park leasing removes the enforcement and management of off-street car parks to the council. However, this would result in less flexibility in setting parking charges in these car parks.

Set-up and ongoing revenue costs remain as in Option 1 however the required number of ticket machines which reduces from 96 to 48 (£60,000 to £30,000). Expected income from leasing would be around £300,000 per annum, and income figures have been amended to account for this.

It has been estimated that for the first two years of implementation there would be a loss of in the region of £354,000 across the two years. From year three there would a surplus of £8,400 then £207,400 surplus in year four. The expected payback period under option 3a would be two years and ten months from implementation.

#### **D.5.4 Option 3b – Outsourced Enforcement, with leased off-street car parks Estimated commencement date – Apr 2027**

This option presents outsourcing enforcement (as in Option 2) for on-street and some off-street parking, however leasing all commercially viable off-street parking to the external market.

Set-up and ongoing revenue costs remain as in Option 2, aside from the required number of ticket machines which reduces from 96 to 48 (£60,000 to £30,000). Expected income from leasing would be around £300,000 per annum, and income figures have been amended to account for this.

It has been estimated that for the first two years of implementation there would be a loss of in the region of £444,000 across the two years. From year three there would a surplus of £42,600 then £242,700 surplus in year four. The expected payback period under option 3b would be two years and nine months from implementation.

#### **D.5.5 Summary of all Options**

Table 2 provides a summary of the ongoing revenue cost, the expected total set-up cost, and the expected surplus/deficit over the initial seven-year period.

**Table 2: Summary of Presented Options for 7 years (2025/26 to 2031/32) Indicative Costs**

<b>Option</b>	<b>Ongoing Annual Revenue Costs (2027/28)</b>	<b>Total Set-up Costs</b>	<b>Expected Surplus / (Deficit)</b>	<b>Pay-back Period</b>
1 – Deliver Enforcement Service In-house	£560,575	£364,027	£343,185	Two years, eleven months
2 – Deliver Enforcement Service through outsourced service	£496,319	£453,637	£594,716	Two years, six months
3a – In-House Enforcement, with leased off-street car parks	£530,575	£364,027	£376,538	Two years, ten months
3b - Outsourced Enforcement, with leased off-street car parks	£496,319	£453,637	£468,794	Two years, nine months

#### **D.6 Pavement Parking Legislation and DPE**

The council and other councils without DPE powers have previously informed Transport Scotland that they will not be able to enforce, manage and deliver the pavement parking powers assigned to them, which has been acknowledged by Transport Scotland.

To enforce the new pavement parking legislation in West Lothian it would require additional resources in terms of staff and equipment.

It is therefore proposed that the implementation and enforcement of the new legislation for pavement parking enforcement is considered alongside the wider West Lothian parking strategy and introduction of a DPE scheme.

## **D.7 Key Considerations Required**

Some key considerations are required to progress actions within the agreed Parking Strategy:

1. Which option of Decriminalised Parking Enforcement should be implemented within West Lothian?
2. Should off-street parking charges be implemented in line with the plans contained within this paper, or should they be progressed separately to support earlier one-off expenditure required?
3. Should commercially viable off-street car parks be leased to a private provider or retained in-house?

## **D.8 Next Steps**

It is estimated that once an option is determined, it would be the intention to present the appropriate the option information to Council Executive seeking approval to commence the DPE application process. It would then be the intention to provide a paper detailing progress, direction and timescales to each of the nine Local Area Committees to provide a consistent understanding of the work involved and to collate and incorporate any local comments into the process.

## **E. CONCLUSION**

The PDSP are asked to note the progress to implement the interventions from the West Lothian Parking Strategy to date, to note the options available and cost implications to progress with an application for DPE powers in West Lothian, and to recommend that a report progresses to Council Executive for approval.

It is noted significant set-up costs in the region of £360,000 to £450,000 would be required to implement a DPE scheme. Further consideration will be required as to how this up-front cost could be accommodated to allow a DPE scheme to proceed.

## **F. BACKGROUND REFERENCES**

[Council Executive Report, West Lothian Parking Strategy 25 April 2023](#)

[The Transport \(Scotland\) Act 2019](#)

Appendices/Attachments: Four

Appendix 1: Project Plan to Implement DPE

Appendix 2 : DPE Benchmarking and Surplus / Deficits by Local Authority

Appendix 3: Indicative Car Parking Charging Model

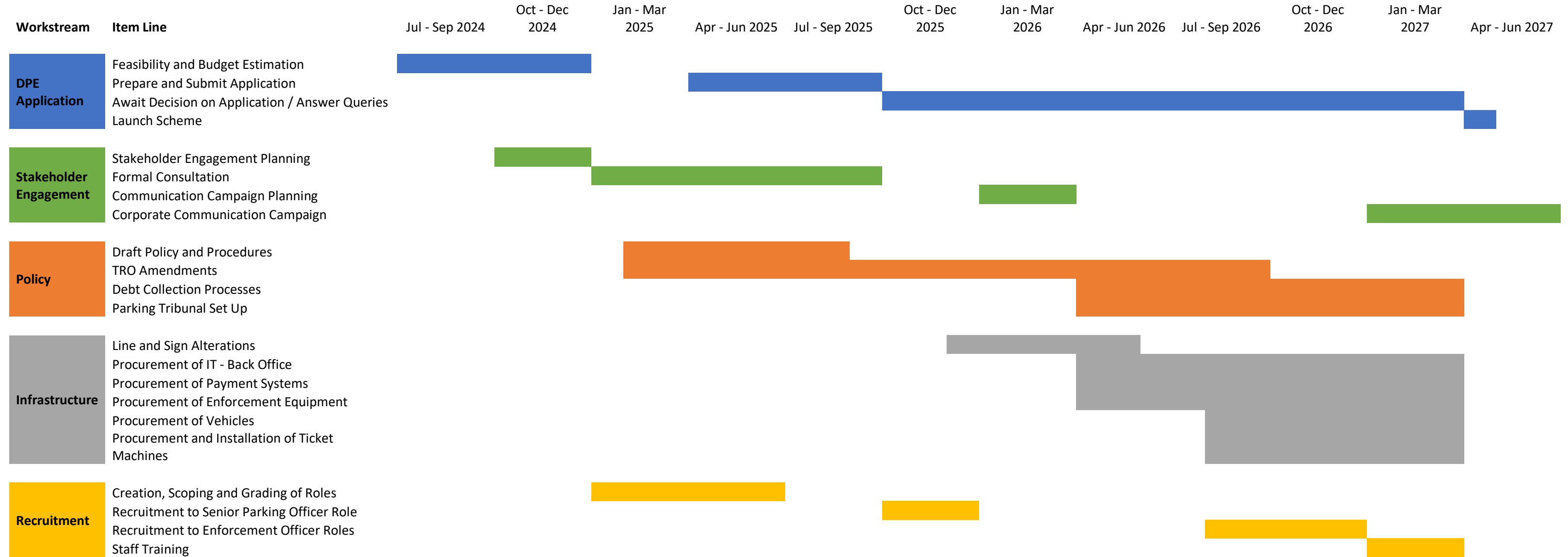
#### Appendix 4: Indicative Parking Charging Maps for West Lothian

Contact Person: Gordon Brown, Roads and Transportation Manager,  
[Gordon.brown@westlothian.gov.uk](mailto:Gordon.brown@westlothian.gov.uk)

**David Maule**  
**Interim Head of Operational Services**  
**3 February 2025**

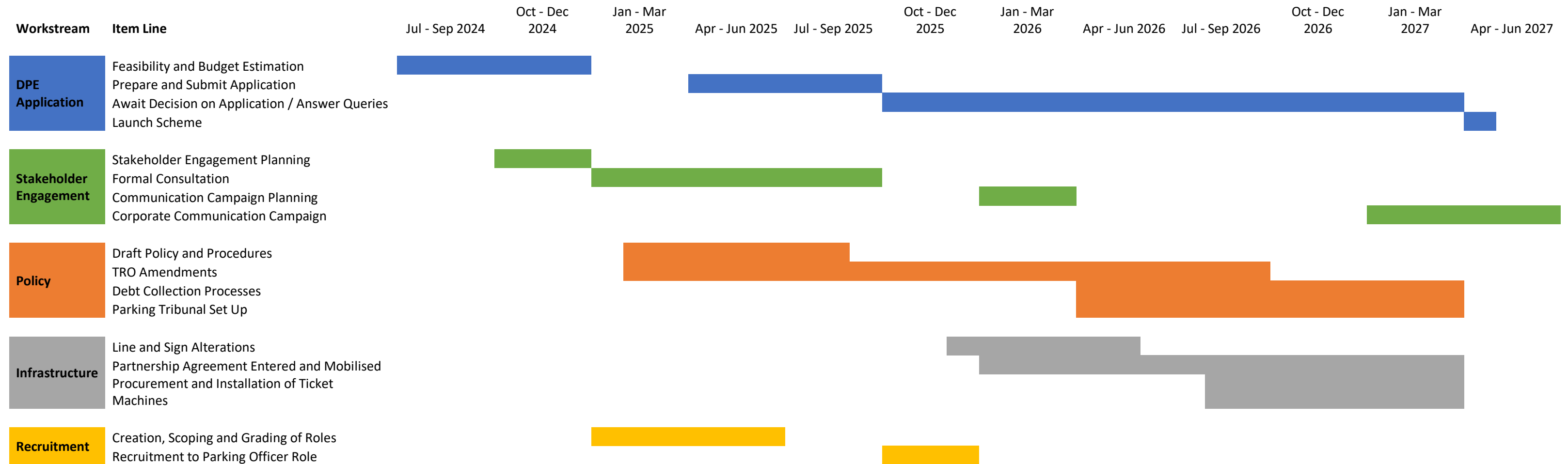
## Appendix 1: DPE Project Plans Options 1 and 2

### Option 1 / 3a: In-House Delivery Model





### Option 2 / 3b: Outsourced Service



## Appendix 2: DPE Benchmarking and Survey Responses

### DPE Status and PCNs Issued by Authority

Local Authority	Status	Year Attained	PCNs Issued by Year			
			2019/20	2020/21	2021/22	2022/23
Aberdeen City Council	DPE	2003	36,842	35,295	25,721	27,325
Aberdeenshire Council	Non-DPE	N/A				
Angus Council	DPE	2017	8,217	2,404	3,988	3,913
Argyll & Bute Council	DPE	2014	5,775	4,401	5,659	6,842
City of Edinburgh Council	DPE	1998	191,479	98,721	156,047	167,474
Clackmannanshire Council	Non-DPE	N/A				
Comhairle nan Eilean Siar	Non-DPE	N/A				
Dumfries & Galloway Council	Non-DPE	N/A				
Dundee City Council	DPE	2004	31,949	18,680	21,634	29,193
East Ayrshire Council	DPE	2012	6,097	2,550	6,801	6,620
East Dunbartonshire Council	DPE	2014	6,137	4,900	10,890	7,852
East Lothian Council	DPE	2017	10,063	10,154	12,107	11,858
East Renfrewshire Council	DPE	2013	3,614	77	721	2,038
Falkirk Council	DPE	2018	7,689	2,741	6,315	6,571
Fife Council	DPE	2013	19,864	7,294	13,011	19,691
Glasgow City Council	DPE	1999	152,579	65,686	109,297	145,081
Highland Council	DPE	2016	10,386	8,070	12,812	14,728
Inverclyde Council	DPE	2014	8,635	1,017	4,327	4,357
Midlothian Council	DPE	2018	6,939	4,696	6,827	7,249
Moray Council	Non-DPE	N/A				
North Ayrshire Council	DPE	2023				
North Lanarkshire Council	DPE	2017	11,863	2,707	9,003	12,948
Orkney Islands Council	Non-DPE	N/A				
Perth & Kinross Council	DPE	2002	13,401	5,872	18,955	20,347
Renfrewshire Council	DPE	2010	5,191	2,470	4,070	5,321
Scottish Borders Council	Non-DPE	N/A				
Shetland Islands Council	Non-DPE	N/A				
South Ayrshire Council	DPE	2012	8,991	3,025	7,951	9,367
South Lanarkshire Council	DPE	2005	22,320	5,065	13,341	20,023
Stirling Council	DPE	2017	12,189	4,551	11,029	11,853
West Dunbartonshire Council	DPE Pending	N/A				
West Lothian Council	Non-DPE	N/A				

**DPE Surplus / Deficits by Local Authority**

Local Authority	Annual Balances		
	2020/21	2021/22	2022/23
Aberdeen City Council	1,086,234	6,853,531	7,097,340
Aberdeenshire Council			
Angus Council	-227,729	-272,099	-238,691
Argyll & Bute Council	342,783	451,871	396,465
City of Edinburgh Council	12,254,272	9,020,573	24,108,377
Clackmannanshire Council			
Comhairle nan Eilean Siar			
Dumfries & Galloway Council			
Dundee City Council	-888,002	994,147	497,905
East Ayrshire Council	-196,043	167,175	32,484
East Dunbartonshire Council	-68,437	220,500	242,419
East Lothian Council	183,109	299,728	285,433
East Renfrewshire Council	-138,672	-71,122	-153,927
Falkirk Council	-68,070	143,802	270,120
Fife Council	-1,060,700	37,734	947,158
Glasgow City Council	2,769,497	12,487,750	15,257,480
Highland Council	-233,697	-944	41,560
Inverclyde Council	-268,522	-219,465	-132,845
Midlothian Council	-125,072	-114,539	-79,713
Moray Council			
North Ayrshire Council			
North Lanarkshire Council	-71,500	-23,590	49,420
Orkney Islands Council			
Perth & Kinross Council	-1,318,599	526,874	411,813
Renfrewshire Council	-110,115	-39,223	-207,540
Scottish Borders Council			
Shetland Islands Council			
South Ayrshire Council	51,200	954,078	352,812
South Lanarkshire Council	-1,012,716	-282,054	237,021
Stirling Council	-264,964	3,611	-229,901
West Dunbartonshire Council			
West Lothian Council			

## Appendix 3: Proposed Parking Charge Model (Indicative)

### On-Street Parking Charges

Time	Charge (On-Street)
Up to 30 mins	Free
Up to 1 hour	£1
Up to 2 hours	£2.50
Max 2 hour stay	

### Off-Street Parking Charges

#### Bathgate / Linlithgow / Broxburn

Time	Red – Short-Stay	Yellow – Long-Stay	Green – Long-Stay
Up to 1 hour	£1	£0.50	Free
Up to 2 hours	£2	£1	Free
Up to 4 hours	£4	£2	Free
All Day	£6	£4	Free

#### Livingston

Time	Red – Short-Stay	Yellow – Long-Stay	Green – Long-Stay
Up to 2 hours	£1	£1	Free
Up to 4 hours	£2	£2	Free
All Day	£4	£4	Free

#### Other Towns

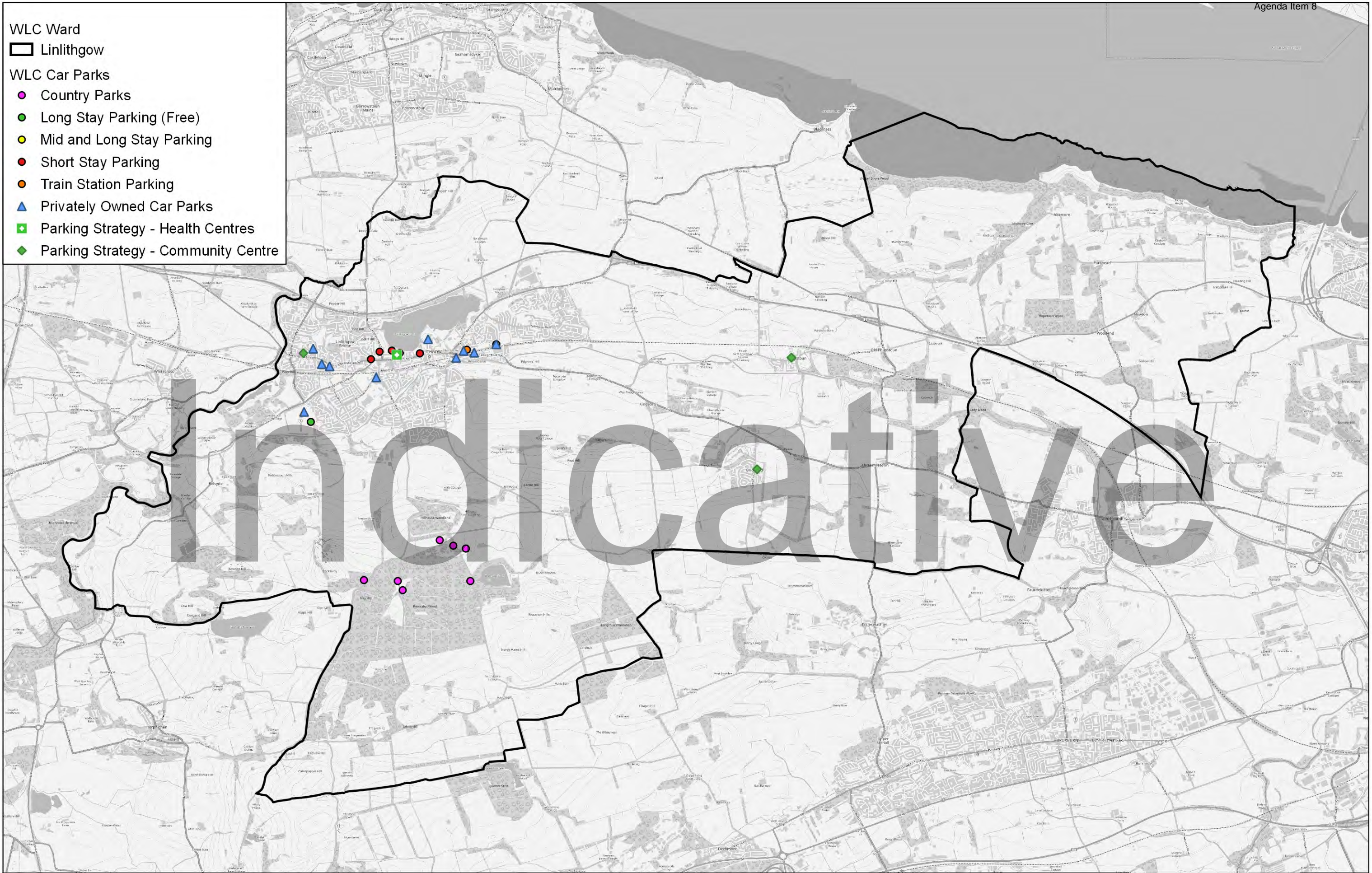
Time	Red – Short-Stay	Yellow – Long-Stay	Green – Long-Stay
Up to 1 hour	Free	Free	Free
Up to 2 hours	£1	£0.50	Free
Up to 4 hours	£2	£1	Free
All Day	£4	£2	Free

#### Train Stations

Time	Orange – Train Stations
Up to 4 hours	£2.50
All Day	£5



- WLC Ward
- Linlithgow
- WLC Car Parks
- Country Parks
  - Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Train Station Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre



1. Linlithgow Ward - Car Parks

Not to Scale A3





- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Train Station Parking
  - ▲ Privately Owned Car Parks
  - ◆ Parking Strategy - Community Centre
  - Parking Strategy - Health Centres



## Linlithgow - Car Parks

Property Services, West Lothian Civic Centre, South Howden Road, Livingston, EH54 6FF

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Not to Scale

A3





WLC Car Parks  
● Country Parks



**Beecraigs Country Park, Linlithgow - Car Parks**

Not to Scale A3



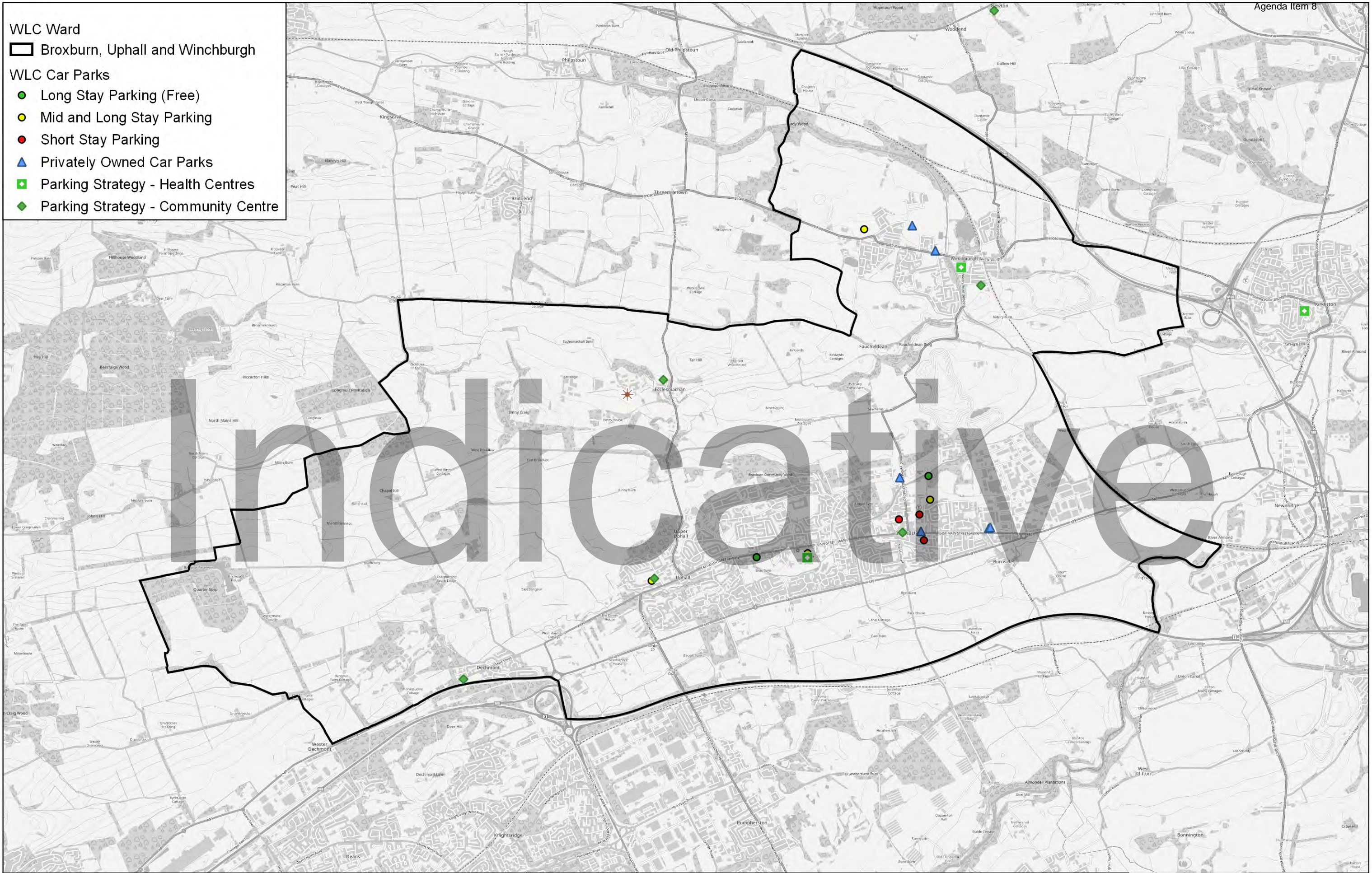
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- WLC Ward
- Broxburn, Uphall and Winchburgh
- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre



2. Broxburn, Uphall and Winchburgh Ward - Car Parks

Not to Scale A3



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- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - ▲ Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - ◆ Parking Strategy - Community Centre



**Broxburn - Car Parks**

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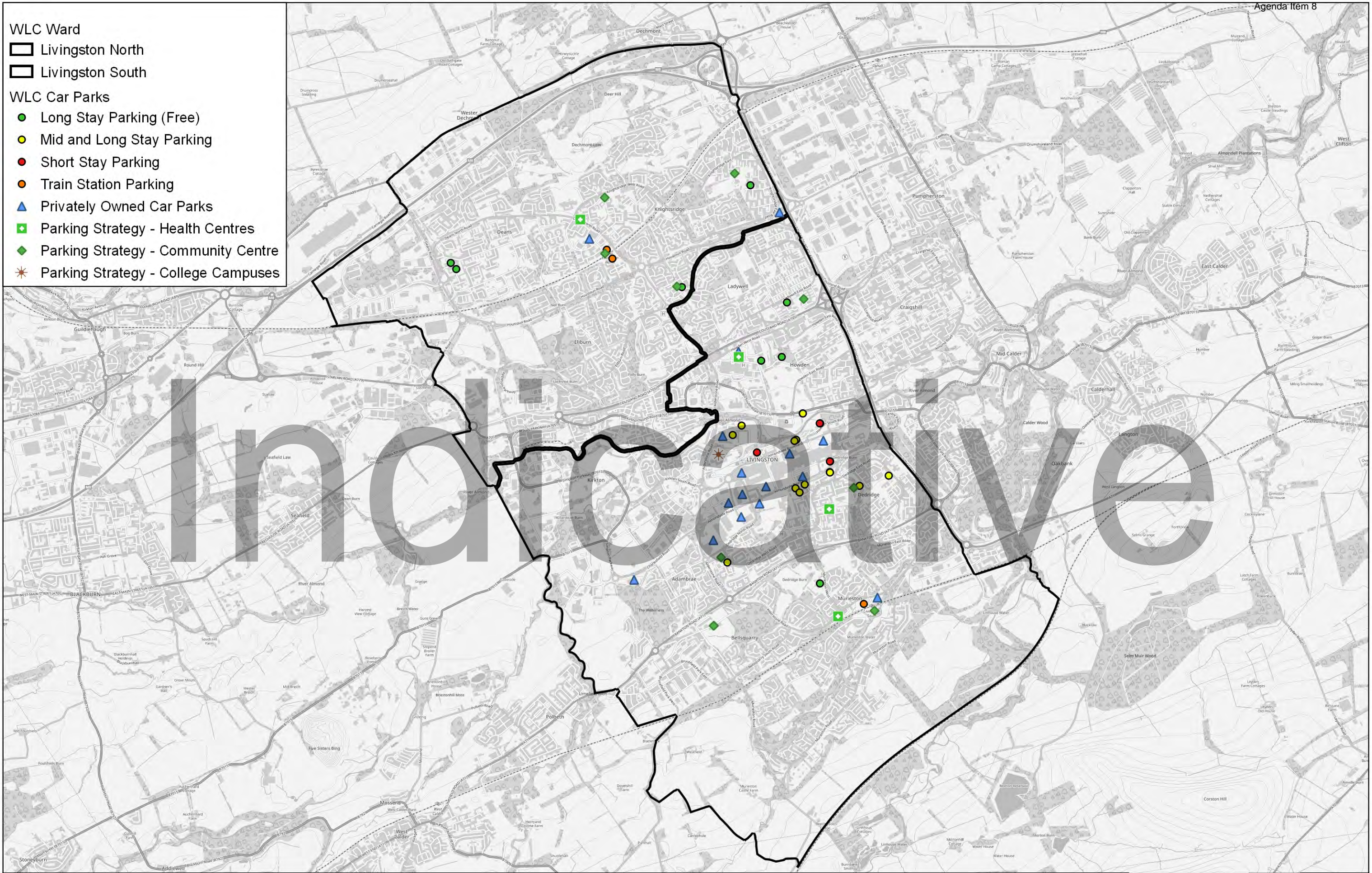
Not to Scale

A3





- WLC Ward
- Livingston North
  - Livingston South
- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Train Station Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre
  - Parking Strategy - College Campuses



3. Livingston North & 4. Livingston South Ward - Car Parks

Not to Scale      A3



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- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - ▲ Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - ◆ Parking Strategy - Community Centre
  - ✱ Parking Strategy - College Campuses



**Livingston - Car Parks**

Property Services, West Lothian Civic Centre, South Howden Road, Livingston, EH54 6FF

31/10/2024

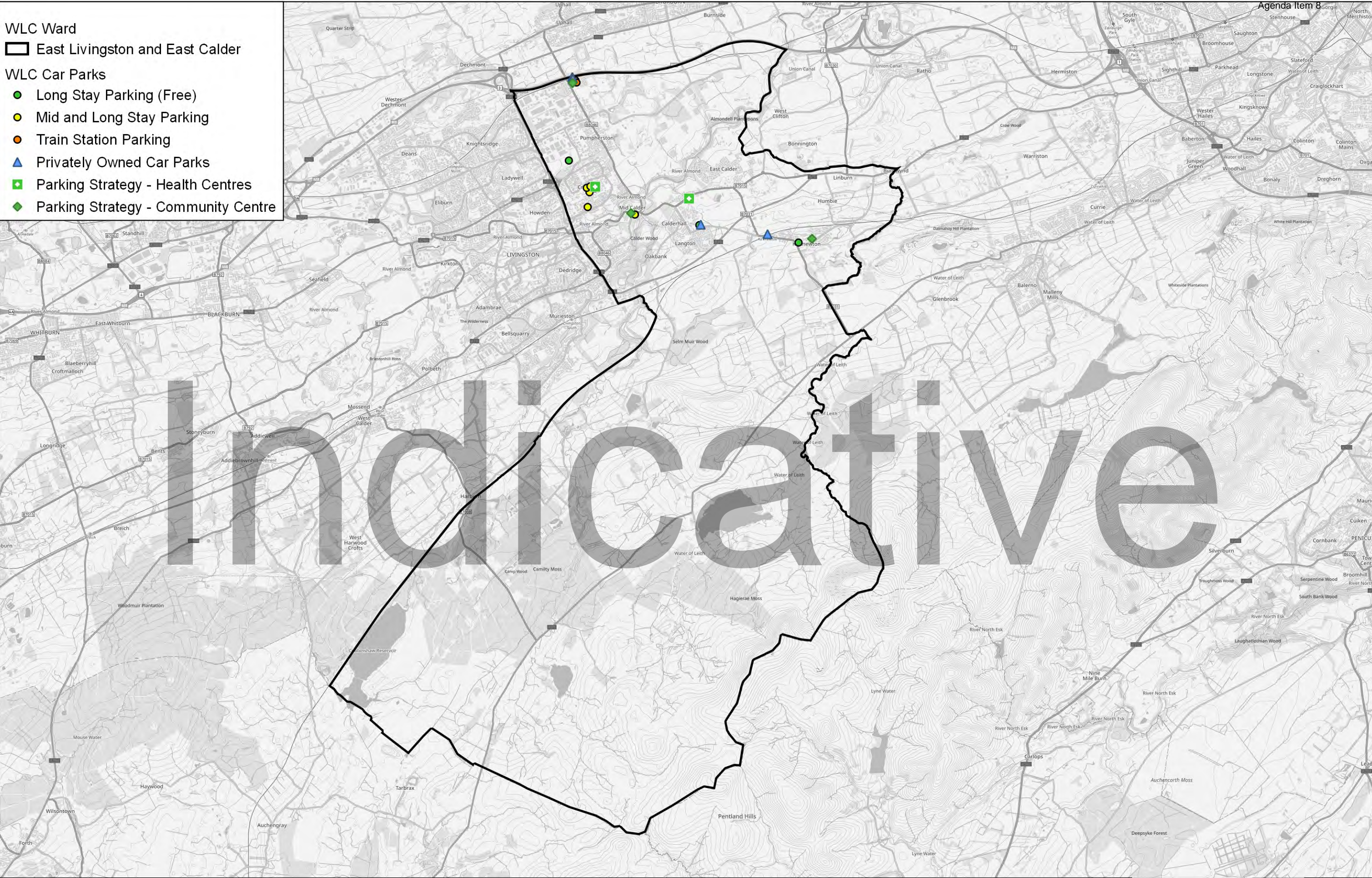
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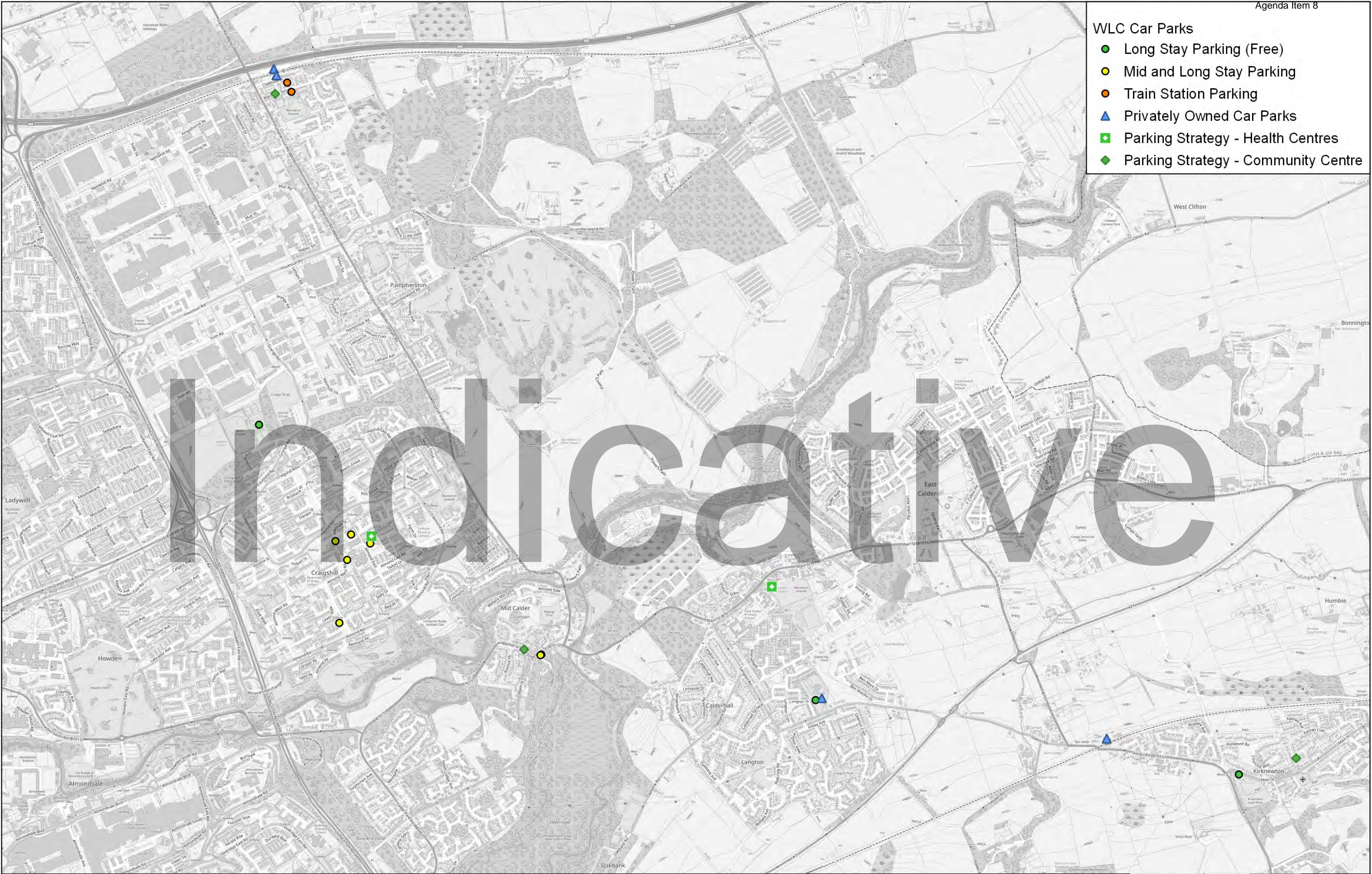




- WLC Ward
- East Livingston and East Calder
- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Train Station Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre



- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Train Station Parking
  - ▲ Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - ◆ Parking Strategy - Community Centre



**Livingston - Car Parks**

Property Services, West Lothian Civic Centre, South Howden Road, Livingston, EH54 6FF

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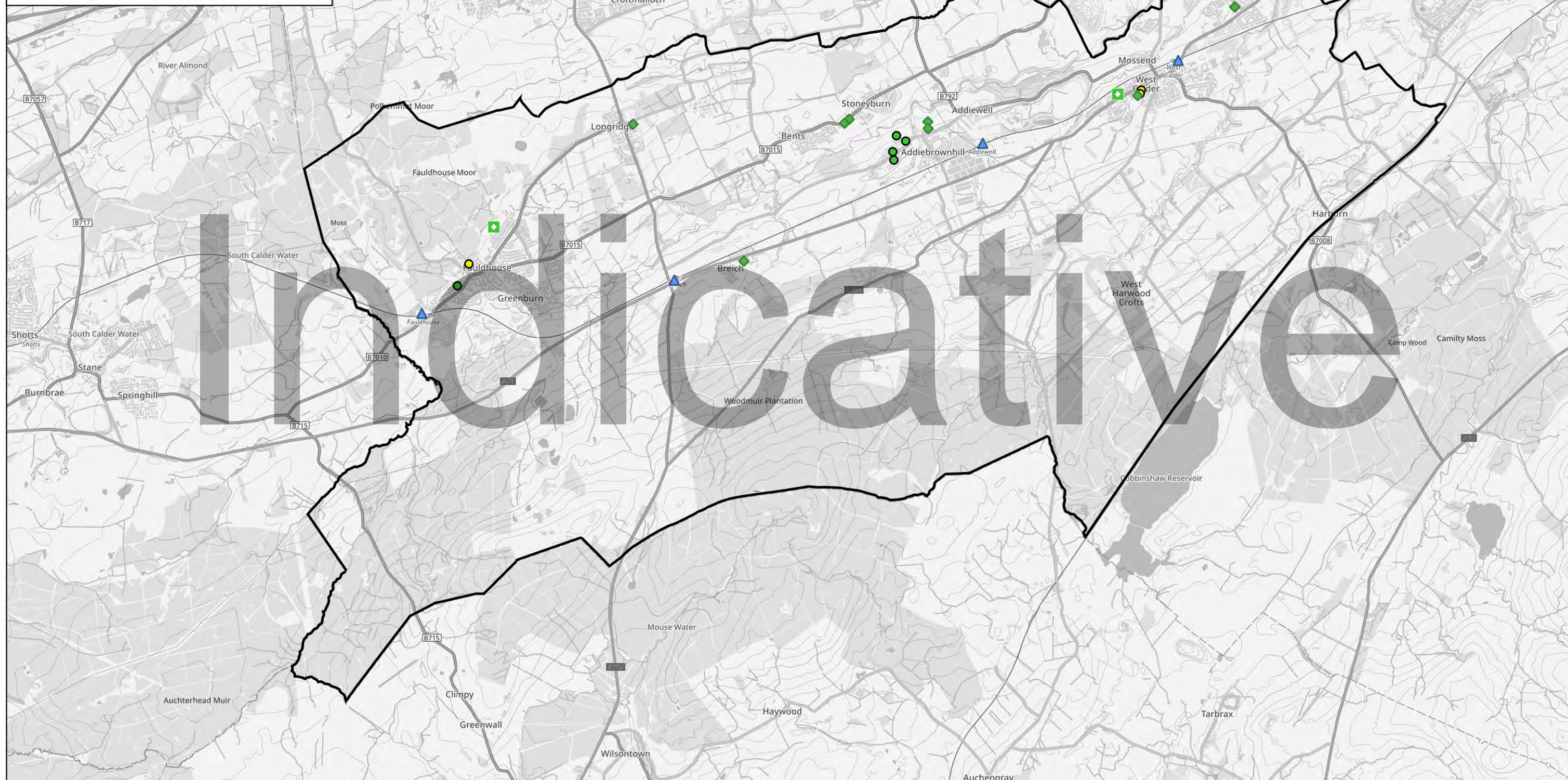
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### ◆ Parking Strategy - Community Centre





- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - ▲ Privately Owned Car Parks
  - Parking Strategy - Health Centres



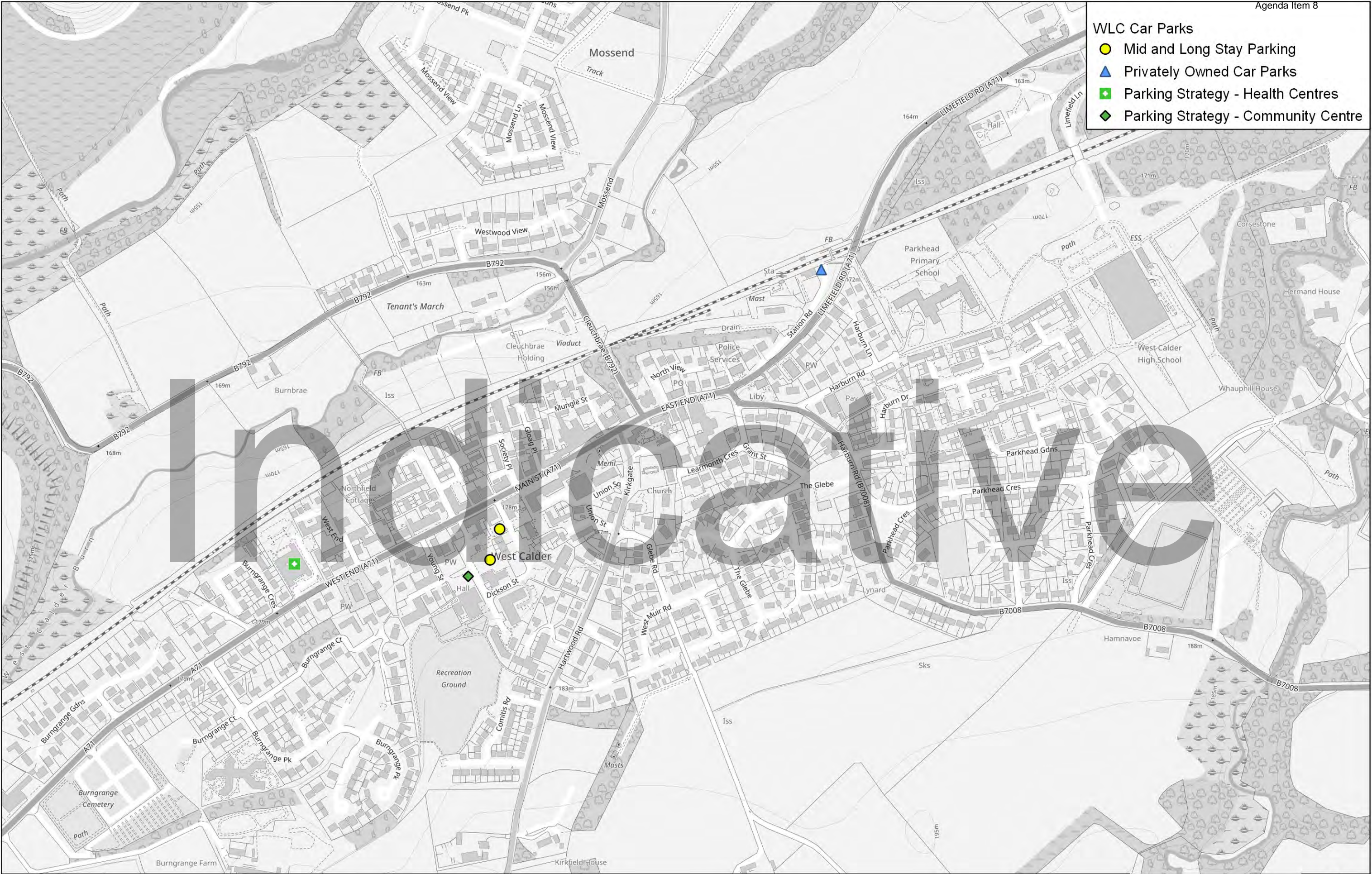
**Fauldhouse - Car Parks**

Not to Scale    A3





- WLC Car Parks
- Mid and Long Stay Parking
  - ▲ Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - ◆ Parking Strategy - Community Centre



**West Calder - Car Parks**

Not to Scale    A3



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- WLC Ward
- Whitburn and Blackburn
- WLC Car Parks
- Country Parks
  - Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre



7. Whitburn and Blackburn Ward - Car Parks

Not to Scale A3



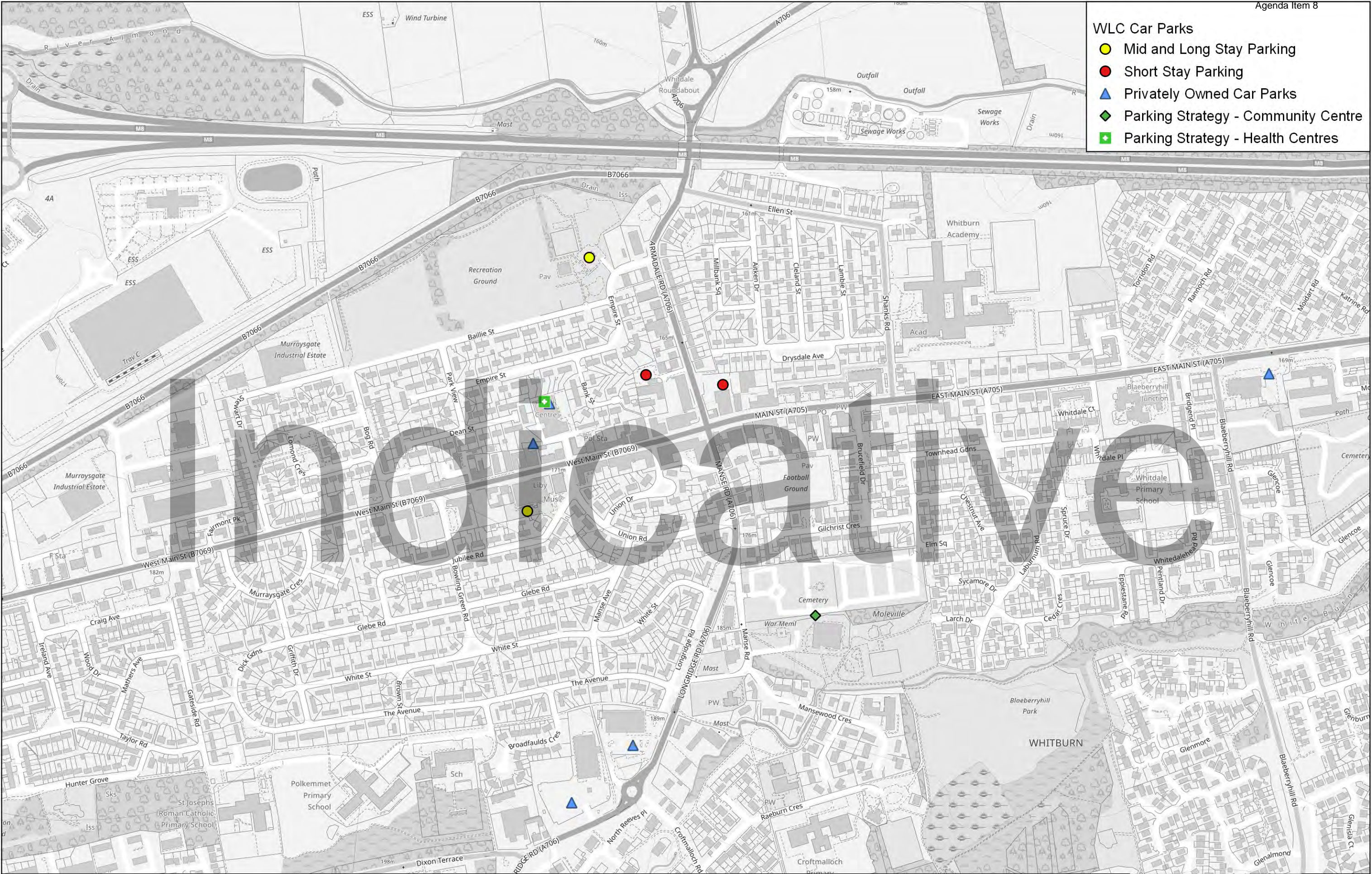
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- WLC Car Parks
- Mid and Long Stay Parking
  - Short Stay Parking
  - ▲ Privately Owned Car Parks
  - ◆ Parking Strategy - Community Centre
  - Parking Strategy - Health Centres










**Whitburn - Car Parks**

Not to Scale    A3





- WLC Ward
-  Bathgate
- WLC Car Parks
-  Long Stay Parking (Free)
  -  Mid and Long Stay Parking
  -  Short Stay Parking
  -  Privately Owned Car Parks
  -  Parking Strategy - Health Centres
  -  Parking Strategy - Community Centre



**8. Bathgate Ward - Car Parks**

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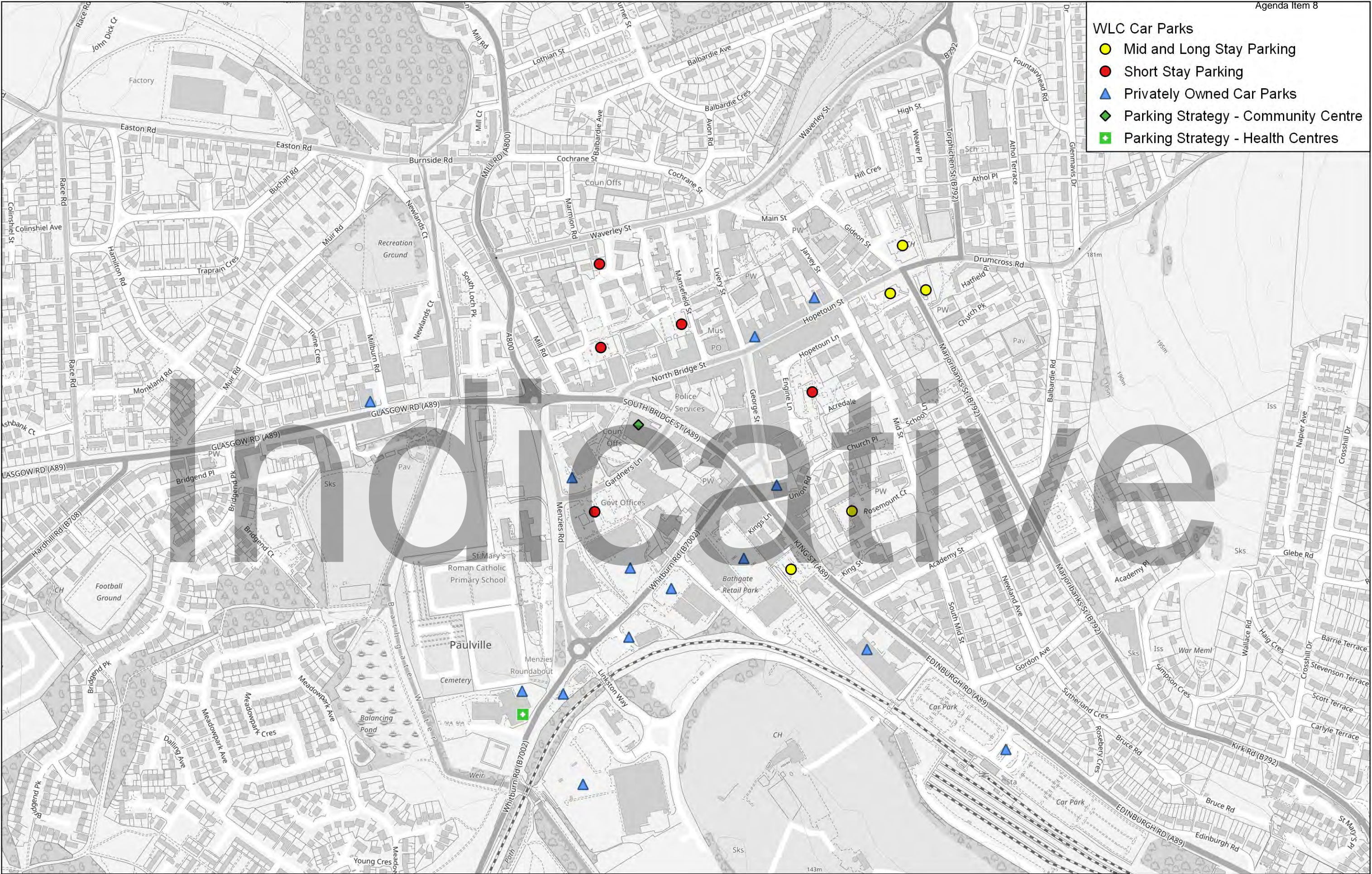
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- WLC Car Parks
- Mid and Long Stay Parking
  - Short Stay Parking
  - ▲ Privately Owned Car Parks
  - ◆ Parking Strategy - Community Centre
  - Parking Strategy - Health Centres



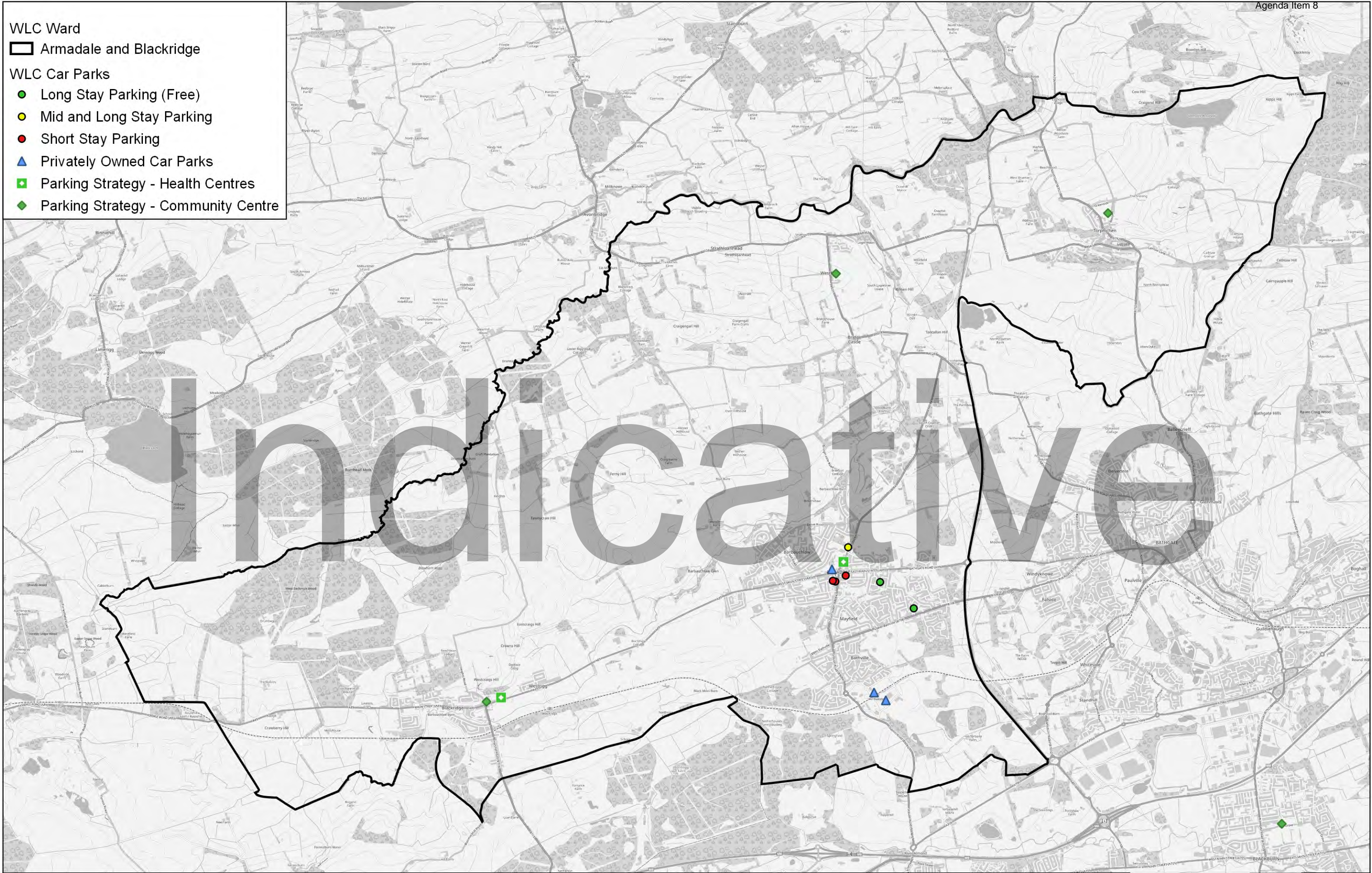
**Bathgate - Car Parks**

Not to Scale    A3





- WLC Ward
- Armadale and Blackridge
- WLC Car Parks
- Long Stay Parking (Free)
  - Mid and Long Stay Parking
  - Short Stay Parking
  - Privately Owned Car Parks
  - Parking Strategy - Health Centres
  - Parking Strategy - Community Centre



9. Armadale and Blackridge Ward - Car Parks

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