Penalty Charge Notice (PCN) Levels for Decriminalised Parking Enforcement – Scotland

Summary

- Since 1997, 23 local authorities in Scotland have introduced decriminalised parking enforcement (DPE) regimes into their areas. These regimes enable local authorities to administer their own parking penalty charge schemes to encourage compliance with on-street parking controls.
- Following on from a rise in the maximum level of charge in 2023 the Scottish Government is seeking views on proposals that relate to the Government's existing guidance on penalty charge levels.

About Logistics UK

Logistics UK is one of the country's largest business groups, and the only trade association which represents all of logistics. Our mission is to support, shape and stand up for a safe, sustainable and efficient logistics sector. Our membership of more than 22,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the customers of freight services, such as retailers and manufacturers. We deliver services, representation and thought leadership, helping members and policymakers to seize new opportunities for the sector and the economy as a whole, right across the country.

The logistics sector

Nothing moves without logistics. The sector employs 8% of the UK workforce in good jobs with strong career progression, contributes £170 billion in GVA each year, and underpins the resilience of the everyday economy.

Logistics plans and coordinates the movement and storage of the goods that businesses, public services and households rely on – using ports, airports, roads, railways, waterways, warehouses and smart digital systems to tie it all together.

With the right policies, logistics can drive up UK growth by £8 billion a year.[1] However, rising costs, red tape and poor infrastructure are holding the sector back – putting firms out of business, fuelling inflation, and undermining productivity and supply chain resilience. As a result, the UK has fallen from 4th to 19th in the World Bank Logistics Performance Index over the decade to 2023.

Consultation response

1. Do you agree or disagree that the current maximum levels for PCNs, currently set at £80 & £100 (reducing by 50% if paid within 14 days) are appropriate?

Agree

2. Our preferred choice for maximum levels:

The current level of £100 (reducing to £50 if paid within 14 days)

[1] Logistics Delivering a solution to the UK's productivity puzzle, Oxford Economics, 2023

3. Option C for question 2 would mean removing current Scottish Ministers guidance on maximum PCN levels, leaving each local authority to set their own maximum levels independently. Do you anticipate any positive or negative effects should option C be implemented?

Our members oppose this option. Consistency of charges across the network and local authorities is essential for logistics and freight operators to plan and manage costs effectively. Penalty Charge Notices (PCNs) often occur when drivers are delivering goods at the request of customers - not because they are parking inconsiderately. A patchwork, piecemeal approach with charges independently set by each local authority would create significant administrative burdens for operators. There are also concerns that this could be perceived as a revenue-generating opportunity for local authorities, rather than a measure to improve compliance or safety.