

**REPORT TO:** Policy and Review Committee

**MEETING DATE:** 27 February 2019

**BY:** Depute Chief Executive (Partnerships and Community Services)

**SUBJECT:** Coastal Car Parking Scheme Review

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## **1 PURPOSE**

1.1 The purpose of this report is to update the Policy and Performance Review Committee on the operation of the Coastal Car Parking Scheme and the outcomes achieved to date.

1.2 The report was requested to cover the following areas:

- To compare the original proposal against current situation
- To clarify the relationship between coastal car parking and DPE including all funding flows and contributions and enforcement costs and policies.
- To quantify future investment (capital and revenue) required to maintain beaches, car parks and adjoining land, toilets etc.
- To outline the significance of the coastal offering within East Lothian, visitor number trends (from start of charging to present day) and impact of coastal car parking on visitor numbers.
- To benchmark information from other relevant coastal areas including details of ticket prices and annual passes.
- Prepare further options on charging policies including appropriate sensitivity analysis.

## **2 RECOMMENDATIONS**

2.1 To note the details of the coastal car parking review report as contained within Appendix 1.

## **3 BACKGROUND**

3.1 On 18 December 2012, Council approved the introduction of car parking charges at 10 coastal car parks within East Lothian. Charging commenced initially at Gullane Bents and Yellowcraigs in July 2015 with charging at

sites in Longniddry Bents. 1, 2 and 3; Tynninghame Links; John Muir Country Park – Linkfield; Shore Road; White Sands and Barns Ness commencing in August 2015.

- 3.2 The coastal car parks had been provided historically to provide a low risk high quality visitor attraction that was safe, well maintained and supporting the economic vitality of East Lothian. A Traffic Regulation Order TO/191/13 was made on 1 April 2015 to manage the running of coastal car parks, which included the prohibition of on street parking, where necessary.
- 3.3 The purpose of the coastal car parks is to provide safer parking location, to assist traffic management by providing facilities off-site, to manage visitors along the coast, to protect the natural heritage of designated sites and to support and benefit the economy and tourism of East Lothian.
- 3.4 The management and operation of coastal car parks requires maintenance, the provision of visitor facilities, a safe low risk environment, as well as staff to manage, monitor and maintain use. It is, therefore, reasonable for those who use public coastal car parks to pay to do so.

## **4 POLICY IMPLICATIONS**

- 4.1 There are no direct policy implications from this report. The purpose of the report is to provide the PPRC with a review of the Coastal car parking Scheme.

## **5 INTEGRATED IMPACT ASSESSMENT**

- 5.1 When the Policy was introduced it was subject to an Integrated Impact Assessment.

## **6 RESOURCE IMPLICATIONS**

- 6.1 Financial – Although there are no direct financial implications, the report review/findings do highlight financial implications associated with implementation of the policy and associated financial performance levels.
- 6.2 Personnel - Not applicable
- 6.3 Other - None

## **7 BACKGROUND PAPERS**

- 7.1 Report to Council on 25 October 2016 titled Update on the Introduction of Decriminalised Parking Enforcement and on the Introduction of Parking Charges at Coastal Car Parks.
- 7.2 Report to Policy and Performance Review Committee on 8 March 2017 entitled Update on Parking Charges at Coastal Care Parks.

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<b>DATE</b>	20/2/19

## APPENDIX 1

### Coastal Car Parking Scheme Review

#### 1.0 Introduction

- 1.1. On 20 June 2018 the Policy and Performance Review Committee requested that officers provide a report to update on the operation of the Coastal Car Parking Scheme and the outcomes achieved to date. A remit for the report was agreed by officers and elected member representatives from all parties.
- 1.2. Review original proposal and compare against current situation, this should include:
  - Clarification of terms/definitions
  - Initial planned budget estimates for both income and expenditure of car parking operations including the rationale behind this. Initial plans for capital investment in coastal facilities.
  - Clarification of funding including linkages between revenue and capital budgets and clarification of net and gross income for budget purposes
- 1.3. Clarify the relationship between coastal car parking and DPE including all funding flows and contributions and enforcement costs and policies.
- 1.4. Quantify future investment (capital and revenue) required to maintain beaches, car parks and adjoining land, toilets etc.
- 1.5. Outline significance of coastal offering within East Lothian, visitor number trends (from start of charging to present day) and impact of coastal car parking on visitor numbers.
- 1.6. Benchmarking information from other relevant coastal areas including details of ticket prices and annual passes.
- 1.7. Prepare further options on charging policies including appropriate sensitivity analysis.

#### 2.0 Review original proposal and compare against current situation.

- 2.1 In line with the statement of reason, the surplus income generated from coastal car parking is for the management of the coast.
- 2.2 East Lothian's coastal landscape is diverse and varied, providing a unique asset for East Lothian's communities and visitors. As pressure intensifies to meet customer expectations and deliver improved facilities and attractions, continued investment is required to meet visitor standards. The Council also needs to conserve the coast and fulfil its statutory obligations to ensure that, because of the national, European and international natural heritage designations, the coastal landscape is kept in a favourable

condition.

2.3 To meet this cost, it is permissible to place a levy to charge for the use of designated car parks. The purpose of the charge is to meet the aims and objectives in managing the coast, i.e.

- To benefit the local economy and tourism,
- To provide high quality attractions and facilities;
- To provide a safer environment;
- To improve the health and wellbeing of people;
- To protect and enhance the environment.

2.4 The original proposal sought to upgrade and improve the condition of the road network and parking surface in all the car parks, to provide new toilets, showers and signage of a standard that meets customer expectations. The bulk of programmed works have now been completed, however, some works remain to upgrade toilets at Longniddy bents.

2.5 The initial budget estimate provided for Coastal Car park improvements in 2012 are shown in Appendix B – This budget of £867,700, provided for road, car park improvements, electricity connections and pay and display equipment.

2.6 The first full year of operation estimate of car park income at that time was provided in Appendix C – Option 1 Financial Business case. The original business case estimated an income in 14/15 of £524,125.10 rising to £622,710.25 in 18/19 per year which at the time was believed to be a reasonable estimate of income considering all the information known and assuming full operating levels were achieved.

2.7 Appendix D - Income collected monthly (July 2015 – Jan 2019) shows the monthly income and expenditure for the coastal car parking account since commencement. Actual income achieved was as follows:

15/16 - £98,795

16/17 - £169,663.65

17/18 - £190,666.25

18/19 – incomplete but predicted in excess of £250,000

2.8 Figure 1 below compares the actual income with expenditure and shows the surplus made to date along with information on forecasted income and expenditure.

	<b>Forecast Income</b>	<b>Forecast expenditure</b>	<b>Forecast Surplus</b>	<b>Actual income</b>	<b>Actual Expenditure</b>	<b>Actual Surplus</b>
2015-16 – year 1	£524,125.10	£147,467	£376,658.10	£79,036 (6months only)	£4,977.11	£129,058.89
2016-17 – year 2	£546,998.02	£149,788.00	£397,210.02	£135,730.92	£93,393.88	£97,337.04
2017-18 – year 3	£571,014.59	£152,182.00	£418,832.59	£152,533.00	£83,008.63	£124,524.37
2018 19 - year 4	£596,231.99	£154,651.00	£441,580.99	£176,657.92 (10 month)	£68,350.53	£163,307.39

Figure 1. actual income, expenditure and surplus

2.9 It should be noted that budgetary provision seeks to make an income of £300,000 in 2018/19. Detailed analysis of vehicle entries at coastal car parks and Ticket Issuing Machine (TIM) income between 11<sup>th</sup> and 17<sup>th</sup> August highlights a significant difference between payment and vehicle trips. Data collected over the period highlighted on average 17% of vehicle owners entering the car park paid. A high proportion of non-TIM payment can be attributable to season ticket holders but there remains substantial leakage within the system. Further measures to control parking and gather the parking charge are being considered.

### **3.0 Clarify the relationship between coastal car parking and DPE including all funding flows and contributions and enforcement costs and policies**

3.1 On 23 January 2017, Decriminalised Parking enforcement (DPE) came into force, which transferred powers to East Lothian Council to administer parking contraventions with respect to parking, waiting, loading and unloading prohibitions or restrictions.

3.2 To meet technical and financial requirements, an application to Scottish Ministers via Transport Scotland was made to demonstrate compliance with their criteria and that the business case must be competent and self-financing over a 5-year period. Deliberations with the City of Edinburgh Council and their contractor NSL Ltd informed the business case before being presented to Transport Scotland. A sum of £55,000 was identified as coastal car park income– effectively a recharge against the coastal car parking account.

3.3 As this was a key component of the business case submitted to Transport Scotland to have a cash neutral financial plan, it is categorically necessary to receive an income of £55,000 from coastal car park charges. This was not originally anticipated within the original coastal car parking business case but does clearly make a positive contribution/impact upon wider parking enforcement.

3.4 It must be highlighted however that the overall County benefit in terms of DPE is substantial in relation to enhanced traffic flow, safety, economic benefit within town centres due to fluidity of movement and availability of parking and this would be financially untenable without the contribution from Coastal Car parking income.

### **4.0 Quantify future investment (capital and revenue) required to maintain beaches, car parks and adjoining land, toilets etc**

4.1 In accordance with the capital plan, a budget commitment of £150,000 has been made for further infrastructure improvements to coastal car park toilets in financial years 2019/20.

4.2 Longer-term proposals to improve coastal assets and facilities is dependent on usage, consultation, condition inspections and associated parking demand assessments appraised in agreement with future budget considerations and deliberations.

### **5.0 Outline significance of coastal offering within East Lothian, visitor**

**number trends (from start of charging to present day) and impact of coastal car parking on visitor numbers.**

- 5.1 The economic growth and vitality of East Lothian is vital in providing thriving communities and people. Encouraging visitors to East Lothian is a key driver to achieve the Council's vision with quality beaches, well-maintained attractions and amenities encourage visitors back.
- 5.2 The East Lothian Economic Development Strategy, refreshed late 2018, highlights the importance of tourism to East Lothian - 'to become Scotland's leading coastal, leisure and food and drink destination' is a key objective of the strategy.
- 5.3 Visit East Lothian through digital and print means actively encourages the use of the coast, its beautiful beaches, local attractions, and activities along the coast. East Lothian has seen growth in tourism with, for example, increasing number of 5 star attractions encouraging visitors. East Lothian is popular with many visitors who come to the area to meet friends or family and take in an event or attraction. Golf, beaches, museums, and a number of other attractions are all popular for both locals and tourists to enjoy.
- 5.4 The Trip Advisor website highlights 'things to do' in East Lothian with 6 beaches (1 private) categorised as attractions with very favourable reviews.
- 5.5 In 2013/14, 1,407,000 visitors were estimated to have visited East Lothian. From this, it is estimated 872,000 people visit the coast. This is supported by vehicle trip counts recorded at coastal car parks in 2015/16 being 736,000.
- 5.6 In 2017/18, an estimated 1,320,000 tourism visits occurred. Of this 818,000 (62%) of people surveyed reported visiting the beach. This again is supported by recent vehicle counts. However, between 2009 and 2017 there has been a  $\pm 4.5$  % variance in visitor numbers but an increase of 14% visiting the beach since 2003.
- 5.7 A degree of caution on the quantum of vehicle counts from the existing equipment should be noted as these do not split out trips in to hourly slots and the technology is dated presenting a reliability risk.
- 6.0 Benchmarking information from other relevant coastal areas including details of ticket prices and annual passes.**
- 6.1 To assist the process of determining appropriate charging levels, suitable parking management operating systems, a questionnaire was sent to other relevant organisations to benchmark and learn how we can improve the performance and the delivery of services.
- 6.2 Fifteen enquiries were sent to Scottish local Authorities, Northumberland County Council, the Forestry Commission (Scotland and England). From the information received to date,
- 6.3 Figure 2 below is a sample of bench marking cost across a number of Local Authority's and Forestry Commission car parking sites.

Council	Location	Cost	Season Tickets ( Year)	Resident parking permit	Notes
Argyll & Bute	Oban	Free first 2 hrs then £0.80/hr thereafter.			
	Mull	Free first 2 hrs then 80p/hr thereafter.			
	Bute			£135 - £475	
Ayrshire	Ayr	£1/hr up to 6hr £5	£360/year		
	Kilmarnock	80p/hr up to 4hrs at £2.90	£345/year		
Dumfries and Galloway	Sandy Hill Beach	£2/ daily charge			
	Various residential			Free	
Fife	St Andrews	£1.10 up to 2hrs			
	Anstruther	70p/hr and 90p/2hrs			
Highland	Inverness	£1/hr			
Northumberland	Chare Ends- Holy Island	£2.40/3hrs £4.40 all day			Coastal Car Park
	Green Lane, Holy island	£6 per day			Coastal Car Park- Buses
	Station Yard, Sea houses	£3.50/day			Coastal Car Park-
	Bamburgh	£2/day ( honesty box )			Coastal Car Park-
	Wentworth	£4/4hr and £6/day			HGV and coach park
	Corbridge	30min free then 50p /hr, 80p/2hr up to £1.20/3 hrs	£130/year		
	Lindisfame	£2.40 up to 3hrs £4.40 max			
South Ayrshire	Troon	Proposed £1/hr charge			
<b>Forestry Commission</b>	Ben Venue	£1/hr and £3/day	£35		
	Carron Valley	£1/hr, £2/3hrs £3 all day	£35		
	Roseisle, Elgin	£2 per day	£35		
	Three Lochs Forrest	£2 per day	£35		

**Figure 2- Example of Local Authority Charges**



- 6.4 From the above benchmarking exercise, the average hourly charge is £0.75 / hour, increasing roughly at a rate of £0.75 / hour. The annual season ticket is £100/ 3 months, increasing to £300/ annum. The average daily charge is £3/day
- 6.5 Whilst, this comparison is not an exact like for like comparison, with different factors coming into play, it does serve as a guide and it is useful to understand where East Lothian car parking charging lies with other Scottish and Northern England local Authorities and organisations
- 7.0 Prepare further options on charging policies including appropriate sensitivity analysis.**
- 7.1 On 30<sup>th</sup> October 2018, East Lothian Council adopted the Local Transport Strategy and associated Action Plans and Strategies. In accordance with the Parking Management Strategy policy, 4 and 5 a comprehensive review of all parking provision will be undertaken, which will include a review of all options and appropriate sensitivity tests and analysis. Once prepared the report(s) will be presented to a future Council meeting for consideration during 2019.

## Appendix A – Record of Improvements to Coastal Car Parks

Location	Description of Works	Capital / Revenue	Cost of Works	Comments
<b>Longniddry Bents No. 3</b>	Car restraint bunding	Revenue	£6,000	Post 2015 start
<b>Gullane Bents</b>	Patching surfaces	Revenue	£1,500	
<b>Yellowcraig</b>	<i>Parking area drainage</i>	Revenue	£8,000	
<b>Linkfield</b>	Car restraint bunding	Revenue	£3,000	
<b>Linkfield</b>	Surfacing	Revenue	£3,000	
<b>Shore Road</b>	Surfacing	Revenue	£3,000	
<b>Barns Ness</b>	Car park surfacing upgrade	Revenue	£10,000	
<b>John Muir Country Park</b>		Capital	£ 119,804.66	Pre- 2015 start
<b>Yellowcraig, Ware Road, Dirleton</b>	Upgrade of car parking facilities, electricity connections and road improvements	Capital	£ 87,480.07	
<b>Gullane Bents car park</b>	Upgrade of car parking facilities, electricity connections and road improvements	Capital	£ 136,389.22	
<b>Shore Road, Dunbar</b>		Capital	£ 5,973.31	
<b>Whitesands Access Road</b>		Capital	£ 35,488.02	
<b>Barns Ness car park</b>		Capital	£ 28,001.68	
<b>Longniddry Bents No 1 car park</b>		Capital	£ 133,214.01	
<b>Tynninghame Car Park, Lime Tree Walk</b>		Capital	£361.47	
<b>Longniddry Bents No 2 car park</b>		Capital	£ 60,693.12	
<b>Longniddry bents No 3 car park</b>		Capital	£ 107,909.13	
<b>TIM's and electrical connections</b>		Capital	£ 184,032.76	
		<b>Total Revenue</b>	<b>£34,500</b>	
		<b>Total Capital</b>	<b>£899,347.39</b>	

Appendix B –Estimated cost of Coastal Car park improvements 2012

2012 Capital Costs

Car park as 2012 report

Coastal Car Park	Car park Capacity	Av. Annual Vehicle Nos. £	Equipment Installation Estimate Cost (ex electrical installation costs) £	Roads & Parking Cost Estimate £	Road & Parking Site Improvements £	Off Site Road Upgrades £	Total Cost £	Car Park Category
Longniddry No 1	150	69,699	7,000	30,000	27,000	300	64,300	1
Longniddry No 2	100	41,984	7,000	7,500	37,000	300	51,800	1
Longniddry No 3	600	102,868	7,000	28,000	49,000	300	84,300	1
Gullane Bents	650	84,543	7,000	40,000	29,000	10,000	86,000	1
Yellowcraig	800	76,708	7,000	180,000	60,000	6,000	253,000	1
JMCP Linkfield	300	56,469	7,000	25,000	98,000	3,000	133,000	1
JMCP Shore Road	120	55,322	5,000	0	82,000	0	87,000	1
Whitesands	250	12,000	5,000	0	34,000	0	39,000	2
Barnsness	150	8,000	5,000	0	45,000	500	50,500	2
JMCP Tynninghame Links*	45	24,783	5,000	0	3,500	300	8,800	1
Aberlady Bay LNR*	24	20,000	5,000	0	5,000	0	10,000	1
Skateraw	15	2,800	0	0	0	0	0	2
Thornton loch	15	600	0	0	0	0	0	2
Morrisons Haven								
Levenhall Links								
			67,000	310,500	469,500	20,700	867,700	
<b>start up cost</b>			<b>867,700</b>					



Base visitor Numbers	484083	435674.7	457458.	480331.	504347.	529565.	529565.	529565.	529565.	529565.
Change in visitor numbers following introduction of charges	0.9	1.05	1.05	1.05	1.05	1	1	1	1	1
Weather factor	1	1	1	1	1	1	1	1	1	1
reduction for non-payers	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Adjusted visitor numbers	392107	411712	432298	453913	476608	476608	476608	476608.	476608	476608

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Gross income based on estimated annual visitors										
Daily visitors	548950.	576397.	605217.	635478.	667252.	667252.	667252.	667252.	667252.	667252.
Season tickets	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00	£80,000.00
TOTAL	£628,950.12	£656,397.63	£685,217.51	£715,478.38	£747,252.30	£747,252.30	£747,252.30	£747,252.30	£747,252.30	£747,252.30
Net income (based on VAT rate of 20%)	£524,125.10	£546,998.02	£571,014.59	£596,231.99	£622,710.25	£622,710.25	£622,710.25	£622,710.25	£622,710.25	£622,710.25

Annual Revenue Expenditure	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
season ticket admin	£10,000.00	£10,100.00	£10,201.00	£10,303.01	£10,406.04	£10,510.10	£10,615.20	£10,721.35	£10,828.57	£10,936.85
Finance admin	£5,000.00	£5,050.00	£5,100.50	£5,151.51	£5,203.02	£5,255.05	£5,307.60	£5,360.68	£5,414.28	£5,468.43
Cleaning	£22,700.00	£23,154.00	£23,617.08	£24,089.42	£24,571.21	£25,062.63	£25,563.89	£26,075.16	£26,596.67	£27,128.60
Property maintenance	£20,000.00	£20,400.00	£20,808.00	£21,224.16	£21,648.64	£22,081.62	£22,523.25	£22,973.71	£23,433.19	£23,901.85
Cash collection	£18,000.00	£18,360.00	£18,727.20	£19,101.74	£19,483.78	£19,873.45	£20,270.92	£20,676.34	£21,089.87	£21,511.67
Electricity	£6,500.00	£6,630.00	£6,762.60	£6,897.85	£7,035.81	£7,176.53	£7,320.06	£7,466.46	£7,615.79	£7,768.10
Machine maintenance	£5,100.00	£5,202.00	£5,306.04	£5,412.16	£5,520.40	£5,630.81	£5,743.43	£5,858.30	£5,975.46	£6,094.97
	<b>£87,300.00</b>	<b>£88,896.00</b>	<b>£90,522.42</b>	<b>£92,179.85</b>	<b>£93,868.91</b>	<b>£95,590.19</b>	<b>£97,344.35</b>	<b>£99,132.00</b>	<b>£100,953.82</b>	<b>£102,810.47</b>

## Capital Expenditure

Equipment installation	£62,000. 00
Roads and parking costs	£310,500 .00
Roads and parking site improvements	£464,500 .00
Improvement of facilities	£0.00
Off-site road upgrade	£20,700. 00
	<b>£867,700 .00</b>

	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Net income collected (a)	£524,125 .10	£546,998 .02	£571,014 .59	£596,231 .99	£622,710 .25	£622,710 .25	£622,710.2 5	£622,710 .25	£622,710. 25	£622,710 .25
Revenue expenditure (b)	£87,300. 00	£88,896. 00	£90,523. 00	£92,180. 00	£93,869. 00	£95,590. 00	£97,345.00 00	£99,131. 00	£100,952. 00	£102,809 .00
Debt repayment (on £700,000 start-up cost) (c )	£51,507. 00	£51,507. 00	£51,507. 00	£51,507. 00	£51,507. 00	£51,507. 00	£51,507.00 00	£51,507. 00	£51,507.0 0	£51,507. 00
Surplus (a-b-c) = (d)	£385,318 .10	£406,595 .02	£428,984 .59	£452,544 .99	£477,334 .25	£475,613 .25	£473,858.2 5	£472,072 .25	£470,251. 25	£468,394 .25
Payment to land owner (e)	£8,660.0 0	£9,385.0 0	£10,152. 00	£10,964. 00	£11,823. 00	£11,602. 00	£11,376.00 00	£11,146. 00	£10,911.0 0	£10,671. 00
ELC share of surplus (d-e)	<b>£376,658 .10</b>	<b>£397,210 .02</b>	<b>£418,832 .59</b>	<b>£441,580 .99</b>	<b>£465,511 .25</b>	<b>£464,011 .25</b>	<b>£462,482. 25</b>	<b>£460,926 .25</b>	<b>£459,340. 25</b>	<b>£457,723 .25</b>

## Appendix D – Income Collected Monthly (July 2015 – Jan 2019)

	Transaction Count	Revenue Voucher Sales	Ringo	Season Tickets	Income	Total (- VAT)	Expenditure
July 2015 (ELC collection)		£1,746.70			£1,746.70	£1,397.36	
Jul-15	2151	£4,311.10		£5,080.00	£9,391.10	£7,512.88	
Aug-15	7592	£15,220.05		£11,640.00	£26,860.05	£21,488.04	
Sep-15	5930	£11,886.30		£6,480.00	£18,366.30	£14,693.04	
Oct-15	3486	£6,988.75		£2,180.00	£9,168.75	£7,335.00	
Nov-15	1643	£3,292.00		£1,320.00	£4,612.00	£3,689.60	
Dec-15	2461	£4,934.25		£360.00	£5,294.25	£4,235.40	
<b>CY Total</b>	<b>23263</b>	<b>£48,379.15</b>		<b>£27,060.00</b>	<b>£75,439.15</b>	<b>£60,351.32</b>	
Jan-16	2802	£5,626.20		£1,240.00	£6,866.20	£5,492.96	
Feb-16	3144	£6,302.80		£1,040.00	£7,342.80	£5,874.24	
Mar-16	3823	£7,666.85		£1,480.00	£9,146.85	£7,317.48	
<b>FY Total</b>	<b>33032</b>	<b>£67,975.00</b>		<b>£30,820.00</b>	<b>£98,795.00</b>	<b>£79,036.00</b>	<b>£4,977.11</b>
Apr-16	5257	£10,540.20		£1,840.00	£12,380.20	£9,904.16	
May-16	6790	£13,609.70		£960.00	£14,569.70	£11,655.76	
Jun-16	4844	£9,712.10		£600.00	£10,312.10	£8,249.68	£852.65
Jul-16	9152	£18,363.90		£2,160.00	£20,523.90	£16,419.12	£2,173.38
Aug-16	8862	£17,759.00		£3,560.00	£21,319.00	£17,055.20	£271.97
Sep-16	5675	£11,370.70		£3,160.00	£14,530.70	£11,624.56	£2,583.24
Oct-16	4793	£9,621.95		£3,960.00	£13,581.95	£10,865.56	£74,712.40
Nov-16	2265	£4,539.35		£5,680.00	£10,219.35	£8,175.48	£769.28
Dec-16	3124	£6,264.95		£1,440.00	£7,704.95	£6,163.96	£709.09
<b>CY Total</b>	<b>60531</b>	<b>£121,377.70</b>		<b>£27,120.00</b>	<b>£148,497.70</b>	<b>£118,798.16</b>	
Jan-17	4730	£9,478.05		£1,360.00	£10,838.05	£8,670.44	£10,385.42
Feb-17	4060	£8,138.10		£9,560.00	£17,698.10	£14,158.48	£849.96
Mar-17	3919	£7,865.65		£8,120.00	£15,985.65	£12,788.52	£86.49
<b>FY Total</b>	<b>63471</b>	<b>£127,263.65</b>		<b>£42,400.00</b>	<b>£169,663.65</b>	<b>£135,730.92</b>	<b>£93,393.88</b>

Apr-17	6791	£13,620.65		£3,760.00	£17,380.65	£13,904.52	
May-17	6813	£13,666.25		£3,400.00	£17,066.25	£13,653.00	
Jun-17	5460	£10,947.60		£2,760.00	£13,707.60	£10,966.08	£1,518.45
Jul-17	8221	£16,501.50		£2,760.00	£19,261.50	£15,409.20	£1,778.25
Aug-17	8630	£17,303.80		£4,720.00	£22,023.80	£17,619.04	£838.72
Sep-17	6912	£13,858.75	£70.90	£3,360.00	£17,289.65	£13,831.72	£2,514.42
Oct-17	6027	£12,092.90	£1,375.30	£3,440.00	£16,908.20	£13,526.56	£20,520.07
Nov-17	3941	£7,898.00	£1,262.40	£4,120.00	£13,280.40	£10,624.32	£140.00
Dec-17	3159	£6,332.15	£889.00	£3,560.00	£10,781.15	£8,624.92	£698.72
<b>CY Total</b>	<b>68663</b>	<b>£137,703.40</b>	<b>£3,597.60</b>	<b>£50,920.00</b>	<b>£192,221.00</b>	<b>£153,776.80</b>	<b>£39,330.50</b>
Jan-18	3918	£7,858.05	£1,424.30	£4,960.00	£14,242.35	£11,393.88	
Feb-18	4492	£9,016.25	£1,943.20	£4,520.00	£15,479.45	£12,383.56	
Mar-18	2917	£5,859.25	£1,386.00	£6,000.00	£13,245.25	£10,596.20	£55,000.00
<b>FY Total</b>	<b>67281</b>	<b>£134,955.15</b>	<b>£8,351.10</b>	<b>£47,360.00</b>	<b>£190,666.25</b>	<b>£152,533.00</b>	<b>£83,008.63</b>
Apr-18	6765	£13,564.65	£4,130.00	£6,080.00	£23,774.65	£19,019.72	
May-18	8672	£17,395.15	£5,334.40	£3,860.00	£26,589.55	£21,271.64	£280.00
Jun-18	9248	£18,573.90	£4,292.20	£2,410.00	£25,276.10	£20,220.88	£140.00
Jul-18	15415	£30,979.15	£4,963.20	£3,970.00	£39,912.35	£31,929.88	£229.99
Aug-18	9328	£18,723.30	£2,772.40	£3,490.00	£24,985.70	£19,988.56	£140.00
Sep-18	6951	£13,928.20	£3,078.10	£3,930.00	£20,936.30	£16,749.04	£150.00
Oct-18	5415	£10,868.05	£2,566.00	£3,420.00	£16,854.05	£13,483.24	£11,960.54
Nov-18	3597	£7,205.75	£2,057.30	£5,230.00	£14,493.05	£11,594.44	£300.00
Dec-18	4518	£9,057.95	£2,899.30	£3,850.00	£15,807.25	£12,645.80	£150.00
<b>CY Total</b>	<b>81236</b>	<b>£163,029.65</b>	<b>£36,846.40</b>	<b>£51,720.00</b>	<b>£251,596.05</b>	<b>£201,276.84</b>	<b>£68,350.53</b>
Jan-19	4707	£9,433.00	£2,760.40		£12,193.40	£9,754.72	£55,000.00
<b>TOTAL</b>	<b>238400</b>	<b>£479,922.90</b>	<b>£43,204.40</b>	<b>£156,820.00</b>	<b>£679,947.30</b>	<b>£543,957.84</b>	<b>£244,753.04</b>

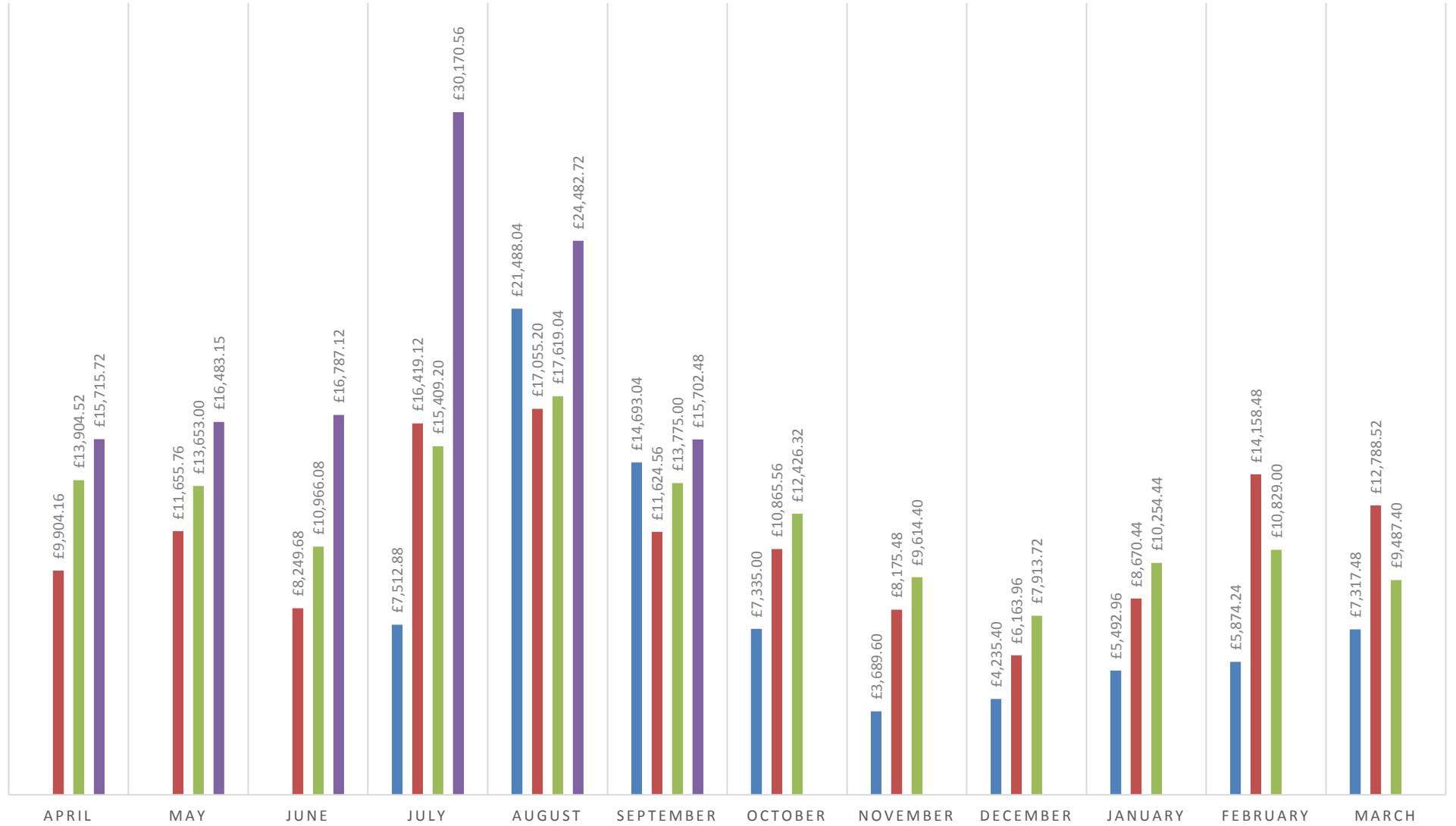


# Income



# INCOME COMPARISON BY MONTH

■ 15/16 ■ 16/17 ■ 17/18 ■ 18/19



**Appendix E- Comparison Photos  
Before**



**Access Road to John Muir Country Park Linkfield Car Park**

**After**





**Yellowcraig Car Park Surface**



**Gullane Bents Car Park Internal Road**





**Longniddry No 3 Parking Surface**



**Longniddry No 2 Toilets**





**Longniddry No 3 Toilets**

