

[REDACTED]

To: [REDACTED]
Subject: RE: For information briefing - Workplace Parking Levies - 15 January 2019

From: [REDACTED]
Sent: 15 January 2019 10:13
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [REDACTED]
[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;
[REDACTED]
[REDACTED] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]
[REDACTED]
Cabinet Secretary for Communities and Local Government <CabSecCLG@gov.scot>; Cabinet Secretary for the Environment, Climate Change and Land Reform <CabSecECCLR@gov.scot>; Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED]

Subject: For information briefing - Workplace Parking Levies - 15 January 2019

Ps/Cabinet Secretary for Transport, Infrastructure and Connectivity
Ps/Cabinet Secretary for Finance, Economy and Fair Work
Ps/Cabinet Secretary for Communities and Local Government
Ps/Cabinet Secretary for the Environment, Climate Change and Land Reform
Ps/ Minister for Public Finance and Digital Economy

Please find attached a submission sharing briefing provided to the Cabinet Secretary for Transport, Infrastructure and Connectivity on the current position on workplace Parking Levies (WPLs) in Scotland, the potential for such levies to be raised with regard to the Transport (Scotland) Bill and plans for initial engagement with local government on WPLs.

Many thanks

[REDACTED]

[REDACTED]



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Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

[REDACTED]
To: [REDACTED]
Subject: RE: For information briefing - Workplace Parking Levies - 15 January 2019

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 22 January 2019 12:14

To: [REDACTED]
Cc: [REDACTED]

[REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity
<CabSecTIC@gov.scot>; [REDACTED] Chief Executive Transport
Scotland <ceo@transport.gov.scot>; [REDACTED]
[REDACTED] Transport Scotland Directors

[REDACTED] Cabinet Secretary for Communities and Local Government
<CabSecCLG@gov.scot>; Cabinet Secretary for the Environment, Climate Change and Land Reform
<CabSecECCLR@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>;
Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Transport,
Infrastructure and Connectivity <CabSecTIC@gov.scot>

Subject: RE: For information briefing - Workplace Parking Levies - 15 January 2019

Hi [REDACTED]

Mr Matheson has noted.

Many thanks

[REDACTED]

[REDACTED] Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG | Web: www.gov.scot

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Sent: 15 January 2019 10:13

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[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[REDACTED]
[REDACTED] Transport Scotland Directors [REDACTED]

Cabinet Secretary for Communities and Local Government <CabSecCLG@gov.scot>; Cabinet Secretary for the Environment, Climate Change and Land Reform <CabSecECCLR@gov.scot>; Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED]

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- Ps/Cabinet Secretary for Transport, Infrastructure and Connectivity
- Ps/Cabinet Secretary for Finance, Economy and Fair Work
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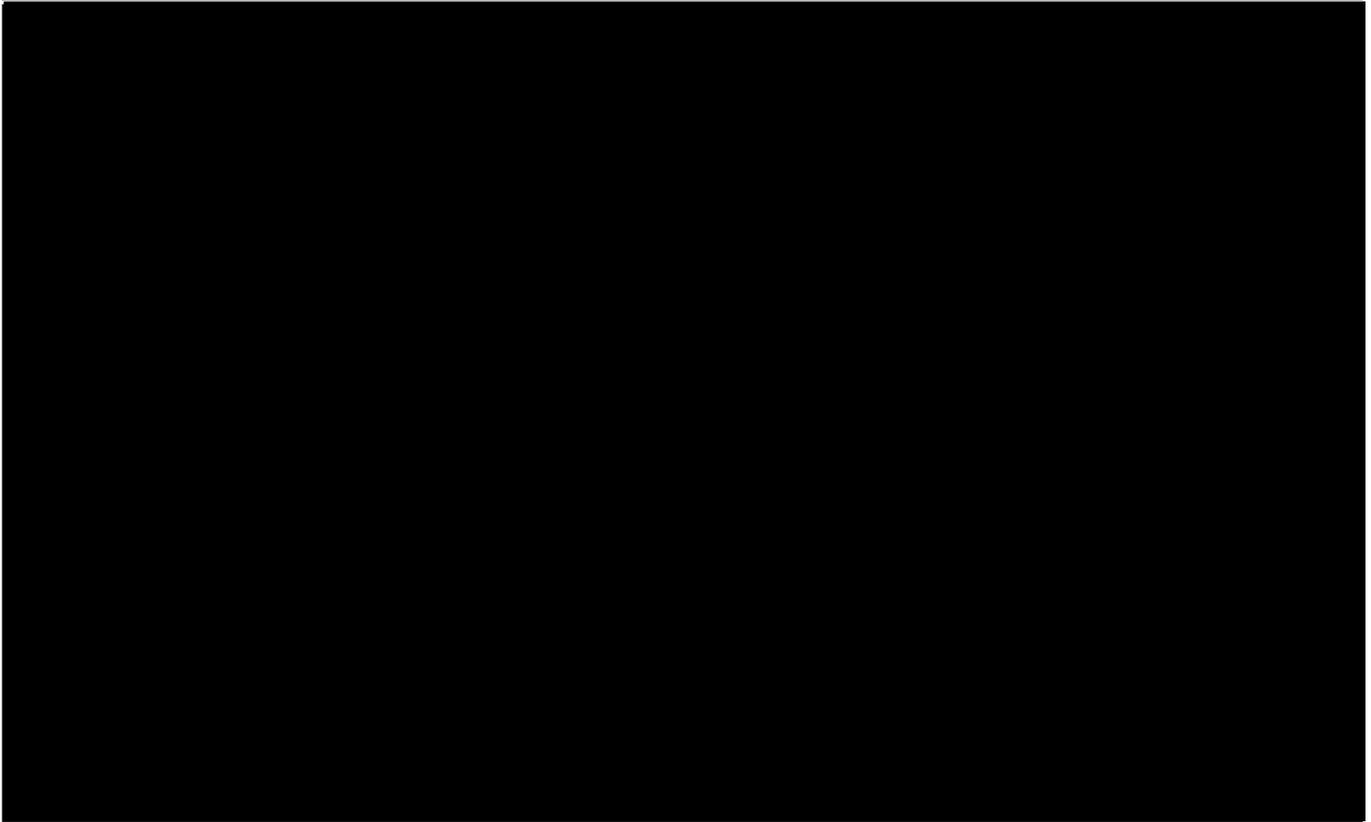
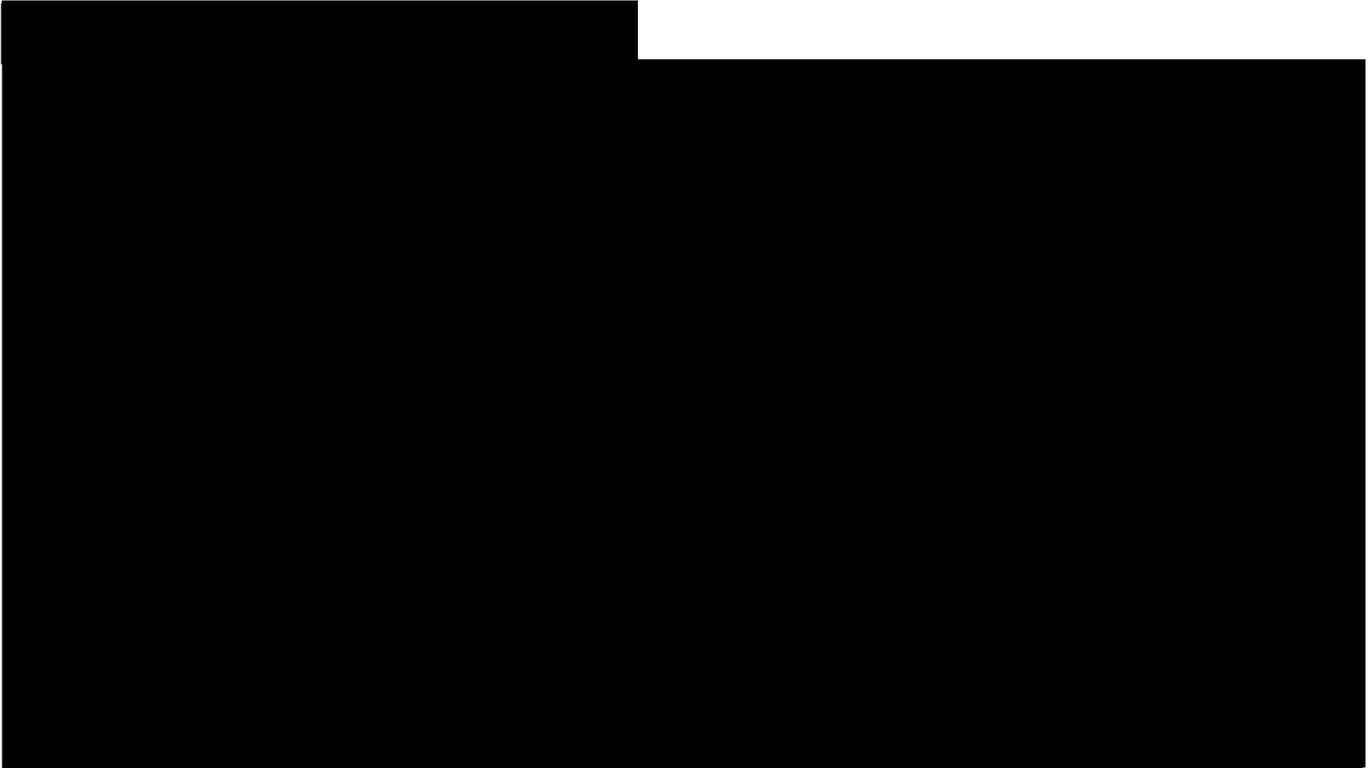
[REDACTED]

[REDACTED]

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Transport Scotland, the national transport agency
Còmhail Alba, buidheann nàiseanta na còmhail

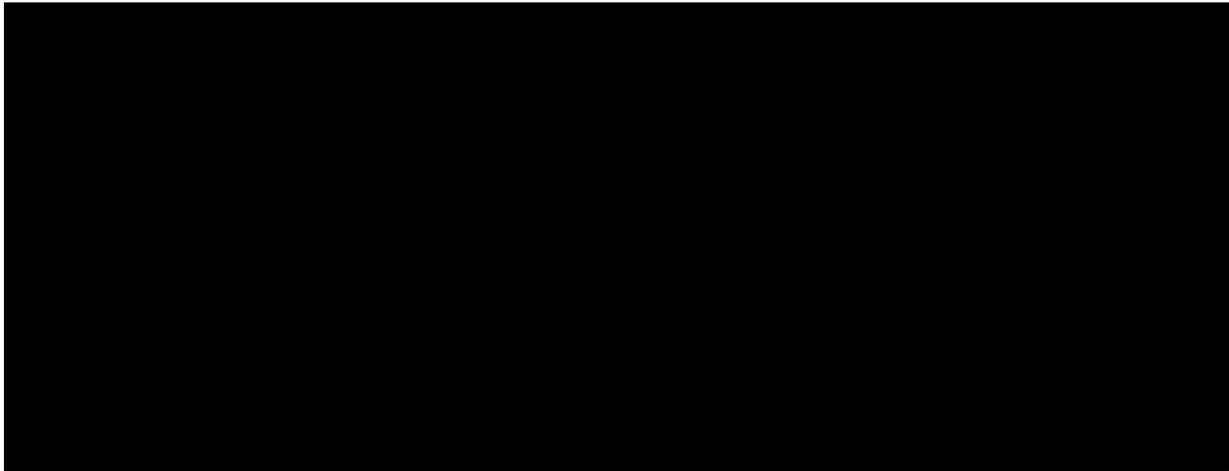


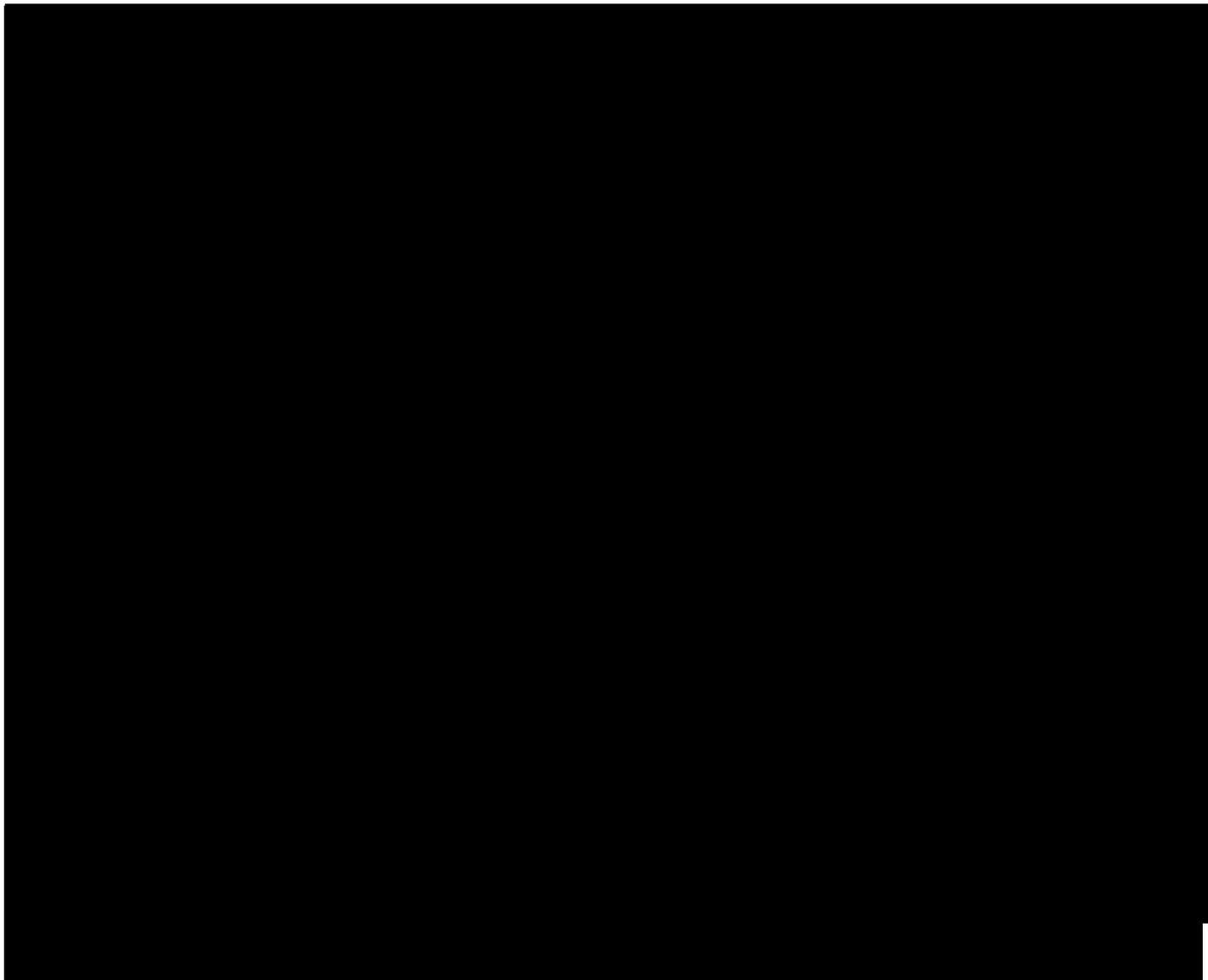
* On measures not in the Bill, GGM has also called for workplace parking levies, 


Draft Agenda

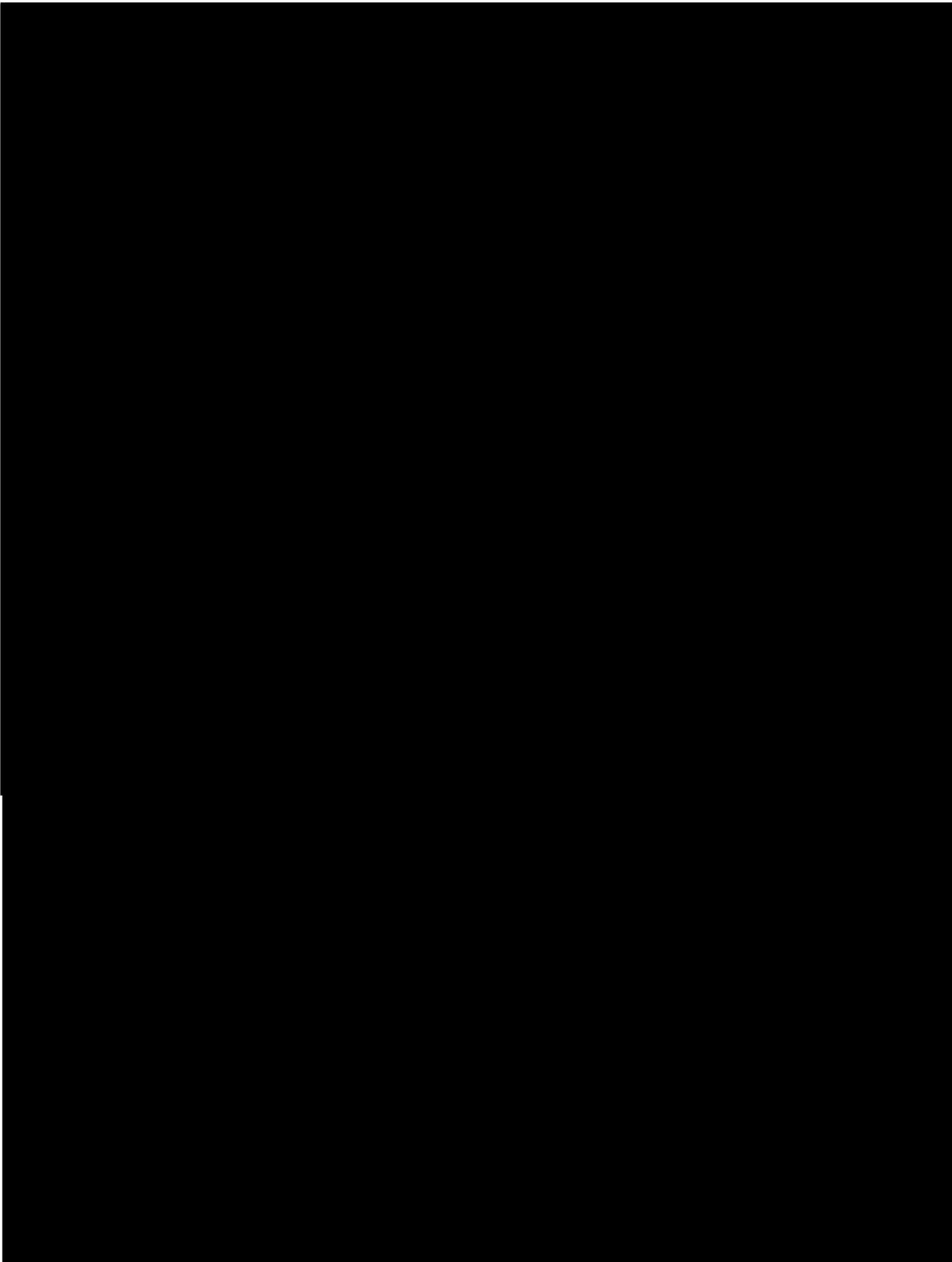
Meeting between Transport Secretary and Get Glasgow Moving (GGM)

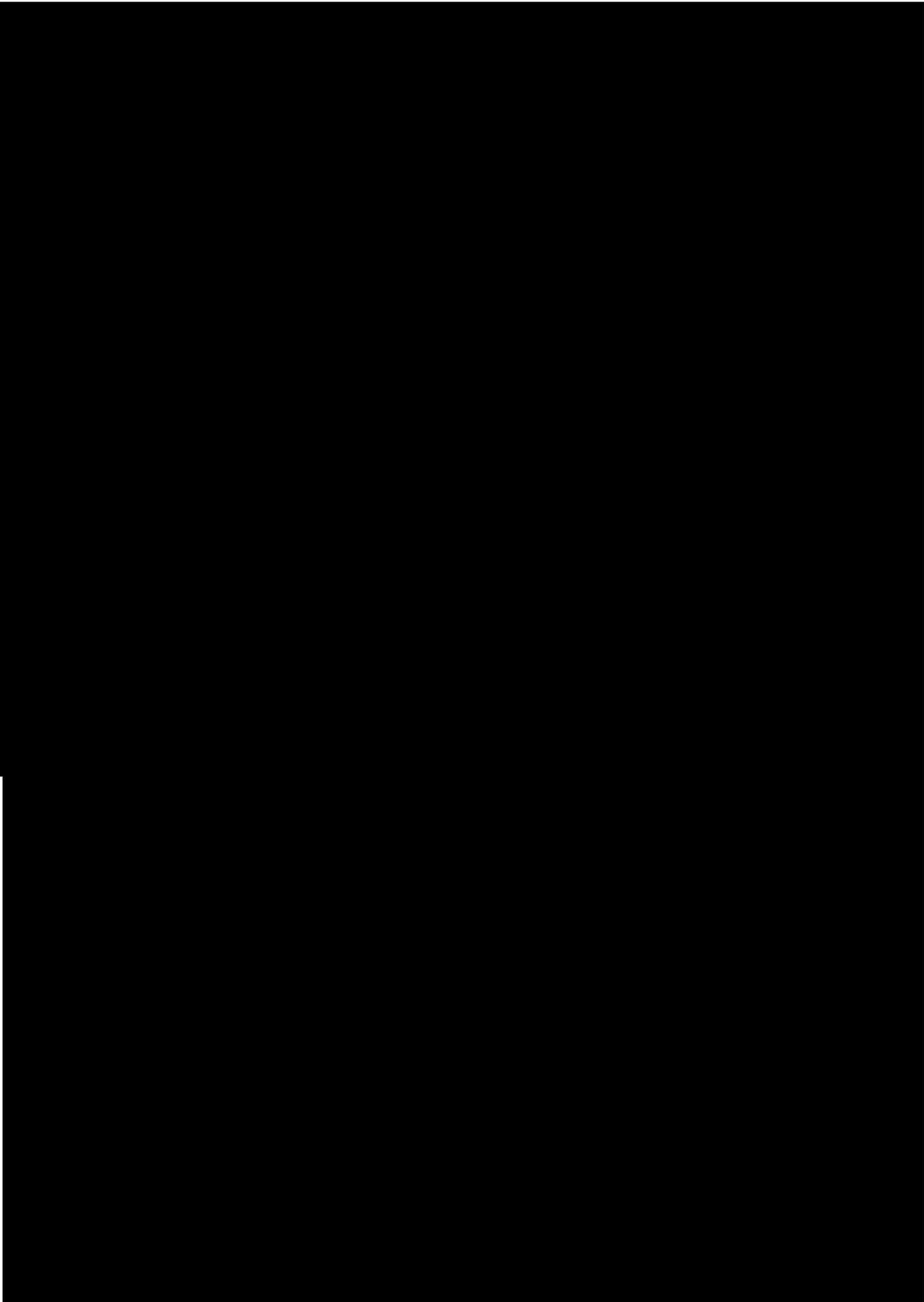
Thursday 24 January, Scottish Parliament
(To be shared with GGM ahead of meeting)





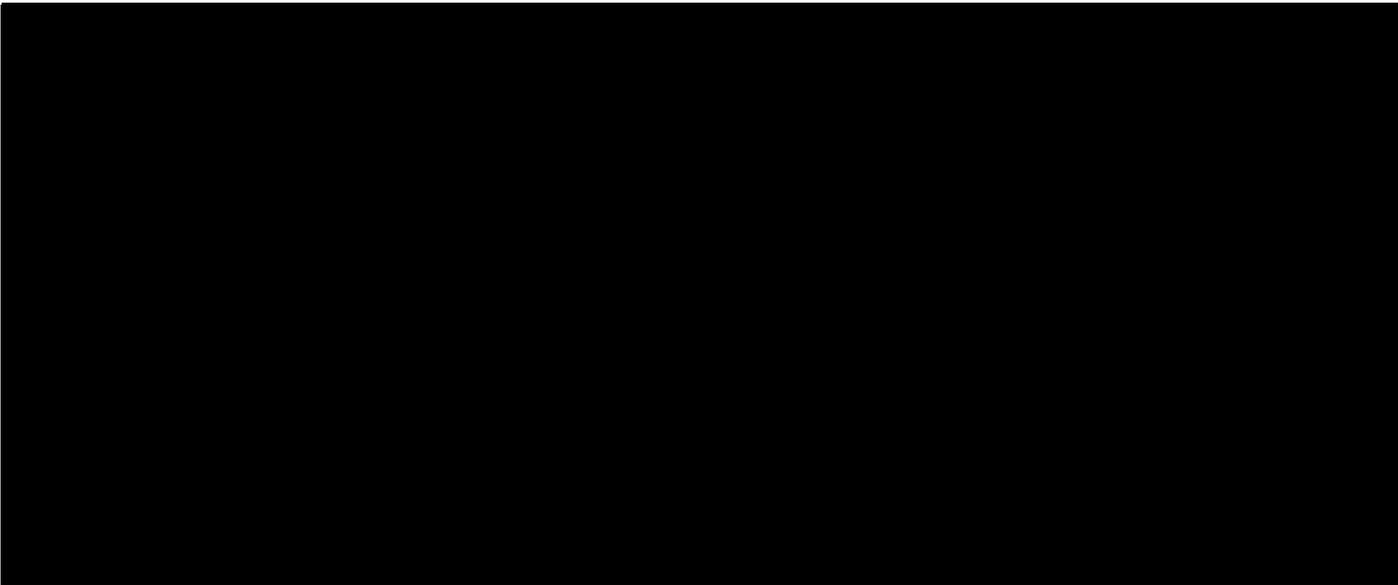
- * • Workplace Parking Levies – The Green Party, some pressure groups and a small number of councils have called for an amendment giving powers to local authorities.










Workplace Parking Levies (WPLs)

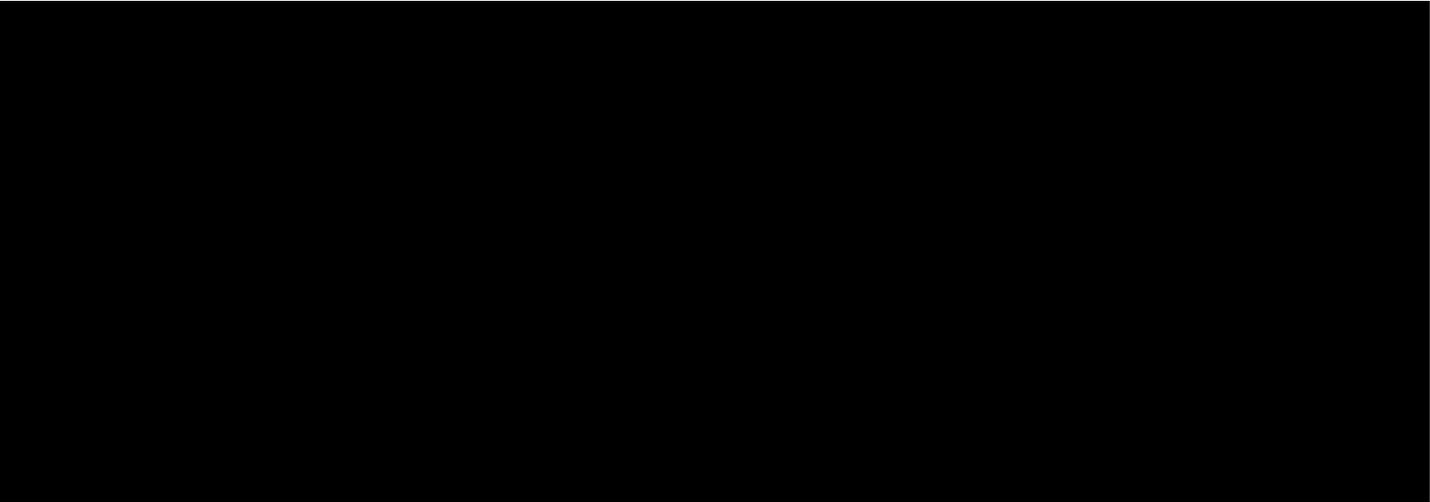
Issue – GGM has called on WPLs to be added as a Stage 2 amendment.

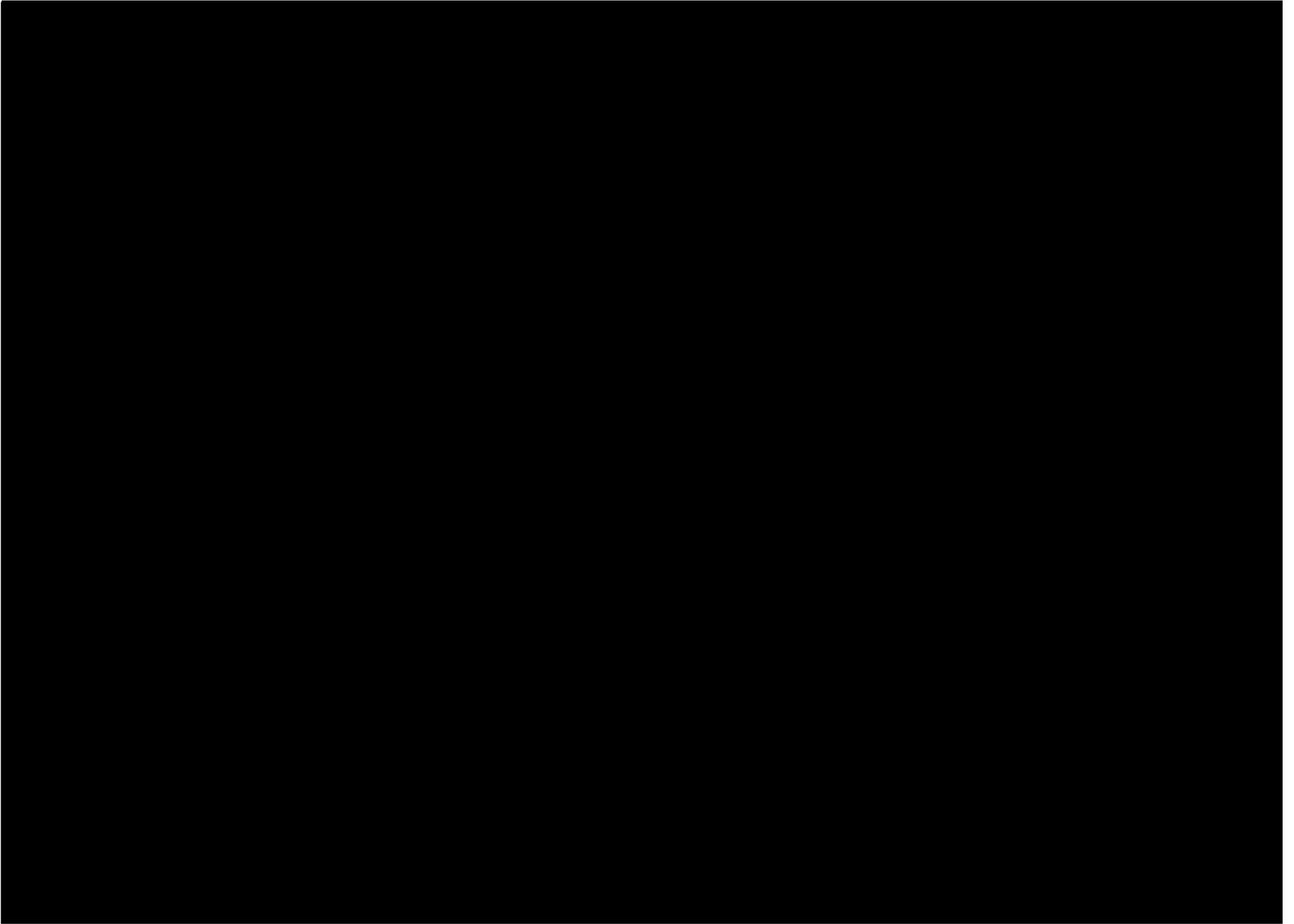
Top Lines

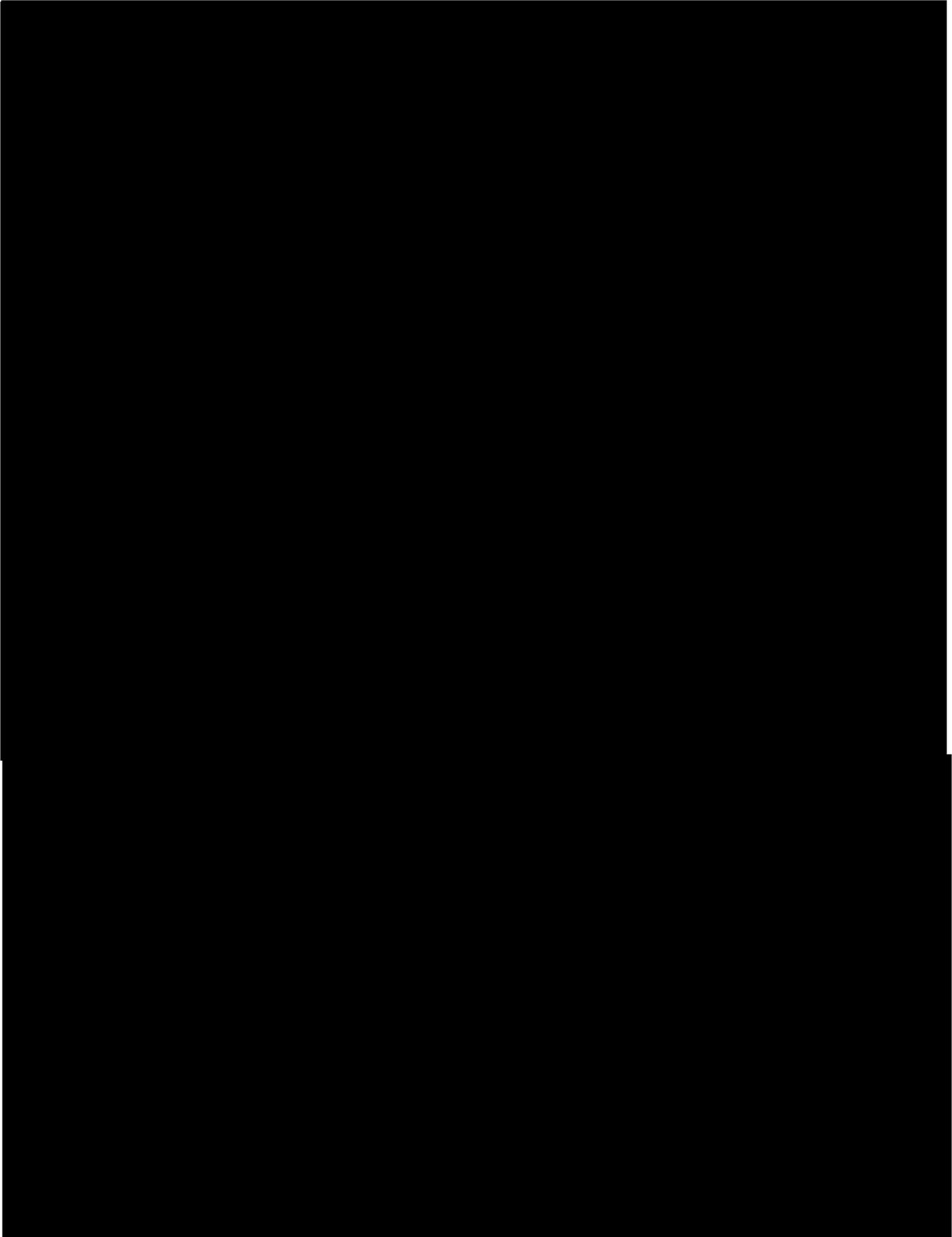
The Scottish Government has not consulted on WPLs, nor proposed them through the Bill. There are a range of differing views on matters not included in the Bill. The impacts of any substantial new measures should be clearly understood and would generally warrant Parliamentary scrutiny, meaningful consultation and consideration regarding implementation before they should progress.

The Bill has been informed through a substantial process of public engagement and dialogue with stakeholders and we hope that they will continue to engage throughout the legislative process. As such, I gave a commitment to the lead Committee at Parliament to look at councils' desires in relation to WPLs and my officials are taking that forward with representative organisations.

Additionally, successful transport planning and provision require a series of interconnected measures and approaches. The Bill represents specific areas which have been identified as requiring primary legislation, but there is a host of work going on across my portfolio to drive improvement, not least the current review of the National Transport Strategy.







[Redacted]

To: [Redacted]
Subject: RE: Workplace Parking Levy - Lines for Clearance - Edinburgh Evening News

From: [Redacted] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work

Sent: 31 January 2019 17:42

To: [Redacted] abinet Secretary for Transport, Infrastructure and Connectivity
[Redacted] Cabinet Secretary for Finance, Economy and Fair Work

Cc: [Redacted] Chief Executive Transport Scotland
[Redacted]
[Redacted] Minister for Parliamentary Business and Veterans

Subject: RE: Workplace Parking Levy - Lines for Clearance - Edinburgh Evening News

This will be for Mr Matheson to clear.

Thanks

[Redacted]

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From: [Redacted]
Sent: 31 January 2019 17:39
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>
[Redacted]
[Redacted] Minister for Parliamentary Business and Veterans

Subject: Workplace Parking Levy - Lines for Clearance - Edinburgh Evening News

Hello again [Redacted]

We have [REDACTED] of the Evening News asking about the timetable for the Transport Bill in the context of the workplace levy.

Spads are content with the following – grateful for clearance please.

Thanks,

[REDACTED]

A Scottish Government spokesperson said:

“The Government is awaiting the conclusion of the Stage 1 consideration of the Transport (Scotland) Bill by the Rural Environment Committee. Timetables for concluding the Bill will follow conclusion of that report.”

TS Duty Comms – this is for [REDACTED]@edinburghnews.com

[REDACTED]

To: [REDACTED]
Subject: RE: Budget - Workplace Parking Levy - Lines to Clear

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity

Sent: 31 January 2019 17:17

To: [REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

Subject: RE: Budget - Workplace Parking Levy - Lines to Clear

[REDACTED]

Mr Matheson is content.

Thanks

[REDACTED]
Deputy Private Secretary
Cabinet Secretary for Transport, Infrastructure and Connectivity
[REDACTED]

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From: [REDACTED]
Sent: 31 January 2019 16:39
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

Subject: Budget - Workplace Parking Levy - Lines to Clear

Hello [REDACTED]

We've drafted the following lines in advance of any media queries on workplace parking measures referenced in today's budget. We'd be grateful for clearance please - spads are content.

Thanks,
[REDACTED]

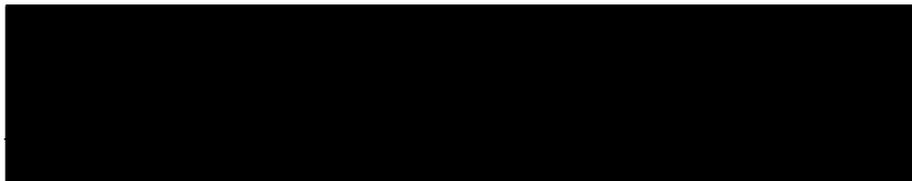
A Transport Scotland spokesperson said:

"The Transport Secretary committed to explore local authorities appetite for powers to implement workplace parking levies when the issue was raised at Rural Economy and Connectivity Committee in the context of the Transport Bill. This process is ongoing.

"It would be at local authorities' discretion whether they wish to use such a power – which is already available to councils in England and Wales – and Scottish Government support for any Green Party /opposition amendment on the measure would be contingent on the exclusion of hospitals and NHS properties. We will have further discussions with the Scottish Greens on the content of an amendment before it is lodged."

Background

Announcements on the Budget Bill have given a commitment to support an agreed Green Party amendment to the Transport (Scotland) Bill that would enable local authorities to introduce a workplace parking levy if they wish to.



[REDACTED]

To: [REDACTED]
Subject: RE: Budget - Workplace Parking Levy - Lines to Clear

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work

Sent: 31 January 2019 17:26

To: [REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

Subject: RE: Budget - Workplace Parking Levy - Lines to Clear

[REDACTED]

Cab Sec is content to clear.

Thanks

[REDACTED]
**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**

T: [REDACTED]

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From: [REDACTED]

Sent: 31 January 2019 16:39

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

Subject: Budget - Workplace Parking Levy - Lines to Clear

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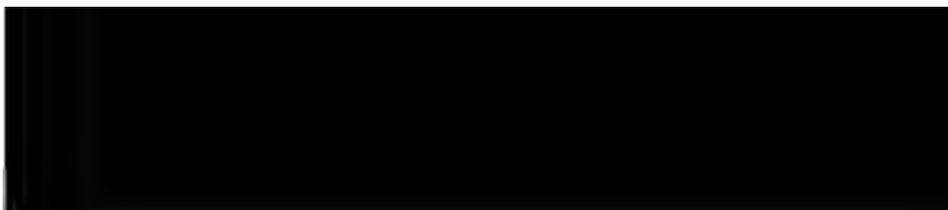

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Background

Announcements on the Budget Bill have given a commitment to support an agreed Green Party amendment to the Transport (Scotland) Bill that would enable local authorities to introduce a workplace parking levy if they wish to.



[Redacted]

To: [Redacted]
Subject: RE: Tory LibDems Reax to Workplace Parking - Lines for Clearance

From: [Redacted] On Behalf Of Deputy First Minister and Cabinet Secretary for Education and Skills

Sent: 01 February 2019 16:39

To: [Redacted] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Deputy First Minister and Cabinet Secretary for Education and Skills <DFMCSE@gov.scot>

Cc: [Redacted]

[Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[Redacted]; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [Redacted]

[Redacted] Cabinet Secretary for

Finance, Economy and Fair Work <CabSecFEFW@gov.scot> [Redacted]

Subject: RE: Tory LibDems Reax to Workplace Parking - Lines for Clearance

Hi [Redacted]

DFM is content.

Kind Regards,

[Redacted Signature Block]

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From: [Redacted]
Sent: 01 February 2019 16:20
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Deputy First Minister and Cabinet Secretary for Education and Skills <DFMCSE@gov.scot>

Cc: [Redacted]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

Transport Scotland Directors <DLECONPTSD@transport.gov.scot>;

Cabinet Secretary for

Finance, Economy and Fair Work <CabSecFEFW@gov.scot>;

Subject: Tory LibDems Reax to Workplace Parking - Lines for Clearance

Hello [Redacted]

To see opposition comment below on the Workplace Parking element of The Budget which calls for teachers to be exempt from the charge as well as NHS staff. We have most titles asking for a response and would like to send the following which has been cleared by Spads. Grateful for sign-off please.

The Daily Mail has also asked a supplementary on how the levy would be applied by councils.

Thanks,

A Scottish Government spokesperson said:

“Plans to give powers to councils to introduce a Workplace Parking Levy, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill. We have said that this is contingent on exemptions for health service workers and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill.”

Background for Daily Mail

A workplace parking levy is proposed as a new discretionary power for Local Authorities via an amendment to the Transport (Scotland) Bill. This power exists in England and has been implemented in Nottingham through a license regime with employers charged per parking space they provide for employees

Rennie comments on proposed parking charges

Commenting on the SNP’s new car parking tax which exempts NHS workers but not teachers or other public service workers, Scottish Liberal Democrat leader Willie Rennie said:

“This is a proposal that has been rushed out without proper thought.

“Workers may be concerned that they have to stump up cash with no guarantee it’s going to be used to improve the public transport that they might use.

“In other places where this has been piloted at least you get new buses and tram routes to fill the gap left by cars.

“Teachers in particular will be affected by this new charge from the Greens and SNP as it will wipe out their long-awaited pay rise.

“It will make recruiting specialist teachers even more difficult.”

ENDS

Embargo: for immediate release

Teachers should be exempt from paying the SNP’s new car park tax in the same way NHS workers are, the Scottish Conservatives have said.

In yesterday’s budget, finance secretary Derek Mackay outlined plans to charge hundreds of pounds a year to firms whose staff took their car to work.

He said health service staff wouldn’t be affected by this charge, which was one of many punitive conditions of the SNP winning Green support for the budget.

Now shadow finance secretary Murdo Fraser has argued – if the SNP government is insistent on ploughing ahead with the controversial plan – that teachers should also be removed from it.

He said this was particularly important if ministers wanted to agree a pay deal with teaching unions, in the face of recent threats of industrial action.

In addition, he urged the Scottish Government to start speaking to smaller firms to see how these extra levies would work and what impact they would have.

A similar pilot scheme in Nottingham resulted in charges of more than £400 a year for workers who drove to work.

The car park tax was part of a triple-tax bombshell unveiled yesterday, alongside the widening of the tax gap between Scotland and the rest of the UK, and further council tax rises.

Scottish Conservative shadow finance secretary Murdo Fraser said:

“If the SNP wants to crash ahead with this unpopular and ridiculous car park tax plan, the least it could do is exempt teachers.

“The nationalists find themselves in an absurd position of negotiating a pay rise for teachers, while threatening to charge them hundreds of pounds a year for the sake of driving to work.

“That will jeopardise current negotiations with unions, and could lead to them coming good on the industrial action they’ve recently threatened.

“If Derek Mackay thinks NHS workers are worthy of exemptions, then so too are teachers.

“As a matter of urgency, the SNP government also needs to start speaking to smaller firms who could be badly hit by this nonsense tax.

“It needs to establish how this levy will work and what impact it will have on this important part of our economy.”

Ends

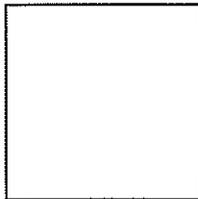
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Political correspondent
The Scotsman / Scotland on Sunday



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Rona Mackay MSP

Strathkelvin and Bearsden



The Scottish Parliament
Pàrlamaid na h-Alba

1 February 2019

Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government
St. Andrew's House
Regent Road
Edinburgh
EH1 3DG

Dear Cabinet Secretary,

I am writing to you on behalf of a local constituent who has raised a concern about the new parking levies on workplaces tax that councils will be empowered with after the budget agreement on January 31 2019.

My constituent is a local business owner who has 23 car parking spaces and has asked how this will work for both tenants and their customers.

I understand that NHS staff are to be exempt from paying this, does this include local GP surgeries?

He also raised concerns regarding teachers and other public sector workers not being exempt, can you confirm this?

I would also like to know if local councils will have powers to exempt additional sectors and businesses, or will this power sit with the Scottish Government?

Kind Regards,

MSP for Strathkelvin and Bearsden constituency

[Redacted]

To: [Redacted]
Subject: RE: Tory LibDems Reax to Workplace Parking - Lines for Clearance

From: [Redacted] On Behalf Of Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 01 February 2019 17:11

To: [Redacted] Deputy First Minister and Cabinet Secretary for Education and Skills

Cc: [Redacted]

[Redacted]

Chief Executive Transport Scotland

Transport Scotland Directors

Cabinet Secretary for

Finance, Economy and Fair Work

Cabinet Secretary for Transport, Infrastructure and Connectivity

Subject: RE: Tory LibDems Reax to Workplace Parking - Lines for Clearance

Hi [Redacted]

Mr Matheson is also content.

Thanks,

[Redacted]

[Redacted]

From: [Redacted]

Sent: 01 February 2019 16:20

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Deputy First Minister and Cabinet Secretary for Education and Skills <DFMCSE@gov.scot>

Cc: [Redacted]

[Redacted]

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In addition, he urged the Scottish Government to start speaking to smaller firms to see how these extra levies would work and what impact they would have.

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“It needs to establish how this levy will work and what impact it will have on this important part of our economy.”

Ends

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--
[Redacted signature block]

[REDACTED]

From: [REDACTED]
Sent: 25 February 2019 16:57
To: [REDACTED]
Subject: FW: Proposed Budget Stakeholder Calls

Foi contribution



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Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

From: [REDACTED]
Sent: 01 February 2019 18:25
To: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>
Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>
Subject: Re: Proposed Budget Stakeholder Calls

Thanks [REDACTED]. Spads may wish to comment on what is proposed to issue they've been commenting on median lines on WPL.

Thanks
[REDACTED]

Sent from my BlackBerry 10 smartphone.

From: Minister for Public Finance and Digital Economy
Sent: Friday, 1 February 2019 18:22
To: [REDACTED]
Cc: Minister for Public Finance and Digital Economy
Subject: FW: Proposed Budget Stakeholder Calls

[REDACTED]

Thanks for sending up some lines on this- I've forwarded to the Minister for her consideration- been out with her all day so appreciate how quickly you have responded.

Much appreciated

[REDACTED]

Sent on behalf of the Private Office of Kate Forbes MSP, Minister for Public Finance and Digital Economy

From: [REDACTED]
Sent: 1 Feb 2019 12:11 pm
To: [REDACTED] Minister for Public Finance and Digital Economy
<MinisterPFDE@gov.scot>; [REDACTED]"

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; "Cabinet Secretary for Finance, Economy and Fair Work" <CabSecFEFW@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

PS/ Minister for Public Finance and Digital Economy
[REDACTED]

Can I just check the format of further information that Ms Forbes wishes for [REDACTED]? Is it a speaking note for a follow up call or perhaps more likely some lines for a follow up email from the Minister?

Thanks

[REDACTED]

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From: [REDACTED]
Sent: 01 February 2019 10:03
To: [REDACTED]
[REDACTED] Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>;

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

Many thanks.

[REDACTED]

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From: [REDACTED]
Sent: 01 February 2019 10:02
To: [REDACTED]; Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

Yes [REDACTED] – we will pull something together for Ms Forbes

[REDACTED]

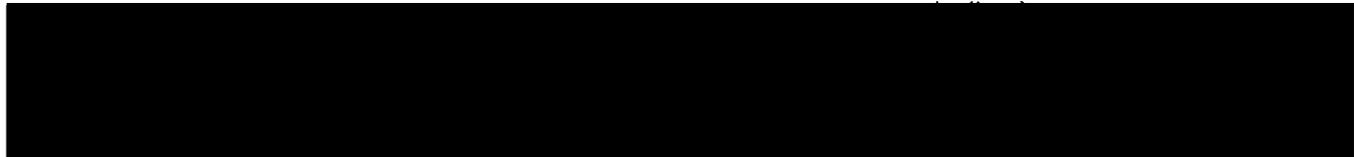


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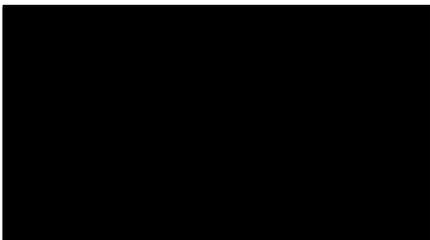
From: [Redacted]
Sent: 01 February 2019 09:53
To: [Redacted] Minister for Public Finance and Digital Economy
<MinisterPFDE@gov.scot>; [Redacted]



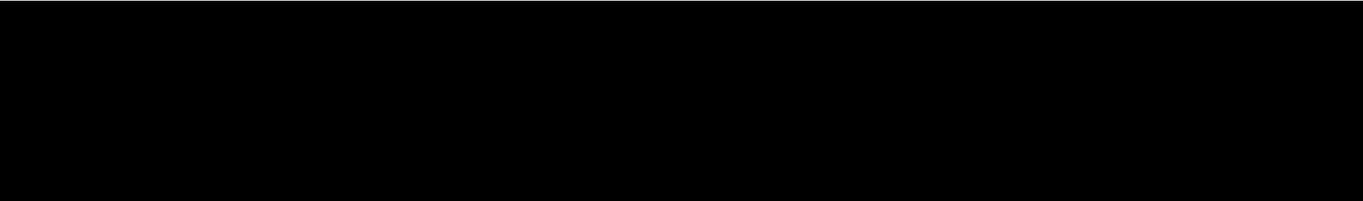
Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

Can we include [Redacted] in this and the advice that goes forward.

Thanks



From: [Redacted]
Sent: 01 February 2019 09:48
To: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot> [Redacted]



Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls



To see the request below from Ms Forbes. Are you able to provide the requested information?

Thanks,

[Redacted]

[Redacted]
Scottish Government

[Redacted]
(Sent with BlackBerry Work)

From: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>

Date: Friday, 01 Feb 2019, 9:42 am

To: [Redacted]

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>, Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: RE: Proposed Budget Stakeholder Calls

Dear all

Ms Forbes has spoken to [Redacted] this morning – the Minister would like some more information please on the workplace parking levy that we can provide to him.

Much appreciated

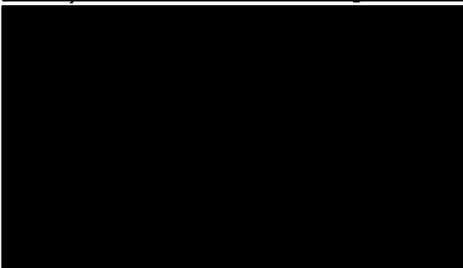
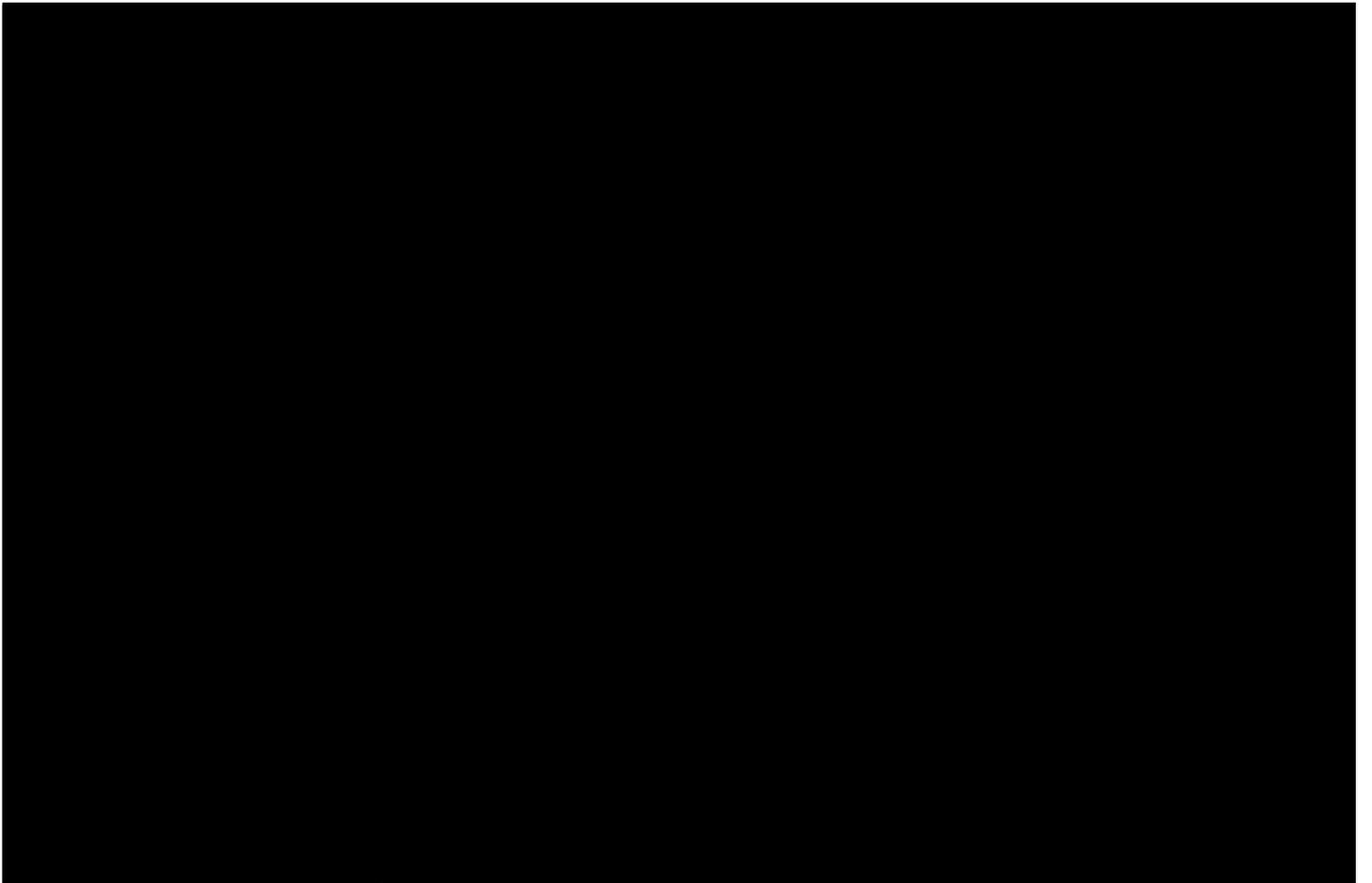
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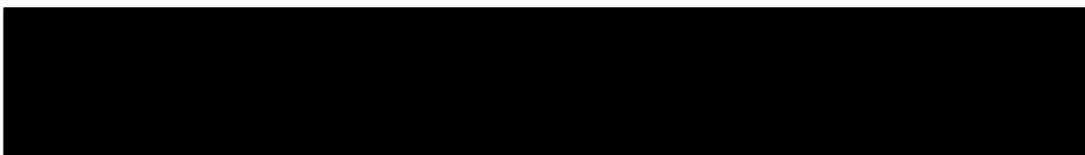
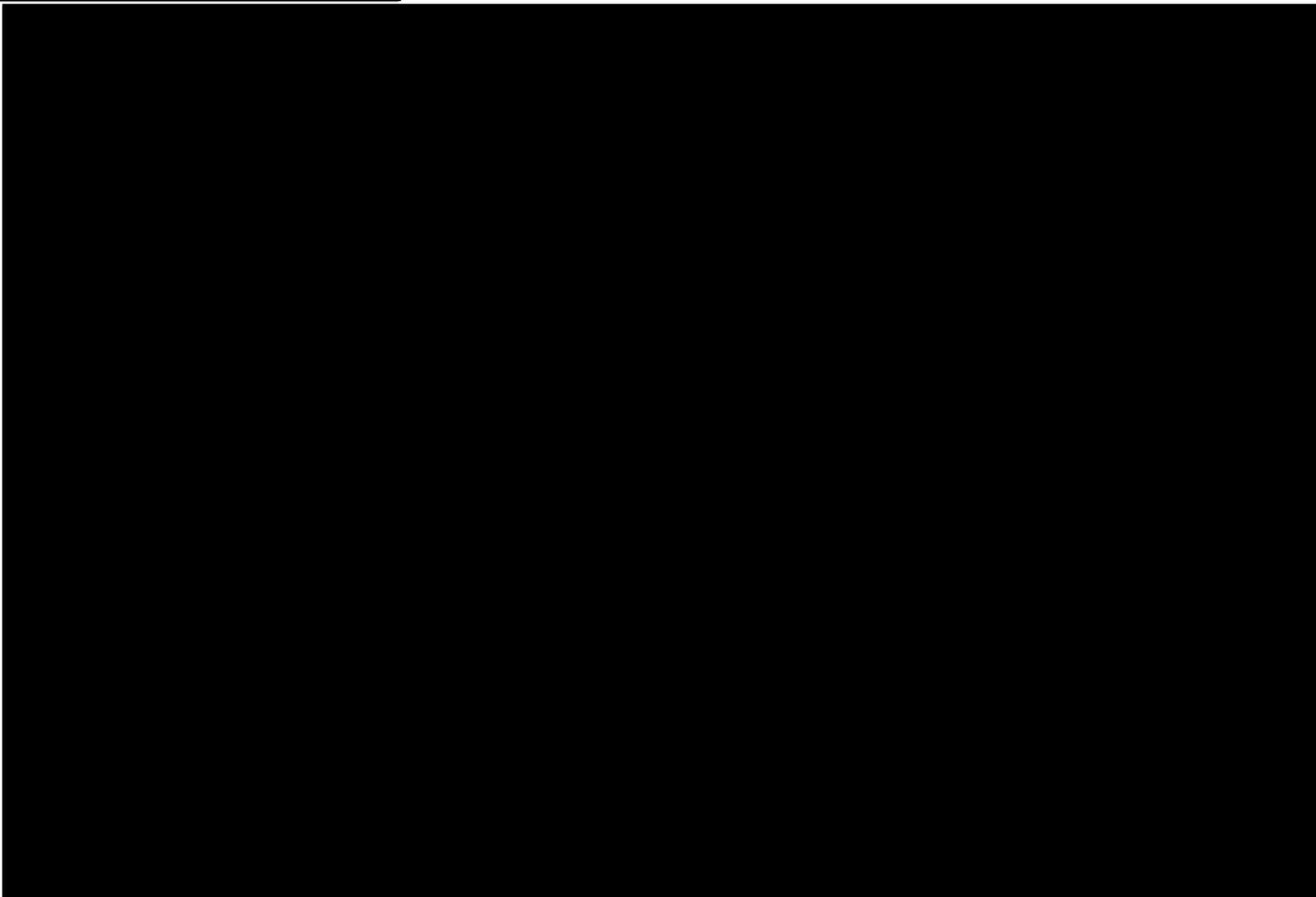
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[Redacted]





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From: [REDACTED]
Sent: 04 February 2019 10:06:54
To: Public Engagement Unit
Subject: FW: Message from Scottish Parliament website

Hi

For MACCS please- OR

Many thanks

[REDACTED]

From: Matheson M (Michael), MSP <Michael.Matheson.msp@parliament.scot>
Sent: 01 February 2019 19:10
To: Cabinet Secretary for Transport, Infrastructure and Connectivity
<CabSecTIC@gov.scot>
Subject: Fwd: Message from Scottish Parliament website

Sent from my iPhone

Begin forwarded message:

From: <noreply@parliament.scot<mailto:noreply@parliament.scot>>
Date: 1 February 2019 at 19:06:22 GMT
To:
<Michael.Matheson.msp@parliament.scot<mailto:Michael.Matheson.msp@parliament.scot>>
Subject: Message from Scottish Parliament website
name:

address:

[REDACTED]

postcode:

[REDACTED]

email:

[REDACTED]

telephone:

message:
Mr Michael Mathewson

I read with horror tonight about a being done with the greens to force company's to charge ?400 for employees parking, and yes I hear you saying public transport but try not living in a city sometime like most people in Scotland where I live we get one bus an hr and that goes to falkirk and that is close my work for that I would be get another bus.

I can drive it in 15 min by car but by bus be well over an hr possibly 2 if I can get a bus that is and don't give me they will get better they don't.

And since I need my car to do my job it make no difference any way this is just a ?400 tax on me and many workers like me to bribe the greens.

And bribe is the right word they did not get elected to run the government not even close they only got 6 MSPs and they were list MSPs, god it would be more honest and cheaper to offer 5 opposition MPs a free new car if they will vote for you on this and it would be less dishonest.

In case you don't get it I do not agree with this please stop giving the greens a bung, example of how this works so well I live near the new hospital in

This was the one they on purpose did not make enough parking at for staff and visitors, everyone got told no they will use public transportation except they don't and can't just like everyone local knew so the street s around it are full of parked cars and now your looking to add any works to that list after all everyone will park in road if they can to get out of it if they can and don't say company's will pay it they won't

If I am wrong and the SNP are not bribing the greens and this is not going to happen great if however this is one the cards can you posable explain to me why and how you can justify giving bribes to other groups after all if I did this in business I would be in trouble

One last thing if this is applied it has to be applied to all workers including all all council workers , all teachers and staff even NHS NO exemptions and no allowance to pay it if the genetal public have to pay the tax so do staff of the government do you agree ?

I look forward to hearing your answers to the above

* / / / *****
*

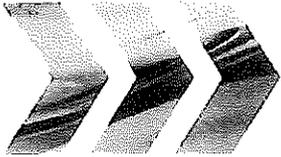
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Michael Matheson MSP
Cabinet Secretary - Transport, Infrastructure and Connectivity
Scottish Government
St Andrew's House
Regent Road
Edinburgh
EH1 3DG

Mr Nicholas Lyes
Head of Roads Policy
RAC Motoring Services
34 Bedford Row
London
WC1R 4JH

4th February 2019

Dear Mr Matheson,

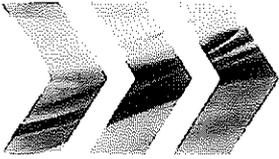
Workplace parking levy

I am writing to you with regards to the Scottish Government's Budget proposals announced last week which included provisions to give local authorities in Scotland the power to introduce a workplace parking levy (WPL).

The RAC has some concerns over the introduction of such schemes across the country which we have outlined in this letter:

- 1. Passing down of levy charge:** Though this is intended to be a levy on businesses with car parks, the likelihood is that companies will pass these costs on to their employees, increasing the financial burden on their workforces and effectively making this a 'tax on work'. Research from the RAC Report on Motoring 2018 found 62% of those in full-time employment in the UK use their vehicle primarily to commute to work, while the 2017 Scottish Transport Statistics showed two-thirds of commuters used a car to get to work. Motorists already pay to use the roads through Vehicle Excise Duty. Additionally, they pay fuel duty when filling their vehicles, and Insurance Premium Tax on compulsory vehicle insurance, so this is likely to be an additional charge on top of what drivers already pay.
- 2. Commuting lengths and practical alternatives:** While we agree cities should be encouraging walking and cycling alongside promoting public transport, for many commuters there is little practical, convenient nor reliable public transport options, meaning they have to use their cars. The Scottish Household Survey's last available data shows the average car journey in Scotland was approximately 8.5 miles, with commuting on average accounting for of 3,525 car miles per annum. The RAC's Report on Motoring 2018 found that across the UK there had been an increase in car use compared to 2017 and the top reasons people gave for using their cars more were having a greater need to transport family members (34%), followed closely by having a longer commute (32%). However, six in 10 (59%) of those surveyed stated they would use their car less if public transport was better, with only 11% disagreeing with this statement. We believe a WPL would penalise commuters who tell us they have no practical, reliable or affordable alternatives.
- 3. Multi-journey trips:** Research on journey trends within the 2018 RAC Report on Motoring also found a majority of motorists (61%) with school-age children used their vehicle to take their children to school, with 82% of that group then continuing their car journey to work. In effect, if a WPL were introduced parents wishing to avoid paying charges imposed on them by their employers would have to find an alternative form of transport which would substantially increase their commuting time.
- 4. Flat charge rates:** WPL rates are based upon a charge per parking space per year, which if passed

rac.co.uk



on to the employee may not take into account the vehicle owner's economic background. This means an executive that owns a new, high-end sports car will pay the same annual levy as a junior colleague that owns an older compact vehicle.

5. **Motorists face other upcoming challenges:** The RAC's 2018 Report on Motoring found that drivers are already spending more on fuel, - insurance premiums and general parking charges when compared to 2017. Alongside this, motorists face the possible introduction of Low Emission Zones in Scotland's four largest cities, which could increase the cost burden on drivers of older vehicles.

We are concerned the introduction of a WPL will be perceived as a means to extract further revenue from drivers who already pay their fair share and without any guarantees the money raised will be reinvested in practical transport alternatives or road maintenance. We believe it is likely to impact most heavily on those who have little alternative but to use their vehicle to get to work and those who will be in lower paid positions.

We note there has been very little additional detail published alongside last week's Budget proposals so we are yet to see how this will work in practice and would welcome some clarification on this. We would also welcome further engagement with officials on the inclusion of this within the Transport Bill and for the Scottish Government to provide any impact assessment which demonstrates the likely impact on motorists who commute.

Yours sincerely,

Nicholas Lyes
HEAD OF ROADS POLICY

rac.co.uk

[Redacted]

To: [Redacted]
Subject: RE: Sun - workplace parking levy - lines for clearance

From: [Redacted]

Sent: 04 February 2019 13:30

To: [Redacted]

Cc: [Redacted]

[Redacted]

Chief Executive Transport Scotland

Transport Scotland Directors

Subject: RE: Sun - workplace parking levy - lines for clearance

The Conservatives have also just issued a news release, citing a lack of detail on the plans at this point (attached for info).

Suggest we also use the lines below in response to that, unless you wish to issue a political response.

From: [Redacted]

Sent: 04 February 2019 13:25

To: [Redacted]

Cc: [Redacted]

[Redacted]

Chief Executive Transport Scotlan

Transport Scotland Directors

Subject: Sun - workplace parking levy - lines for clearance

[Redacted]

The Sun has submitted a fairly extensive list of follow up questions on the workplace parking levy – attached below for info.

We have added some additional background info to the previously cleared lines from last week. Are you content for these to be issued in response to the query?

Thanks,


A Scottish Government spokesperson said:

“Plans to give powers to councils to introduce a Workplace Parking Levy, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill. We have said that this is contingent on exemptions for health service workers and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill.”

Background:

- What has been announced is Government support for a Green Party amendment to the Transport (Scotland) Bill. We have not yet seen any detail from the Greens on the proposed amendment. The intention is that we work with the opposition to achieve a workable and legally sound amendment.

- A workplace parking levy is proposed as a new discretionary power for local authorities. This power exists in England and has been implemented in Nottingham through a license regime, with employers charged per parking space they provide for employees.

- We have been clear that this should be at local authorities' discretion as to whether they wish to use such a power, as this is a topic best managed at a local level - based on local circumstances and enabling local authorities to manage congestion, air quality and local transport.

From: @the-sun.co.uk>
Sent: 04 February 2019 09:54
To: 
Subject: workplace parking levy

Hi,

As discussed, re the workplace parking levy.

How does the government intend that the workplace parking levy will work? And what is the anticipated timetable towards enacting and the charge starting?

There seems to be little information apart from the details below, which leave many questions unanswered, eg,

When will the charge start?

Will there be exemptions other than for NHS workers (and will that be under law, or at discretion of councils)?

Will there be exemptions for people working outside public transport hours (and will that be under law, or at discretion of councils)?

Will there be a standard schedule of charges under law, or will that be at the discretion of councils?

Will businesses or employees be charged? If businesses are charged, will they be able under law to pass on the cost to employees?

Will there be exemptions for electric cars?

Will there be exemptions for workplaces not served /adequately served by public transport?

Will there be exemptions for people who travel to work and have to carry equipment etc, therefore making public transport impossible?

Can you tell us if there will be a full public consultation on the workplace parking levy?

Can you provide any clarity on the government's stance on these issues?

thanks

[REDACTED]

--

Letters to Patrick Harvie from Derek Mackay:

..to support an agreed Scottish Green Party amendment to the Transport (Scotland) Bill that would enable those local authorities who wish to use such a power, to introduce a workplace parking levy. Scottish Government support will be contingent on the exclusion of hospitals and NHS properties;

***Workplace Car Parking Levy** We will support an agreed amendment to the current Transport (Scotland) Bill that would provide Councils with the power to apply a levy on work place car parking spaces subject to the exclusion of hospitals and NHS properties from its provisions.*

Derek MacKay, chamber, Jan 31:

There has also been on-going debate on providing local councils with the power to apply a levy on workplace car parking. That is a matter that is best managed at local level: it enables local authorities to manage congestion, air quality and local transport. Subject to the specific exclusion of our national health service and hospitals, the Scottish Government will agree with the Greens on an amendment to the Transport (Scotland) Bill that will enable local authorities that wish to have that power to exercise it

--

[REDACTED]

The Scottish Sun

[REDACTED]

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To: Cowan H (Heather)
Subject: RE: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

From: Cowan H (Heather) <Heather.Cowan@transport.gov.scot>

Sent: 04 February 2019 18:40

To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; [REDACTED]
<Elizabeth.Lloyd@gov.scot>; Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>;

[REDACTED]
Transport Scotland Directors <DLECONPTSD@transport.gov.scot>

Cc: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Subject: Re: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

[REDACTED]

Contribution for the briefing pack on WPL for tomorrow. Happy for any comments although realise almost timed out.

Thanks

[REDACTED]

Sent from my BlackBerry 10 smartphone.

From: Cabinet Secretary for Finance, Economy and Fair Work

Sent: Monday, 4 February 2019 11:04

To: [REDACTED] Minister for Public Finance and Digital Economy; [REDACTED]

Cc: Cabinet Secretary for Finance, Economy and Fair Work; Cabinet Secretary for Transport, Infrastructure and Connectivity

Subject: RE: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

[REDACTED]

As part of the briefing pack for tomorrow's meeting with businesses, the Cabinet Secretary will need some initial lines to deploy. Further questions will emerge from the discussion so will need an updated briefing following that. (for this week)

Thanks

[REDACTED]

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From: [REDACTED]

Sent: 04 February 2019 10:25

To: [REDACTED] Minister for Public Finance and Digital Economy

[REDACTED]

[REDACTED] Transport Scotland Directors

Cc: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Subject: Re: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

Hi [REDACTED]

I'd like to see for Ministers a note on what work and discussions have taken place.

There's some point I would imagine can be answered - eg it's based on workplace parking not customer parking

Even where TS don't have a definitive answer it would be good to see lines provided on the questions.

[REDACTED]

Sent from my BlackBerry 10 smartphone.

From: [REDACTED]

Sent: Monday, 4 February 2019 10:08

To: Minister for Public Finance and Digital Economy: [REDACTED]

[REDACTED] Transport Scotland Directors; Ma [REDACTED]

Cc: Cabinet Secretary for Finance, Economy and Fair Work; Cabinet Secretary for Transport, Infrastructure and Connectivity

Subject: RE: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

Thanks [REDACTED] –useful to see. However, we can't answer [REDACTED]'s detailed questions at this stage on how the WPL may operate. It would be premature to say how a levy would operate at this stage. We have not seen the Green Party amendment so cannot speculate on the detail of how it might work. [REDACTED] – let me know if you need anything else from us and grateful for feedback on the meeting tomorrow.

Thanks



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From: [redacted] > On Behalf Of Minister for Public Finance and Digital Economy
Sent: 04 February 2019 10:04
To: [redacted]
Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>



Transport Scotland Directors <DLECONPTSD@transport.gov.scot>

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium



Please see attached response from [redacted]

Copying in [redacted] who is organising the meeting for Cab Sec tomorrow.

Thanks



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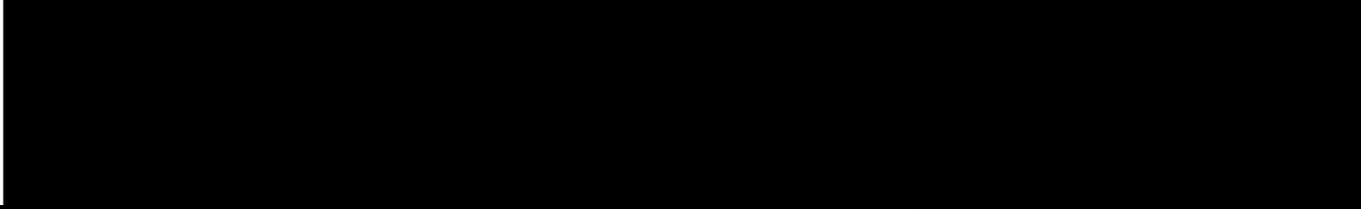
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From: [Redacted]

Sent: 01 February 2019 15:57

To: [Redacted] Minister for Public Finance and Digital Economy



Transport Scotland Directors

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

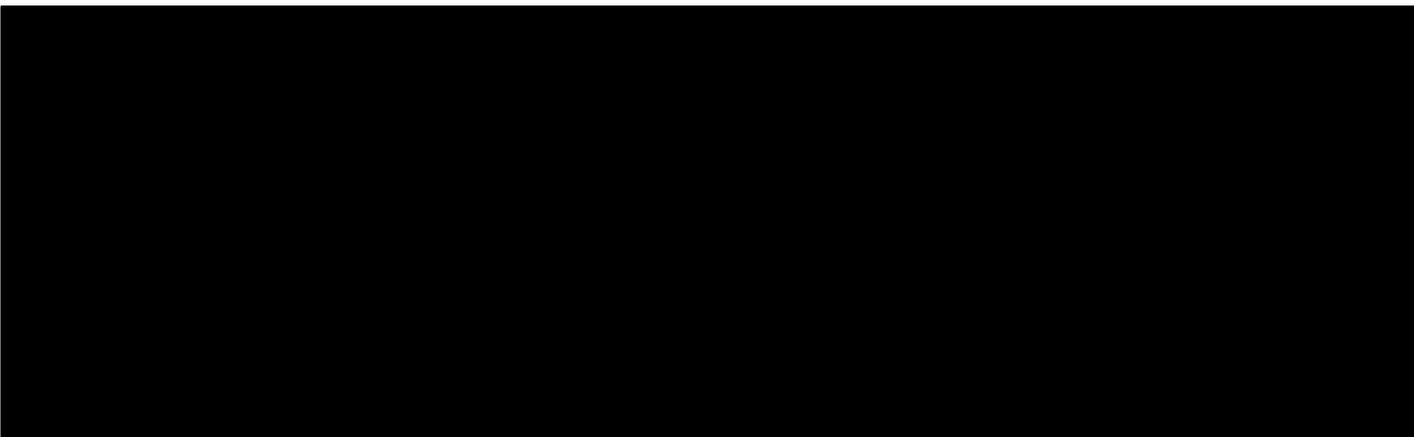
Subject: RE: Proposed Budget Stakeholder Calls - WPL - text for Ms Forbes for Scottish Retail Consortium

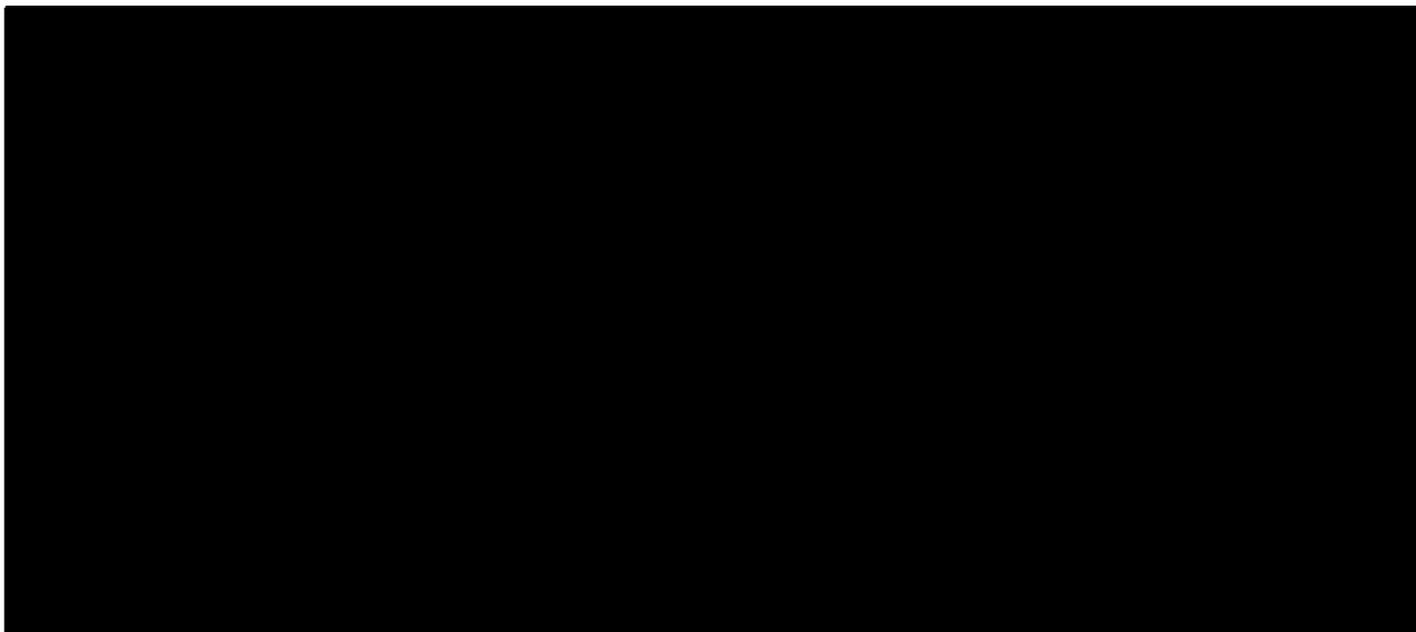
Ps/ Minister for Public Finance and Digital Economy



CC: Copy Recipients.

Ms Forbes has asked for some information to send to [Redacted], Scottish Retail Consortium (SRC) on WPL. Please find covering advice and draft text below. I've copied to Spads in case they wish to clear /suggest changes before issue.





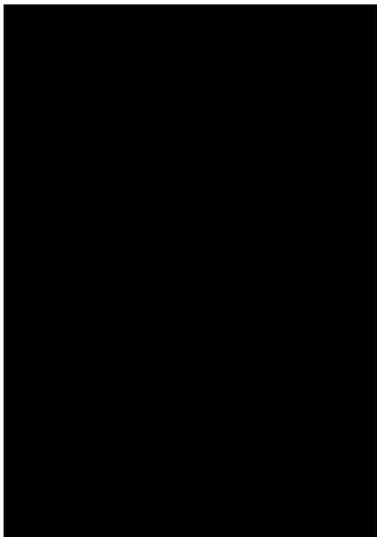
Text offered

Thank you for the discussion yesterday on the Scottish Budget during which you asked for more information on Workplace Parking Levies (WPL).

The announcements on the Budget Bill is that we have given a commitment to support an agreed Green Party amendment to the Transport (Scotland) Bill that would introduce a power to enable local authorities to introduce a workplace parking levy. We have been clear that this should be at local authorities' discretion - whether they wish to use such a power as this is a topic best managed at a local level based on local circumstances and enabling local authorities to manage congestion, air quality and local transport. We have also been clear that Scottish Government support for such a Green Party amendment is contingent on the exclusion of hospitals and NHS properties.

There is currently statutory provision for WPL in England and Wales but not in Scotland and therefore to introduce the power in Scotland this will be required to be taken forward through the Transport (Scotland) Bill as an opposition amendment at Stage 2 (due in the coming months). As the power for Scotland does not currently exist – and we have not seen the proposed Green Party amendment – I cannot provide any specifics on how the WPL would operate in Scotland. That detail has still to be developed. Nottingham is the only local authority in the UK where a workplace parking levy has been implemented. The legislation there enables a WPL charge to be levied by a local authority on non-domestic premises where workplace parking is provided. The levy is a charge per parking space provided by the workplace and charged to employers. In Nottingham this has been implemented through a requirement for employers to legally obtain a WPL licence and it is up to individual employers whether or not to pass on the levy to individual employees. In the Nottingham example funds raised by the Local Authority from the WPL are committed to public transport improvements and travel planning.

Ultimately the power for Scotland will be determined by the Parliamentary scrutiny process for the Transport Bill. The Transport (Scotland) Bill is designed to help make our transport network cleaner, smarter and more accessible than ever before. The Cabinet Secretary for Transport, Infrastructure and Connectivity already committed to explore local authorities' appetite for powers to implement workplace parking levies when the issue was raised at the Rural Economy and Connectivity Committee in the context of the Transport Bill during Stage 1 considerations. Engagement with various stakeholders and the Scottish Green Party will continue in the run-up to Stage 2 of the Transport Bill.



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Transport Scotland, the national transport agency
Còmhdhail Alba, buidheann nàiseanta na còmhdhail

From [redacted]

Sent: 01 February 2019 09:48

To: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; [redacted]

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: RE: Proposed Budget Stakeholder Calls

[redacted]

To see the request below from Ms Forbes. Are you able to provide the requested information?

Thanks,

[redacted]

[redacted]

Tel: [redacted]

Mob. [REDACTED]

(Sent with BlackBerry Work)

From: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>**Date:** Friday, 01 Feb 2019, 9:42 am**To:** [REDACTED]**Cc:** Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>, Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>**Subject:** RE: Proposed Budget Stakeholder Calls

Dear all

Ms Forbes has spoken to [REDACTED] this morning – the Minister would like some more information please on the workplace parking levy that we can provide to him.

Much appreciated

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From: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>**Sent:** 31 January 2019 11:18**To:** [REDACTED] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>**Cc:** Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>**Subject:** RE: Proposed Budget Stakeholder Calls

Thanks folks,

Calls will now be undertaken after 5PM today. Cab Sec has chipped some further comments for setting out the call narratives.

- Key political messages

- The government held the line on Income Tax and NDR
- However, had to concede on some points in order get a budget through – that we did so is a victory for stability.
- On those points (and TVL in particular for the STA call) stakeholders can expect guaranteed engagement on the detail
- Cab Sec also appreciates the proportionate response from stakeholders around what he considers a really pro-business budget.

Thanks,

[Redacted]

From: [Redacted]
Sent: 31 January 2019 10:02
To: [Redacted] Cabinet Secretary for Finance, Economy and Fair Work
<CabSecFEFW@gov.scot>; [Redacted]

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

I think ICAS should cover it. Tax bodies don't take too much interest in local taxes (although I think they should do more!).

From: [Redacted]
Sent: 31 January 2019 09:52
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; [Redacted]

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>
Subject: RE: Proposed Budget Stakeholder Calls

[Redacted]

Any tax bodies worth adding to the list?

[Redacted]

[Redacted]

(Sent with BlackBerry Work)

From: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Date: Thursday, 31 Jan 2019, 9:45 am
To: [Redacted]

[Redacted] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>,

[REDACTED]

Cc: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>

Subject: Proposed Budget Stakeholder Calls

All,

Cab Sec has asked that Ms Forbes undertake some stakeholder calls ahead of the statement today. It's not exhaustive, but this is the proposed list, which we'll do around 1.30 today. Happy to take suggestions for additions/removals:

Scottish Property Federation – David Melhuish

Scottish Chambers – Liz Cameron

Scottish Tourism Alliance – Marc Cornhill

Scottish Retail Consortium – David Lonsdale

Federation Small Businesses – Colin Borland

CBI – Tracy Black

SCDI – Brendan Dick

ICAS – Charlotte Barbour

Thanks,

[REDACTED]

[REDACTED]

Mail: 4N.11 | St Andrews House | Regent Road | Edinburgh | EH1 3DG

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WORKPLACE PARKING LEVIES (WPL)

Item:	Workplace Parking Levies
Key Messages:	<ul style="list-style-type: none"> • We have announced that Scottish Government will support an agreed Green Party amendment to the Transport (Scotland) Bill that would enable those local authorities who wish to use such a power, to introduce a workplace parking levy. • Scottish Government support is to be contingent on hospitals and NHS properties being excluded from such a levy. • The amendment will subject to the normal parliamentary scrutiny and approval • This is a discretionary power for Local Authorities and it will be up to councils whether they wish to introduce such a levy. We will not take a view on that - this is a topic best managed at a local level. These actions go a step towards providing our local authorities with that power. • We will work with the Scottish Green Party to agree a workable and sound amendment for Stage 2 of the Transport Bill • It is premature to suggest how a levy would operate
Lines to take:	<ul style="list-style-type: none"> • Plans to give powers to councils to introduce a Workplace Parking Levy, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill. • We have said that this is contingent on exemptions for health service workers and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill
Background and Sensitivities	

Line to take

Government support an agreed Green Party amendment to the Transport (Scotland) Bill that would create a discretionary power for local authorities to introduce such a levy is contingent on the exclusion of hospitals and NHS properties.'

Timescales

- Calls from stakeholders to say when WPL will commence
- There is currently statutory provision for WPL in England and Wales but not in Scotland and therefore to introduce the power in Scotland this will be required to be taken forward through the Transport (Scotland) Bill as an opposition amendment at Stage 2 (due in the coming months). This will be subject to usual parliamentary scrutiny process. We will as part of this need to determine what is in Primary legislation, Regulations and implementation is then at the discretion of Local Authorities based on the provisions.

Line to take

This is a discretionary power for Local Authorities and it will be up to councils whether they wish to introduce such a levy. The timetable for Stage 2 is being agreed with Parliament. We have a planning assumption that it will begin in late spring.

Implementation

- Calls from stakeholders to set out detailed information on how the WPL might work in practise including
 - Will the levy apply to customer parking spaces?
 - will there be a cap on the amount charged?
 - what will the receipts be used for?
 - Will businesses or employees be charged? If businesses are charged, will they be able under law to pass on the cost to employees?

Lines

Lines to take

- **As the power for Scotland does not currently exist –this is the detail that will be developed.**
- **We cannot currently confirm the specifics on how the WPL would operate in Scotland.**
- **We will work with the Scottish Green Party to agree a workable and sound amendment for Stage 2 of the Transport Bill.**

Background

As the power for Scotland does not currently exist – and we will work with the Green Party to develop an agreed amendment - we cannot provide any specifics on how the WPL would operate in Scotland. That detail has still to be developed

Nottingham is the only local authority in the UK where a workplace parking levy has been implemented. The legislation there enables a WPL charge to be levied by a local authority on non-domestic premises where workplace parking is provided. The levy is a charge per parking space provided by the workplace and charged to employers. In Nottingham this has been implemented through a requirement for employers to legally obtain a WPL licence and it is up to individual employers whether or not to pass on the levy to individual employees. In the Nottingham example funds raised by the Local Authority from the WPL are committed to public transport improvements and travel planning.

To: [REDACTED]
Subject: RE: Various - workplace parking levy - lines for clearance

From: [REDACTED]
Sent: 04 February 2019 14:35
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [REDACTED]

[REDACTED]
Chief Executive Transport Scotland <ceo@transport.gov.scot>

[REDACTED]
Transport Scotland Directors [REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

Thanks all, will issue now.

From: [REDACTED] On Behalf Of Cabinet Secretary for Finance, Economy and Fair Work
Sent: 04 February 2019 14:34
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; [REDACTED]
[REDACTED]; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED]
Chief Executive Transport Scotland <ceo@transport.gov.scot>

[REDACTED]
Transport Scotland Directors <DLECONPTSD@transport.gov.scot>

[REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

[REDACTED]

Mr Mackay removed the same line, but is also content otherwise.

Thanks,

[REDACTED] Deputy Private Secretary to Derek Mackay MSP | Cabinet Secretary for Finance, Economy & Fair Work
| Scottish Government | St Andrew's House | Edinburgh | EH1 3DG | [REDACTED]

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From: [REDACTED] **On Behalf Of** Cabinet Secretary for Transport, Infrastructure and Connectivity

Sent: 04 February 2019 14:33

To: [REDACTED] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: Communications Economy <CommunicationsEconomy@gov.scot>; News Desk <Newsdesk@gov.scot>; Press

[REDACTED]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

[REDACTED]

Just one deletion in the background note. Apart from that Cab Sec is content to clear.

Thanks

[REDACTED] | Private Secretary to Paul Wheelhouse MSP, Minister for Energy, Connectivity and the Islands
The Scottish Government | Web: www.gov.scot

Tel: [REDACTED]

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From: [REDACTED]
Sent: 04 February 2019 14:07
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [REDACTED]
[REDACTED]
[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;
[REDACTED]
[REDACTED] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>
[REDACTED]
[REDACTED] Skills <DFMCSE@gov.scot>
Subject: Various - workplace parking levy - lines for clearance
[REDACTED]

The Sun has submitted a fairly extensive list of follow up questions on the workplace parking levy – attached below for info.

The Scotsman and Herald have also both asked for a response to the attached Conservative PR, criticising the lack of detail on the levy at this point.

We have added some additional background info to the previously cleared lines from last week, agreed with policy and Spads, to be held against both queries.

Grateful for Mr Mackay and Mr Matheson’s clearance.

Thanks,

[REDACTED]

A Scottish Government spokesperson said:

“Plans to give powers to councils to introduce a Workplace Parking Levy, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill. We have said that this is contingent

on exemptions for health service workers and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill."

Background:

- *What has been announced is Government support for a Green Party amendment to the Transport (Scotland) Bill. ~~We have not yet seen any detail from the Greens on the proposed amendment.~~ The intention is that we work with the opposition to achieve a workable and legally sound amendment.*
- *A workplace parking levy is proposed as a new discretionary power for local authorities. This power exists in England and has been implemented in Nottingham through a license regime, with employers charged per parking space they provide for employees.*
- *We have been clear that this should be at local authorities' discretion as to whether they wish to use such a power, as this is a topic best managed at a local level - based on local circumstances and enabling local authorities to manage congestion, air quality and local transport.*

From: [REDACTED]@the-sun.co.uk>
Sent: 04 February 2019 09:54
To: [REDACTED]
Subject: workplace parking levy

Hi,

As discussed, re the workplace parking levy.

How does the government intend that the workplace parking levy will work? And what is the anticipated timetable towards enacting and the charge starting?

There seems to be little information apart from the details below, which leave many questions unanswered, eg,

- When will the charge start?
- Will there be exemptions other than for NHS workers (and will that be under law, or at discretion of councils)?
- Will there be exemptions for people working outside public transport hours (and will that be under law, or at discretion of councils)?
- Will there be a standard schedule of charges under law, or will that be at the discretion of councils?
- Will businesses or employees be charged? If businesses are charged, will they be able under law to pass on the cost to employees?
- Will there be exemptions for electric cars?
- Will there be exemptions for workplaces not served /adequately served by public transport?
- Will there be exemptions for people who travel to work and have to carry equipment etc, therefore making public transport impossible?
- Can you tell us if there will be a full public consultation on the workplace parking levy?

Can you provide any clarity on the government's stance on these issues?

thanks

[REDACTED]

--

Letters to Patrick Harvie from Derek Mackay:

..to support an agreed Scottish Green Party amendment to the Transport (Scotland) Bill that would enable those local authorities who wish to use such a power, to introduce a workplace parking levy. Scottish Government support will be contingent on the exclusion of hospitals and NHS properties;

***Workplace Car Parking Levy** We will support an agreed amendment to the current Transport (Scotland) Bill that would provide Councils with the power to apply a levy on work place car parking spaces subject to the exclusion of hospitals and NHS properties from its provisions.*

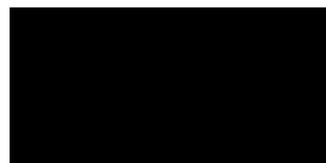
Derek MacKay, chamber, Jan 31:

There has also been on-going debate on providing local councils with the power to apply a levy on workplace car parking. That is a matter that is best managed at local level: it enables local authorities to manage congestion, air quality and local transport. Subject to the specific exclusion of our national health service and hospitals, the Scottish Government will agree with the Greens on an amendment to the Transport (Scotland) Bill that will enable local authorities that wish to have that power to exercise it

--



The Scottish Sun



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[REDACTED]

To: [REDACTED]
Subject: RE: Budget Stakeholder Phone Call - WPL update

From: [REDACTED]@brc.org.uk>
Sent: 04 February 2019 09:56
To: Minister for Public Finance and Digital Economy <MinisterPFDE@gov.scot>
Cc: [REDACTED]
Subject: RE: Budget Stakeholder Phone Call - WPL update

Dear Ms Forbes,

Thank you for this helpful update. In advance of the Government's consideration of the Green Party's amendment and to inform your thinking I would flag some early issues/queries that have been raised with me by members, namely:

- will the levy apply to customer parking spaces?
- will firms be consulted on the design of the tax?
- will there be a cap on the amount charged?
- what will the receipts be used for?
- what is the timeframe for implementation?
- will it replace or come on top of the business rates bill that is already paid on parking spaces?

I am meeting with the Finance Secretary tomorrow and hopefully we can discuss this further.

Best wishes,

[REDACTED]

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From: [REDACTED] On Behalf Of MinisterPFDE@gov.scot
Sent: 04 February 2019 09:29
To: [REDACTED]@brc.org.uk>
Cc: MinisterPFDE@gov.scot
Subject: RE: Budget Stakeholder Phone Call - WPL update

[REDACTED]

Thank you for the discussion on Friday on the Scottish Budget during which you asked for more information on Workplace Parking Levies (WPL) and I agreed to see if I could find additional information to send you.

The announcements on the Budget Bill is that we have given a commitment to support an agreed Green Party amendment to the Transport (Scotland) Bill that would introduce a power to enable local authorities to introduce a workplace parking levy. We have been clear that this should be at local authorities' discretion - whether they wish to use such a power as this is a topic best managed at a local level based on local circumstances and enabling local authorities to manage congestion, air quality and local transport. We have also been clear that Scottish Government support for such a Green Party amendment is contingent on the exclusion of hospitals and NHS properties.

There is currently statutory provision for WPL in England and Wales but not in Scotland and therefore to introduce the power in Scotland this will be required to be taken forward through the Transport (Scotland) Bill as an opposition amendment at Stage 2 (due in the coming months). As the power for Scotland does not currently exist – and we have not seen the proposed Green Party amendment – I cannot provide any specifics on how the WPL would operate in Scotland. That detail has still to be developed. Nottingham is the only local authority in the UK where a workplace parking levy has been implemented. The legislation there enables a WPL charge to be levied by a local authority on non-domestic premises where workplace parking is provided. The levy is a charge per parking space provided by the workplace and charged to employers. In Nottingham this has been implemented through a requirement for employers to legally obtain a WPL licence and it is up to individual employers whether or not to pass on the levy to individual employees. In the Nottingham example funds raised by the Local Authority from the WPL are committed to public transport improvements and travel planning.

Ultimately the power for Scotland will be determined by the Parliamentary scrutiny process for the Transport Bill. The Transport (Scotland) Bill is designed to help make our transport network cleaner, smarter and more accessible than ever before. The Cabinet Secretary for Transport, Infrastructure and Connectivity already committed to explore local authorities' appetite for powers to implement workplace parking levies when the issue was raised at the Rural Economy and Connectivity Committee in the context of the Transport Bill during Stage 1 considerations. Engagement with various stakeholders and the Scottish Green Party will continue in the run-up to Stage 2 of the Transport Bill.

Kate Forbes

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Dh'fhaodadh gum bi teachdaireachd sam bith bho Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

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[REDACTED]

To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: tax

From: [REDACTED]
Sent: 05 February 2019 16:53
To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>
Subject: tax

HELLO DEREK
I VOTE SNP, VERY DISAPOINTED THAT THE GREENS MANAGED TO ADD MORE EXPENSE ON TO WORKERS USING THEIR CARS TO GET TO WORK AND PARK AT THEIR WORKPLACE,SURELY YOU COULD HAVE SAID NO,IF THEY WANT TO TAKE US INTO ANOTHER ELECTION I AM SURE THEY WOULD NOT PUT THAT TO THE ELECTORATE,THEY ARE CHANCING THEIR ARM,TIME TO HIT BACK AND CALL THEIR BLUFF,I AM SURE EVEN LABOUR OR THE TORIES WOULD NOT WANT ANOTHER SCOTTISH ELECTION AT THIS TIME.

[REDACTED]

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[Redacted]

To: [Redacted]
Subject: RE: Various - workplace parking levy - lines for clearance

From: [Redacted]

Sent: 06 February 2019 10:56

To: [Redacted]
Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: [Redacted]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[Redacted] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [Redacted]

Subject: RE: Various - workplace parking levy - lines for clearance

Just to clarify, on the follow up question we had yesterday regarding staff parking provided at main Scottish Government buildings.

The revised total I will now provide to the Daily Mail is 988 spaces. This removes visitor or pool car spaces.

The break-down is as follows:

- Saughton House – 273
- St Andrew’s House – 103
- Victoria Quay – 558
- Atlantic Quay – 54

[Redacted]

From: [REDACTED]

Sent: 05 February 2019 16:07

To: [REDACTED]

Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: [REDACTED]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

Here is the breakdown:

- Saughton House – 346
- St Andrew's House – 103
- Victoria Quay – 672
- Atlantic Quay – 65

From: [REDACTED]

Sent: 05 February 2019 16:00

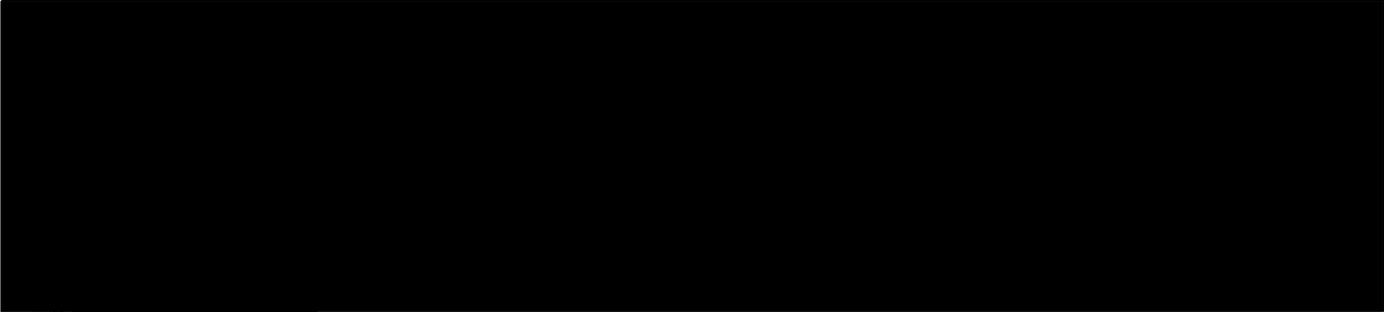
To: [REDACTED] Cabinet

Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: [REDACTED]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]



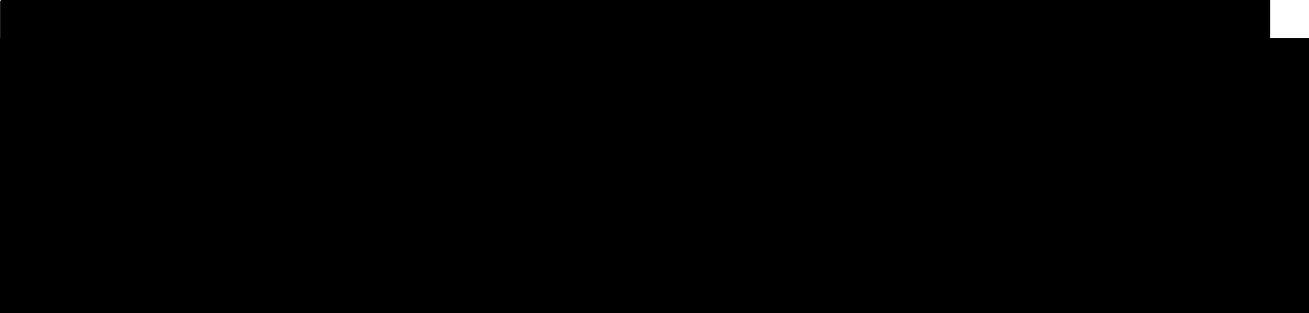
Subject: RE: Various - workplace parking levy - lines for clearance

Where are they all?!

Thanks

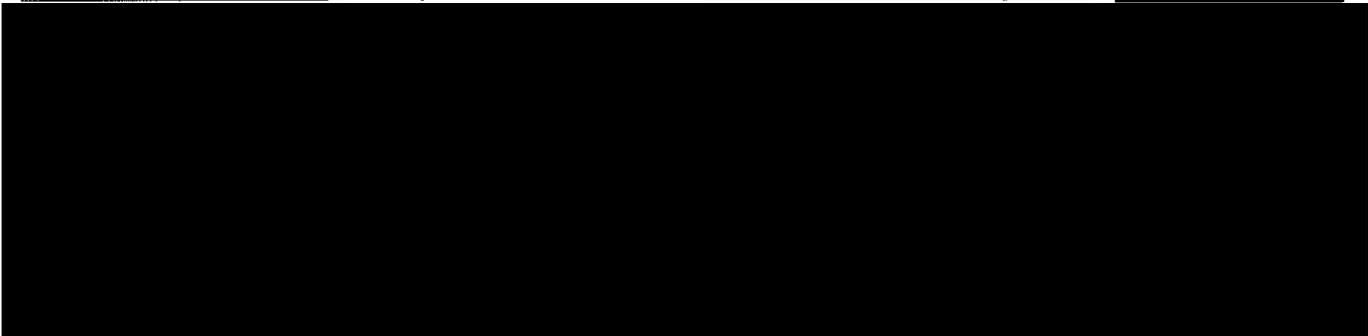


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From: 
Sent: 05 February 2019 15:47
To: 
Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: 

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

; Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; 



Subject: RE: Various - workplace parking levy - lines for clearance



Just for awareness, Daily Mail have asked us to confirm how many car parking spaces we provide at Scottish Government buildings for staff use. Clearly this is linked to the parking levy.

I'll be going back confirming the following –

- There are 1,186 staff car parking spaces at main Scottish Government buildings

[Redacted]

From: [Redacted]
Sent: 05 February 2019 15:28
To: [Redacted] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [Redacted]

[Redacted]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[Redacted] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; Transport Scotland

[Redacted]

Subject: RE: Various - workplace parking levy - lines for clearance

...but would still be keen for Mr Matheson's clearance of the initial line, at the bottom of this email.

Thanks

[Redacted]

Please note Scottish Ministers, Special advisers and the Permanent Secretary to the Scottish Government are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot for information.

From: [Redacted]
Sent: 05 February 2019 15:26
To: [Redacted] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [Redacted]

[Redacted]

[REDACTED]

[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;
[REDACTED] m municationsEconomy@gov.scot> [REDACTED]

[REDACTED] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]

[REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

All

Don't touch that dial

[REDACTED] and I have discussed – we would rather issue the line as drafted so I will issue as a spad line.

[REDACTED] can you send me the list of folk asking

Thanks

[REDACTED]

Please note Scottish Ministers, Special advisers and the Permanent Secretary to the Scottish Government are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot for information.

From: [REDACTED]

Sent: 05 February 2019 15:24

To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Cc: [REDACTED]

[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[REDACTED] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]

[REDACTED]

<Newsdesk@gov.scot>

Subject: RE: Various - workplace parking levy - lines for clearance

[REDACTED]

Apologies, but we've had propriety concerns raised about the wording of the top line.

It's been revised accordingly – no major changes, but necessary if it is to issue as a Government line.

I'll assume Mr Mackay is content with the wording unless I hear otherwise, but will wait for comments from Mr Matheson given he's yet to sign off.

Thanks,

[REDACTED]

A Scottish Government spokesperson said:

"In order to secure the delivery of essential funding for health, education and policing, the Finance Secretary reached an agreement with the Scottish Green Party, to support a Green amendment to introduce a Workplace Parking Levy, as already allowed in England.

"Whether or not the levy is applied will be up to individual local authorities. Our support is contingent on exemptions for NHS and hospital premises and we will listen to other views on other workplaces that may seek exemptions. Ministers regularly engage with stakeholders and will take their views into account in agreeing the amendment. It is also open to the parliamentary committee to take evidence if it wishes."

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work

Sent: 05 February 2019 15:19

To: [REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Chief Executive Transport Scotland <ceo@transport.gov.scot>;

Transport Scotland Directors <DLECONPTSD@transport.gov.scot>;

[REDACTED]

Subject: RE: Various - workplace parking levy - lines for clearance

[REDACTED]

Cab Sec is content to clear.

Thanks

[REDACTED]
**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**

T: [REDACTED]

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From: [REDACTED]

Sent: 05 February 2019 14:20

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>;

[REDACTED] Transport Scotland Directors <DLECONPTSD@transport.gov.scot>; [REDACTED]

[REDACTED]

Subject: Various - workplace parking levy - lines for clearance

[REDACTED]

We have a number of outstanding queries on the workplace parking levy, likely prompted by the latest release from Murdo Fraser (attached)

We have revised the lines with policy and Spads, following feedback from Mr Matheson on this morning's pre-Cabinet call and to address some of the point raised by MF.

Grateful for Mr Matheson and Mr Mackay's comments on the suggested lines below.

Thanks,

[REDACTED]

A Scottish Government spokesperson said:

"Given the refusal of other parties to engage in budget discussions the Scottish Government had no choice but to agree to work with the Greens on an amendment to introduce a Workplace Parking Levy, as already allowed in England, in order to secure the delivery of essential funding for health, education and policing.

“Whether or not the levy is applied will be up to individual local authorities. Our support is contingent on exemptions for NHS and hospital premises and we will listen to other views on other workplaces that may seek exemptions. Ministers regularly engage with stakeholders and will take their views into account in agreeing the amendment. It is also open to the parliamentary committee to take evidence if it wishes.”

[REDACTED]

From: [REDACTED]
Sent: 05 February 2019 12:47
To: [REDACTED]
Subject: Murdo Fraser comments on WPL

From: [REDACTED]
Sent: 05 February 2019 12:11
Subject: SNP failed to consult on Car Park Tax



SNP failed to consult on Car Park Tax

Scottish Conservative and Unionist Party press office

Tuesday, February 5, 2019

FAO: all newsdesks

Embargo: for immediate release

The Scottish Government must not “sneak through” its Car Park Tax, the Scottish Conservatives have said today – as it revealed that SNP Ministers failed to consult with anybody about the controversial proposal before pushing it through.

In evidence to the Rural Affairs Committee in November, Transport Minister Michael Matheson admitted the SNP had not consulted a single person on the idea.

A year earlier, his predecessor Humza Yousaf told the same committee that the plan would only be introduced if that consultation took place.

Yet last week the SNP caved into Green pressure to support the plan, and now intends to ram it through via an addition to the Transport (Scotland) bill.

The Scottish Conservatives today are demanding that, if Ministers persist with the plan, they should only do so via separate legislation and – as they promised – carry out a full consultation with stakeholders first.

Murdo Fraser, Scottish Conservative shadow finance secretary said:

“The SNP has been well and truly caught out.

“In 2017, they said they’d to listen to peoples’ views before considering whether to introduce this plan.

“Michael Matheson is on record just weeks ago admitting they haven’t done so. Yet now they want to sneak it through, all in order to buy off their friends in the Greens.

“A stronger government would simply bin this badly thought out plan now. But if the SNP really wants to persist in keeping it going, it should at least do so with due respect for the people who will be affected.

“That means— as they promised — holding a full consultation, conducting an economic impact assessment, taking it out of the Transport Bill, and allowing the Scottish Parliament to scrutinize it properly.

“With every day that goes by, it’s becoming clear that Derek Mackay’s budget was scrawled by the Greens on the back of a fag packet. The Car Park tax is a complete mess. The SNP must, for once, listen to people and think again.”

Ends

Notes to editors:

Michael Matheson evidence, 21st November 2018

<http://www.parliament.scot/parliamentarybusiness/report.aspx?r=11799&mode=pdf>

John Finnie: Also in connection with congestion, do you see a role for non-domestic parking levies or workplace levies in freeing up space?

Michael Matheson: There is no provision in the bill for that and we have not consulted on the idea. If there was an appetite for local authorities to take that route, I would certainly be willing to engage with them and discuss it, as it is something that local authorities should consider taking forward. As I say, if there is an appetite for it, I am prepared to have that discussion with them. However, there is no provision in the bill for that.

Humza Yousaf evidence, 22nd February 2017

<http://www.parliament.scot/parliamentarybusiness/report.aspx?r=10799>

John Finnie: I have a short supplementary. Minister, you made a comment about workplace parking levies. Table 7, which is entitled “Cost-effective policy options for mitigating transport emissions”, says that there are “No policies or proposals” for a workplace parking levy.

Humza Yousaf: I will look at the detail of what is said. There are some good examples of where the workplace parking levy is potentially working—in Nottingham, for example—but it is at the very early stages. We have said that we will explore the option further with local authorities. We have not said that we will absolutely commit to a workplace parking levy in specific places because it is clear that it would happen as a result of conversations with local authorities and other partners. We will have those conversations and, if enabling legislation is needed, we can then have that conversation. The levy has not come up yet in my conversations with local partners, but the position could change.

John Finnie: I appreciate that it is a draft plan and it may be that your comment will change from “No policies or proposals” to “No policies but the proposal is to consult”. However, the comment is replicated through that table—seven of the “Cost-effective policy options for mitigating transport emissions” have the comment “No policies or proposals” beside them.

Humza Yousaf: I certainly take the member’s point about looking at how we can perhaps redraft or reword that. The point is—this goes back to the point that I made to Mr Stevenson—that a significant part of what we want to do will rely on conversations with other partners, whether they are private sector partners or, as in this case, local authority partners, and we have to wait for the outcome of those discussions.

██████████
Communications Manager
Scottish Conservatives

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From: [REDACTED]

Sent: 06 February 2019 17:01

To: Minister for Parliamentary Business and Veterans [REDACTED]

Cc: Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED]; Cabinet Secretary for Government Business and Constitutional Relations [REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: LINE FOR CLEARANCE: legislative delays due to Brexit - Evening News

Thanks, I will issue this version.

A Scottish Government spokesperson said:

“As we set out in the Programme for Government, the need for the Scottish Government and the Scottish Parliament to process Brexit legislation meant this might have an impact on the legislative programme.

“As a responsible government – and in the absence of the UK Government ruling out the possibility of no-deal - Scottish Ministers are taking action to deliver a functioning statute book ahead of exit day. The deferral of a few bills are unconnected to the Budget and were discussed with the parliamentary bureau and agreed in conjunction with relevant committee conveners.

“It is highly regrettable that Brexit is impacting on our priorities in this way. We remain committed to the delivery of our ambitious legislative priorities, once this period of intense Brexit activity has passed.”

[REDACTED]

From: [REDACTED] **On Behalf Of** Minister for Parliamentary Business and Veterans

Sent: 06 February 2019 16:59

To: [REDACTED] Minister for Parliamentary Business and Veterans

Cc: Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED]; Cabinet Secretary for Government Business and Constitutional Relations [REDACTED]

[REDACTED]

Subject: RE: LINE FOR CLEARANCE: legislative delays due to Brexit - Evening News

[REDACTED]

Thanks for this, a few changes below from Mr [REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 06 February 2019 15:49
To: Minister for Parliamentary Business and Veterans [REDACTED]
Cc: Cabinet Secretary for Transport, Infrastructure and Connectivity [REDACTED]; Cabinet Secretary for Government Business and Constitutional Relations [REDACTED]

[REDACTED]

Subject: LINE FOR CLEARANCE: legislative delays due to Brexit - Evening News
Importance: High

Hi [REDACTED]

Following on from the holding lines agreed with Mr [REDACTED] last month on short-term deferral of some pieces of legislation, we are now being asked by the Evening News about delays to the Transport Bill. The Evening News mistakenly believe the delay is about the parking levy amendment, when it is in fact about Brexit.

[REDACTED]

Scottish Government

[REDACTED]
@ScotGov | www.gov.scot

From: [REDACTED]

Sent: 22 January 2019 13:41

To: Minister for Parliamentary Business and Veterans [REDACTED]

Cc: Cabinet Secretary for Government Business and Constitutional Relations [REDACTED]

Subject: Lines to Clear - Short-term deferral of Legislation

Importance: High

[REDACTED]

[REDACTED]

From: Cabinet Secretary for Finance, Economy and Fair Work
Sent: 06 February 2019 07:28:42
To: [REDACTED]
Cc: Cabinet Secretary for Finance, Economy and Fair Work
Subject: FW: Parking charge

AO – [REDACTED]

Maccs please

[REDACTED]

Sent with BlackBerry Work (www.blackberry.com<http://www.blackberry.com>)

From: "Mackay D (Derek), MSP"
<Derek.Mackay.msp@parliament.scot<mailto:Derek.Mackay.msp@parliament.scot>
>
Sent: 6 Feb 2019 5:51 am
To: "Cabinet Secretary for Finance, Economy and Fair Work"
<CabSecFEFW@gov.scot<mailto:CabSecFEFW@gov.scot>>
Subject: Fwd: Parking charge

Sent from my iPhone

Begin forwarded message
From: [REDACTED]
Date: 5 February 2019 at 22:57:05 GMT
To:
<Derek.Mackay.msp@parliament.scot<mailto:Derek.Mackay.msp@parliament.scot>
>
Subject: Parking charge
Reply-To: [REDACTED]
Hi Derek,

Many thanks for teaming up with the Green party to pass the Scottish budget.

I'm a 12hr shift worker who lives 29 miles from my place of employment. My work site is in the middle of nowhere !! Now given that I'm a 12hr shift worker living 29 miles from my place of work how do you propose that I use public transport ??

I'd enjoy hearing your views on this since I have NO choice but to use personal transport and use a company parking space !! you are handing the local authority the right to charge my company (me essentially) around £400+ per year for the privilege to work !! whilst I work hard and try to support my family I'm sure you are aware that many do not share the same work ethics or values that I have.

How will I explain to my family that I can't afford to pay for clubs or even a holiday should I have this charge levied on me ?? I pay tax in many forms – council tax, PAYE, NI contributions, VAT on practically everything, fuel tax, road duty, airport duty etc etc and yet another tax burden being added which makes me wonder why I try so hard !?

If the SNP wish to demoralise and punish hard working people then why do I

continue to work unsociable hours ? working weekends, holiday, birthdays, xmas, new year etc missing out on so much quality family time ?? what is the point of trying to better myself ? should I just give up and claim benefits since that seems to work for so many in our society !? How do I instil work ethics in my children when they see any benefits of hard work wiped out through direct and indirect taxation !?????????????

I seriously doubt that you will ever read this let alone reply but I still felt the need to vent !!

Cheers

*

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To: [REDACTED]
Subject: RE: Meeting Briefing - Workplace Parking Levies - Thursday

From: [REDACTED]
Sent: 05 February 2019 15:29
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: Chief Executive Transport Scotland <ceo@transport.gov.scot>; Transport Scotland Directors

Subject: Meeting Briefing - Workplace Parking Levies - Thursday

PS Transport Secretary,

Attached is background briefing for Mr Matheson's meeting with officials on workplace parking levies this Thursday (7th), on behalf of [REDACTED]

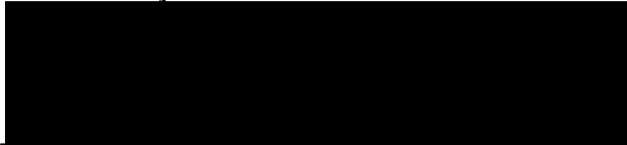
Many thanks

[REDACTED]

[REDACTED]



MINISTERIAL ENGAGEMENT BRIEFING: MICHAEL MATHESON

Engagement title	Officials meeting with Transport officials to discuss considerations around workplace parking levies to work up agreed Green Party Stage 2 amendment to the Transport (Scotland) Bill.
Engagement timing	10.00-10.45 07 February 2019
Venue and full address	T3.03 Scottish Parliament
Background/Purpose include invitation history	Meeting following a teleconference with officials in December 2018 and following announcement as part of the Budget deal that the Government would support a Green Party amendment.
Relevance to core script	The Year 2 Transport Bill includes provisions on bus services, road works, parking and smart ticketing, as trailed in the 2017 Programme for Government (PfG)
Key message	The Transport Bill seeks to make Scotland's transportation network cleaner, smarter and more accessible than ever before.
Attendees	Cabinet Secretary for Transport, Infrastructure and Connectivity 
Annexes	Annex A – Budget Bill Announcement and Policy Considerations Annex B – Transport Bill Considerations
Media Handling include mobile number(s)	N/A
Official Support include mobile number(s)	As above. 

WORKPLACE PARKING LEVIES (WPL)

Item:	Workplace Parking Levies
Key Messages:	<ul style="list-style-type: none"> • We have announced that Scottish Government will support an agreed Green Party amendment to the Transport (Scotland) Bill that would enable those local authorities who wish to use such a power, to introduce a workplace parking levy. • Scottish Government support is to be contingent on hospitals and NHS properties being excluded from such a levy. • The amendment will subject to the normal parliamentary scrutiny and approval • This is a discretionary power for local authorities and it will be up to councils whether they wish to introduce such a levy. We will not take a view on that - this is a topic best managed at a local level. These actions go a step towards providing our local authorities with that power. • What is proposed is a workplace parking levy (WPL) which is a charge levied by a local authority on non-domestic premises where workplace parking is provided? • We will work with the Scottish Green Party to agree a workable and sound amendment for Stage 2 of the Transport Bill. • It is premature to suggest how a levy would operate. • For England and Wales, Regulations in 2009 emanating the Transport Act 2000 allowed councils to introduce such levies. • Both the primary legislation and regulations were introduced under UK Labour governments. Nottingham was a Labour administration when it introduced the levies in 2012. • The Conservative-Liberal Democrat Coalition Government reviewed this enabling legislation as part of its Red Tape Challenge in 2011, but chose not to repeal it.
Lines to take:	<ul style="list-style-type: none"> • Plans to give powers to councils to introduce a WPL, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill. • We have said that this is contingent on exemptions for hospitals and NHS properties and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill
Discussion Engagement	

- [Redacted]
- Officials have been engaging with local government representative bodies, which is ongoing and our lines confirm we will be engaging with stakeholders in the run-up to Stage 2 help shape the specifics on the WPL amendment.
- [Redacted]

Discussion level of detail

[Redacted]

[Redacted]

To discuss with the Cabinet Secretary whether Scottish Ministers would want the power to direct how funds raised by the levy are used by the local authority

- Ministers should have the power to direct how funds raised by the levy are used by the local authority.
- This is not an individual power of direction, but rather to set out the areas that funds raised should be committed to.
- Ministers can specify areas that funds can be directed to e.g. local transport projects. This does not mean that Ministers 'sign off' the local authority use of funds raised by the levy.
- Could require Local Authorities requiring a WPL to produce a local transport strategy (LTS), however this is not currently a statutory document
- In Nottingham, funds raised from WPL are hypothecated for investment in public transport.

To discuss with the Cabinet Secretary any specific views on implementation of WPL

Comments: There is currently statutory provision for WPL in England and Wales but not in Scotland and therefore to introduce the power in Scotland this will be required to be taken forward through the Transport (Scotland) Bill as an opposition amendment at Stage 2 (due in the coming months). Stage 3 of that Bill is unlikely to take place until after summer recess 2019 with Royal Assent therefore unlikely until late 2019 at the earliest. The likely timescale for powers to introduce WPLs becoming available to local authorities depend on the nature of the Bill's provisions – and in particular the nature of any secondary legislation required to implement them. - When the necessary primary and secondary legislation is in place, the timing for the introduction of individual schemes will be at the discretion of Local Authorities based on the provisions.

Exemptions

Q Will there be exemptions other than for hospitals and NHS properties workers (and will that be under law, or at discretion of councils)?

Q. Will there be exemptions for people working outside public transport hours (and will that be under law, or at discretion of councils)?

Q. Will there be exemptions for electric cars?

Q. Will there be exemptions for workplaces not served /adequately served by public transport?

Q. Will there be exemptions for people who travel to work and have to carry equipment etc, therefore making public transport impossible?

Implementation

Q. Will there be a standard schedule of charges under law, or will that be at the discretion of councils?

Q. Will the levy apply to customer parking spaces?

Q. will there be a cap on the amount charged?

Q. what will the receipts be used for?

Q. will it replace or come on top of the business rates bill that is already paid on parking spaces?

Q. Will businesses or employees be charged? If businesses are charged, will they be able under law to pass on the cost to employees?

- This is the level of detailed that will need to be developed for WPL and determined what is in Primary legislation and what is in Regulations.
- To inform detailed develop an existing framework from the 2000 Transport Bill (where WPL provisions were withdrawn) and current Westminster statute (which Nottingham are the only local authority to have used) exist.
- Likely that the Local Authorities will be able to set the levy to be charged (within a framework set by Scottish Ministers).

Comment: We have been clear that this should be at local authorities' discretion - whether they wish to use such a power is a topic best managed at a local level.

We cannot yet comment on the detail of how the WPL will operate in practice. Likely that the Local Authorities will be able to set the levy to be charged (possibly within a framework set by Scottish Ministers)

Nottingham is the only local authority in the UK where a workplace parking levy has been implemented. The legislation there enables a WPL charge to be levied by a local authority on non-domestic premises where workplace parking is provided. The levy is a charge per parking space provided by the workplace and charged to employers. In Nottingham this has been implemented through a requirement for employers to legally obtain a WPL licence and it is up to individual employers whether or not to pass on the levy to individual employees.

In the Nottingham example funds raised by the Local Authority from the WPL are committed to public transport improvements and travel planning.

Provide feedback from engagement with local authorities

To provide feedback to the Cabinet Secretary on engagement with Local Authorities to-date.

- We have had initial engagement with COSLA, SOLACE, Society of Chief Officers of Transportation in Scotland (SCOTS) and Regional Transport Partnerships (RTPs) with further engagement planned.

COSLA, SOLACE, SCOTS

- Supportive of authorities being granted discretionary powers in relation to workplace parking levies.
- Additional revenue raising no dilution of block-grant
- No one LG position on the matter. Edinburgh and Glasgow see the potential for implementation. Some rural councils – and those without parking restrictions on public roads – less likely to be interested. This is not a huge issue – power should be discretionary definitely not a duty

COSLA:

- Edinburgh most advanced in taking forward work on potential power for WPL.

- [REDACTED]
- [REDACTED]

- Potential for collaboration between local authorities /application at a regional level reflecting for example across LA travel to work area.

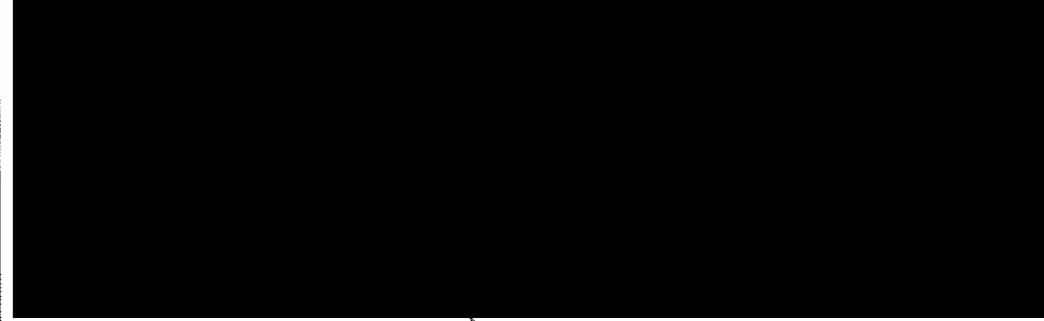
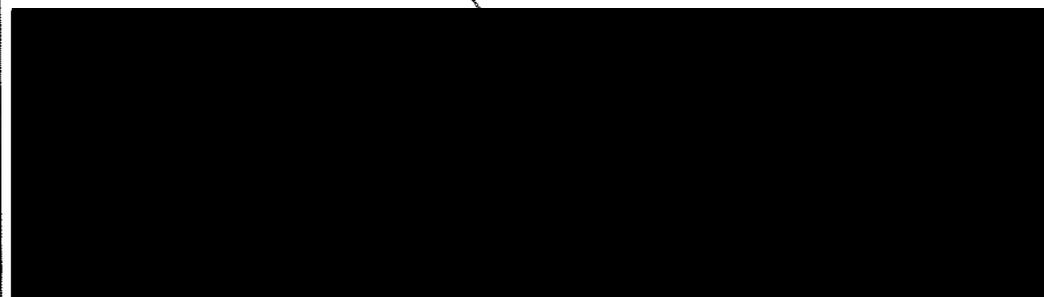
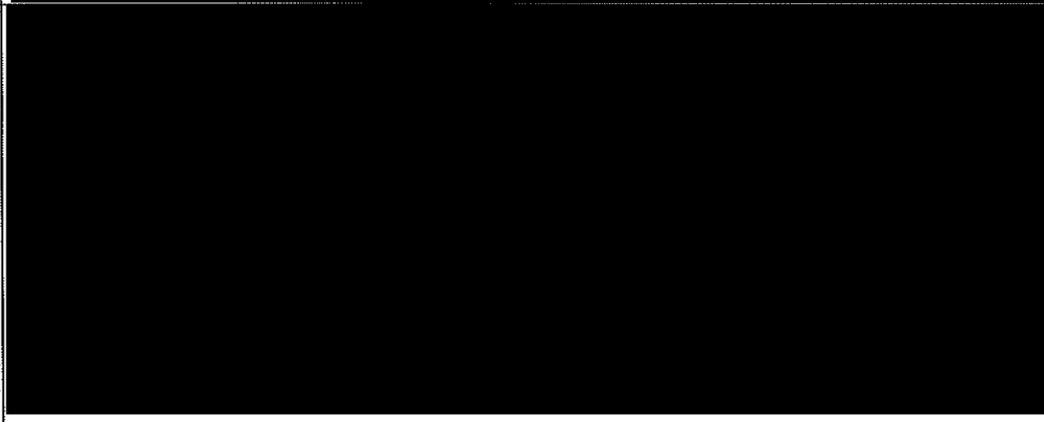
- [REDACTED]

- Acknowledge that consultation would be required at a local authority level prior to implementation.

RTPs:

- Broadly supportive but some discussion on WPL Vs Premises Parking Levy
- Would want RTPs to also have the power to implement the levy with potential for funds raised hypothecated to RTPs for investment in public/sustainable transport
- Needs to be considered as part of a package of measure on parking policy to incentivise public transport and dis incentivise car use to improve congestion, air quality etc

- [REDACTED]

Item:	Transport Bill Considerations
Timings	
Handling	Engagement with John Finnie will need to begin timeously to progress a common understanding and way forward for shaping the amendment, whether the Green Party plans to consult on it and whether the REC Committee intends to scrutinise any evidence.
	
	
<u>Shaping of WPL legislation</u>	

[Redacted]

To: [Redacted]
Subject: RE: Scotsman/STV - Tories: VAT on Workplace Parking Levy

From: [Redacted]
Sent: 11 February 2019 16:58
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>; [Redacted]

[Redacted]

Subject: RE: Scotsman/STV - Tories: VAT on Workplace Parking Levy

All,

For info - attached is a letter from the Scottish Association of Social Work, addressed to Mr Mackay and ccing Ms Todd, calling for social work workplaces to be exempt from the workplace parking levy.

Given this is of a similar nature to the queries we've had over the weekend, asking for further detail that we do not have at this point, I will issue the previously agreed lines below in response.

Thanks,

[Redacted]

From: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Sent: 10 February 2019 15:35
To: [Redacted]; Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>; [Redacted]

[Redacted]

Subject: RE: Scotsman/STV - Tories: VAT on Workplace Parking Levy

[Redacted]

Cab sec has cleared as well.

Thanks

[REDACTED]

Sent with BlackBerry Work (www.blackberry.com)

From: [REDACTED]
Sent: 10 Feb 2019 3:00 pm
To: "Cabinet Secretary for Transport, Infrastructure and Connectivity" <CabSecTIC@gov.scot>; "Cabinet Secretary for Finance, Economy and Fair Work" <CabSecFEFW@gov.scot>
Cc: [REDACTED]; Chief Executive Transport Scotland

[REDACTED]

Subject: RE: Scotsman/STV - Tories: VAT on Workplace Parking Levy

Thanks [REDACTED].

[REDACTED] – are you happy to go on Mr Matheson's clearance, or will we wait for Mr Mackay?

From: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Sent: 10 February 2019 14:59
To: [REDACTED] Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Cc: [REDACTED] Chief Executive Transport Scotland

[REDACTED]

[REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>

Subject: RE: Scotsman/STV - Tories: VAT on Workplace Parking Levy

[REDACTED]

Mr Matheson is content with the lines on his part. Also decline the STV bid as he is in Skye.

Many thanks

[REDACTED]

Private Office to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity

The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG

From: [REDACTED]
Sent: 10 Feb 2019 13:30
To: "Cabinet Secretary for Finance, Economy and Fair Work" <CabSecFEFW@gov.scot>; "Cabinet Secretary for Transport, Infrastructure and Connectivity" <CabSecTIC@gov.scot>
Cc: [REDACTED]; Chief Executive Transport Scotland

[REDACTED]

Subject: Scotsman/STV - Tories: VAT on Workplace Parking Levy

[REDACTED]

We've had various queries about the latest Conservative press release on the workplace parking levy, this time saying it will be subject to VAT and giving speculative costs to businesses and individuals (copied at the bottom of the email for reference).

We have updated the lines below, cleared by policy and Spads, which we would look to issue in response. We suggest a decline to an outstanding bid from STV, given the lack of detail on the WPL at this stage.

Grateful if Mr Mackay and Mr Matheson could clear the lines and indicate they are content to decline the STV bid.

Thanks,

[REDACTED]

A Scottish Government spokesperson said:

"Plans to give powers to councils to introduce a Workplace Parking Levy, as already allowed in England, will come forward via an agreed Green Party amendment to the Transport (Scotland) Bill.

"We have said that this is contingent on the exclusion of hospitals and NHS properties and will be engaging with stakeholders in the run-up to Stage 2 of the Bill to help shape the specifics on the Workplace Parking Levy for the amendment to the Bill.

"Any charge would be at the discretion of local authorities, based on local circumstances, so any predicted costs to businesses or individual workers are speculation at this point."

BACKGROUND INFO:

- What has been announced is Government support for a Green Party amendment to the Transport (Scotland) Bill. The intention is that we work with the opposition to achieve a workable and legally sound amendment.

- A workplace parking levy is proposed as a new discretionary power for local authorities. This power exists in England and has been implemented in Nottingham through a license regime, with employers charged per parking space they provide for employees.

----- Forwarded message -----

From: [REDACTED]
 Date: Sun, Feb 10, 2019 at 9:06 AM
 Subject: Car Park Tax subject to VAT
 To:



Car Park Tax subject to VAT

Scottish Conservative and Unionist Party press office

Sunday, February 10, 2019

FAO: all newsdesks

Embargo: for immediate release

The SNP's Car Park Tax is facing yet more criticism as the Scottish Conservatives reveal that, if passed on to employees, the tax would be subject to VAT.

This would take the cost to almost £500 for each taxpayer driving to work.

The SNP included the Car Park Tax, without consultation, in the Budget.

The nationalists have been unable to provide clarification on who would pay the tax, stating only that NHS workers would be exempt.

Nottingham Council, who has set the tax at £415 for employers, operates the only similar scheme that currently exists in the UK.

However, if the tax is passed to employees, it is subject to VAT at 20 percent, which would add a further £83 to the cost and take the full price to almost £500.

The Scottish Conservatives have said that this merely demonstrates the shambles the Car Park Tax has become.

Murdo Fraser, Scottish Conservative shadow finance secretary said:

“The SNP’s Car Park Tax is simply another punitive tax on hardworking Scottish taxpayers.

“Cobbled together to keep the Greens happy, without any consultation, this tax has been unravelling from the beginning.

“Every day we are finding another negative aspect to this tax – now we know that if it is handed to employees, it will be subject to VAT and another 20 percent increase.

“This tax on employment is yet more evidence of the SNP’s anti-business agenda.

“This just demonstrates the shambles the Car Park Tax has become.

“Surely the SNP must now see sense and abandon this disastrous tax.”

Ends

Notes to editors:

Full details on the Nottingham car park tax can be found here - <http://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/workplace-parking-levy/>


Communications Manager
Scottish Conservatives


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The professional association for
social work and social workers

Scottish Association of Social Work
Shandwick House, 2nd Floor,
67 Shandwick Place,
Edinburgh EH2 4SD
Tel: 0131 221 9445
www.basw.co.uk/scotland

@ScotsSW @SASW01

Derek Mackay MSP
Cabinet Secretary for Finance, Economy & Fair Work
T3.21
Scottish Parliament
Edinburgh
EH99 1SP

7 March 19

Dear Mr Mackay,

Re: Scottish Government Budget and introduction of a workplace car parking levy

I am writing to you as National Director of the Scottish Association of Social Work (part of BASW UK) on behalf of our membership, social workers across Scotland. We have noted the introduction of a "workplace car parking levy" which would go forward as an amendment to the Transport Bill. I appreciate it would be up to councils to decide whether to introduce this and have also noted that "NHS premises will be exempt".

We know that in many areas, particularly outside major towns and cities, it is not possible for social workers to do the job without the use of their cars. Public transport may be limited or simply non-existent, and there are many instances where we have to transport people who need or use our services. It is important that we are able to park outside our various workplaces and have immediate access to cars.

I am therefore wondering why there is what appears to be disparity between NHS employees and our workforce in terms of the suggested exemption?

I wish to stress that we absolutely recognise the need for policies that bring health and environmental benefits, but with this specific initiative there needs to be consistency in how it is applied to NHS staff and social workers. This is especially the case given the Scottish Government's commitment to more integrated health and social care provision.

At present we must recognise the daily reality of social workers in many areas of our country, and therefore ask for social work workplaces to be included within the "exemption" premises.

Yours faithfully,

Trisha Hall, Social Worker, National Director SASW

CC Maree Todd MSP, Minister for Children and Young People

Head Office and Registered Office: The British Association of Social Workers
Wellesey House, 37 Waterloo Street, Birmingham B2 5PP Tel: 0121 622 3911

THE BRITISH ASSOCIATION OF SOCIAL WORKERS
A COMPANY LIMITED BY GUARANTEE REGISTERED IN ENGLAND NO. 982041

BASW
The professional association for
social work and social workers

To: Cabinet Secretary for Transport, Infrastructure and Connectivity
Subject: RE: (Case Ref: AC605) Proposed Parking Levy

From: [REDACTED]
Sent: 07 February 2019 15:19
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Subject: (Case Ref: AC605) Proposed Parking Levy

Sent on behalf of Angela Constance MSP

Dear Michael

I am writing to you today on behalf of an enquiry we have had from Ms Constance constituent, [REDACTED] of [REDACTED]. Mr Newton has raised a number of points opposing the proposed transport levy that was announced during the Scottish budget meeting.

Mr [REDACTED] notes the following concerns:

"Having seen the news at the end of last week I would appreciate your thoughts on the Workplace Parking Levy proposed as part of this year's Scottish Budget. It would appear from what has been reported on this that it will be up to individual councils as to whether or not to introduce this, and the employers will be free to pass the cost onto employees. This just seems like a way of taxing hard working people more than they already are being, and in some cases already more than the rest of the United Kingdom.

Whilst the sentiment of getting more people using public transport, or cycling to work, the reality is that is just not feasible for everyone. The article I have included suggests that the introduction of this is based on what has been rolled out in Nottingham. I shouldn't need to point out that comparing a city to a country is not a fair comparison. Not all areas of the country are blessed with a good public transport service. In fact if you review the First Ministers comments in December 2018 she herself has said the current state of the rail service is unacceptable. Allowing councils to put this levy into place when the current state of public transport is so poor is just going to provide a means of collecting more tax, without offering people a viable alternative. There is nothing in the article to suggest that the revenue collected is going to be used to fund better public transport. In fact, as most services are run by private companies, I fail to see how this money could be used to improve services.

Even if a frequent, reliable public transport service was in place, it doesn't suit everyone. Parents can't always use it if the routes don't tie in with childcare drop offs, and their work location. Shift workers may be travelling out with times when public transport is running. Applying this strategy as a one size fits is just wrong. This appears to have been added to the budget late, to get it through parliament, without really considering how it will affect employers and their employees."

Ms Constance would greatly appreciate any comments you may have on this matter so she can advise her constituent accordingly.

Thank you for your assistance and Ms Constance looks forward to your reply in due course.

Kind regards

[REDACTED]
Lead caseworker for Angela Constance MSP

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From: Cabinet Secretary for Finance, Economy and Fair Work
Sent: 07 February 2019 22:00:22
To: Public Engagement Unit
Cc: Cabinet Secretary for Finance, Economy and Fair Work
Subject: FW: Parking charges at work

AO – [REDACTED]

Maccs please



Sent with BlackBerry Work (www.blackberry.com<<http://www.blackberry.com>>)

From: "Mackay D (Derek), MSP"
<Derek.Mackay.msp@parliament.scot<<mailto:Derek.Mackay.msp@parliament.scot>>>
>
Sent: 7 Feb 2019 9:53 pm
To: "Cabinet Secretary for Finance, Economy and Fair Work"
<CabSecFEFW@gov.scot<<mailto:CabSecFEFW@gov.scot>>>
Subject: FW: Parking charges at work



Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West

From

Sent: 07 February 2019 16:55
To: Mackay D (Derek), MSP
<Derek.Mackay.msp@parliament.scot<<mailto:Derek.Mackay.msp@parliament.scot>>>
>
Subject: Parking charges at work

Name
Address
E-Mail
Subject: Parking charges at work

Message: This is another Brexit ! You are introducing something without actually having the alternatives in place. The public transport alternatives are not good enough to ensure that people will come off the roads. You just need to look at the almost daily dissatisfaction with the railways and the prices. Buses are not green enough at the moment nor do they cover the necessary routes. It is also clear that commuters will still use cars within their home town to get to a bus route or a train station. This too needs to be looked at.

A group that has been mentioned may be charged are teachers. It is no longer the case that teachers live in the town in which they live, for very obvious reasons , in this era of indiscipline in schools.

I am all in favour of reducing traffic and pollution but not without proper joined up thinking and the systems actually up and running. Until you can show that there

would also be a financial advantage to the individual you will meet with serious opposition.

I am an SNP voter and supporter of Independence but the current policy suggestions in not just this issue would make me vote for another party. The SNP now appear to be producing policies worthy of "Big Brother" and the "Nanny State".

I think it is time that you looked at things from a different view point otherwise it will cause lasting damage to the SNP.

*

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—

From: [REDACTED]
Sent: 07 February 2019 12:05:35
To: Public Engagement Unit
Cc: Cabinet Secretary for Finance, Economy and Fair Work
Subject: FW: Works Car Park Tax and Tourism Tax

AO - [REDACTED]

Maccs please

[REDACTED]
Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government
T: [REDACTED]

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From: [REDACTED] On Behalf Of
Mackay D (Derek), MSP
Sent: 07 February 2019 12:04
To: Cabinet Secretary for Finance, Economy and Fair Work
<CabSecFEFW@gov.scot<mailto:CabSecFEFW@gov.scot>>
Subject: FW: Works Car Park Tax and Tourism Tax

[REDACTED]
Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West

From:
Sent: 07 February 2019 12:03
To: Mackay D (Derek), MSP
<Derek.Mackay.msp@parliament.scot<mailto:Derek.Mackay.msp@parliament.scot>
>
Subject: Works Car Park Tax and Tourism Tax

Mr Derek Mackay
Finance Secretary
Scottish Government

7/02/2019

Dear Mr Mackay

Having thanked you in the past for being against a Tourism Tax, afraid we are utterly dismayed that just for political gains and to the extreme disadvantage of the Country, you have buckled and given in to others and included the Works Car Park Tax and the Tourism Tax in your budget.

We watched the scenes of euphoria within your party, regretfully with utter

disgust, basking in glory at selling us all down the river.

Tourism Tax

We have been in Tourism business for 53 years, and we know this is a death knell which will whittle away at Tourism until it is too late to recover, our competition is not our neighbour or the next town or village, it is the rest of the world snapping at our heels

Works Car park Tax

Again, this is absolutely crazy, the desperate grasping of desperate Councils, as obviously the Scottish Government is unable to support them as they should be, this will only be again, to the extreme detriment of the country.

Both these taxes are allowed to be introduced now and that is after all institutions and organisations at the heart of these matters warning against, but it went completely unheeded.

In extreme sadness

Your sincerely

*

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The Scottish Parliament
Pàrlamaid na h-Alba
Annabelle Ewing
MSP for Cowdenbeath

ANNEX BB



Michael Matheson MSP
Cabinet Secretary for Transport,
Infrastructure & Connectivity
The Scottish Parliament
Edinburgh
EH99 1SP

Our Ref: AE/AB

7 February 2019

Dear Cabinet Secretary

Re: Parking Levy

Please find attached copy email received from my constituent, Mr [REDACTED]
[REDACTED]

I look forward to receiving your comments in the issues that my constituent has raised.

I am copying this letter to the Cabinet Secretary for Finance given the wider issues raised.

Yours sincerely

Annabelle Ewing MSP
Member of the Scottish Parliament for Cowdenbeath Constituency

c.c. Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work

Enclosure

Annabelle Ewing MSP
Member of the Scottish Parliament for Cowdenbeath Constituency
253 – 257 High Street, Cowdenbeath, KY4 9QF
Email: annabelle.ewing.msp@parliament.scot

Subject: RE: Workplace Parking Charges

From: [Redacted]
Sent: 07 February 2019 11:06
To: Cabinet Secretary for Transport, Infrastructure and Connectivity [Redacted]
Cc: Cabinet Secretary for Finance, Economy and Fair Work [Redacted]
Subject: Workplace Parking Charges

Dear Cabinet Secretary

Please find attached letter from Annabelle and a copy of the email from her constituent for your information and comments.

I look forward to receiving your reply.

Kind regards

[Redacted signature block]

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From: [REDACTED]
Date: 6 February 2019 at 21:05:37 GMT
To: Annabelle.Ewing.msp@parliament.scot
Subject: Workplace parking charge

Dear Ms Ewing

I'm writing to you looking for answers and justifications for your party's decision to allow Councils to introduce a parking tax on staff parking places.

A little bit of background first. I live in [REDACTED] and work for a charity near Edinburgh Airport. I earn less than £25,000 a year and just because my house is council tax band E, my council your government decided I could afford an increase of around £15-£20 per month in Council Tax a couple of years ago.

It costs me approx £12 per week in fuel to drive to work. I drive because the alternative is to pay for a weekly ticket on the stagecoach 747 bus which is £30 per week - and would also add around 30 minutes to my daily commute.

If Edinburgh council introduce this parking tax I think it's very likely that my employer will re-coup this tax from its employees given that they are a charity. This for me will pretty much be game over. I can't lose £400, £500 or maybe even more from my yearly salary and getting the bus would cost around £800 more each year. At the same time the SNP are saying NHS staff and possibly all public sector staff will be exempt. How can you justify giving an NHS doctor on an enormous salary free parking but not me? How can you give free parking to a head teacher but not me? Above all, how could I and many like me consider voting SNP ever again.

I look forward to hearing your thoughts.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] on behalf of Cabinet Secretary for Finance, Economy and Fair Work
Sent: 08 February 2019 18:35
To: Public Engagement Unit
Cc: Cabinet Secretary for Finance, Economy and Fair Work
Subject: FW: Work Car part tax

Maccs please

[REDACTED]
**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**
T: [REDACTED]

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From: [REDACTED] **On Behalf Of Mackay D (Derek), MSP**
Sent: 08 February 2019 18:14
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: FW: Work Car part tax

[REDACTED]
Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West

From: [REDACTED]
Sent: 08 February 2019 18:07
To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>
Subject: Work Car part tax

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

MSP Derek MacKay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Derek MacKay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at name of airport. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

This means that the start and finish times of my work are normally very early or very late in the day. Coupled to the poor public transport infrastructure at Scotland's airports – not one of the major airports has a rail link, and local bus services are poor – it is impossible for me to use public transport to travel to and from work. Use of a car is the only practical option.

It is unfair and unreasonable to impose a workplace car park tax when I have no realistic alternative to using my car. For that reason, I am asking you to pursue an exemption for aviation workers to be incorporated into any legislation brought forward to implement these taxes. I believe that this is the only practical way in which these proposals could be enacted without impacting adversely on the work that my colleagues and I undertake every day to keep Scotland flying.

I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,



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[REDACTED]

To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Workplace Car Parking Charges

From: [REDACTED]
Sent: 08 February 2019 18:37
To: Mackay D (Derek), MSP [REDACTED]
Subject: Workplace Car Parking Charges

[REDACTED]
[REDACTED]
[REDACTED]

Mr Derek Mackay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

/

Dear Mr Mackay

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

[Redacted signature]

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[REDACTED]

To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Workplace Car parking

From: [REDACTED]
Sent: 08 February 2019 14:11
To: Mackay D (Derek), MSP [REDACTED]
Subject: Workplace Car parking

[REDACTED]

[REDACTED]

[REDACTED]

Derek Mackay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Derek,

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

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Yours sincerely,



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From: Sturgeon N (Nicola), MSP <Nicola.Sturgeon.msp@parliament.scot>
Sent: 08 February 2019 00:24
To: First Minister
Subject: Fwd: WORKPLACE PARKING TAX

Nicola Sturgeon MSP
Glasgow Southside
Constituency Office (constituent enquiries only)
Unit 3
Govanhill Workspace
69 Dixon Road
G42 8AT
Tel: 0141 424 1174
nicola.sturgeon.msp@parliament.scot

From: [REDACTED]
Sent: Thursday, February 7, 2019 12:20:47 PM
To: Matheson M (Michael), MSP; Sturgeon N (Nicola), MSP; Mackay D (Derek), MSP; Swinney J (John), MSP
Cc: Sturgeon N (Nicola), MSP; Carlaw J (Jackson), MSP; Fraser M (Murdo), MSP; Davidson R (Ruth), MSP; Harvie P (Patrick), MSP
Subject: WORKPLACE PARKING TAX

Mr Matheson,

As my MSP, I stay in [REDACTED] - I write with serious disgust at this Workplace Parking Tax.

I am [REDACTED] old, fully employed and have supported and voted SNP all my life.

I will never support or vote SNP again and this is a growing and shared view I am hearing every day in the street.

SNP have lost touch and don't fully appreciate the impact these increased taxes are going to have on employers and employees alike.

I am writing this as a heads up that I really don't think the SNP fully appreciate the public's mood at present on the SNP performance re NHS etc and on some of these taxes you have passed.

Most people I talk with feel you are losing touch as a party and almost come across as flippant and smirky that you are untouchable.

Well sadly, I think people like myself will not forget and will make our minds up at the next Elections.

The Workplace Parking Tax WILL NOT effect me - but its wrong in every sense - no consultation, no thought, no impact assessment, just something to please the GREEN's to get your budget through.

I thought the SNP were elected to serve - not so.

This is very disappointing and in my view is another defining moment.

Your party is not listening to the public - to your demise.

Sadly, I will no longer be supporting the SNP nor voting for them in the future.

I guess growing support to Ruth Davidson and her parties policies are growing - but the SNP don't see it.

Sadly, with regards,

[REDACTED]

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Derek MacKay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Mr MacKay

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This means that the start and finish times of my work are normally very early or very late in the day. Coupled to the poor public transport infrastructure at Scotland's airports – not one of the major airports has a rail link, and the absence of a local bus services from my home address – it is impossible for me to use public transport to travel to and from work. Use of a car is the only practical option.

It is unfair and unreasonable to impose a workplace car park tax when I have no realistic alternative to using my car. For that reason, I am asking you to pursue an exemption for aviation workers to be incorporated into any legislation brought forward to implement these taxes. I believe that this is the only practical way in which these proposals could be enacted without impacting adversely on the work that my colleagues and I undertake every day to keep Scotland flying.

I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

A redacted signature area consisting of a thick black horizontal bar.

[REDACTED]

From: [REDACTED] on behalf of Cabinet Secretary for Finance, Economy and Fair Work
Sent: 08 February 2019 18:39
To: Public Engagement Unit
Cc: Cabinet Secretary for Finance, Economy and Fair Work
Subject: FW: Workplace Car Parking Charges

Maccs please

[REDACTED]
**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**
T: [REDACTED]

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From: [REDACTED] **On Behalf Of Mackay D (Derek), MSP**
Sent: 08 February 2019 18:38
To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: FW: Workplace Car Parking Charges

[REDACTED]
Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West

From: [REDACTED]
Sent: 08 February 2019 18:37
To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>
Subject: Workplace Car Parking Charges

[REDACTED]
[REDACTED]
[REDACTED]

Mr Derek Mackay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Mr Mackay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at Glasgow Airport. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

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Yours sincerely,



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From: [REDACTED]
Sent: 21 February 2019 17:14:04
To: Public Engagement Unit
Subject: FW: Workplace car park taxes Ref: AE/DC/BUTT3109.V2.002

AO ? [REDACTED]

Hi

For MACCS please- MR

Many thanks

[REDACTED]

From: [REDACTED]@parliament.scot>>
Sent: 19 February 2019 16:50
To: Cabinet Secretary for Transport, Infrastructure and Connectivity
<CabSecTIC@gov.scot<mailto:CabSecTIC@gov.scot>>
Subject: Workplace car park taxes Ref: AE/DC/BUTT3109.V2.002

Dear Cabinet Secretary
Annabelle has asked me to forward you the email below from her constituent in which he expresses his concerns about the above.
She would be grateful for your comments in due course.
Many thanks.
Yours sincerely
[REDACTED]

Office Manager to Annabelle Ewing
MSP for Cowdenbeath
253-257 High Street
Cowdenbeath, KY4 9QF
Tel: [REDACTED]

Begin forwarded message:
From

Date: 8 February 2019 at 15:54:56 GMT
To:
Annabelle.Ewing.msp@parliament.scot<mailto:Annabelle.Ewing.msp@parliament.scot>
Subject: Workplace car park taxes

Annabelle Ewing
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Annabelle Ewing

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Scotland's Airline, and am based at Dundee airport. A significant proportion of our airline's activity takes place outside normal office hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Flights also operate through the night to deliver Royal Mail.

This means that the start and finish times of my work are normally very early or very late in the day. Coupled to the poor public transport infrastructure at Scotland's airports - not one of the major airports has a rail link, and local bus services are poor - it is impossible for me to use public transport to travel to and from work. Use of a car is the only practical option.

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

[Redacted signature]

*

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To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Workplace Car Parking Charges

From: [REDACTED]
Sent: 08 February 2019 18:37
To: Mackay D (Derek), MSP [REDACTED]
Subject: Workplace Car Parking Charges

[REDACTED]
[REDACTED]
[REDACTED]

Mr Derek Mackay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Mr Mackay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

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Yours sincerely,

[Redacted signature]

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Subject: FW: Workplace Car Parking Charges

From: [REDACTED] On Behalf Of Cabinet Secretary for Finance, Economy and Fair Work

Sent: 08 February 2019 18:39

To: Public Engagement Unit <CorrespondenceUnit@gov.scot>

Cc: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: FW: Workplace Car Parking Charges

Maccs please

**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**

T: [REDACTED]

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From: [REDACTED] On Behalf Of Mackay D (Derek), MSP

Sent: 08 February 2019 18:38

To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: FW: Workplace Car Parking Charges

**Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West**

From: [REDACTED]

Sent: 08 February 2019 18:37

To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>

Subject: Workplace Car Parking Charges

Mr Derek Mackay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Mr Mackay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at [REDACTED]. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

[REDACTED]

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[REDACTED]

Subject: FW: Workplace Car parking

From: [REDACTED] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work

Sent: 08 February 2019 16:57

To: Public Engagement Unit <CorrespondenceUnit@gov.scot>

Cc: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: FW: Workplace Car parking

Maccs please

[REDACTED]

**Private Secretary to Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work
The Scottish Government**

T: [REDACTED]

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From: [REDACTED] **On Behalf Of** Mackay D (Derek), MSP

Sent: 08 February 2019 15:20

To: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Subject: FW: Workplace Car parking

[REDACTED]

**Office Manager for Derek Mackay MSP
Member of the Scottish Parliament for Renfrewshire North & West**

From: [REDACTED]

Sent: 08 February 2019 14:11

To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>

Subject: Workplace Car parking

[REDACTED]

[REDACTED]

[REDACTED]

Derek Mackay

Member of Scottish Parliament

The Scottish Parliament

Edinburgh EH99 1SP

Dear Derek,

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at [REDACTED]. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

ANNEX LL



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From: [REDACTED]
Sent: 08 February 2019 12:24:37
To: Scottish Ministers
Subject: Workplace parking tax

AO - [REDACTED]

Dear Mr. Mackay,

I have always been an SNP supporter and voter, a quick check would also confirm I was a party member. Although I did allow the membership to lapse during a cost cutting exercise it didn't mean I withdrew support.

I am writing to you to express my concern and upset at the SNP allowing for local councils to apply a workplace parking tax.

I do appreciate the Scottish Government will say it's up to local authorities to action the tax or not, However I have absolutely no shadow of doubt whatsoever that Glasgow City Council and others will seize upon the opportunity to raise revenue via this unfair tax and it will fall on people like me to just stump up because employers won't take the cost for the simple reason why would they?

I am a shift worker and need my car to get to and from work for early starts, late finishes and travelling to my second job after finishing the first. I most definitely don't relish the prospect of adding an hour or more each way to my travel time to and from work using buses instead or indeed waiting on multiple Glasgow night buses after finishing 10hr shift and would not be able to do my second job at all.

I like many people in Scotland have not had a pay rise in over 10 years and despite now having 2 jobs now actually earn less than I did 10 years ago due to detrimental changes to terms and conditions and that's before we even consider increased costs of just about everything.

Being a single man with no children I don't qualify for any benefits or government assistance and don't mind telling you that I really struggle month to month now. I don't perceive that I personally really get that much from the Scottish Government except perhaps the odd free prescription, however I continue to lend the SNP my vote.

I absolutely depend on that car for everything including getting to and from work and the prospect of being charged an extra ?300-?400 per year by the local council just to get to work is totally unacceptable to me and I'm confident a great many others.

Whilst I appreciate it was the Green party who insisted on this it was the SNP who enabled this legislation to pass and it is the SNP that I and others will hold responsible at the polls. The SNP must look at this again and not try to merely pass the blame to the council because the electorate myself included will blame the Scottish Government for empowering the council to apply tax, this tax must be abandoned. To be perfectly frank I strongly feel that you should have told Patrick Harvey to get lost and dared him to force an election because in my opinion the Greens need the SNP a whole lot more than vice versa, without the SNP they have zero influence, however with the SNP it's clear they have far too much.

I can't do without the car I use it extensively for social and domestic purposes as well as work. I would either have to pay the new tax or just add the cost of a bus pass to my ever strained monthly expenses. As the buses are expensive, unreliable, unsafe at

night and not practical for shift workers it'll be the tax I would be forced to pay and it's not fair. This tax will disproportionately affected low earners like me, I'm sure middle class Green voters would think it's affordable and acceptable as well as maybe clear the roads a bit for them but this SNP voter does not. Although I have always been an SNP voter please don't take my vote for granted because it is increasingly not guaranteed. After I pay my monthly expenses I'm very lucky if I have ?150-?200 'disposable' income left to spend on non essentials. This new tax which I will have absolutely no option but to pay will cause me to become even more impoverished as I'm forced to commit TWO months disposable income towards paying this to the council as it tries to fund services that I don't really benefit from.

The Green supporters in my opinion fall into 2 camps with one being wealthier middle class voters who give them their list vote and can afford charges like this and enjoy feeling they are doing something to save the planet. The second group I consider are actually extremists who want to change the world and think we can all go back to living in a world where everyone lives, works, schools,shops within 2 miles of home and can walk everywhere.

I would also like to ask and really would like an answer to the question which is why are NHS staff exempt?

NHS staff although hard working are actually on better pay, terms and conditions than most of the rest of us. They are most certainly on a better deal than myself or my colleagues and most people in the private sector. I suspect that their exemption is a political decision and that again is just us not fair. Why should a cleaner at my work pay this tax and a eg brain surgeon at the QEUH not, why should an NHS cleaner not pay but one at my work does, why all this talk about extending exemptions to police and fire service personnel are they the only shift workers, are teachers on worse pay than me or others? Is any of this fair?

This tax in my opinion is going to be a disaster for the SNP, this will become an election issue with the Scottish conservatives jumping all over it and trying to blame local councils will not work. I support the SNP and I will blame the SNP for yielding to the demands of a party I consider to be extreme and to be perfectly frank I'm really, really not happy about it at all.

I feel very strongly about this issue and discussion at work over last couple of days tells me I'm most certainly not alone.

Please reconsider SNP support for this unfair tax, the council won't be held responsible the SNP will surely you must see that?

I'd also add that I do understand that 'global warming' is a concern, however Scotland's contribution to global warming is a mere teacup full in the ocean of contributions from other countries who it seems to me make no efforts at all yet I am being forced further to the wall for no benefit or difference I can see.

I'd appreciate a response to this email and the concerns I have raised.

Yours Faithfully

[Redacted]

To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Levy Taxes on Workplace Car Parking

From: [Redacted] **On Behalf Of** Cabinet Secretary for Finance, Economy and Fair Work
Sent: 08 February 2019 12:47
To: Public Engagement Unit <CorrespondenceUnit@gov.scot>
Cc: Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: FW: Levy Taxes on Workplace Car Parking

Hi

Could you please delete previous version I sent and use this one.

Kind regards,

[Redacted]

Assistant Private Secretary to:
Derek Mackay MSP, Cabinet Secretary for Finance, Economy and Fair Work

The Scottish Government | 4N.11 St Andrew's House | Regent Road | Edinburgh | EH1 3DG
Tel: [Redacted]

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From: [Redacted]
Sent: 08 February 2019 11:29
To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>
Subject: Levy Taxes on Workplace Car Parking

[Redacted]

Derek Mackay

Member of Scottish Parliament

The Scottish Parliament

Edinburgh EH99 1SP

Dear Derek Mackay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at Glasgow Airport. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

A solid black rectangular box used to redact the signature of the sender.

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[Redacted]

To: [Redacted]
Subject: RE: Daily Mail - D&G Council rules out WPL - lines for clearance

From: [Redacted]
Sent: 11 February 2019 16:01
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Cc: [Redacted]
[Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>; [Redacted]

(Callum) <Callum.Mccaig@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: RE: Daily Mail - D&G Council rules out WPL - lines for clearance

Thanks, will issue the version with Mr Mackay's revised final line.

From: [Redacted] On Behalf Of Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 11 February 2019 16:00
To: [Redacted]
Cc: [Redacted]
[Redacted] Chief Executive Transport Scotland <ceo@transport.gov.scot>; [Redacted]
[Redacted] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>
Subject: Daily Mail - D&G Council rules out WPL - lines for clearance

Hi [Redacted]

Mr Matheson is content with lines.

Many thanks

[Redacted]

Anisah Ijaz | Private Secretary to Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity
The Scottish Government | St Andrew's House, Edinburgh, EH1 3DG | Web: www.gov.scot
Tel: 0131 244 0585 | Mob: 07817 949 264 | Email: CabSecTIC@gov.scot

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From: [REDACTED]
Sent: 11 February 2019 15:06
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]
[REDACTED]
[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>
[REDACTED]

Subject: Daily Mail - D&G Council rules out WPL - lines for clearance

[REDACTED]

Dumfries and Galloway have become the first council to rule out introducing a workplace parking levy and the Daily Mail is asking for comment.

Will your respective Cab Secs wish to clear the suggested response below, or are you content to go on Spad clearance at this point? It has been signed off by policy and Spads.

Thanks,

[REDACTED]

A SG spokesman said:

"We have always been very clear that the introduction of any workplace parking levy would be at the discretion of local authorities, so this is entirely a matter for individual councils to consider. This replicates the situation in England and Wales, where Nottingham is the only council to have rolled out a scheme."

From: [REDACTED] <[\[REDACTED\]@dailymail.co.uk](mailto:[REDACTED]@dailymail.co.uk)>

Subject: Parking levy

Hi Nick,

As discussed, we are looking at the Workplace parking levy again for tomorrow. Dumfries and Galloway council have today become the first to rule out imposing the tax on residents over fears it would 'financially disadvantage' workers – chiefs say they already have difficulty in attracting people to the area.

If possible, can you provide a comment on this?

[REDACTED]

Scottish Daily Mail

[REDACTED]

From: [REDACTED] on behalf of Cabinet Secretary for Transport, Infrastructure and Connectivity
Sent: 11 February 2019 09:16
To: Public Engagement Unit
Subject: FW: SNP Car Parking Levy

Follow Up Flag: Follow up
Flag Status: Flagged

Hi

For MACCS please- OR

Many thanks

From: Matheson M (Michael), MSP <Michael.Matheson.msp@parliament.scot>
Sent: 10 February 2019 16:33
To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>
Subject: Fwd: SNP Car Parking Levy

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 10 February 2019 at 16:26:19 GMT
To: "Michael.Matheson.msp@parliament.scot" <Michael.Matheson.msp@parliament.scot>
Subject: SNP Car Parking Levy

Good afternoon,

I'm getting in touch to let you know that I'm worried about the SNP/Green proposal to tax people who park their cars at work. My husband and I both drive to work; my husband works for a company on the Fife coast and I work across offices in Stirlingshire and Falkirk. We are therefore reliant on our cars to commute to work as using public transport would be very expensive and time-consuming. If my husband couldn't drive to work he would have to look for a job elsewhere as there are no public transport links to the office he works at.

I'm worried about the impact that this would have on our household budget. We have paid tax when purchasing the cars, annual road tax, tax on fuel, tax on replacement parts and repairs, and tax on our insurance premiums. I don't understand why there is a need to tax motorists even more, especially people who are reliant on cars in order to work and pay income tax etc. Also, I have to point out; why would the Government spend over £1.3 billion on a bridge designed for road transport then decide to bring in a parking charge against working people who then use the new bridge to get to work?

Perhaps your Party could propose a financial incentive for companies who arrange for their employees to work from home? This would cut commuting for workers who can complete their work tasks remotely and would clear congestion and would reduce emissions.

I hope your Party strongly considers the financial impact that this proposal would have on ordinary working people, who already pay an array of taxes, and many of whom have not had a pay rise in years. Most people do value the environment, however they are reliant on cars to travel to work. Public transport in Scotland is not up to the mark and is very expensive to use; until public transport is efficient and cost-effective, people should not be punished for using cars, especially when the car use is directly associated with working to earn an income to pay tax and bills and contribute to the economy.

Thank you for considering my email.

Regards,



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From: [REDACTED]
Sent: 11 February 2019 13:24:19
To: Scottish Ministers
Cc: [REDACTED]
Subject: Parking Levies

Attachments: Parking Levies.pdf

AO [REDACTED]

Dear Sir

Please find attached correspondence for the attention of the Cabinet Secretary for Finance, Economy and Fair Work.

(See attached file: Parking Levies.pdf)

[REDACTED]

GMB Scotland Secretary
Tel: 0141 332 8641 | email: scotland@gmb.org.uk<<mailto:scotland@gmb.org.uk>> |
web: www.gmbScotland.org.uk<<http://www.gmbScotland.org.uk>>
To opt out reply STOP
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GS/JF



11 February 2019

Mr Derek McKay MSP
 Cabinet Secretary for Finance, Economy and Fair Work
 The Scottish Government
 St Andrew's House
 Regent Road
 Edinburgh EH1 3DG

Dear Derek

Proposed Workplace Parking Levies

On behalf of GMB Scotland members in both the public and private sectors I want to make clear our complete opposition to any proposals to empower local authorities to introduce workplace parking levies. Such a tax on going to work would be an attack on the take home pay of our members and would be completely unacceptable to them and us.

I am aware that this power already exists for local authorities in England but that to date only one local authority has introduced a scheme. This scheme passes the cost of the tax on to workers and has a regressive effect on those who can only just afford to run a car. Workplace parking levies may be superficially attractive to city dwellers keen to reduce congestion in the centre of town but there is no evidence that they contribute to modal shift for those workers who are able and willing to make a change in how they get to work. Decent public transport, which far too few of our members are able to rely on in Scotland, is what makes the difference. Ill-thought out punitive measures like this one appear to have been conceived in ignorance of the reality of the journey to work for many of our members. People who work shifts, have caring responsibilities for others or who live outwith the areas best known to our metropolitan politicians are just some of those who would be facing a pay cut if these proposals are allowed to stand.

I am well aware that the Scottish Green Party have little interest in Scotland's economy but I am surprised that the Scottish Government are willing to countenance such a policy. Against a backdrop of a funding crisis in Scottish local government this measure is a distraction and the level of concerns from our members already indicates that it will be deeply unpopular too.

GMB SCOTLAND – PROTECTING YOU AT WORK

GMB Scotland Secretary: [REDACTED]
 Fountain House, 1 Woodside Crescent, Charing Cross, Glasgow G3 7UJ
 Tel: 0141 332 8641/9501 Fax: 0141 332 4491 Web: www.gmb.org.uk

UNIONLINE
 SCOTLAND

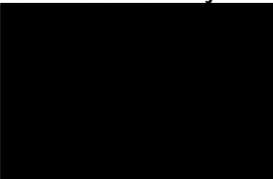
YOUR TRADE UNION LAW FIRM
0300 333 0303
www.unionline.co.uk

2
11/02/2019
Cabinet Secretary for Finance, Economy and Fair Work

Finally, I am aware too that various exemptions for public sector workers are being considered. Our members in public services will not take kindly to any suggestions that professional staff may be given wholesale exemptions whilst lower paid workers are caught up in this new tax. Equally, they will not be impressed by the suggestion that one part of a local council should be funded by taxing the staff of another. However, you should also be under no illusion that GMB Scotland on behalf of our thousands of members employed in factories and other non-public service workplaces all over Scotland will be absolutely furious if they are targeted by this measure. I can assure you that they will not make the distinction about which political party is in party in their local council either.

I hope that the Scottish Government will reconsider its position and not choose to side with the Scottish Green Party over ordinary people trying to get to work.

Yours sincerely



GMB SCOTLAND SECRETARY

From: [REDACTED]
Sent: 11 February 2019 14:35:22
To: Scottish Ministers
Subject: FAO: Cabinet Secretary for Finance, Economy & Fair Work, Derek Mackay MSP

Attachments: Scottish Association of Social Work Letter to Derek Mackay.pdf

AO [REDACTED]

Dear Mr Mackay,

Please see attached letter from Trisha Hall, National Director of the Scottish Association of Social Work regarding the workplace parking levy.

We look forward to hearing from you on this issue.

Kind Regards,

[REDACTED]

Communications & Policy Officer
67 Shandwick Place, Edinburgh, EH2 4SD
Tel: 0131 221 9445
Twitter: @ScotsSW<<https://twitter.com/scotssw?lang=en>>
Facebook: Scottish Association of Social Work<<https://en-gb.facebook.com/SASW01/>>
Become a member<<https://www.basw.co.uk/membership/>>
Visit our website<<https://www.basw.co.uk/scotland/>>

[Awards Signature v4]<<https://www.basw.co.uk/media/news/2018/dec/nominations-open-sasw-social-work-awards>>

[SASW (RGB)]

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The professional association for
social work and social workers

Scottish Association of Social Work
Shandwick House, 2nd Floor,
67 Shandwick Place,
Edinburgh EH2 4SD

Tel: 0131 221 9445
www.basw.co.uk/scotland

 @ScotsSW  @SASW01

Derek Mackay MSP
Cabinet Secretary for Finance, Economy & Fair Work
T3.21
Scottish Parliament
Edinburgh
EH99 1SP

12 February 19

Dear Mr Mackay,

Re: Scottish Government Budget and introduction of a workplace car parking levy

I am writing to you as National Director of the Scottish Association of Social Work (part of BASW UK) on behalf of our membership, social workers across Scotland. We have noted the introduction of a "workplace car parking levy" which would go forward as an amendment to the Transport Bill. I appreciate it would be up to councils to decide whether to introduce this and have also noted that "NHS premises will be exempt".

We know that in many areas, particularly outside major towns and cities, it is not possible for social workers to do the job without the use of their cars. Public transport may be limited or simply non-existent, and there are many instances where we have to transport people who need or use our services. It is important that we are able to park outside our various workplaces and have immediate access to cars.

I am therefore wondering why there is what appears to be disparity between NHS employees and our workforce in terms of the suggested exemption?

I wish to stress that we absolutely recognise the need for policies that bring health and environmental benefits, but with this specific initiative there needs to be consistency in how it is applied to NHS staff and social workers. This is especially the case given the Scottish Government's commitment to more integrated health and social care provision.

At present we must recognise the daily reality of social workers in many areas of our country, and therefore ask for social work workplaces to be included within the "exemption" premises.

Yours faithfully,

Trisha Hall, Social Worker, National Director SASW

CC Maree Todd MSP, Minister for Children and Young People

[Redacted]

To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Workplace Car Parking

From: [Redacted]
Sent: 11 February 2019 08:21
To: Mackay D (Derek), MSP [Redacted]
Subject: Workplace Car Parking

Dear Mr MacKay

As a member of your constituency please find attached a letter outlining my concerns regarding the Scottish Government's proposed Workplace Car Parking Tax.

I await your considered response.

[Redacted]

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Derek MacKay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

Dear Mr MacKay

Workplace Car Parking Tax: Exemption for Aviation

I'm writing to you as my MSP to register my concerns about proposals to allow councils to levy taxes on workplace car parking, and to ask for your assistance in seeking an exemption for aviation workers to be incorporated into the proposals.

I work for Loganair, Scotland's Airline, and am based at [REDACTED]. A significant proportion of our airline's activity takes place outside normal "office" hours as our flights start early in the morning and finish late in the evening. The services we provide are an essential part of Scotland's transport infrastructure, maintaining community and business links, transporting NHS patients to mainland hospitals, carrying mail and newspapers to the islands, offshore workers to meet helicopters and much more besides. Loganair flights also operate through the night to deliver Royal Mail.

This means that the start and finish times of my work are normally very early or very late in the day. Coupled to the poor public transport infrastructure at Scotland's airports – not one of the major airports has a rail link, and the absence of a local bus services from my home address – it is impossible for me to use public transport to travel to and from work. Use of a car is the only practical option.

It is unfair and unreasonable to impose a workplace car park tax when I have no realistic alternative to using my car. For that reason, I am asking you to pursue an exemption for aviation workers to be incorporated into any legislation brought forward to implement these taxes. I believe that this is the only practical way in which these proposals could be enacted without impacting adversely on the work that my colleagues and I undertake every day to keep Scotland flying.

I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,

[REDACTED]



To: Cabinet Secretary for Finance, Economy and Fair Work
Subject: RE: Workplace Car Parking

From: [Redacted]
Sent: 11 February 2019 08:21
To: Mackay D (Derek), MSP <Derek.Mackay.msp@parliament.scot>
Subject: Workplace Car Parking

Dear Mr MacKay

As a member of your constituency please find attached a letter outlining my concerns regarding the Scottish Government's proposed Workplace Car Parking Tax.

I await your considered response.



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Derek MacKay
Member of Scottish Parliament
The Scottish Parliament
Edinburgh EH99 1SP

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I very much hope that this is something you feel able to support, and look forward to hearing from you.

Yours sincerely,



To: [REDACTED]
Subject: RE: BBC GMS - councils rule out workplace parking levy - Ministerial bid

From: [REDACTED]
Sent: 12 February 2019 15:23
To: [REDACTED] Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]
 [REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>; [REDACTED]

Subject: RE: BBC GMS - councils rule out workplace parking levy - Ministerial bid

Please also note supportive embargoed supportive PR from FoE Scotland, which GMS are now aware of.

From: Friends of the Earth Scotland Press Office <media@foe.scot>
Date: Tue, 12 Feb 2019 at 13:21
Subject: CAMPAIGNERS URGE SUPPORT FOR WORKPLACE PARKING LEVY
To: <scott.macnab@scotsman.com>

FRIENDS OF THE EARTH SCOTLAND

PRESS RELEASE

Embargoed: 00:01 Wednesday 13 February 2019

CAMPAIGNERS URGE SUPPORT FOR WORKPLACE PARKING LEVY

Campaigners have written to all five party political leaders expressing support for the Workplace Parking Levy, announced as part of the budget agreement between the SNP and the Greens. The letter, signed by groups such as Friends of the Earth Scotland, WWF Scotland, Sustrans, and Living Streets calls on MSPs to ensure the power is granted to local authorities so that they can decide if it is appropriate for their area.

The letter sets out the key reasons that the environmental and transport groups back the plans that made such a positive difference to transport in Nottingham. It also corrects the misunderstandings and myths about the Parking Levy that have arisen since it was first agreed.

Friends of the Earth Scotland Director, Dr Richard Dixon said:

“Workplace parking levies have a track record of delivering significant changes to travel habits, bringing much needed investment to transport infrastructure, and creating healthier places to live and work. It is an

optional power being offered to councils. It won't be right for every area, but to combat congestion and air pollution in our city centres, it is an important tool for councils to have available to them.

“12 organisations have written to the 5 party leaders to encourage them to consider the evidence. There is broad support for this policy, from people concerned about air quality to those who want to see concerted investment in public transport.”

Stuart Hay, Director, Living Streets Scotland:

“Scotland needs to get smarter in how it funds vital infrastructure improvements for buses, cycling and walking. The Workplace Parking levy is a fair way of supporting action to cut chronic congestion and unacceptable levels of air pollution in our cities. A modest charge can give workers with cars alternative commuting options and make companies think more seriously about transport requirements and office location.”

Ellie Harrison from Get Glasgow Moving said:

“Most people in Glasgow don't have access to a car, yet cars dominate our roads and public space while our public transport is underfunded and overpriced. The balance needs to change. This levy can be used to make large employers pay into improving our bus services, our cycle infrastructure and our trains.

“Investing in public transport is essential for expanding Glasgow's economy, addressing inequality and social isolation, reducing toxic levels of air pollution and tackling climate change.”

ENDS

For further information:

FoES Press Office, Connal Hughes

Email: chughes@foe.scot

Tel: 0131 243 2715 (24hr media phone)

Notes to Editors

Please respect the embargo of 00.01am Wednesday 13th February.

The text of the letter can be viewed at <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=136f13a226&e=c265bd36eb>

The Centre for Cities (2018). Why a Workplace Parking Levy could help solve cities' transport and congestion problems. <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=6c97c9a993&e=c265bd36eb>

28% of people in Scotland don't have access to a car. (Scottish Govt transport statistics) <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=b589a08c42&e=c265bd36eb>

It was revealed in January that Scotland's cities have 7 sites where air pollution is at illegal levels. <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=bc89694889&e=c265bd36eb>

Transport is the largest source of climate pollution in Scotland and has barely changed since 1990. <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=ad183155cb&e=c265bd36eb>

Free to use photos of air pollution protests and Scotland's most polluted streets are available at <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=93b49e8cef&e=c265bd36eb>

Get Glasgow Moving is the campaign for a world-class, fully-integrated & accessible, publicly-owned, public transport network for everyone in Glasgow. <https://foe-scotland.us2.list-manage.com/track/click?u=b5ad0d61b2a67d22c68bf7d8d&id=e1cf862e47&e=c265bd36eb>

Living Streets is the UK charity for everyday walking. Their mission is to achieve a better walking environment and inspire people to walk more. <https://www.livingstreets.org.uk/about-us/scotland>

Friends of the Earth Scotland is

- * Scotland's leading environmental campaigning organisation
 - * An independent Scottish charity with a network of thousands of supporters and active local groups across Scotland
 - * Part of the largest grassroots environmental network in the world, uniting over 2 million supporters, 75 national member groups, and some 5,000 local activist groups.
- www.foe.scot

From: [REDACTED]

Sent: 12 February 2019 15:14

To: Cabinet Secretary for Transport, Infrastructure and Connectivity <CabSecTIC@gov.scot>; Cabinet Secretary for Finance, Economy and Fair Work <CabSecFEFW@gov.scot>

Cc: [REDACTED]

[REDACTED] Chief Executive Transport Scotland <ceo@transport.gov.scot>

Subject: BBC GMS - councils rule out workplace parking levy - Ministerial bid

[REDACTED]

BBC GMS has put in a bid to speak to Mr Mackay tomorrow morning on the budget/workplace parking levy. It follows the story in today's Daily Mail that confirms Scottish Borders, Dumfries & Galloway, and North Ayrshire councils have ruled out introducing WPL.

Spads and comms recommend a decline - there is little to gain taking this on just now. The previously agreed lines cover our position and questioning would likely move on to further detail around the plan (potential exemptions, timings, etc) which we do not have at this point.

Grateful if both Ministers could indicate they are content to decline the bid and issue the lines below.

Thanks,

[REDACTED]

A SG spokesman said:

"We have always been very clear that the introduction of any workplace parking levy would be at the discretion of local authorities, so this is entirely a matter for individual councils to consider.

This replicates the situation in England and Wales, where Nottingham is the only council to have rolled out a scheme."

Parking tax backlash as councils say no to charge

Scottish Daily Mail 12 Feb 2019

By Rachel Watson Deputy Scottish Political Editor

THREE councils have ruled out imposing the SNP's workplace parking levy over fears it would 'financially disadvantage' rural workers.

The local authority chiefs became the first to voice their opposition to the tax, which could see workers hit with a near-£500 bill just to park.

Nicola Sturgeon is coming under increased pressure to scrap the charge, which was part of the last-ditch Budget deal that ministers struck with the Scottish Greens.

Now Scottish Borders, Dumfries and Galloway, and North Ayrshire councils have ruled out imposing the tax, saying it would be unfair to those in rural areas who have 'no choice' but to drive to work.

Elaine Murray, leader of the Labour/ SNP-run Dumfries and Galloway Council, said yesterday: 'The council will not introduce a workplace parking levy in Dumfries and Galloway.'

The Labour councillor added that the charge would 'financially disadvantage our residents, many of whom have no choice other than to use a car'.

Scottish Borders Council leader Shona Haslam, a Conservative councillor, has also ruled out the levy in her area, insisting there would be no 'regressive taxes' in the region. North Ayrshire Council is also set to reject a workplace parking charge when councillors vote through the budget later this week.

A motion to go before the full council states that 'North Ayrshire Council opposes the idea of a Workplace Parking Levy and therefore signals our intention not to introduce one if the power is created. Furthermore, the council resolves to write to the Scottish Government outlining our position on the levy'.

The Scottish Government is set to back a Green amendment to the Transport (Scotland) Bill which will give local authorities the power to introduce a workplace parking levy.

Only one council in the UK - Nottingham - has the charge.

It forces firms to pay £415 per parking space, with 40 per cent of employers passing this charge on to staff.

As workers are not exempt from VAT, the price soars to £498 for them per space, per year.

Last week, Nationalist MSP Joan McAlpine, who represents South Scotland, said she did not want to see the charge in her area.

Scottish Conservative local government spokesman Alexander Stewart said: 'It's good to see councils reaching the kind of sensible conclusion which has thus far eluded the SNP government.'

'This car park tax would further penalise hardworking families and individuals. Nicola Sturgeon should scrap the plans on a nationwide basis.'

Last week, the Scottish Daily Mail launched a campaign against the workplace parking levy, calling on the Government to scrap its plans.

Ministers have claimed that the levy will give local authorities more power over raising funds - following claims the SNP budget had slashed more than £230million from councils.

Labour transport spokesman Colin Smyth said: 'It is notable that rural councils have been among the first to rule out the levy and have rightly said the real issue in the budget are the huge cuts in funding they face as a result of the dodgy deal between the SNP and Greens.'

A Scottish Government spokesman said: 'We have always been very clear that the introduction of any workplace parking levy would be at the discretion of local authorities, so this is entirely a matter for individual councils to consider.'

'In England and Wales, where councils already have the power to introduce schemes, Nottingham is the only council to have done so.'