

EIR REQUEST – REDACTED DOCUMENTS

FOI case reference number: 202300387067

Request: 1. How many councils have taken advantage of the workplace parking levy legislation which was passed by the government in 2021?

2. How much money has been raised through this policy? Breakdown by council area.

3. All correspondence received and sent by Transport Scotland, including internal correspondence, regarding the workplace parking levy between August 2023 and the date of this FOI.

1. Extract from email dated 7 Sept 2023: Contribution to engagement briefing

For Workplace Parking Levy -

BACKGROUND

The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement workplace parking licencing (WPL) schemes, and the necessary supporting regulations and guidance were put in place in 2022. It will be for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit local circumstances. The City of Edinburgh Council has included plans to take forward a WPL scheme as part of its published City Mobility Plan 2021-2030. WPL is also under consideration in Glasgow as part of their Local Transport Strategy policy framework.

<redacted>

TOP LINES

- **Providing local authorities with discretionary powers to implement a WPL scheme supports our commitment to reduce car kilometres by 20% by 2030 and help tackle the climate emergency.**
 - Achieving our 2030 target of 75% emissions cut will require significant changes to travel behaviours, and WPL can help local authorities support this, alongside other local initiatives such as road space reallocation, parking measures and bus prioritisation.
 - Measures which discourage private car use, can promote public and sustainable transport and lead to reductions in traffic congestion and emissions.
- **Councils will have complete autonomy to decide whether they want to implement WPL locally and those discretionary powers will continue to remain available to them.**
 - Local authorities must consult those impacted and undertake impact assessments on proposed schemes before any are implemented – with decisions underpinned by local democratic accountability.
 - Any revenue raised by WPL must be used to support the objectives of local transport strategies, which can support greener transport choices and affordable public transport.

2. Extract from email dated 14 Sept 2023: Revisions to contribution to engagement briefing

For Workplace Parking Levy -

BACKGROUND

The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement workplace parking licencing (WPL) schemes, and the necessary supporting regulations and guidance were put in place in 2022. It will be for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit local circumstances. The City of Edinburgh Council has included plans to take forward a WPL scheme as part of its published City Mobility Plan 2021-2030. WPL is also under consideration in Glasgow as part of their Local Transport Strategy policy framework.

<redacted>. ~~In March 2023, Edinburgh's Transport and Environment Committee agreed to continue policy development work on WPL, including preparation of a consultation, and this is due to go back before committee in September.~~ <redacted>

On 14 Sept, Edinburgh's Transport and Environment considered progression of a WPL consultation. <redacted>

TOP LINES

- **Providing local authorities with discretionary powers to implement a WPL scheme supports our commitment to reduce car kilometres by 20% by 2030 and help tackle the climate emergency.**
 - Achieving our 2030 target of 75% emissions cut will require significant changes to travel behaviours, and WPL can help local authorities support this, alongside other local initiatives such as road space reallocation, parking measures and bus prioritisation.
 - Measures which discourage private car use, can promote public and sustainable transport and lead to reductions in traffic congestion and emissions.
- Councils will have complete autonomy to decide whether they want to implement WPL locally and those discretionary powers will continue to remain available to them.**
- Local authorities must consult those impacted and undertake impact assessments on proposed schemes before any are implemented – with decisions underpinned by local democratic accountability.
 - Any revenue raised by WPL must be used to support the objectives of local transport strategies, which can support greener transport choices and affordable public transport.

3. Email from TS officials to local authority officials re. contravention codes 13
Oct 2023

From: <redacted>

Sent: Friday, October 13, 2023 12:55 PM

To: <redacted>@edinburgh.gov.uk; <redacted>@glasgow.gov.uk

Subject: WPL - contravention codes

Hi <redacted>,

I hope you're well! I have a WPL query related to appeals against penalties from Scottish Courts and Tribunals Service. While I'm aware that you're likely to be a long way from considering this level of detail, I wanted to run it by you and check if you (or colleagues) have any views.

The Scottish Courts and Tribunal Service have a system to manage appeals and they are currently implementing the changes required to process appeals for LEZ and the new parking contraventions (dropped kerb, double parking etc). Since the project team is stood up and budget agreed for this work, they're keen to include WPL in this system update so that it doesn't need updating again when (if) local authorities begin enforcement of WPL schemes.

While most of the information needed is set in legislation, they need us to specify 'contravention codes' which are used to identify the contravention which any penalty charges relate to. My understanding is that the local authority would use the contravention code when uploading the relevant information to the SCTS portal if a penalty is appealed, in the same way that the local authority currently would do for parking etc. appeals. The local authority may also include the contravention code on the penalty charge notice for ease of administration (although I think this is probably more relevant to parking PCNs where there is a volume of notices and potential appeals).

Having spoken with SCTS, it sounds as though these numbers just need to be assigned and there is no significance to the number as long as it's not already in use on their system. As long as these codes don't cause any confusion or difficulty on local authorities' side, I'd propose that we just use the next three available numbers against the three contraventions set out in the WPL regulations.

The alternative approach is to not provide codes, and not include WPL in the current system update work. This would mean revisiting the question of updating the SCTS system when/if a local authority implements a WPL scheme, which may require additional budget and time delays since the project team may be stood down at that time.

Proposed contravention code	Contravention as set out under The Workplace Parking (Scotland) Regulations 2022
104	(a)where a person is providing a workplace parking place at any premises in respect of which a licence is required under a scheme and there is no licence in force in respect of those premises,
105	(b)where a person is providing a workplace parking place at any premises in respect of which a licence under a scheme is in force in circumstances where the number of vehicles occupying workplace parking places at those premises exceeds the maximum number of workplace parking places covered by the licence,
106	(c)where a condition in a licence under a scheme (other than a condition as to the number of vehicles which may occupy workplace parking places at the premises to which the licence relates) has been contravened.

Let me know if you have any views on this proposed approach – happy to chat if helpful.

Many thanks,
<redacted>

<redacted>

Climate Change Unit

Transport Strategy and Analysis Directorate | Transport Scotland

4. Correspondence from CEC re. contravention codes 30 Oct 2023

From: <redacted> <<redacted>@edinburgh.gov.uk>

Sent: Monday, October 30, 2023 3:10 PM

To: <redacted>@transport.gov.scot>; <redacted>@glasgow.gov.uk

Subject: RE: WPL - contravention codes

Hi <redacted>

How are you doing well and enjoying your new projects? This seems more operational issue, but your approach seems reasonable. On the surface the adding the codes seems beneficial, especially if as you say the other option could involve additional budgets (is that to LG or the SCTS?) and time delays.

<redacted>, happy to arrange a catch up on WPL progress, Edinburgh are about to start some engagement, could be beneficial to compare progress notes? Later this week or next week if available?

Thanks

<redacted>

5. Correspondence from GCC re. contravention codes 30 Oct 2023

From: <redacted>@glasgow.gov.uk>

Sent: Monday, October 30, 2023 2:56 PM

To: <redacted>@transport.gov.scot>; <redacted>@edinburgh.gov.uk

Subject: RE: WPL - contravention codes (OFFICIAL)

OFFICIAL

Hi <redacted>

Apologies, my colleague from Parking did come back with a comment but I'm trying to clarify what he means before sending it on to you.

Thanks

<redacted>

From: <redacted>@transport.gov.scot>

Sent: 30 October 2023 14:38

To: <redacted>@edinburgh.gov.uk; <redacted>@glasgow.gov.uk>

Subject: RE: WPL - contravention codes

Hi <redacted> and <redacted>,

I'm just following up on this to see if you have any views, before I respond to SCTS.

Many thanks,
<redacted>

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6. Email exchange between TS and SCTS re. contravention codes 31 Oct 2023

From: <redacted>

Sent: Tuesday, October 31, 2023 3:31 PM

To: <redacted>@scotcourts.gov.uk>

Subject: RE: Contravention Codes - Workplace Parking Levy

Hi <redacted>,

The legislation provides the power to local authorities to vary the charges in the different ways that you have set out below. However no local authority is far enough along in their development of schemes to know if they will do so. So the answer is – possibly, and we would know once (if) local authorities propose their schemes.

Hope that helps somewhat...

<redacted>

From: <redacted>@scotcourts.gov.uk>

Sent: Tuesday, October 31, 2023 3:26 PM

To: <redacted>@transport.gov.scot>

Subject: RE: Contravention Codes - Workplace Parking Levy

Good afternoon <redacted>,

I am not sure if this is something you can help with or something I can find in the legislation, but I had a question from my colleagues around if a local authority differentiates between large and small organisations? Would there be differences in

the amounts being charged for either licence costs or fees depending on the size of the organisation and how many parking spaces that are offered?

Kind regards

<redacted>

Product Owner – Tribunals LAB
Change & Digital Innovation (CDi)
Scottish Courts and Tribunal Service
<redacted>@scotcourts.gov.uk
www.scotcourts Tribunals.gov.uk

From: <redacted>@transport.gov.scot>

Sent: 31 October 2023 14:53

To: <redacted>@scotcourts.gov.uk>

Subject: RE: Contravention Codes - Workplace Parking Levy

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Hi <redacted>,

Apologies for the long silence! I've had responses back from Edinburgh and Glasgow – Glasgow had one query but they are clarifying something internally before coming back to me. Edinburgh see no issue with the proposed approach of assigning these codes.

I'll let you know as soon as I hear more..

Many thanks,

<redacted>

From: <redacted>@scotcourts.gov.uk>

Sent: Friday, October 20, 2023 4:05 PM

To: <redacted>@transport.gov.scot>

Subject: RE: Contravention Codes - Workplace Parking Levy

Good afternoon <redacted>,

Many thanks for coming back to me on this and for providing an update on where each city is with regards to implementing this scheme. If you hear anything further on this change, please do keep me updated.

Kind regards

<redacted>

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<redacted>@scotcourts.gov.uk

www.scotcourtribunals.gov.uk

From<redacted>@transport.gov.scot>
Sent: 20 October 2023 09:48
To: <redacted>@scotcourts.gov.uk>
Subject: RE: Contravention Codes - Workplace Parking Levy

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Hi <redacted>,

I haven't heard back, however I did get out of offices so will wait until early next week to follow up, if that's ok for your timescales.

Edinburgh is further along in its exploration of a scheme than Glasgow; however they're still early days and my understanding from their public documents is that they're preparing a consultation which will be taking to the relevant committee for agreement in Spring. So I would think at least 2 years away from enforcing a scheme, if they do take one forward.

I've attached the email with what I proposed to them for your info.

Many thanks,
<redacted>

From: <redacted>@scotcourts.gov.uk>
Sent: Friday, October 20, 2023 8:53 AM
To: <redacted>@transport.gov.scot>
Subject: Contravention Codes - Workplace Parking Levy

Good morning <redacted>,

I was keen to find out how you had got on with regards to speaking with Edinburgh and Glasgow around contravention codes? Do you also have an indication as to what stage both of these cities are at with regards to implementing a WPL? I believe one city was further ahead than the other?

Kind regards
<redacted>
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www.scotcourtribunals.gov.uk

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7. Email from TS to SG FMQ Unit 22 Nov 2023

From: <redacted>@transport.gov.scot>

Sent: Wednesday, November 22, 2023 10:49 AM

To: ET FMQ/PQ Mailbox <ETFMQPQ@gov.scot>

Cc: TS Corporate Correspondence Support Team <TSS@transport.gov.scot>; <redacted>

Subject: RE: Brief Commission Request - Green transport active travel - Due 11 am Monday 20th Nov

Hi,

Please find attached an updated FMQ brief for Green Transport to reflect WPL consultation has been published by Edinburgh Council, <redacted>

Thanks

TS CCU

Climate Change Unit | Transport Scotland
Transport Strategy and Analysis Directorate

ATTACHMENT: Extract from attached FMQ briefing:

15 Nov: Edinburgh Council published Workplace Parking Levy consultation.
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WORKPLACE PARKING LEVY (WPL)

Councils – responsive and accountable to their local communities – will decide whether they should implement measures such as a workplace parking levy locally depending on circumstances in their area.

- Providing local authorities with discretionary powers to implement a WPL scheme supports our commitment to reduce car kilometres by 20% by 2030 and help tackle the climate emergency.
- Any revenue raised by WPL must be used to support the objectives of local transport strategies, which can support greener transport choices and affordable public transport.

8. Emails between TS and SCTS on contravention codes 9 Oct 2023

From: <redacted>@scotcourts.gov.uk>

Sent: Monday, October 9, 2023 5:07 PM

To: <redacted>@transport.gov.scot>
Subject: RE: Contravention Codes - Workplace Parking Levy

Good afternoon <redacted>,

Apologies for the delay in coming back to you, I have been in back to back meetings all day. I will look to discuss this internally but the idea was to get all our systems updated now so that if / when a local authority was looking to implement a WPL then we would be in the best position to be able to process these new types of appeals.

If a decision was made to leave this work until a Scottish Local Authority had implemented this scheme then it may be too late for us to update our systems and it could then result in delays to how quickly these new appeal types could be processed by our casework team.

I am happy to have a quick call later in the week once <redacted> has returned.

Kind regards

<redacted>

Product Owner – Tribunals LAB
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<redacted>@scotcourts.gov.uk
www.scotcourtsribunals.gov.uk

From: <redacted>@transport.gov.scot>
Sent: 09 October 2023 11:06
To: <redacted>@scotcourts.gov.uk>
Subject: RE: Contravention Codes - Workplace Parking Levy

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Hi <redacted>,

Unfortunately <redacted> is still unwell and I am off tomorrow and Wednesday. I've asked a couple of colleagues for advice in his absence, including <redacted>, but haven't been able to find any answers!

The issue is that while the regulations have been put in place for WPL, no local authorities have implemented schemes (in Scotland, the English schemes are governed under different legislation). I'm wondering if this is something that can be left to local authorities, if and when they choose to implement WPL schemes? Or if it is something that we should be setting up now.... I'm happy to have a chat with you today if helpful (I'm around until 2.30) or alternatively can wait until later in the week once <redacted> is back.

Many thanks,
<redacted>

From: <redacted>@scotcourts.gov.uk>
Sent: Friday, October 6, 2023 2:10 PM
To: <redacted>@transport.gov.scot>
Subject: RE: Contravention Codes - Workplace Parking Levy

Good afternoon <redacted>,

Many thanks for coming back to me. I will await your response on this outstanding issue next week once <redacted> returns.

Kind regards
<redacted>
Product Owner – Tribunals LAB
Change & Digital Innovation (CDi)
Scottish Courts and Tribunal Service
<redacted>@scotcourts.gov.uk
www.scotcourtribunals.gov.uk

<redacted>

From: <redacted>
Sent: Thursday, October 5, 2023 10:50 AM
To: <redacted>@scotcourts.gov.uk>
Subject: RE: Contravention Codes - Workplace Parking Levy

Hi <redacted>,

I'll get back to you tomorrow – Nottingham's scheme is implemented under different legislation (England/Wales) and so I doubt this would be relevant.

Many thanks,
<redacted>

From: <redacted>@scotcourts.gov.uk>
Sent: Thursday, October 5, 2023 10:47 AM
To: <redacted>@transport.gov.scot>
Subject: RE: Contravention Codes - Workplace Parking Levy

Good morning <redacted>,

Many thanks for your email. I believe the only place that has implemented the WPL scheme is Nottingham and although I have reached out to them directly to see if they are able to provide the contravention codes they haven't been able to help.

Any assistance with this request would be much appreciated.

Kind regards

<redacted>

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From: <redacted>@transport.gov.scot>
Sent: 05 October 2023 10:24
To: <redacted>@scotcourts.gov.uk>
Subject: RE: Contravention Codes - Workplace Parking Levy

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Hi <redacted>,

Thanks for your email. <redacted> had forwarded me your email chain with him and offered a chat as this is not something I'm familiar with – I'm not sure how it works because while the legislation is in place, no local authorities have implemented a WPL scheme to-date. I'm speaking to him tomorrow morning and will circle back with you following that, if that's okay with you.

Many thanks,
<redacted>

<redacted>

Climate Change Unit
Transport Strategy and Analysis Directorate | Transport Scotland
<redacted>

From: <redacted>@scotcourts.gov.uk>
Sent: Wednesday, October 4, 2023 3:30 PM
To: <redacted>@transport.gov.scot>
Subject: Contravention Codes - Workplace Parking Levy

Good afternoon <redacted>,

I am a Product Owner leading the on the GRC Expansion Project and as part of this project I am looking to obtain the list of contravention codes related to the

“Workplace Parking Levy” which went live in June of this year. Is this something you are able to provide to me?

I have already been provided with the legislation which gives the grounds of appeal but the contravention codes have never been provided.

Kind regards

<redacted>

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From: <redacted>
Sent: Wednesday, November 22, 2023 11:27 AM
To: <redacted>
Subject: Edinburgh WPL survey

Hi,

Edinburgh Council has published an initial survey on WPL which you might find of interest. The survey closes 5 Feb and a report will then be brought to council to inform the proposal for a WPL scheme. <redacted>

Thanks,
<redacted>

<redacted>
Climate Change Unit
Transport Strategy and Analysis Directorate | Transport Scotland

ATTACHMENT:

**City of Edinburgh Council – Workplace Parking Licensing Survey Questions
15 Nov 2022-06 February 2024**

1. [Personal details question]

2. What does Edinburgh need to invest in to improve the sustainable and active travel transport offer for people who visit and work in the city?

- Provide better services and facilities at park and ride sites
- Offer better connections from park and ride sites to the city centre
- Additional or new park and ride sites
- Offer more direct public transport links
- Rail services
- Extended mass transit system (e.g., tram or bus)
- Replace diesel buses with electric buses
- Bus stops and bus station development
- Concessionary fares or discounted public transport
- Integrated ticketing
- Expanding e-bike access
- Investing in community car clubs
- City bike hire scheme
- Active travel infrastructure e.g., walking and cycling paths
- Road conditions for vehicles and bikes
- Other (please state)

3. What else does Edinburgh need to improve transport for people working in the city?

Please provide comments

Congestion and air quality

For businesses the cost of congestion impacts business by extending journey times, later deliveries, and increasing worker time on the road rather than in productive work.

For residents and commuters congestion increases journey times, whether they travel by car or some modes of public transport and active travel. Congestion has an impact on air quality. Studies have linked small particles from road traffic to the cause of a variety of health effects including heart and lung disease, links to premature death, diabetes, dementia, mental health and birth outcomes.

4. To what extent are you concerned or not about the levels of congestion in the city?

- Very concerned
- Concerned
- A bit concerned
- Not at all concerned
- Please tell us why.

5. To what extent are you concerned or not about air quality in the city having an impact on your health?

- Very concerned
- Concerned
- A bit concerned
- Not at all concerned
- Please tell us why.

Travel behaviour

6. Do you use your vehicle to commute to work or place of study?

- (Required)
- Yes
- No
- Sometimes
- Do not work or study

7. Do you pay a fee or charge to park?

- Yes
- No
- If yes, how much do you pay per year?

8. Where do you park for work?

- At a parking space provided by employer
- On street
- At a park and ride site
- At a managed car park
- Other nearby parking location
- Other (please specify)

9. Thinking about where you currently work and or study, do you think there is adequate provision of the following transport options?

Bus

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Tram

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Rail

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Cycle paths

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Cycle storage

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Car parking

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

Changing and washing facilities at work

- More than adequate
- Adequate
- Less than adequate
- Not at all adequate

10. What are the main barriers to travelling from home to work by bike, foot or public transport ?

- Lack of public transport options (bus, tram, and train options) where I work
- Lack of public transport options (bus, tram, and train options) where I live
- No safe bike route from home to work either all the way or part of the way
- Poor / no standard of bike storage at, or near work
- Poor / no changing facilities at work

- Childcare or other caring responsibilities prevent me
- Safety and security concerns of taking public transport
- It would cost me a lot
- It would take a lot of time
- I work at home and don't need to travel
- Other (please specify)

11. If the council were to introduce WPL, what discounts or exemptions would you like to see?

Please comment below

12. What do you believe are the positive impacts from introducing a WPL in Edinburgh?

Please comment below

13. What do you believe are the negative impacts from introducing a WPL in Edinburgh?

Please comment below

14. What support could be given to businesses to help them manage and reduce their supply of free commuter parking?

Some of the ways Nottingham City Council support businesses include grants for increasing workplace facilities and services, e.g., increasing secure cycle facilities, shower facilities, clothes drying cabinets. As well as offering a business support service including access to travel to work planners.

Please comment below

Charge levels

In Edinburgh, research in 2020 showed that not all premises that provide parking will be liable to pay. Less than 43% of parking places in employers premises would be liable, before any further local exemptions are considered.

It is likely that figures may have changed since 2020 due to the popularity of flexible working practices in general and across some sectors.

Liability to pay the WPL is on the employer, however some employers may choose to charge their employees who park at work as part of a car parking management scheme. A car parking management scheme might involve the annual cost of parking being based on ability to pay rather than a fixed amount per space.

Transport Scotland's national guidance for a WPL provided a list of benchmark costs for local authorities in Scotland to refer to when deciding on how much an annual WPL should cost.

15. Which of these benchmarks should be used to determine the most appropriate annual charge level for a WPL in Edinburgh?

- Use the annual charge level for a WPL in other UK cities as a benchmark

- An annual charge that raises a specific amount that has meaningful impact in enabling delivery of transport improvements
- Use local parking charges in public and other car parks as a benchmark
- Use local costs for public transport fares as a benchmark
- Other (please specify)

16. If the cost of public transport fares was used as a benchmark for the annual cost of the WPL, what should the WPL charge per year be?

For information, an annual bus pass cost in Edinburgh is £650.

- Be less than this value
- Be equal to this value
- Be more than this value
- Don't know

17. Please comment on whether there should be the same charge level across all areas of Edinburgh or a different charge in specific areas of the city.

Geography

No decision has been taken on the geographic area(s) to which a WPL in Edinburgh could apply to.

18. How many miles do you travel from your home to work or place of study in Edinburgh?

Approximate miles traveled one way.

19. Do you think that an Edinburgh WPL should apply across all of the local authority boundary?

- Yes
- No
- If no, please specify the area

20. Please use the space below for any other comments or evidence you would like to provide on Edinburgh's plans to develop a WPL proposal.

10. Extract from attachment to email dated 8 Nov 2023: Contribution to guidance document

Workplace Parking Licensing

The Transport (Scotland) Act 2019 provides local authorities with a discretionary power to set up workplace parking licensing (WPL) schemes. It will be for the local authority to decide whether they wish to use that power and to shape proposals to suit local circumstances, including the geographic area of the WPL and the amount of the licensing charge. Local authorities will be required to consult those likely to be affected by the scheme, and assess the impacts, before implementing WPL schemes, and must use net proceeds from WPL to support the policies in their Local Transport Strategy. Guidance for local authorities on implementing a WPL scheme was published in 2022.

11. Extract of attachment to email dated 14 Nov 2023: Contribution to engagement briefing

WPL

BACKGROUND

The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement workplace parking licencing (WPL) schemes, and the necessary supporting regulations and guidance were put in place in 2022. It will be for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit local circumstances. **The City of Edinburgh Council has included plans to take forward a WPL scheme as part of its published City Mobility Plan 2021-2030.** WPL is also under consideration in Glasgow as part of their Local Transport Strategy policy framework.

<redacted>

<redacted>

TOP LINES

Providing local authorities with discretionary powers to implement a WPL scheme supports our commitment to reduce car kilometres by 20% by 2030 and help tackle the climate emergency.

- Achieving our 2030 target of 75% emissions cut will require significant changes to travel behaviours, and WPL can help local authorities support this, alongside other local initiatives such as road space reallocation, parking measures and bus prioritisation.
- Measures such as WPL, can help promote public and sustainable transport and lead to reductions in traffic congestion and emissions.

Councils will have complete autonomy to decide whether they want to implement WPL locally and those discretionary powers will continue to remain available to them.

- Local authorities must consult those impacted and undertake impact assessments on proposed schemes before any are implemented – with decisions underpinned by local democratic accountability.
- Any revenue raised by WPL must be used to support the objectives of local transport strategies, which can support greener transport choices and affordable public transport.

12. Notification of written PQ answer

From: <redacted>@gov.scot <<redacted>@gov.scot>

Sent: Friday, September 22, 2023 1:10 PM

To: <redacted>

Subject: WRITTEN PQ Answers

Please find attached, the answers to the WRITTEN PQs processed on 22/09/2023:-

S6W-21197

ATTACHMENT 1:

WRITTEN ANSWER

22 September 2023

Index Heading: Transport Scotland

Liz Smith (Mid Scotland and Fife) (Scottish Conservative and Unionist Party):

To ask the Scottish Government whether any local authorities have opted to introduce a Workplace Parking Levy to date.

S6W-21197

Fiona Hyslop: I refer the member to the answer to question S6W-13971 on 31 January 2023, which sets out the circumstances in which Scottish Ministers are notified of a local authorities' proposal to introduce a scheme. While no such notifications, required at the stage of a formally published scheme proposal, have been received, I am aware of exploration by City of Edinburgh Council and Glasgow City Council who continue to consider how best to use the powers.

All answers to written parliamentary questions are available on the Parliament's website, the search facility for which can be found at <https://www.parliament.scot/chamber-and-committees/written-questions-and-answers>

ATTACHMENT 2 (Background note):

BACKGROUND NOTE FOR S6W-21197

(To be completed as necessary with any additional information)

Liz Smith MSP is the Conservative regional list member for the Mid Scotland and Fife region. The Conservative Party strongly opposed Workplace Parking Licencing (WPL) at the time of the Transport (Scotland) Bill 2019.

Ms Smith previously asked a question on WPL in December 2021:

- **S6W-05178** To ask the Scottish Government, further to the reference on page 12 of the Scottish Budget 2022-23, when the details of the proposed workplace parking levy scheme will be published.

Ms Smith's colleagues Liam Kerr MSP and Miles Briggs MSP have previously asked very similar questions in January 2023, August 2022, and September 2021:

- **S6W-13971** To ask the Scottish Government, in relation to the Workplace Parking Levy, how much money the policy has collected since March 2022; how many local authorities (a) currently implement the policy and (b) have signalled their intention to introduce the levy in the future. (January 2023)
- **S6W-09650** To ask the Scottish Government which local authorities have registered their interest in introducing the workplace parking levy. (August 2022)
- **S6W-02938:** To ask the Scottish Government which local authorities have indicated that they plan to introduce the workplace parking levy. (September 2021)

The proposed answer to this question refers to the answer to Mr Kerr's previous question in January 2023, as the answer has not changed.

The answer to this question was:

"The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement workplace parking licencing (WPL) schemes. It will be for local authorities to decide whether they wish to implement WPL locally and to shape proposals to suit local circumstances.

"To date, no local authorities have implemented a WPL scheme and therefore no revenue has been collected under a WPL scheme.

"The Workplace Parking Licensing (Scotland) Regulations 2022 require local authorities to notify Scottish Ministers when publishing notification of a scheme proposal. There is no requirement for local authorities to register their interest in introducing a WPL scheme with Scottish Ministers before they have formally published a scheme proposal (such as during initial scoping or exploration of a scheme).

"While no notifications of scheme proposals have yet been received, I am aware that local authorities may be considering how best to use the new powers. For example, the City of Edinburgh Council has included plans to take forward a WPL scheme as part of its published City Mobility Plan 2021-2030 and are continuing to scope such a scheme. I am also aware that WPL is under consideration in Glasgow as part of their Local Transport Strategy policy framework."

The regulations (made on 4 March 2022) require local authorities to notify Scottish Ministers when a scheme has been formally proposed<redacted>

Edinburgh City Council's City Mobility Plan 2021-2030 indicates its intention to have a WPL scheme in place by 2025. <redacted>

Glasgow City Council has indicated its intention to explore WPL in the Local Transport Strategy policy framework which was agreed by Council in 2022. This included the commitment to undertake a feasibility study on a WPL scheme, continue to develop a business case and report back to Council for a decision on whether to proceed with a scheme.

Contact Name: <redacted>
Ext: <redacted>

13. Emails between TS officials on written PQ

From: <redacted>
Sent: Wednesday, September 13, 2023 10:20 AM
To: <redacted>
Cc: <redacted>
Subject: FW: To clear: PQ on WPL S6W-21197

Hi <redacted>,

Are you content for this PQ to go on <redacted> clearance – it is a factual response to Liz Smith MSP on WPL:

(Background note - <https://erdm.scotland.gov.uk:8443/documents/A45189489/details>)

Liz Smith MSP (Mid Scotland and Fife region) (Scottish Conservative and Unionist Party):

To ask the Scottish Government whether any local authorities have opted to introduce a Workplace Parking Levy to date.

Fiona Hyslop: I refer the member to the answer to S6W-13971, which sets out the circumstances in which Scottish Ministers are notified of a local authorities' proposal to introduce a scheme. While no such notifications have been received, required at the stage of a formally published scheme proposal, I am aware of exploration by City of Edinburgh Council and Glasgow City Council who continue to consider how best to use the powers.

Many thanks,
<redacted>

From: <redacted>@transport.gov.scot>
Sent: Tuesday, September 12, 2023 4:26 PM
To: <redacted>@transport.gov.scot>
Subject: RE: To clear: PQ on WPL S6W-21197

Thanks suggested a slightly amended textual version of option of referring member to previous answer.

Thanks

<redacted>

<redacted>
*Head of Climate Change and Just Transition for Transport
Transport Strategy and Analysis Directorate
Transport Scotland, Scottish Government*



<redacted>
transport.gov.scot

Please see our privacy policy to find out why we collect personal information and how we use it
Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF

From<redacted>@transport.gov.scot>
Sent: Tuesday, September 12, 2023 3:18 PM
To: <redacted>@transport.gov.scot>
Subject: To clear: PQ on WPL S6W-21197

Hi <redacted>,

<redacted> Additionally, CEC is considering WPL next steps on Thursday, so I've put a placeholder in the background note <redacted> and will send to PO on Friday once I've checked it, if you are okay with that.

S6W-21197 Liz Smith What Local Authorities have introduced a scheme
<https://erdm.scotland.gov.uk:8443/documents/A45189481/details>

Thanks,
<redacted>

<redacted>
Climate Change Unit
Transport Strategy and Analysis Directorate | Transport Scotland
<redacted>

14. Extract from email dated 14 Nov 2023: Contribution to lines on CXC report

As I flagged to you a couple of weeks back, the parking research has now been published by CXC (link in email below)!
We've prepared some reactive lines below:

- <redacted>The 2019 Transport Act contains a suite of options to support the shift to sustainable travel – empowering local authorities to enforce low emission zones and workplace parking levies, if they choose to do so.
- Local authorities were provided with the discretionary power to implement workplace parking levies (WPL) in 2019 and the regulations were put in place in 2022. Glasgow and Edinburgh councils are progressing policy development work and have made commitments to implement schemes in their local transport strategies.

15. Advice on CXC report 2 November 2023

EXTRACT FROM ATTACHMENT:

Local authorities were provided with the discretionary power to implement workplace parking levies (WPL) in 2019 and the regulations were put in place in 2022. Glasgow and Edinburgh councils are progressing policy development work and have made commitments to implement schemes in their local transport strategies.

CXC report available online: <https://www.climatexchange.org.uk/media/5970/cxc-reducing-car-use-through-parking-policies-august-2023.pdf>

16. Extract from attachment to email dated 27 Nov 2023

Appeal Workstrand	Chamber	Home Policy lead	Implementation timescales
Workplace Parking Licensing	GRC	<redacted>	<i>Tribunals Regulations in place; SCTS implementing alongside Parking and LEZ</i>