

Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Workplace Parking Licensing - Consultation on Regulations and Guidance

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1. Recommendations

- 1.1 It is recommended that Transport and Environment Committee:
 - 1.1.1 Agree the consultation response on Regulations and Guidance for Workplace Parking Licensing (WPL) as set out in Appendix 1; and
 - 1.1.2 Note that the consultation on a WPL consultation on Regulations and Guidance closes on 6 September 2021.

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Workplace Parking Licensing - Consultation on Regulations and Guidance

2. Executive Summary

- 2.1 This report provides a draft Council response to a current Transport Scotland consultation on Regulations and Guidance needed to underpin the development of local Workplace Parking Licensing (WPL) schemes in Scotland.
- 2.2 The consultation seeks the views of stakeholders and the general public on key aspects of WPL regulations and guidance that will derive from the Transport (Scotland) Act 2019, including those relating to:
 - 2.2.1 Requirements for consultation on the development and design of new or amended local schemes;
 - 2.2.2 Local discretion on the form and design of a WPL scheme, including exemptions and other flexibilities;
 - 2.2.3 Responsibility for licences and charges;
 - 2.2.4 Procedures for review and appeal of licensing decisions;
 - 2.2.5 Enforcement of local schemes, including penalties and charges;
 - 2.2.6 Form and content of reports on and accounting for revenue accruing from local schemes; and
 - 2.2.7 Assessment of the impact of local schemes, including equality, business, environmental, and other impacts.

3. Background

National Policy Context

- 3.1 The Transport (Scotland) Act 2019 allows a discretionary power for local authorities in Scotland to introduce a WPL scheme within their area. As defined in legislation, a WPL scheme would see employers pay an annual fee to the council for every parking space they provide for employees, with the revenue raised to be used in support of the local transport strategy.

- 3.2 The Act provides the legislative framework for WPL and confers powers on Scottish Ministers to make the regulations and guidance needed to allow local authorities to progress with schemes. In June 2021 Transport Scotland launched a consultation to gather views from stakeholders and members of the public to help shape these regulations.
- 3.3 In launching the consultation, Transport Scotland state that WPL schemes have the potential to encourage the use of more sustainable travel modes, reducing congestion, tackling climate/air emissions across Scotland, and meeting national and local net zero targets.
- 3.4 The consultation seeks views and input on issues relating to the steps local authorities need to take ahead of implementing a WPL scheme, including:
 - 3.4.1 Requirements for consultation, communication, and local flexibilities on design and form of a scheme;
 - 3.4.2 Procedures for enforcement, reviews and appeals of licensing decisions;
 - 3.4.3 Approaches to publishing accounts related to the WPL scheme; and
 - 3.4.4 Approaches to assessing the impact of schemes on local communities and businesses.

City of Edinburgh Council position

- 3.5 The [City Mobility Plan](#) was published in February 2021, and provides a new plan for mobility and transport that addresses the challenge of reducing carbon emissions and how people, goods and services move into and around Edinburgh.
- 3.6 The plan includes a commitment to develop proposals for a WPL scheme in Edinburgh, following consultation and the publication by Scottish Government of formal regulations and guidance. The City Mobility Plan further notes that revenue from the scheme – should it be agreed - would be used to support a range of actions, including delivery of public transport improvements focused on quality, innovation, and affordability for those in greatest need.
- 3.7 A workplace parking survey was completed in Edinburgh during February to March 2020 to help inform the future feasibility of a WPL in the city. The analysis identified some 32,500 parking places across the city as chargeable within the terms of the legislation as part of a WPL scheme. This takes account of the national exemption on medical properties and places allocated for disabled parking.
- 3.8 In 2012 Nottingham became the first city in the UK to introduce a WPL. In its first three years this scheme raised over £25 million, all of which was used to fund transport improvements in the city. Analysis building on the parking research suggests that a WPL in Edinburgh operated on a similar charge per space and scheme design as the Nottingham example could raise revenue of up to £13 million per annum.
- 3.9 This report focuses on the detail of the regulations and provides a draft response to the consultation for consideration by committee. Alongside this formal submitting to

the consultation, Council officers are supporting the development of the regulations and guidance as members of Transport Scotland's WPL working group.

4. Main report

The Consultation

- 4.1 Transport Scotland launched a public consultation on WPL Scheme regulations and guidance in June 2021. The consultation aims to gather opinions on the regulatory framework and supporting guidance which will underpin local authorities' WPL schemes, should they choose to implement WPL.
- 4.2 This consultation is not about the design or implementation of any individual town or city specific WPL scheme. Local authorities will be required to undertake a consultation on their local schemes as part of design and implementation.
- 4.3 The closing date for responses to the consultation is 6 September 2021.
- 4.4 Following the closing date, all responses will be analysed and considered along with any other available evidence to help Scottish Government officials to prepare the WPL regulations and guidance. Responses will be published where permissions have been given to do so and an analysis report will be made available.

Responding to the Consultation

- 4.5 Appendix 1 provides a proposed City of Edinburgh Council response to the consultation. The response is based on the following principles that the proposals in the Regulations and Guidance should:
 - 4.5.1 Always build on current good practice rather than creating new processes and systems;
 - 4.5.2 Maximise the efficiency and simplicity of any processes;
 - 4.5.3 Uphold high quality engagement standards;
 - 4.5.4 Be proportionate in terms of checks, balances and controls; and
 - 4.5.5 Ensure local flexibility that recognises variances in local circumstance.
- 4.6 The Council's response also proposes that the Regulations and Guidance need to ensure that local decisions can be taken at a speed and in a manner which reflects the declaration of a climate emergency.

5. Next Steps

- 5.1 If the draft response is approved, officers will submit Appendix 1 as the City of Edinburgh Council response to the current Transport Scotland consultation by the closing date of 6 September 2021.

- 5.2 Following final publication of formal regulations and guidance from Scottish Government, further reports to Committee will set out next steps for the Council for consultation and design of a local WPL scheme.

6. Financial impact

- 6.1 There are no costs associated with the recommendations in this report.

7. Stakeholder/Community Impact

- 7.1 Future work will be developed on the expected stakeholder and community impacts as a result of further consideration of the feedback received from the Edinburgh Workplace Parking Survey. This will be considered once the parameters of an Edinburgh WPL scheme as defined from the published Regulations and Guidance are known.

8. Background reading/external references

- 8.1 Summary Briefing on Edinburgh Workplace Parking Survey 2020 – in Business Bulletin of Transport and Environment Committee Meeting, [21 November 2020](#).

9. Appendices

- 9.1 Appendix 1 - Workplace Parking Licensing – Consultation on Regulations and Guidance

Appendix 1 – Workplace Parking Licensing - Consultation on Regulations and Guidance

Consultation Questions

Consultation and Impact Assessment

Transport Scotland Proposal

Before implementing a WPL scheme, local authorities must complete a consultation. Ministers may make regulations on the consultation process including publication of proposals. In that consultation local authorities must publish:

- An outline of the scheme they are proposing to make, amend, or revoke. The outline has to include details such as licensing area; how long the scheme will remain in force; the charge per workplace parking place; arrangements for the periodic review of the operation and effectiveness of the scheme; and a description of any exemptions, including national exemptions and any further exemptions that the local authority chooses to apply.
- A statement about the objectives of the proposal, i.e. what the local authority seeks to achieve through the licensing scheme and the local authority's assessment of how the proposal will achieve those objectives and facilitate the achievement of policies in the local transport strategy. It should also set out how the local authority will apply the proceeds of the scheme once administration costs are met.
- An assessment of the impacts of the proposal on those who will have to pay charges as a result of the scheme and the impact on the environment.

Question 1

Are there other elements of WPL schemes that local authorities should be required to consult on, besides those listed under the 'Consultation and Impact Assessment' section?

- Yes
- **No**

Please explain your answer, including, if appropriate, what additional elements should be required and why:

City of Edinburgh Council proposed response

The consultation and impact section proposed that Local Authorities should publish information and consult on:

- an outline of the WPL scheme,
- a statement on the objectives of the scheme and
- an assessment of the impact of the scheme on the city and those who will have to pay charges.

These are appropriate issues for local authorities to consult on in developing proposals for a new scheme and provide a framework within which local authorities will be able to identify issues, develop or change policies, test the proposals and evaluate the WPL proposal for their area.

Consultees

Transport Scotland Proposal

The local authority is required to consult such persons as they consider appropriate in relation to the proposal, including, in particular, those who are likely to be affected by the proposal. Regulations may specify statutory consultees: a statutory consultee is an organisation or body which the local authority is legally required to consult.

Question 2

Should the regulations specify a list of statutory consultees that local authorities are required to consult?

- Yes
- **No**

Please explain your answer. If yes, please detail what statutory consultees and why:

City of Edinburgh Council proposed response

While guidance on critical statutory consultees could be useful, it is important that regulations permit sufficient local flexibility to allow for appropriate robust local consultation to take place. Local consultation on WPL schemes needs to be open and inclusive in order to be of a high standard, capturing any core groups that could be identified in legislation but also more broadly, stakeholders that might be relevant to the local context. Any statutory guidance should not limit that process to a core minimum list of consultees but rather, endorse and promote established standards for high quality consultation

Implementing the Scheme

Transport Scotland Proposal

Following the consultation, the local authority must publish a report summarising consultation responses, stating whether the local authority will proceed with the proposal (or any modified proposal) and sets out the local authority's reasons for whether or not it intends to proceed. Regulations may set out requirements for publication of this report.

Under the Transport (Scotland) Act, a "stand still period" of eight weeks will begin when the consultation report is published, and during that time the local authority cannot put their proposal in place. This provides time for the local authority and the Scottish Ministers to consider the local authority's decision on whether or not to proceed with the scheme and the public to be aware of the report.

The local authority or Scottish Ministers may appoint an examiner to carry out an examination of, and prepare a report on, the proposal or any aspect of it. Regulations will make further provision on the examination process, such as designating the Department for Planning and Environmental Appeals to undertake examinations and specifying the process around the examination. Under the Transport (Scotland) Act, where an examination is to be carried out, the local authority may not proceed with the proposal until the examination has been completed.

Following the "stand still period," or, where applicable, the examination is complete, local authorities may proceed with the decision to make, amend, or revoke a WPL scheme. Local authorities will be required to publish notices on the scheme and its effects so that liable employers are aware of their responsibilities. Regulations made under the 2019 Act

may make provision about the publication of such notices and are intended to add clarity for local authorities in order to reduce procedural challenges.

Question 3

When local authorities communicate information about new, amended, or revoked WPL schemes, what information should the notices contain? Please support your view with evidence where possible.

City of Edinburgh Council proposed response

To ensure a positive engagement and an efficient contact experience, local authority notices on new or changing schemes should include key details such as:

- The spatial area the scheme, or the change applies to
- The level of charge, responsibility for payment, and available exemptions
- Administrative processes, including processes for payment, penalties, and appeals or reviews
- Effective dates for the introduction of new or changed schemes

Question 4

When local authorities communicate information about new, amended, or revoked WPL schemes, where/how should notices be published? Please support your view with evidence where possible.

City of Edinburgh Council proposed response

Local authorities should consider using existing platforms or administration procedures for such communications, especially if liability for the charge falls on businesses/premise occupier. The Non-Domestic Rate system could potentially be used to administer/communicate charges and changes via the existing rates database. This approach would need to consider all appropriate data use legislation.

Experience gained through Covid-19 Business Grants has highlighted that the most successful business communication channels include Council websites, social media platforms and through our strategic partnerships with bodies such as the Edinburgh Chamber of Commerce.

Responsibility for License

Transport Scotland Proposal

Under the Transport (Scotland) Act 2019, the occupier of the premises providing the parking places will be responsible for acquiring and paying for the licence. There may however be circumstances where it would be appropriate to levy WPL charges against employers who provide workplace parking at premises, but who do not occupy those premises. For example, an employer may have entered arrangements with another person such as a car park provider or neighbouring premises to provide parking for their employees. These parking places would still be liable for WPL under the Act even though they are not the occupier's own employees.

WPL cannot be charged directly to individual employees, and it is a matter for the occupier of premises if (and how) they recover the charge from employees or any other person. Non-business customer parking is not liable for WPL; for example, non-business customer parking (such as a place occupied by a supermarket customer) would not be covered under WPL.

Further regulations may specify persons other than the occupier to be liable for the charge in specified circumstances. For example, it may be appropriate that in circumstances where the occupier of any premises has entered into arrangements with an employer for the provision of parking places, the employer would be liable for WPL charges rather than the occupier, as long as satisfactory evidence of this arrangement is provided by the occupier.

Question 5

Are there any circumstances where an employer besides the occupier of the premises should be responsible for the charges imposed through a WPL scheme?

- Yes
- **No**

Please explain your answer. If Yes, please describe the circumstances and entities who should be liable, supporting your view with evidence where possible.

City of Edinburgh Council proposed response

To aid a simple and effective management and enforcement process liability should sit with the occupier of the premise. The scheme will need to be flexible enough to effectively address sublet parking.

Responsibility for Licence as defined in the Transport (Scotland) 2019 Act means that the occupier of the premise that provides liable workplace parking spaces is responsible for acquiring and paying for the licence. This liability only applies to the occupier of the premise even if they have entered into arrangements with another person to provide parking for their employees or other liable persons from different employer(s).

Reviews and Appeals of Licensing Decisions

Transport Scotland Proposal

A WPL scheme may include provision for or in connection with: dealing with applications; granting, issuing and renewing licences; imposing conditions on a licence; the standard duration of a licence; how a licence may be varied or revoked and suspending the requirement to hold a licence for a period and reimbursement of charges for that period. It may also make provision for short-term licenses, which may not be granted or extended for a period longer than 12 months.

In certain cases it may be appropriate for an employer to seek a review of a licensing decision made by the local authority. Regulations will set out that following any review process the local authority may implement, the local authority must issue a written decision to allow the decision or conditions to be appealed. Following the local authority review, regulations will set out a right of appeal to the sheriff.

Question 6

Should the rationale and process for a local authority's review of licensing decisions be wholly set out by the local authority?

- **Yes**
- No

Please explain your answer.

City of Edinburgh Council proposed response

Local authorities have significant experience of running similar types of processes e.g. non-domestic rates. Indeed, it is reasonable to suggest that no other body would be able to set out this rationale given that the power sits with the local authority and needs to reflect local special and economic issues. Best practice from existing local schemes should be leveraged to build a robust and efficient scheme.

Question 7

What circumstances/rationale do you consider reasonable for review or appeal of licensing decisions to take place?

City of Edinburgh Council proposed response

Policy on the circumstances for review or appeal of WPL decisions should be implemented alongside and aligned to local processes already in place for similar business licencing and regulation activities.

In particular, key principles should be that:

- Formal appeals and review processes should be simple
- Processes should be consistent with other local licensing and regulation policies, and
- They should be considered in defined and finite timelines such that they do not unreasonably delay local implementation

Penalty Charges

Transport Scotland Proposal

We intend that regulations will specify a process around penalty charges, including provision for review and appeal of charges. Penalty charges may be imposed when an employer has failed to apply or pay for a licence or has failed to licence an adequate number of places. In line with similar penalty charges, we anticipate that payment would be required within 28 days and could be paid in a variety of methods such as online or over the phone.

The penalty charge notice (PCN) would include:

- The person liable to pay the penalty charge
- The amount of the penalty charge
- The reason(s) why the local authority believe the penalty is payable, including the licensing period to which it relates and a description of the premises to which it relates
- When the penalty must be paid by
- How to pay the penalty (i.e. by post, online)
- If applicable, a reduction in the penalty charge if it's paid within a certain period of time, or an increase in the penalty charge if no appeal is filed or the charge is not paid within a certain period of time
- Information on appealing the penalty charge
- Consequence for non-payment

It may be appropriate to seek a review of the penalty charge notice by the local authority within the payment period, for example on the grounds that:

- The parking places were not liable for WPL
- The present occupier was not the occupier when the contravention occurred
- The occupier has satisfactory evidence demonstrating arrangements with another person for the provision of parking places, where the other person may be liable for WPL charges rather than the occupier
- The number of parking places on which the penalty charge is based is incorrect.

Where a local authority accepts that at least one of the grounds for review noted above has been met, the local authority must cancel the PCN, and serve a notice on the recipient stating that the PCN has been cancelled. Where it has not been satisfied that any of these grounds have been established, a notice of rejection must be served. If the review is rejected by the relevant local authority, the recipient may appeal to the First-Tier Tribunal, on the same grounds as those for a review, with the appeal process either dismissing or allowing the appeal.

Question 8

Do you agree with the approach to penalty charges as outlined under the 'Penalty Charges' section above?

- Yes
- No

Please explain your answer, supporting your view with evidence where possible.

City of Edinburgh Council proposed response

The proposal provides a useful guide for an appropriate response to situations where an employer has failed to apply or pay for a licence or has failed to licence an adequate number of places.

The approach is in line with penalty charges for similar existing licensing schemes already in place, including the required information, method of payment and duration in which to pay.

Question 9

Do you consider that there should be additional grounds for review or appeal of penalty charges besides those listed under the 'Penalty Charges' section above?

- Yes
- No

Please explain your answer, supporting your view with evidence where possible.

City of Edinburgh Council proposed response

The grounds for review or appeal listed in the Transport Scotland proposal are fair and appropriate, and consistent with approaches taken in other licensing schemes.

Amount of the Penalty Charge

Transport Scotland Proposal

The amount of the penalty charge would not be set in regulations, as the penalty should be proportionate to the WPL charge set by local authorities. With that being said, there are

two possible approaches to the amount of the penalty charge. Regulations could set a national formula for the penalty charge, based on the WPL charge set by the local authority. For example, the penalty charge could be half of the annual WPL charge per day of contravention, per parking place, with a minimum penalty charge and a reduction for payment within a certain period of time. Alternatively, the amount of the penalty charge could be left entirely to local authorities to establish and consult on as part of the form of their local scheme.

Question 10

Which approach to the amount of the penalty charge do you consider more appropriate?

- A formula for the penalty charge, including a reduction in payment for payment within a certain timeframe or increase in response to delayed payment, should be set in regulations, or
- The amount of the penalty charge be determined entirely by local authorities

Please explain your answer, including what formula you consider appropriate, supporting your view with evidence where possible.

City of Edinburgh Council proposed response

The amount of the penalty charge should be determined entirely by local authorities.

All charges for WPL schemes, including penalty charges, should be set at levels that are appropriate to local circumstances, subject to local consultation and engagement processes, and designed to meet the objectives set for local schemes. To do so it is important that local authorities have the full flexibility they need to set penalty charge levels.

Accounts

Transport Scotland Proposal

Regulations may specify the form and content of accounts for revenue from WPL schemes, require their publication and specify the manner in which they must be published, or make provision for how accounts are to be prepared and kept in relation to joint schemes. We intend that regulations shall state accounts should be kept and published in line with proper accounting practices. Regulations will also state that in the case of joint WPL schemes by two or more local authorities, accounts should demonstrate each local authority's costs and how revenue is apportioned.

Question 11

Do you agree with the approach outlined under 'Accounts'?

- Yes
- No

City of Edinburgh Council proposed response

The proposed approach to accounting for revenue from WPL schemes is appropriate and meets the need to ensure schemes adhere to proper accounting practices.

Question 12

Do think further regulation on accounts is required?

- Yes

- **No**

Please explain your answer.

City of Edinburgh Council proposed response

The proposal on accounting is appropriate and proportional.

Equality impact assessment and Fairer Scotland duty

In creating a consistent approach to WPL in Scotland, the public sector equality duty requires the Scottish Government to pay due regard to the need to the following:

- Eliminate discrimination, victimisation, harassment or other unlawful conduct that is prohibited under the Equality Act 2010,
- Advance equality opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a relevant protected characteristic.

These three requirements apply across the 'protected characteristics' of:

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion and belief
- sex and sexual orientation
- The Scottish Government must also include consideration of:
 - children and young people (Child Rights and Wellbeing)
 - socioeconomic disadvantage, low wealth, and area deprivation (Fairer Scotland Duty)

Parking places for Blue Badge holders are exempt from charge. This means that a local authority can require the place to be licensed, including being counted towards any minimum place threshold for a licence, but cannot levy a charge on these parking places.

The Scottish Government will consider the responses from the consultation process in determining any actions needed to meet its statutory obligations. Your comments will be considered in a full Equality Impact Assessment to determine whether any further work in this area is needed.

Question 13

What positive or negative impacts do you think the WPL proposals outlined within this consultation may have on:

- particular groups of people, with particular reference to 'protected characteristics' (e.g. age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex and sexual orientation)

- children and young people
- people facing socioeconomic disadvantages
- people living in island communities

City of Edinburgh Council proposed response

The provisions made in the Transport Scotland Act already make useful exemptions to help mitigate potential negative effects of a WPL scheme. In particular, exemption of customer parking spaces at supermarket and shopping centres, exemptions for parking places reserved for Blue Badge holders, certain parking places at qualifying NHS premises, parking places at hospices, are all useful Scotland wide measures to mitigate potential negative effects on specific citizen groups. Similarly, the provisions that WPL cannot be charged directly to individual employees but is a matter for the occupier of premises is a further useful mitigating measure.

Despite these provisions, however, it is feasible that the introduction of a poorly designed WPL scheme could result in changes in behaviour by affected businesses that have unwanted negative impacts on particular groups. At the same time, it is feasible that the introduction of new costs or penalty charges may interact with other locally or nationally determined charges in ways that are difficult to foresee, or in ways that exacerbate inequalities between different areas or groups.

The awareness of these risks helps emphasise the importance of good quality, robust engagement and consultation with citizens and businesses throughout the development of WPL proposals in a local area.

Local Authorities already have statutory duties to consider and respond to such impacts, and to ensure that protected characteristic groups are consulted in the design of new policies. Integrated Impact Assessments are carried out for all such schemes and provide a robust framework to allow local authorities to identify potential equalities impacts of the proposal and design appropriate scheme changes or mitigations

Business and Regulation

Transport Scotland Proposal

A Business and Regulatory Impact Assessment (BRIA) should analyse whether a policy (or in this case regulations and guidance) is likely to increase or reduce the costs and burdens placed on businesses, the public sector and voluntary and community organisations. A partial BRIA has been prepared and is available for review on the [Transport Scotland website](#). Your comments to this consultation will help inform a final BRIA of WPL regulations and guidance proposals.

Question 14

Do you think the WPL proposals outlined within this consultation are likely to increase, reduce or maintain the costs and burdens placed on business sectors? Please be as specific as possible in your reasoning.

City of Edinburgh Council proposed response

The net impact of any WPL scheme on the cost burdens placed on business sectors will vary considerably between areas depending on the specific design and form of the scheme (in terms of size and type of area, approach to charging, level of penalty and so on), and the benefits, in terms of reduced cost or increased turnover, that businesses may yield as a result of transport investments made possible by a WPL.

The partial BRIA published by Transport Scotland provides a useful summary of these issues, noting that local decisions around the charge per parking place, any exemptions, and the number of spaces below which a licence was not required could all impact on the cost to local businesses arising from the scheme (while also noting that occupiers may have options to reduce or eliminate their WPL cost by reducing their workplace parking provision and encouraging employees to use alternative, more sustainable forms of transport to commute to work).

At the same time, the partial BRIA usefully notes that while the introduction of a WPL could result in increased costs for occupiers, it could also have positive impacts on the competitiveness of firms located in the scheme boundaries by making the local area more pleasant to visit.

Understanding of the local nuance of these interactions, gathered through meaningful consultation with local businesses, will be critical to the successful design and implementation of a WPL scheme.

Data Protection Impact Assessment

Transport Scotland Proposal

Under the General Data Protection Regulation, the Scottish Government must complete a Data Protection Impact Assessment (DPIA) for all projects involving personal data and privacy. A full DPIA will be conducted to ascertain whether our proposals may have an impact on the privacy of individuals.

Question 15

What impacts do you think the proposals outlined in this consultation may have on the personal data and privacy of individuals?

City of Edinburgh Council proposed response

If WPL is implemented in line with the provisions of the Transport Scotland Act, with responsibility for acquiring and paying for a licence lying with employers and occupiers of premises rather than with individuals, it is likely that proposals will have limited impact on personal data and privacy of individuals.

Where risks do arise, for instance through the use of existing council databases to support administration of the scheme, there are robust legal frameworks already in place to protect privacy and prevent misuse of personal data.

Environment

Transport Scotland Proposal

The Environmental Assessment (Scotland) Act 2005 ensures those public proposals that are likely to have a significant impact on the environment are assessed and measures to prevent or reduce adverse effects are sought, where possible, prior to implementation.

Question 16

Do you think the WPL proposals outlined in this consultation are likely to have an impact on the environment? If so, in what way? Please be as specific as possible in your reasoning.

City of Edinburgh Council proposed response

One of the stated objectives of WPL schemes, as outlined in the Transport Scotland proposal, is to encourage the use of more sustainable travel modes, reducing congestion and tackling climate/air emissions. A successful WPL can help achieve these objectives both through incentivising behaviour change, and through facilitating local investment in sustainable transport.

The proposals included in the consultation provide a useful practical framework for the design of local initiatives with the potential to deliver these goals, but the precise impacts of any given scheme will depend largely on its local design and the local context within which it is implemented. The same scheme implemented in two different areas, for instance, will have quite different environmental effects depending on the make up of the local business base, the availability of public transport options, the dynamics of the local labour and housing markets, and the particular environmental pressures faced by each area.

It is for these reasons that local flexibility in design and form of WPL schemes is critical. It is for these reasons too that robust consultation with local stakeholders on the environmental impacts of any proposed scheme are carried out during the development stage.

Integrated Impact Assessment toolkits provide a robust framework to allow local authorities to identify potential environmental impacts of a proposal and design appropriate scheme changes or mitigations

Question 17

Do you have any other comments that you would like to add on the Scottish Government's WPL proposals outlined within this consultation?

City of Edinburgh Council proposed response

Nothing further to add.
