

Amendment by the Administration

Transport and Environment Committee

14 September 2023

Item 7.2 – Motion by Councillor Arthur – Edinburgh Workplace Parking Levy

Thanks Officers for a balanced report which highlights both the potential benefits of a Workplace Parking Levy and its predictable negative consequences on key groups.

Notes that the Labour administration previously raised concerns that the predictable and non-trivial negative impacts of a Workplace Parking Levy were not being adequately addressed by the Committee. Regrets, therefore, that other parties decided to proceed without addressing these. Welcomes that this report provides an opportunity to pause and robustly address these concerns before giving the Edinburgh public a say on the matter.

Recommits Edinburgh to a just transition – it must move to a net-zero economy in a way that is fair and equitable for all, including workers, communities, and the environment.

Notes, however, that in contrast with this the current report makes the following observations:

1. *“...15% of those that travel to work by car” are in “the lowest two groups of Socio-economic classification”.*
2. *“The school sector has a relatively higher dependency on car use to work, and part time workers have a relatively higher income impact if the full cost of WPL was passed on.”* Further notes that *“56% of the Teaching and Educational Professionals in Edinburgh are women”*, and *“31% of women employed in Edinburgh work part-time”.*
3. The Workplace Parking Levy could create *“displaced parking to residential areas or places located near existing parking terminals as drivers commuting to work attempt to avoid paying for the levy”.*

4. There may be an *“impact on cost of living if the levy is passed on to workers” and that women are “overrepresented in sector specific employment with car reliance”.*
5. *“...a Workplace Parking Levy could reduce private car use, and that may lead to disproportionate impacts on lower income groups experiencing forced car ownership.”*

Notes that the report is clear that more work is required to evaluate the carbon impact, environmental impact and any risks from cumulative impacts.

Further notes that in terms of the impact a Workplace Parking Levy may have on modal shift, a significant independent study in Nottingham (<https://doi.org/10.1016/j.cstp.2019.09.001>) found that in terms of sustainable transport *“around 8.5% of all commuters on these modes have switched away from the car, at least in part because of the WPL Package. About half of these commuters cited the increase in the cost of parking at work or the removal of workplace parking as an important reason... ..however, the survey also demonstrates that a quarter of all current car users surveyed have switched to this mode in the study period, with convenience and a quicker journey time being important reasons for this switch.... It is concluded that this limits the ability of the WPL to actually reduce congestion as when road space is consequently released by the WPL itself, or the measures it part funds, further car trips are generated.”*

Concludes that whilst a Workplace Parking Levy would help address Edinburgh’s position as Scotland’s worst funded Council, such a scheme must not worsen inequality between residents in our capital. Further concludes a Workplace Parking Levy would only succeed if it was part of a wider progressive plan to encourage modal shift.

Agrees that progressing to a consultation without addressing these points fully, and offering robust and workable mitigation options as part of an open and transparent public consultation, would conflict with the commitment to deliver a just transition.

Further agrees all work on the consultation should stop until robust mitigation options are presented to the Committee for consideration which have been developed in partnership with local Trade Unions and other key stakeholders.

Moved by:

Seconded by:

Addendum by the SNP Group

Transport and Environment Committee

14 September 2023

Item 7.2 - Edinburgh Workplace Parking Levy

ADDS:

1.2 Agrees to proceed to engagement and consultation as set out in 5.1.

1.3.1 Acknowledges the strategic importance of the City Mobility Plan's commitment to a 30% reduction in car kilometres by 2030. This must extend to regular and frequent reporting of progress towards that target in order to assist the Council in identifying what policy solutions, such as a Workplace Parking Levy or a congestion charge, are needed to address Edinburgh's severe congestion problems and to meet the challenges of the climate crisis.

1.3.2 Agrees therefore that the annual progress towards the target of a 30% reduction in car kilometres by 2030 will be reported on an annual basis in the Annual Performance Report to the Policy and Sustainability Committee, with the figure for the last reporting year to have concluded to be included in the next Transport and Environment Committee Business Bulletin.

Moved by: Cllr Danny Aston

Seconded by: Cllr

Addendum by the Liberal Democrat Group

Transport and Environment Committee

14 September 2023

Item 7.2 – Edinburgh Workplace Parking Levy

Committee

Add at end:

“and agrees to proceed with the working necessary to undertake a full public consultation.”

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Green Group

Transport & Environment Committee

14 September 2023

Item 7.2 - Edinburgh Workplace Parking Levy

After 1.1 insert:

1.2 Reiterates approval of going forward to an initial consultation on the general principles of a Workplace Parking Levy (WPL).

1.3 Recognises the necessity for measures to promote a cultural and modal shift from solo car use towards more sustainable travel options which will have a positive impact on our environment and also on people with marginalised identities – notably workers who come from a low-income background, women, disabled people, elderly people and ethnic minority groups – all of whom are more likely to travel by public transport anyway.

1.4 Acknowledges outstanding concerns and the possibility for misunderstandings raised in the Integrated Impact Assessment but recognises the wide range of possible mitigations available.

1.5 Recognises the need for the consultation to clearly communicate the aims, scope, and potential benefits of a WPL and asks that the consultation should explore views on these mitigations as well as what workers would like the money to be spent on.

Moved by: Councillor Kayleigh O'Neill

Seconded by: Councillor Jule Bandel

Amendment by the Conservative Group

Transport & Environment Committee

14 September 2023

Item 7.2 - Strategic Business Case for an Edinburgh Workplace Parking Levy

Committee:

1. Considers that the imposition of a Workplace Parking Levy would be an additional and unwelcome tax on jobs burdening businesses and workers with extra costs, especially during the difficult economic times of a cost-of-living crisis.
2. Notes that Council Officers time could be better spent elsewhere
3. Agrees to take no further action on this proposal.

Moved by: Councillor Marie-Clair Munro
Seconded by: Councillor Christopher Cowdy

Addendum by the Green Group

Transport & Environment Committee

14th September 2023

Item 7.3 - Roads and Transport Infrastructure Investment

After 1.1 insert:

1. Welcomes the marked improvements to safe and accessible active travel infrastructure and the public realm the application of Street Design Guidance to capital renewal projects has delivered in the past.
2. Expresses concern at the possible impact going forward with like-for-like carriageways renewals instead of applying Street Design Guidance in the future would have on active travel.
3. Recognises that some of the investment options presented require trade-offs between the condition of the carriageway and improvements to active travel infrastructure and the public realm.
4. Notes that while carriageway condition is assessed and measured through the RCI score, no comparable projections exist for progress on delivering active travel infrastructure and public realm improvements that would improve the safety and experience of its users.
5. Requests a report in advance of the 24/25 Council Budget to quantify the impact of the two options proposing like-for-like carriageway renewals on the council's year by year progress on the delivery of active travel infrastructure and public realm improvements.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Kayleigh O'Neill

Addendum by the Conservative Group

Transport & Environment Committee

14 September 2023

Item 7.3 - Roads and Transport Infrastructure

Further, Committee notes point 3.8 of the report that the current capital budget strategy “forecasts deterioration of the carriageway network.”

Committee acknowledges:

- The current poor condition of the City’s roads is of great concern and needs to be addressed.
- That Scenario 4, requiring an extra £3Mil - £5Mil funding per financial and using like for like renewals, represents the most efficient, effective and pragmatic option for future improvement.

Moved by: Councillor Christopher Cowdy

Seconded by: Councillor Marie-Clair Munro

Amendment by the SNP Group

Transport and Environment Committee

14 September 2023

Item 7.4 – Phased Reduction in the Use of Glyphosate

Deletes all and replaces with:

1.1.1 Committee notes point 3.3 in the Report and believes that the burden of evidence indicates that glyphosate, being a ‘forever’ chemical, is carcinogenic, and as an endocrine disruptor, is a threat to the health and wellbeing of those who come in contact with it, particularly children.

1.1.2 Committee notes and agrees that glyphosate-based herbicides are a significant threat to biodiversity and the environment.

1.1.3 Given the above, Committee believes use of glyphosate-based herbicides should be phased out across all our Greenspaces.

1.1.4 Further, Committee requires an accelerated timescale for the phasing out of glyphosate use for the control of weeds on our roads, carriageways, pavements and hardstanding areas prior to 2026 with a plan to be included in the Environmental Services Policy Assurance review in Spring 2024, this review to explore non-glyphosate approaches to controlling and eradicating invasive weeds (as listed in 4.9).

1.1.5 Notes the 2018 case of Dewayne Johnson, the US greenkeeper who won a landmark legal case against the manufacturer with the jury ruling that the manufacturer’s glyphosate product had caused his terminal cancer, and requests a report back, within one cycle, on the protective equipment that Council workers and any contractors are required to use while spraying.

1.1.6 Agrees that officers should prepare and circulate a short briefing to Edinburgh’s Community Councils with details on the procedure and process for involvement in the glyphosate-free trial areas.

Moved by: Cllr Stuart Dobbin

Seconded by: Cllr Danny Aston

Addendum by the Liberal Democrat Group

Transport and Environment Committee

14 September 2023

Item 7.4 – Phased Reduction in Glyphosate Use

Committee

In 1.1.3, after “hardstanding areas”, insert;

“but agrees there should be no reduction overall in the scope and quality of weed control on roads and pavements during, or after, this period of transition.”

Moved by: Cllr Kevin Lang

Seconded by: Cllr Sanne Dijkstra-Downie

Addendum by the Green Group

Transport & Environment Committee

14th September 2023

Item 7.4 - Phased Reduction in Glyphosate Use

After 1.1.4 insert:

- 1.1.5 Welcomes the ban in greenspaces and proposed phase out on roads and pavements as the toxicity of glyphosate is known to be fatal to birds, bees, worms and fish, and can also have a detrimental impact to people's health and wellbeing.
- 1.1.6 Reiterates our commitment to tackling the Climate and Nature emergencies in all forms, especially by ways of Council's use of chemical sprays on our streets and in our green spaces.
- 1.1.7 Nevertheless, recognises the need for ongoing scrutiny around the phase out.
- 1.1.8 Therefore, requests a progress update to come back to Committee in one year's time.

Moved by: Cllr Jule Bandel

Seconded by: Cllr Kayleigh O'Neill

Amendment by the Conservative Group

Transport & Environment Committee

14 September 2023

Item 7.4 - Phased reduction in Glyphosate use

Delete 1.1.3 and replace with:

Continue to consider effective alternatives with the aim of reducing use of glyphosate-based herbicide for the control of weeds on our roads, carriageways, pavements and hardstanding areas, where feasible; and

Moved by: Councillor Christopher Cowdy

Seconded by: Councillor Marie-Clair Munro

Addendum by the SNP Group

Transport and Environment Committee

14 September 2023

Item 7.6 - Strategic Review of Parking: Progress Update

ADDS:

1.2.1 Committee welcomes the work of officers in delivering the Strategic Review of Parking, which is the most wide-ranging reform of parking controls in the city since the original city centre zone was introduced, and recognises the benefit that many residents who have experienced the impact of commuter parking pressures are already seeing on their streets.

1.2.2 Acknowledges however that in such a large undertaking, it is unavoidable that some anomalies and errors may creep in.

1.2.3 Agrees therefore to request a report in three cycles to update on the implementation of all new phase 1 CPZs with a full audit of the new parking control measures. This should include, how much total new length of double yellow lines and any other additional controls have been added broken down by:

- improvements to accessibility;
- improvements to connectivity (preventing double parking, etc.);
- improved access to utilities like bin hubs;
- improvements to safety at junctions and other areas;
- a full explanation of every stretch of controls that does not fit into the above list;

and should include a list of measures which were set out in TROs but which have not been marked on roads and therefore not been implemented.

1.2.4 Also agrees that detailed maps of all proposed new CPZ schemes will always be provided to ward councillors and community councils ahead of the promotion of the TROs relevant to them and to this committee when it is considering reports on progression to a TRO.

1.3.1 Notes the update contained in Appendix 2 and the legal obstacles to granting permits to households which are part of streets which are currently not adopted or were not adopted at the time of the promotion of the enabling TRO and which therefore have not been included in the CPZ area in which they are located.

1.3.2 Nonetheless reiterates Council's recognition in the meeting of June 2023 that 'it is not fair that residents in these new developments should be concerned that they will be under disproportionate pressure from neighbouring streets if they are not included in the CPZ'.

1.3.3 Acknowledges that until the legal process of extending parking controls to the two streets that were adopted within zone N6 is completed it cannot be definitively concluded that controls will be implemented there.

1.3.4 Agrees therefore to ask officers to liaise with the Council's parking enforcement contractor with a view to ensuring that households in the affected streets in N6 will receive a parking dispensation: for instance being able to provide registration details for one car each to the contractor via the Council and that these nominated vehicles will face no penalty for parking in N6 CPZ permit holders' bays until the legal process of extending parking controls has been completed and an outcome determined.

Moved by: Cllr Danny Aston

Seconded by: Cllr

Addendum by the Liberal Democrat Group

Transport and Environment Committee

14 September 2023

Item 7.6 – Strategic Review of Parking

Committee

Add at end of 1.1.3;

“and requests that relevant ward councillors are briefed on individual assessments and outcomes as they arise on CPZs on private roads, and that assessments are completed within two months of notification of issues arising”.

Add

“1.1.6 agrees that the monitoring report set out in 5.2 should also include an update on engagement with traders/uptake of traders permits, feedback from local businesses, feedback from garage permits, other resident issues arising, and any lessons learned ahead of any decision on Phase 2.”

Moved by: Cllr Sanne Dijkstra-Downie

Seconded by: Cllr Kevin Lang

Addendum by the Green Group

Transport & Environment Committee

14 September 2023

Item 8.1 - Response to Consultation on the draft Producer Responsibility Obligations (Packaging and Packaging Waste)

After 1.1 “[...] set out in Appendix 1” insert:

with the following additions where appropriate:

- 1.1.1 Transparency must also be given as to how The Scheme Administrator will cover the cost of litter and clarity on the money being additional to local authorities, and paid directly to local authorities as opposed to being part of a block grant

Moved by:

Seconded by: