

Policy Position Paper: Work Place Parking Levy (WPPL)



Agreed Position – 3rd November 2022

We understand some of the rationale behind the proposed introduction of a WPPL in Edinburgh, and fully understand the context of this as part of the City's ambitions to become net zero by 2030. However, we have a general position currently of a moratorium on all local additional taxation and regulatory burdens whilst we continue to navigate the current economic crisis, and would urge the City Council not to introduce this in the current climate. Consideration also needs to be given to how vulnerable employees, shift workers and others who might be disproportionately impacted by these measures can be supported to ensure they are not unfairly penalized.

Context

In March 2022, Scottish Government passed legislation allowing LA's to charge businesses for providing workplace parking – and companies can pass the cost onto their staff. The WPL is designed to cut the number of car journeys and protect the environment, with employers who provide on-site parking obliged to apply for a licence and pay a fee based on the number of parking spaces available. Most health facilities and disabled parking spaces will be exempt, but no limit is being placed in the amount charged – this can be determined entirely by LAs individually. CEC have started to discuss implementation: expected that fleet vehicles will be exempt, and the policy may be targeted at specific sizes of business.

Rationale

- The timing of any scheme in Edinburgh will be critical – introducing this in the midst of the current cost of living/doing businesses crisis would potentially threaten our fragile economic recovery
- Must be viewed in the context of other similar initiatives such as Low Emissions Zones & Transport and Mobility Strategy – how does this fit in?
- Local authorities may use revenues from the WPL to support the policies in their Local Transport Strategy – so could support move to improved/green transport if ring-fenced

Data: Evidence Gathered

[Workplace Parking Licensing and the Transport Scotland Act](#)

- Scottish Government has set a target of cutting the number of car journeys by a fifth in the next eight years. They say WPL will help reduce congestion and air pollution by forcing more workers to use public transport or walk or cycle to work.
- Current statistics suggest around half the short journeys taken in Scotland are by car, the majority of which see just one person in the vehicle – this legislation is designed to reduce the climate impact of these sorts of journeys.

Key Policy Maker and Stakeholder Positions

UK Govt. – Nottingham the only other UK city where WPL applies. Spaces cost £485 each – only for businesses with 11 or more employees. Around 80% of businesses pass the cost onto workers and money raised has been used to fund infrastructure
Scot Govt. – Passed legislation allowing LAs to implement in March 2022. Conservatives objected and tried to defeat passing.
CEC – Current Council has stated their intention to introduce in Edinburgh. Will issue consultation. Labour withdrew their previous support in Feb 22.

Data: Evidence Required

- Deeper assessment of business impact in Edinburgh, incl. assessment of impact on competition with nearby cities
- More engagement with members re views/impacts
- More detail on how the scheme would be implemented and policed

Chamber 'Asks'

- Meaningful discussion with impacted businesses on how the scheme will be administered and applied.
- Consideration of increased cost burden on businesses and employees, especially in the current economic climate
- Greater clarity needed on potential fees & process