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Glasgow City Council

City Administration Committee

Report by Councillor Anna Richardson, City Convener for Sustainability and Carbon Reduction

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Item 4

13th December 2018

WORKPLACE PARKING LEVY

Purpose of Report:

To provide committee with an update on the ongoing debate regarding the introduction of powers to allow local authorities to create Workplace Parking Levy (WPL) schemes.

Recommendations:

It is recommended that the committee -

1. notes that a change in national transport legislation is required for the Council to put in place Workplace Parking Levy schemes;
2. requests the power to deliver Non-residential parking levy (including Workplace Parking Levy) schemes from the Scottish Government.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

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1 Introduction

Although charging for on street parking is legally possible, primary legislation is not currently in place to allow charging for private non – residential (PNR) parking in Scotland. In England, powers to allow local authorities to introduce Workplace Parking Levy (WPL) schemes were contained in the Transport Act 2000.

A Workplace Parking Levy would allow local authorities to charge for PNR parking spaces. In such a scheme, any charge would be levied on premise owners, not individuals, based on the number of parking spaces available.

As reported to the Environment, Sustainability & Carbon Reduction Committee on 28 August 2018 (link below) -

<http://www.glasgow.gov.uk/councillorsandcommittees/viewDoc.asp?c=P62AFQDN2UZ3UTT1Z3>, the Transport (Scotland) Bill 2018 is progressing through the Scottish Parliament and is currently under consideration by the Rural Economy and Connectivity Committee at Stage 1.

The Bill includes legislation regarding Low Emission Zones, Local Bus Services, Parking, Smart Ticketing and Road Works. Currently, there is no provision in relation to WPLs, however, due to growing interest from a number of stakeholders, it is possible that there will be an amendment to include this at stage 2.

2 Background

The potential advantages to introducing a WPL would be to encourage a modal shift towards more sustainable and active travel options and reduce congestion caused by single occupancy private car trips. A WPL scheme would also complement the Low Emission Zone, the first phase of which comes into force in Glasgow at the end of 2018, in terms of reducing harmful traffic emissions.

A WPL scheme could also provide a funding stream for major transport improvement schemes. An example of this is in Nottingham, where WPL funds have been used as a contribution towards major sustainable transport improvements including electric buses and extensions to the tram network. The scheme in Nottingham has generated around £25million in its first three years of operation.

3 Way Forward

The independent Glasgow Connectivity Commission launched its phase one report on 29 November 2018 which includes the following recommendations -

- Local authorities in Scotland should be given the powers in the Scottish Transport Bill to introduce non-residential parking charges;
- Glasgow City Council should propose the transport projects that could be funded from this revenue stream and assess the economic, social and environmental case for using these powers;
- A particular emphasis should however be placed on supporting city centre retail and leisure at a time of intense pressure from online platforms and appreciating

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the impact policy can have by creating an uneven playing field against both online and out of town alternatives.

An updated Local Transport Strategy (LTS) will be developed and it is recommended that an investigation into the potential benefits of introducing of a WPL is undertaken as part of this process. With this in mind, the Council would support the inclusion of legislative powers within the Transport Bill to allow local authorities to introduce WPLs so that this is an option that can be considered.

It should also be noted that the COSLA Environment and Economy Board has recently approved a paper supporting Workplace Parking Levies in principle.

If the legislation becomes available, careful consideration would have to be taken with regard to the form any WPL scheme would take in Glasgow.

It may be that any scheme would have to be considered on a regional basis and / or cover all non - residential parking, including parking at shopping centres etc, in order to avoid spatial inequality. Legislation that enables non-residential parking levy could offer local authorities greater flexibility in designing a scheme to take these issues into account.

4 ESCR City Policy Committee - 27 November 2018

Following consideration at its meeting on 27 November 2018, the Environment, Sustainability and Carbon Reduction City Policy Committee agreed to refer this report to the City Administration Committee to note a change of national transport legislation was required for the Council to put in place WPL schemes; and also to request that this Committee requests the power to deliver non-residential parking levy schemes, including WPL schemes from the Scottish Government.

5 Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	None at this stage
<i>Legal:</i>	Any introduction of a WPL scheme would require additional legislation.
<i>Personnel:</i>	None at this stage.
<i>Procurement:</i>	None

Council Strategic Plan:	Investigating a potential WPL scheme contributes to several themes in the CSP, including: A Thriving Economy A Vibrant City A Healthy City A Sustainable and Low Carbon City
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and is aligned to CSP Priority Nos 54, 55, & 65.

Equality and socio-economic impacts:

Does the proposal support the Council's Equality Outcomes 2017-22

Yes

What are the potential equality impacts as a result of this report?

If the powers for local authorities to introduce WPLs become available through the Transport Bill, equality impacts will be fully considered during the assessment of whether the Council should adopt their introduction as a policy.

Please highlight if the policy/proposal will help address socio economic disadvantage:

If the Council adopts WPLs as a policy, this would address social / economic disadvantage by providing funding to improve access to sustainable transport.

Sustainability Impacts:

Environmental:

Dependent on policy developed re WPL schemes.

Social including Article 19:

Dependent on policy developed re WPL schemes.

Economic:

Dependent on policy developed re WPL schemes.

Privacy and Data Protection impacts:

None at this stage.

6 Recommendations

It is recommended that the committee -

1. notes that a change in national transport legislation is required for the Council to put in place Workplace Parking Levy schemes; and
2. requests the power to deliver Non-residential parking levy (including Workplace Parking Levy) schemes from the Scottish Government.