

36101 Workplace Parking Levy (WPL)

Please provide the current estimate of car parking spaces available in the local authority that would qualify for the Scottish Government's Workplace Parking Levy.

The City of Edinburgh Council's position on WPL, as defined by its City Mobility Plan 2021 is to complete and present for consideration a consultation on a Workplace Parking Levy by 2023. To date, no decision has been taken by the Council on the business case for an Edinburgh WPL. The Council has also not taken any decision on the geographical boundary a potential workplace parking licence could apply to, nor what projects and initiatives the additional revenue from a WPL could fund and part fund.

Findings from a parking survey of workplaces within the Edinburgh Council boundary was reported in the [Business Bulletin of Transport and Environment Committee in November 2020](#) –

(<https://democracy.edinburgh.gov.uk/documents/s28757/6.1> - Business Bulletin 12 November_Final.pdf)

This research identified 1,085 businesses and 2,766 workplace sites with around 75,000 parking spaces within the city boundary. This however would include visitor and customer parking which are out of scope from the Workplace Parking Licence scheme, as set out in the Transport (Scotland) Act 2019. Identifying the number of car parking spaces that would qualify for a levy depends on many conditions and future decisions for the local authority, as previously noted. The research, however, at the time attempted to calculate a maximum potential liability estimate, based on a sample of workplaces in Edinburgh, a forecast of 35,003 places were identified for Edinburgh.

Please provide any estimates/research conducted by the local authority, from January 2019 to this current date (28/02/2022), on the impact of imposing the WPL on the local authority, including any research on the estimated level the levy would be imposed at and the revenue that could be raised.

As previously noted in response to Q1, research was reported in the [Business Bulletin of Transport and Environment Committee in November 2020](#). There has been no research carried out on the impact from a WPL including the impact to commuters from the Sustainable Transport projects or Active Travel initiatives the additional revenue from a WPL could fund or part fund. Using Nottingham as a comparator in the UK, the Council has estimated that, based on the rates used there (£458 per space for 2022/23), a WPL in Edinburgh could raise up to £16 million without any exemptions.