

We wish to briefly note our continued support for the introduction of a workplace parking levy in Edinburgh. We urge councillors to proceed with WPL because it is a demand management policy which we know can work and provide a much needed income source to support other measures to improve sustainable transportation in the city.

Edinburgh has set an ambitious target of reducing car-kilometres driven by 30% by 2030. Achieving this will have multiple major health and economic benefits for people who live in, work in or visit Edinburgh.

We are not aware of any city in the world that has achieved anything close to a 30% reduction in car-kilometres without introducing demand management policies, such as congestion pricing or workplace parking levies.

In order to achieve the 2030 target, you will need to convince, and enable, people to drive less in 2030 than they did in 2020, a year in which for several months it was literally a criminal offence to leave the house without a legitimate reason.

WPL is a policy which studies have shown to work and which, due to the work already done by officers, could be implemented in Edinburgh relatively soon.

Even with no further delays, it will have taken at least six years to bring WPL from scoping to implementation. If you reject it this week, and are at all serious about the 30% reduction target, you will need to replace it with some other demand management policies.

Achieving the 30% car-kilometre reduction target will also require enabling more people to make more journeys using sustainable modes of transport - whether by walking, wheeling, cycling or using public transport. That enablement work requires funding, and WPL would provide some of this in line with a "Polluter Pays" principle.

The WPL proposals are estimated to provide over £10 million per year. That is money which could be spent making Edinburgh a safer and more appealing place to get around by cycling, for example by reinstating the cycle hire scheme or building approximately 10 km of high quality cycleways every year.

Please therefore proceed today with WPL. If that isn't possible, then please ensure that it is not taken completely off the table until alternative demand management policies, capable of achieving the 30% car-kilometre target, are developed.

Finally, we continue to urge the Council to seek powers from the Scottish government for a wider, [premises](#), levy, such that all premises with over a certain number of customer parking spaces are subject to the levy - for example, car-based shopping and leisure facilities. This would encourage such businesses to support better public and sustainable transport alternatives and to re-use some of their parking acreage for more productive purposes.

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