

## FAIRER SCOTLAND DUTY SUMMARY TEMPLATE

<b>Title of Policy, Strategy, Programme etc</b>	The Workplace Parking Licensing (Scotland) Regulations 2022
<b>Summary of aims and expected outcomes of strategy, proposal, programme or policy</b>	<p>The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to make workplace parking licensing (WPL) schemes in their area. The purpose of these Regulations is to make detailed technical provision in relation to:</p> <ul style="list-style-type: none"> <li>• Consultation, report and publication</li> <li>• Examinations</li> <li>• Liability for charges</li> <li>• Reviews and appeals of licensing decisions</li> <li>• Penalty charges</li> <li>• Accounts</li> </ul>
<b>Summary of evidence</b>	<p>Interventions to reduce car use have a significant role to play in reducing socioeconomic and health inequalities. The impacts will arise from decisions made by local authorities, rather than these regulations. Evidence emphasises the importance of local authorities' consultation and impact assessment work that is required in the Act to ensure that the positive impacts expected from WPL materialise and any potential negative impacts are mitigated.</p> <p>The evidence shows that low-income households are less likely to have access to a car or drive to work; however people living in more deprived areas are more likely to suffer the negative impacts of other people's car use: these areas disproportionately suffer from poor air quality and higher rates of injury from road traffic. Lower-income households are more likely to rely on the bus, and the evidence emphasises the importance of investment in public transport to reducing transport poverty. Under the Act, local authorities are required to spend revenue from WPL schemes in support of their local transport strategy objectives.</p>

	<p>However evidence from the public consultation also flags that lower-paid people who do drive to work could suffer disproportionately larger negative financial effects, and those in lower paid jobs usually have to do them at their place of work rather than remotely.</p>
<p><b>Summary of assessment findings</b></p>	<p>We do not consider that these regulations in themselves will have an impact on inequalities for disadvantaged groups. The regulations provide technical detail around the process of making schemes, in addition to that contained in the Act. The regulations do not approve or implement any specific schemes, or create any new powers for local authorities. As the regulations are designed to ensure transparent and fair decision-making within the framework set out by the Act, we consider that they address and support the point made by consultation respondents: the importance of good decision-making and impact assessment at the local level.</p>
<p><b>Sign off</b></p>	<p><b>Name: Alison Irvine</b></p> <p><b>Job title: Director, Transport Strategy and Analysis, Transport Scotland</b></p>