



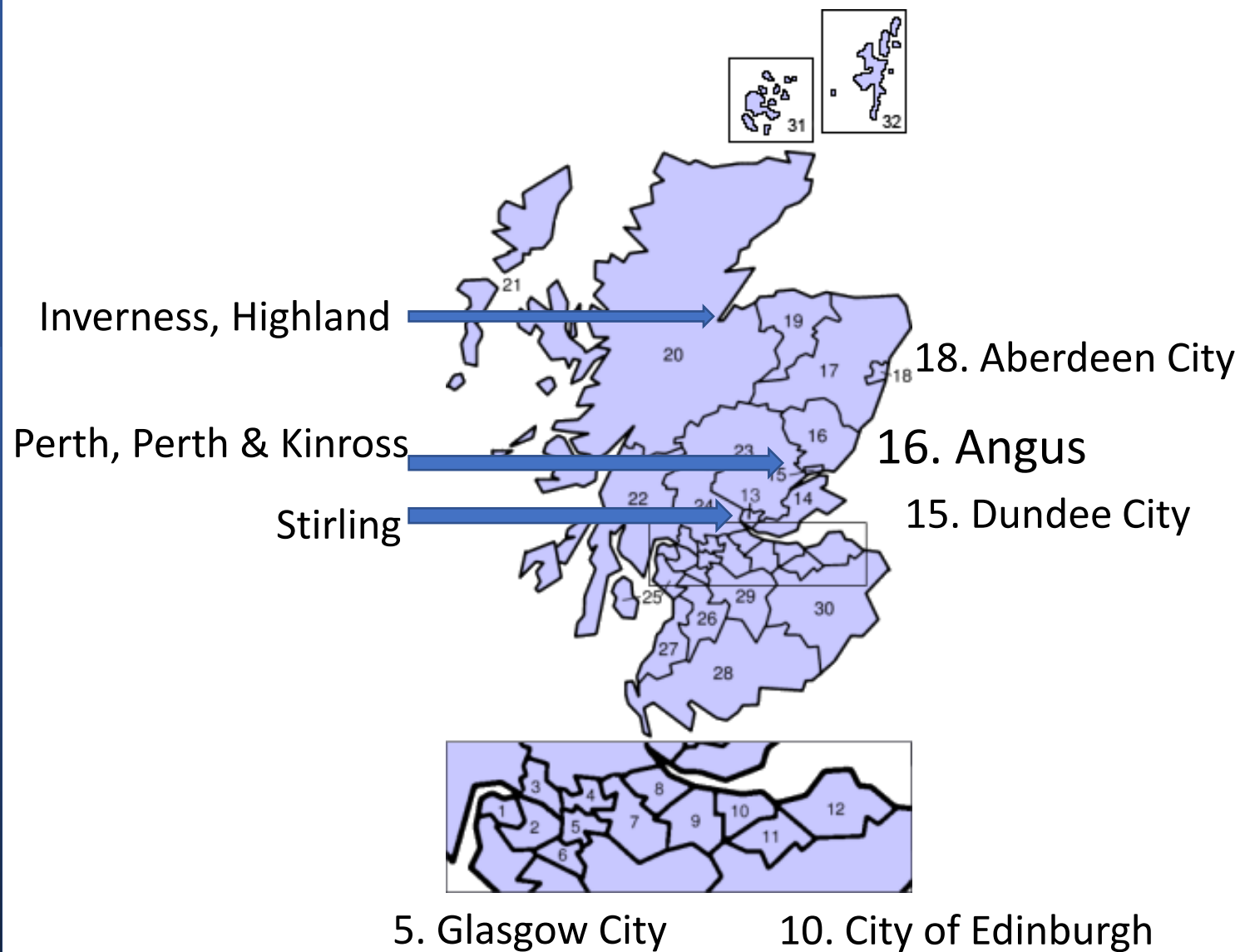
The Scottish Perspective

Walter Scott, Service Leader –
Roads & Transportation, Angus
Council and Chair of SCOTS (the
Society of Chief Officers of
Transportation Scotland)





The Scottish
Perspective
- SCOTS
- 7 Cities





The Scottish Perspective

- Converting parking space to public space, on-street
- Dealing with footway parking, with a particular focus on public consultation
- Improving enforcement technology
- EV parking for charging, including its impacts on public space





The Scottish Perspective

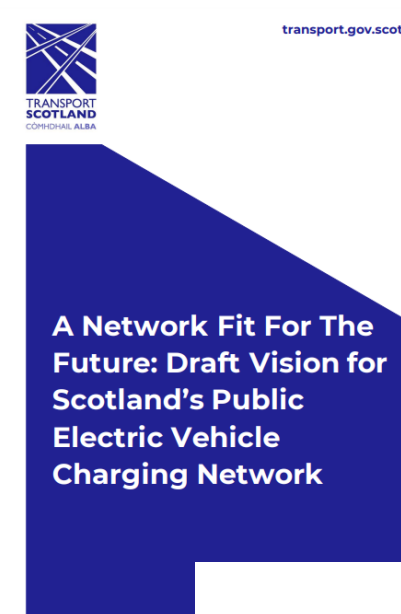
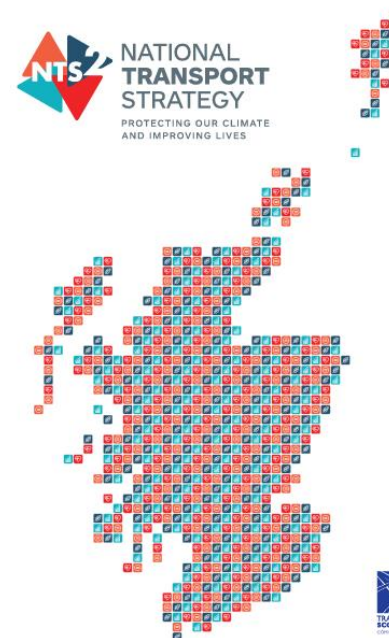
- Prioritising Sustainable Transport
- Roadspace Reallocation
- Spaces for People
- Experimental Traffic Regulation Orders
- Pavement Parking Prohibitions
- EV Infrastructure
- Sustainable Urban Mobility Planning (SUMP) Policies





CIVITAS

Park4SUMP



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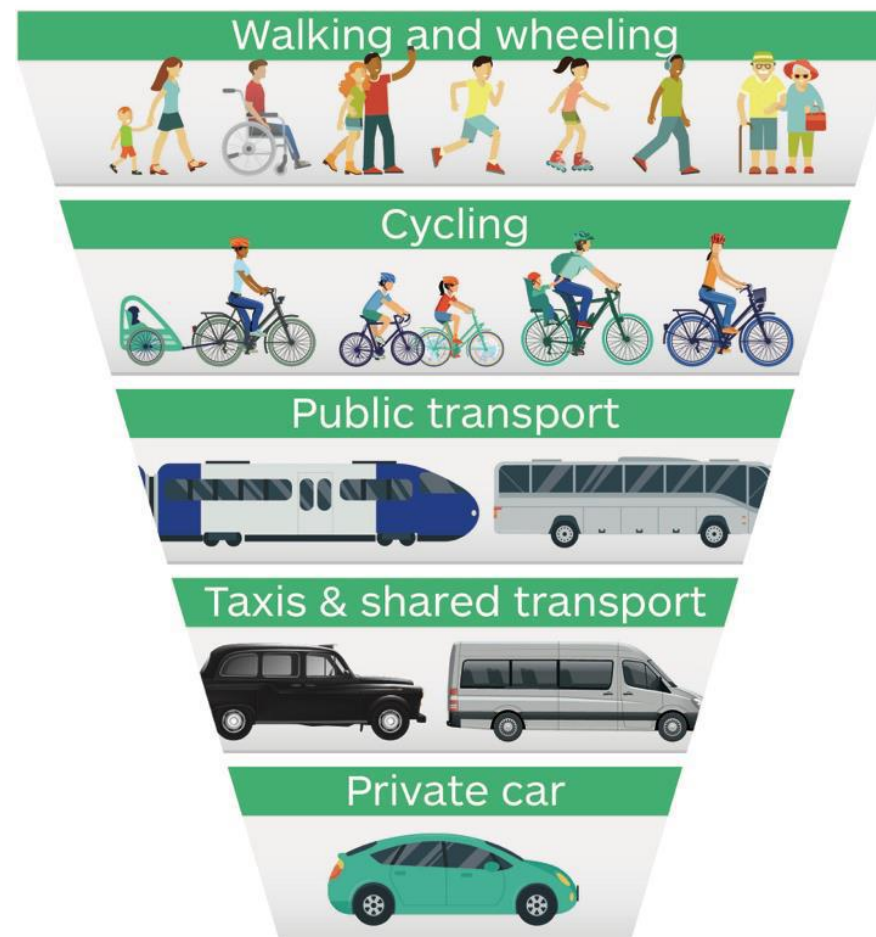


PHASING OUT PETROL AND DIESEL CARS
& VANS FROM THE PUBLIC SECTOR FLEET
MEETING THE ELECTRIC VEHICLE
INFRASTRUCTURE CHALLENGE

APRIL 2022



Prioritising Sustainable Transport





Spaces for People

Spaces for People is a temporary infrastructure programme which offered funding and support to make it safer for people who choose to walk, cycle or wheel for essential trips and exercise during the Covid-19 pandemic.

Funded by the Scottish Government and managed by Sustrans Scotland, the programme to enabled statutory bodies to introduce measures focused on protecting public health, supporting physical distancing and a reduction of virus transmission.



Spaces for People

Walking, wheeling or cycling in fresh air is not only positive for physical and mental health, but also helps people feel connected in times of isolation, and can allow communities discover their neighbourhood.

As of July 2020, all Spaces for People funding was allocated. Local authorities and statutory bodies are expected to have held funding for maintenance, removal of measures or to make measures permanent.

Spaces for People



Physical distancing in Edinburgh during the initial Coronavirus lockdown



Physical distancing measures in Glasgow, June 2020



Pavement widening measures in North Berwick

Spaces for People





Living Well Locally – Road Space Reallocation Contributes to Improved Health

The places where we live are important to our health and wellbeing. Changing how road space is used has an important part to play in people's quality of life.

The Public Health and Sustainable Partnership group, hosted by Public Health Scotland, carried out a Health Impact Assessment to understand whether people's health was improved by changing road space for motor vehicles to other uses.



Living Well Locally – Road Space Reallocation Contributes to Improved Health

The group found that road space reallocation can make a difference. By reducing overall traffic volume, the adverse health impacts of motor traffic such as air and noise pollution, and greenhouse gas emissions are likely to be reduced. Other health benefits may be realised but are dependent on using the space differently, such as improving the walking, wheeling and cycling infrastructure, providing additional space for people to shop or socialise, or for children to play.



Living Well Locally – Road Space Reallocation Contributes to Improved Health

The impact on health inequalities is also clear. Those living in low income communities or who live with chronic health conditions, are more likely to suffer adverse effects of traffic, like air pollution and road traffic collisions. These groups are also less likely to have access to a car. This work highlights the need for realistic and better alternatives to car travel.



<https://www.publichealthscotland.scot/news/2022/march/living-well-locally-road-space-reallocation-contributes-to-improved-health/>

Living Well Locally – Road Space Reallocation Contributes to Improved Health

Changing how road space is used should be designed by working with local communities to make sure it meets the needs of everyone and maximises the benefits for all. The findings suggest footfall for local businesses is likely to increase and it may take 2-3 years from implementation until communities experience the full benefits.



Road Traffic Regulation Act 1984 Traffic Regulation Orders (TROs)

The Scottish Government has heard various calls over the last few years from Local Authorities detailing how they think improvements can be made to the regulations which govern how traffic flows on our roads and streets. Some view the current processes as no longer fit for purpose. A review of TROs was therefore established.



The Traffic Regulation Orders (Procedure) (Miscellaneous Amendments) (Scotland) Regulations 2021

Experimental Traffic Regulation Orders (ETROs)

New ETRO procedures provide traffic authorities with a flexible way to trial experimental traffic management solutions and consider their impacts in action and in taking account of public feedback and objections. It allows traffic authorities to develop our evidence base for what works and what doesn't and allows us to adapt to public feedback quickly. This in turn gives the public an opportunity to voice their concerns and see positive changes being made on the ground.



The Traffic Regulation Orders (Procedure) (Miscellaneous Amendments) (Scotland) Regulations 2021

Experimental Traffic Regulation Orders (ETROs)

Before the order comes into effect

Consultation is still required and held with the usual bodies relevant to a TRO such as Police Scotland, the other emergency services, freight groups etc.

After making an ETRO notice is published at least seven days before the order will have effect.



The Traffic Regulation Orders (Procedure) (Miscellaneous Amendments) (Scotland) Regulations 2021

Experimental Traffic Regulation Orders (ETROs)

During the experimental order period

Objections would be invited and considered within the first 6 months of the experimental period.

ETROs could be varied or amended to take account of the experimental findings or any objections and representations.

ETROs can be amended at any time during the first 12 months of the experimental period as the objection period must be capable of running for a further 6 months from the date of any amendment to the ETRO.

There would remain a maximum duration of 18 months for an ETRO as this is set out in the primary legislation (section 9(3) of the 1984 Act).



The Traffic Regulation Orders (Procedure) (Miscellaneous Amendments) (Scotland) Regulations 2021

Experimental Traffic Regulation Orders (ETROs)

Procedure at the end of the experimental period

The traffic authority, in view of all of the evidence gathered and in consideration of any objections and representations made in the course of the duration of the ETRO, would be able to make a decision on whether to remove the experimental traffic management or proceed to make a TRO giving permanent effect to the provisions of the ETRO at the end of the experimental period.

There would be no requirement to undertake an additional period of consultation and objection when a traffic authority considers it is appropriate to make a TRO giving permanent effect to an ETRO (any objections to the ETRO will have already have been considered and addressed as appropriate during the experimental period).

The usual publication and notification procedures will apply in relation to the making of the TRO.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Part 6 of the Transport (Scotland) Act 2019 introduced the statutory framework for a national ban on pavement parking, double parking and parking at dropped kerbs to make it easier for local authorities to ensure our pavements and roads are safer and more accessible to all.

It also granted the power to install approved devices on a road for use in connection with the detection of a contravention:

- (a) the pavement parking prohibition,
- (b) the double parking prohibition, or
- (c) the dropped footway parking prohibition.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Key provisions include:

- Providing local authorities with powers to enforce the national ban
- The ability for local authorities to promote exemptions from the national ban, but they will be required to meet strict criteria
- The Act provides exceptions to certain vehicles if they are involved in emergencies or delivering goods
- Providing local authorities with powers to share services with other councils to enforce the new restrictions
- Requiring local authorities to keep accounts in relation to the money they receive from the enforcement of the new restrictions



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Transport Scotland are working with SCOTS on the secondary legislation and parking standards guidance that will underpin the enforcement of these parking prohibitions for introduction in 2023.

The guidance will allow local authorities to deliver a consistent approach in how they enforce the new parking restrictions.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Consultation on Pre-Implementation Directions and Regulations for Local Authorities was concluded in March 2022. Analysis from this consultation will be published in due course.

This consultation is seeking to introduce new, albeit simple ways to consult on and publish notices.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Funding for Local Authorities to undertake road assessments to establish the proposed exemptions to the national ban on local roads was provided in 2020/21 and 2021/22.

The results of the road assessments will allow for an estimate of the cost of implementation to be prepared for which funding for Local Authorities will be sought from Transport Scotland.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Road Assessments in Angus

A desk top study is to be carried out on all of the streets in each Angus town, village or hamlet that have footways, using street view imaging to assess any problem streets where vehicles habitually park on footways or block access for pedestrians. Local knowledge from Roads staff is also used in collating a list of streets that need further investigation to allow for a more detailed assessment to determine whether or not the full pavement parking prohibition should be introduced or an exemption could be applied. These are generally streets with narrow footways and narrow roads including historic streets, which would not meet today's minimum width and layout standards.

Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Road Assessments in Angus

- **GREEN** - Low impact of pavement parking prohibition being introduced. A change in driver behaviour would be required where they would have to park at locations other than on the footway. This is the **default position** assumed when assessing the streets.
- **AMBER** - Medium impact of pavement parking prohibition being introduced – A change in driver behaviour would be required as above but other potential mitigation measures would be required. This **may be where vehicles are habitually parked on the footway and there is no suitable alternative within walking distance**, but to re-locate them to the adjacent carriageway would create unacceptable congestion or road safety issues. The construction of a lay-by at the same location as where the drivers were parking for example could be a satisfactory mitigating measure provided a suitable footway could be provided as well.
- **RED** - High impact of pavement parking prohibition being introduced– **Exemptions to the pavement parking prohibition** would be required plus other potential mitigation measures **where there is no alternative to pavement parking practice**. This may be formalizing pavement parking on one side of a street where the carriageway and footways are narrow but the other side of the street would be protected from parking on by a No Waiting restriction to allow one clear footway along the street.



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Road Assessments in Angus

Parking Standards Site Appraisals have been used in collating site data that aid in the determination of which category a particular street falls.

The appraisals will be used in the road assessment to establish the need for physical mitigation measures for 'Amber' streets and physical mitigation measures and formal Exemption Orders for 'Red' streets.

Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Road Assessments in Angus



Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Road Assessments in Angus





Transport (Scotland) Act 2019

Pavement Parking Prohibitions

Next Steps

The majority of the secondary legislation is likely to be in place later in 2022. Some aspects however, such as the appeals process for those who wish to appeal a ticket issued for pavement parking, may not be in place until 2023.

The Draft Vision



transport.gov.scot

A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network

Current



Undesirable



Preferred





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**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

**The ChargePlace
Scotland Network now
provides over 2000
public charge points.**

It supported almost
783,000 charging
events in 2020.





transport.gov.scot

**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

**In October 2021 there
were 49 public charge
points per 100,000
people in Scotland.**

There were also 12.5
public rapid charge
points per 100,000 people
– higher than anywhere
else in the UK.





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**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

21.4%
of all new car sales in
December 2021 in
Scotland were electric



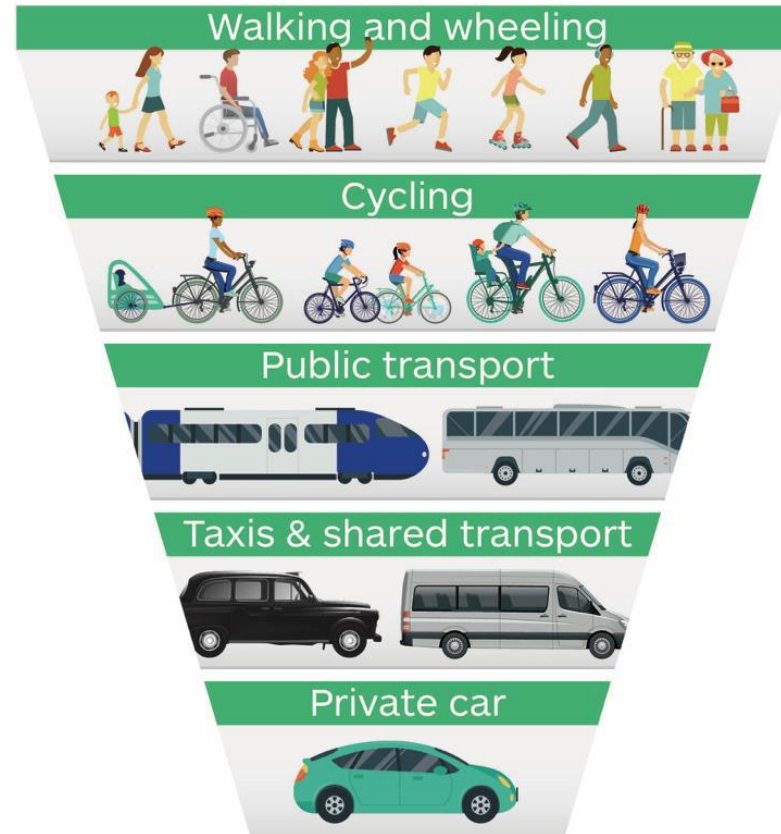


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**A Network Fit For The
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Electric Vehicle
Charging Network**

The Draft Vision

Prioritising Sustainable Transport





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**A Network Fit For The
Future: Draft Vision for
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Electric Vehicle
Charging Network**

The Draft Vision

Realising this vision will require collaboration and partnership across and between the public sector and between public and private sectors. Resources, skills, knowledge and investment will all be needed to maximise the opportunities. All at a time when the market is moving rapidly and demand is increasing. The Scottish Government will lead and enable the change, establishing the environment for collaborations to flourish and for optimal outcomes to emerge.



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**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

This vision heralds the next phase in growth of Scotland's public charging network. Along with its associated outcomes and priorities, over the next 12 months it will be reviewed and refined through engagement with stakeholders.



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**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

This Transport Scotland is making £30m of funding available to local authorities over the next four years, with the aspiration that this will lever at least a further £30m from the private sector to grow the public electric vehicle charging network. This new funding programme will replace previous funding arrangements directed at local authorities to support the installation of public EV charging infrastructure, including the LAIP programme.



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**A Network Fit For The
Future: Draft Vision for
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Electric Vehicle
Charging Network**

The Draft Vision

As part of this new programme and following COSLA engagement, Council Leaders have agreed that £60k of grant funding is made available to each local authority this financial year to support early planning for future delivery of public EV charging infrastructure.

This funding can be used to pay for consultants, the redeployment of internal resources and capital enabling activities for both new initiatives as well as the continuation of existing pathfinder initiatives.



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**A Network Fit For The
Future: Draft Vision for
Scotland's Public
Electric Vehicle
Charging Network**

The Draft Vision

1. Work with Transport Scotland and SFT to develop an EV Charging Strategy and Infrastructure Expansion Plan (or to further progress the existing Pathfinder Initiative if appropriate).
2. Explore opportunities to collaborate with other local authorities in identifying the need for and delivering an expanded public EV charging network.

Update: Strategy & Expansion Plan for each LA



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The Reality





Changes to the Regulations for Electric Vehicle Charging Infrastructure

**Scottish Building Regulations –
Proposed Changes to Energy
Standards and associated
topics**

**Scottish Government Review
of Permitted Development
Rights**

Phase 2 Consultation

July 2021



May 2022



On-street Electric Vehicle Charging Infrastructure Issues





Sustainable Urban Mobility Planning (SUMP) Policies & Plans

Are these just for cities?

- Aberdeen has a SUMP
- Edinburgh has a Mobility Plan
- Glasgow City Development Plan
- Other cities?
- Rest of Scotland?



The Scottish Perspective - Summary

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