

**Strategic Environment Impact
Assessment
SCREENING REPORT**

STEP 1 – DETAILS OF THE PLAN

Responsible Authority:

Transport Scotland: Roads Directorate: Road Policy Team

Title of the plan:

The Parking Prohibitions (Enforcement and Accounts) (Scotland) Regulations 2023

What prompted the plan:
(e.g. a legislative, regulatory or administrative provision)

The Scottish Government has been working to improve parking legislation in Scotland in order to tackle the impact of inconsiderate and obstructive parking and ensure that our roads and pavements are accessible for all.

As part of this work, the Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, and gives local authorities the relevant powers to enforce these new prohibitions. Section 58(1) of the Act provides that contravention of a parking prohibition will give rise to a penalty charge.

Section 59(1) of the Act allows Scottish Ministers to make provision, by way of regulations, for or in connection with the enforcement of the prohibitions. These regulations are needed to ensure the operability of the new legislation and provide for procedural consistency on certain key elements of the process. The Act and these Regulations together give local authorities the tools they need to be able to tackle the issues of inconsiderate and obstructive parking.

Plan subject:
(e.g. transport)

Transport

Screening is required by the Environmental Assessment (Scotland) Act 2005.

Based on Boxes 3 and 4, our view is that:

An SEA is required, as the environmental effects are likely to be significant: Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3) Section 5(4)

An SEA is not required, as the environmental effects are unlikely to be significant: Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3) Section 5(4)

Contact details:

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Date:

28 September 2023

STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

Context of the Plan:

We undertook a public consultation on the Regulations which ran for a period of 8 weeks from 2 June 2023 to 28 July 2023. The consultation was published on both Transport Scotland's website and the Scottish Government's Citizen Space website.

The final number of consultation responses received was 462. Of these, 16 were submitted by local authorities and 3 by Community Councils. 14 other respondents also identified their organisation, and 429 were listed as individuals.

Description of the Plan:

The purpose of the Regulations made under Section 59 of the Act is to provide a procedure for local authorities to follow to enforce the ban on pavement parking, double parking and parking at dropped kerbs.

Parking forms an essential part of a local authority's transport strategy to help reduce congestion and improve safety for all road users. The national pavement, dropped kerb, and double parking prohibitions are vital in ensuring people can get about their day to day business safely.

What are the key components of the plan?

The Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, and gives local authorities the relevant powers to enforce these new prohibitions. Section 58(1) of the Act provides that contravention of a parking prohibition will give rise to a penalty charge.

Section 59(1) of the Act allows Scottish Ministers to make provision, by way of regulations, for or in connection with the enforcement of the prohibitions. These regulations are needed to ensure the operability of the new legislation and provide for procedural consistency on certain key elements of the process. The Act and these Regulations together give local authorities the tools they need to be able to tackle the issues of inconsiderate and obstructive parking.

Have any of the components of the plan been considered in previous SEA work?

The details of the SSI provisions have not previously been considered in SEA work. Any proposed changes to the road network is covered elsewhere in legislation and the changes proposed here do not effect that.

In terms of your response to Boxes 7 and 8 above, set out those components of the plan

N/A

that are likely to require
screening:

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STEP 3 – IDENTIFYING INTERACTIONS OF THE PLAN WITH THE ENVIRONMENT AND CONSIDERING THE LIKELY SIGNIFICANCE OF ANY INTERACTIONS (Error! Reference source not found.)

Plan Components	Environmental Topic Areas										Explanation of Potential Environmental Effects	Explanation of Significance
	Biodiversity, flora and fauna	Population and human health	Soil	Water	Air	Climatic factors	Material assets	Cultural heritage	Landscape	Inter-relationship issues		
Component 1	✗	✓	✓	✓	✓	✓	✓	✓	✓	✗	There will be limited potential environmental effects. Local authorities will of course have to follow all existing protocols and legislation such as the New Roads and Street Works 1991 and any guidance laid down by the Scottish Road Work Commissioner.	There will no significant impacts

STEP 4 – STATEMENT OF THE FINDINGS OF THE SCREENING

Summary of interactions with the environment and statement of the findings of the Screening:
 (Including an outline of the likely significance of any interactions, positive or negative, and explanation of conclusion of the screening exercise.)

Roads Authorities must ensure that proper processes and appropriate techniques to ensure responsible environmental protection is applied when undertaking any works on their streets.
 Any potential impacts should be assessed in line with current practises at the time of the work to install any new schemes. A full Strategic Environment Impact Assessment is not required at this stage.

When completed send to: SEA.gateway@scotland.gsi.gov.uk or to the SEA Gateway, Scottish Government, Area 2H (South), Victoria Quay, Edinburgh, EH6 6QQ.