



# Workplace Parking Levy (WPL)





# Legislation and Process

- Transport Act 2000 & WPL Regulations
- Local Traffic Authorities
- Must be “*desirable for directly or indirectly facilitating the achievement of local transport policies*”
- Net proceeds ring-fenced for transport policies



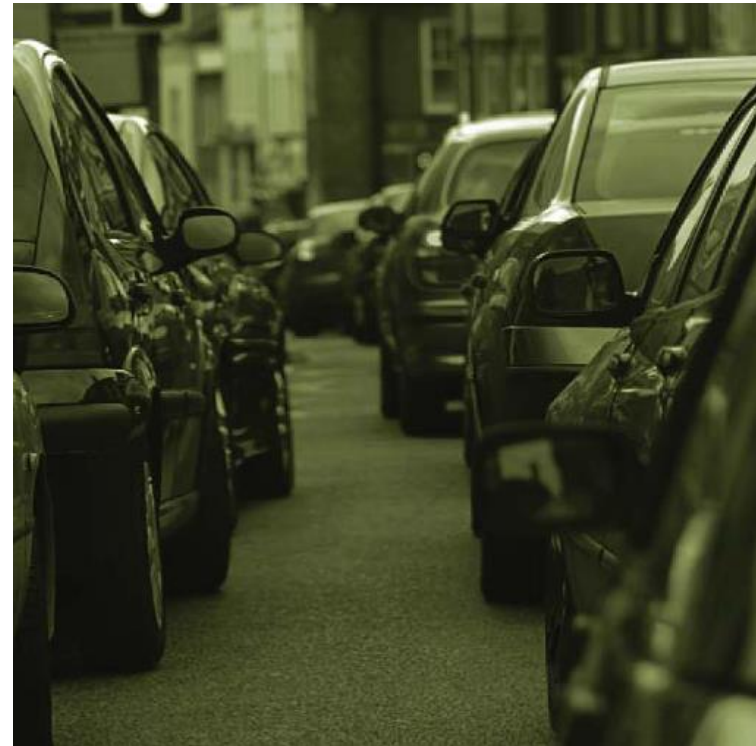


# Congestion

- Congestion costs Nottingham £160m a year
- 70% of peak period congestion is commuters

## Solutions for the future:

- Provide attractive alternatives to the car
- Continue to develop high quality public transport
- Protect the city's commerce and inward investment
- Improve the city's environment and sustainability





# Alternative funding options

We looked at other funding options such as:

- Core business rate retention
- Increasing council taxes
- Sale of assets
- Lottery funding
- European grants
- Local Developer contributions
- Road User Charging





# The thinking behind the scheme

- The most serious congestion problems in many towns and cities are associated with peak period commuting
- The principal aim of the levy is to provide an incentive to employers to discourage car commuting and use alternative modes of transport (including car-sharing)
- This is achieved by imposing a levy on employers relating to the amount of liable workplace parking places they provide.





# How does it work?

- The WPL is a charge made on the maximum number of liable workplace parking places provided by an employer
- The WPL applies to all employers within the Nottingham City Council administrative area
- It is a charge on the employer, not the employee
- It is up to the employer whether or not to reclaim some/all of the charge from their employees.





# How does it work?

## 100% discount:

- Employers with 10 or fewer workplace parking places
- Emergency services
- NHS frontline services
- Places for Disabled Blue Badge Holders

## Exemptions:

- Customer places
- Fleet vehicle places
- Loading/unloading
- Motorcycles etc.



# Revenue generation



- The charge started on 1<sup>st</sup> April 2012 at £288 per parking place and is £402 for the 18/19 year
- All funds generated are ring-fenced by law for investment in Local Transport Plan objectives







# Public transport improvements

- Extended the tram network (NET Phase Two)
- Redevelopment of Nottingham Railway Station into a 21st century transport and business Hub
- Maintaining and improving the city's **Link bus service** which serve some of the city's key employment sites, hospitals and universities



# Economic and social benefits



Serves **two of the three** biggest employers in Greater Nottingham – The University of Nottingham and the Queens Medical Centre

Provides access to around **1270 workplaces**, to which around **55,000 employees commute**

Serves **20 of the 30 largest employers** in Greater Nottingham which will be within 800m of a tram stop – focus on High Tech investment

Generates long term employment growth of up to 8,000 jobs – boosts local economy by 300m.



# Performance



- 100% compliance of liable employers since year 1
- >£53m revenue generated in first 6 years
- >99.9% revenue collected
- No Penalty Charge Notices Issued – compliance focus





# Impacts

- **Approximately 3,500 employers hold a WPL licence**
- **Less than 500 employers are liable for a WPL charge**
- **The WPL scheme (charge) will have a relatively modest impact on congestion**





# Business support

**A range of ongoing business support measures are available to employers and employees, these include:**

- Travel planning and smarter choices
- Public transport and personal journey planning support
- Car park management
- Traffic management support
- Parking management support grants available
- Cycling infrastructure support grants available



# Academic Evaluation



- Academic evaluation of the impacts of the WPL in partnership with Loughborough University and with oversight from the Dept of Transport
- Positive indicators
- Since NET Phase Two began operating in August 2015 already 30% of users of the 2 new tram lines are former car users or are using park & ride.
- Evaluation update: <https://dspace.lboro.ac.uk/dspace-jspui/bitstream/2134/26052/1/Thesis-2017-Dale.pdf>



# Key Changes to Employer Behaviour Due to the WPL



- A fall in the supply of Workplace Parking Places:
  - Liable Workplace Parking Places fall by 17.5% prior to introduction
  - Liable places have continued to decline to 75% of their 2010 levels
- In 2016 the cost of 53% of all liable workplace parking places were passed on the employees by the liable employers.
- The number of employers with Workplace Travel Plans has doubled since the introduction of the WPL.



# Summary: Impact on Congestion



- Congestion increased less in Nottingham (2010 -2015) than in 3 out of 4 of the comparator cities
- PT/Cycle Mode Share and Bus Patronage has increased since 2010.
- Time series analysis shows that the WPL has had a statistically significant impact on congestion
- Survey of 2000 commuters indicated that the outputs from the WPL are important reasons for commuters switching away from the car.
- Evidence that economic/population growth and suppressed demand for travel by car are offsetting this effect





# Summary: Impact on Inward Investment and Wider Economic Impact



- An increase in Inward Investment indicators and strong growth in jobs compared to other cities indicates that the WPL has not damaged inward investment.
- Case study evidence suggests that the improved public transport options and enhanced image act as an attractor to inward investors.
- Long term strategy – too soon for full impacts



# Award Winning

A green speech bubble containing the text "Ashden Award winner 2017" in white.

Ashden  
Award  
winner  
2017

## Judges Quote:

"Nottingham City Council is a sustainable transport exemplar and on a par with top European cities like Berlin and Vienna. It has achieved full public transport integration and brought in a unique Workplace Parking Levy and, in doing so, has succeeded in changing behaviour as well as transforming parts of the city into quieter, less polluted zones."

A graphic for the British Parking Awards 2017 Winner. It features the text "british parking awards 2017" in a bold, black, sans-serif font, with "2017" being significantly larger. The text is set against a background of glowing, golden-yellow light streaks. Below the main text is a solid yellow horizontal bar with the word "WINNER" in white, bold, sans-serif capital letters.

british  
parking  
awards  
2017

WINNER

SPECIAL JURY AWARD

Nottingham City Council  
Workplace Parking Levy

A handwritten signature in black ink, appearing to read "Mark Moran".

Mark Moran, editor, *Parking Review*  
Chairman of judging panel

**PARKING**Review

# The Nottingham City Model

