



# Workplace Parking Levy (WPL)





# Congestion Charging Schemes

- **Road User Charging (RUC)**  
all motorists liable, and responsible for payment
- **Workplace Parking Levy (WPL)**  
commuter parking, employer pays





## Legislation and Process

- TA 2000 & WPL Regulations as amended
- 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

- 2007 - Congestion costing Nottingham £160m a year
- 70% of peak period congestion is commuters

## Solutions for the future:

- Attractive alternatives to the car
- Develop high quality public transport
- Protect the city's commerce and inward investment
- Improve the city's environment and sustainability







# 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?

## Definition of a liable workplace parking place:

When an employer provides a parking place that is occupied by a motor vehicle used by an:

- Employee
- Regular Business Visitor
- Pupil or Student





# 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.







# Local Choices

## 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.





# Europe's first Workplace Parking Levy



Encourage better use of public transport

Promotes use of travel plans

Raise revenue for better public transport

Encourages better car park management

Reduce pressure for green belt land take and urban dispersal

WPL delivers

Encourage productive use of land

Retain compact city model - easier to serve by bus/tram



Nottingham  
City Council



# Ambitious Public Transport Improvements

- Extend the tram network (NET Phase Two)
- Redevelop Nottingham Railway Station into a 21st century transport and business Hub
- Maintain and improve the city's **Link bus service** which serves some of the city's key employment sites, hospitals and universities





# Trams - A High Capacity System



1 tram = 3 buses = 177 cars





# Impacts



- Approximately 2100 employers hold a WPL licence
- Less than 500 employers are liable for a WPL charge
- 850 chargeable premises
- “Not administratively onerous”
- It was anticipated that the WPL scheme (charge) would have a relatively modest impact on congestion – it had a far more significant impact.



# Outputs



- 100% compliance of liable employers since year 1
- £64m revenue generated in first 7 years
- >99.9% revenue collected
- No Penalty Charge Notices Issued – compliance focus
- < 5% operational costs





## **Business support – Workplace Travel Service**

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

- Car park management.
- Active travel – cycling support, training, personal travel plans, electric charging infrastructure – grants £25k
- Traffic management – WPL funded program of works - hypothecated





# Outcomes



- **Net Phase Two - Tram line into a tram network**
  - Two new lines – 17.5 km track
  - Opened August 2015
  - £570m PFI project
  - 19 million passengers p.a.
- **Hub Project – Nottingham Train Station redeveloped**
  - 21<sup>st</sup> century integrated transport hub
  - £60m project
  - Joint project with Network Rail, EMDA, East Mids Trains and the Rail Heritage Trust
- **Link Bus Network**



# Outcomes



- **Inward Investment-**
  - £570m PFI
  - 2015 - almost 1500 new business start ups, a 10 year high
- **Job creation** - Direct and indirect ,including contracts for local employers
- **Regeneration** – 6 major areas
- **Employment and transport links** - Connects large employers including 2 universities, major hospitals, train station and M1 (park & ride)
- **Congestion relief** - 19 million tram journeys removing 3 million car journeys per year
- **Unforeseen opportunities**



# 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

2013 to 2018:

- Number of business has increased by 22.2% between 2013 & 2018
- Real term increase of 23,400 jobs
- Unemployment fell by 44.8%





# Academic Evaluation



- Congestion has increased less in Nottingham than in 3 out of 4 of the comparator cities
- Public Transport/Cycle Mode Share and Bus Patronage has increased
- Survey of 2000 commuters demonstrated that the outputs from the WPL are important reasons for commuters switching away from the car.
- **Statistical analysis shows that the WPL has had a statistically significant impact on congestion**
- Enhanced public transport options are positively influencing inward investment



# Academic Evaluation



- 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 of Nottingham act as an attractor to inward investors.
- Long term – too soon for full impacts



# The Nottingham City Model



Nottingham's Award Winning WPL scheme

Without the WPL :

- no business incentive to minimise parking provision and encourage more sustainable commuter travel
- further public transport investment, particularly NET Phase Two, would have been unaffordable





# Commercial Opportunities



- Commercial contracts secured including an International capital city
- Unprecedented interest
- Consultancy – feasibility, route maps, strategic outline cases, quality assurance advice, critical friend support & Training
- NCC offering a WPL consultancy package to support and partner Local Authorities

