



# **Workplace Parking Levies: the contribution of commuters to funding public transport**

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# Summary

1. Example of Nottingham, UK
2. Use of Workplace Parking Levy Revenue
3. Why Workplace Parking Levy
4. Emerging evaluation
5. Conclusions

# Nottingham in the Heart of the UK

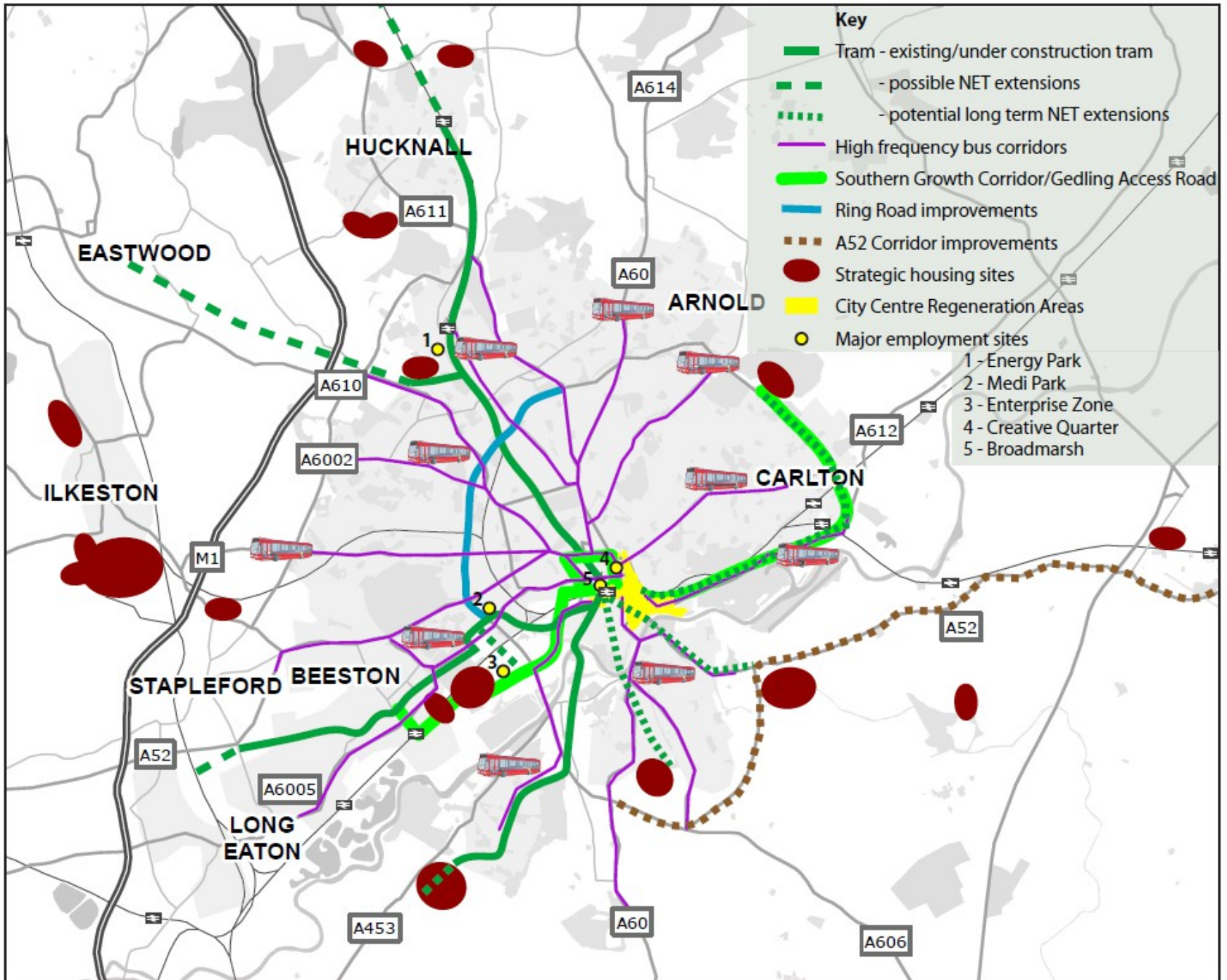
- ▶ **One of the UK's Core Cities**
- ▶ **1.3 million people in the travel to work area**
- ▶ **£12.1 billion economy**
- ▶ **The youngest of the Core Cities with 25% of the population aged between 16 and 24**
- ▶ **Consistently in the top 10 of UK retail destinations**
- ▶ **Well connected and central location**
- ▶ **Great quality of life**



# Transport ambition for Nottingham

**Workplace Parking Levy supports the overall transport strategy:**

- **Connectivity to other major centres and Europe (HS2, Midlands Connect, East Midlands Airport)**
- **Simple affordable integrated public transport – NET phase 2, electric bus fleet, integrated ticketing**
- **Making best use of road network and encouraging walking and cycling**
- **Supporting employers**

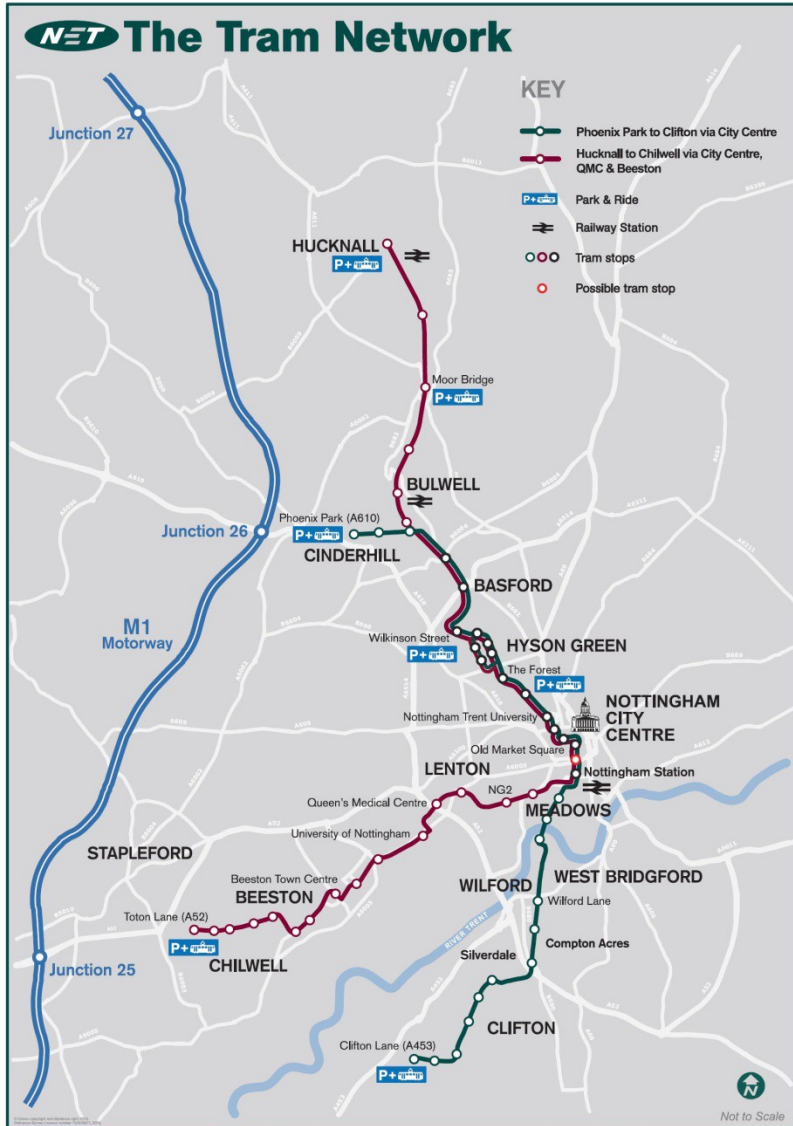




## Workplace Parking Levy pays for:

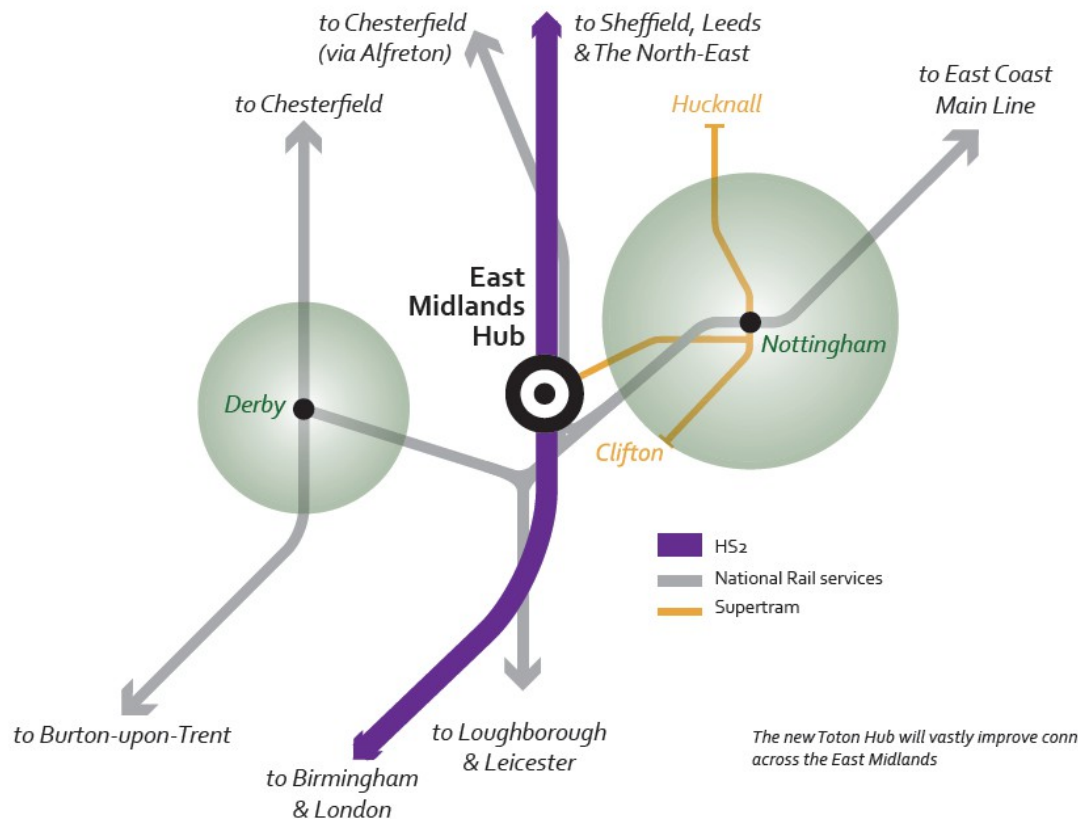
- Extending the existing tram network (**NET Phase Two**)
- The redevelopment of Nottingham's **railway station** into a 21st century transport and business Hub
- Maintaining and improving the city's **electric Link bus service** which serves some of the city's key employment sites, hospitals and universities

# NET Phase Two



# Future plans - NET

- NET link to proposed High Speed Rail 2 stop (500m away)
- Further links to housing and employment sites







# Station Hub – new interchange and stimulus to development





# Future plans – Station Hub

- Centre of new development area with better pedestrian links to City Centre
- 200 bike cycle hub
- Links to High Speed Rail 2 stop (10 mins away)
- Electrification of Midland Mainline direct to Nottingham station
- ‘Nottingham in Ninety’ to London



# Electric Linkbus fleet

- 60 electric buses in Linkbus fleet
- Biggest electric fleet in UK, owned and subsidised by Council but contracted to operator
- Reduced running costs helping the Council save money as well as reduce emissions



# **In development – integrated ticketing**

- **Robin Hood Card – first multi operator day capped e purse, continuous development including eventual replacement of operator cards**
- **Public transport discounts for selected groups eg low income school children and college students, long term unemployed**
- **Regional proposals under development**



# The thinking behind the scheme

- **Manage growth in congestion (peak period)**
- **Encourage modal shift**
- **Enable economic growth**
- **Support City Centre**





# UK charging history

- **2000** Legislation passed
- **2002:** Durham Congestion Charge (small scheme)
- **2003:** London Congestion Charge
- **2005:** Edinburgh (Congestion Charge rejected after referendum)
- **2008:** Manchester (Congestion Charge rejected after referendum)
- **2009:** Nottingham WPL (order confirmed)
- **2012:** Nottingham WPL (charging begins)
- **2015:** Birmingham, Oxfordshire publish intention to investigate
- **2016:** Cambridgeshire proposal
  
- **Perth, Western Australia**



# Key features in Nottingham

- Operates within City Council administrative boundary
- Charge applies to employers with more than 10 commuter parking places. Only commuters, not customers.
- Up to employers to decide whether to charge car commuters
- Some discounts and exemptions (emergency services, NHS frontline, Blue Badge holders)
- Extensive business support package





## Since charging was introduced...

- **Total number of licensed workplace parking places: 42,000**
- **Total number of chargeable places: 25,000**
- **Covers over 3,000 premises, 480 paying, remainder under 10 liable spaces**
- **40% of employers pass cost of WPL to employees**
- **33% employees now covered by travel plans**
- **100% compliance levels**
- **£8-9m pa revenue (2016/17: £379 pa per liable space)**
- **Low operational costs (5%)**





# Maximising benefits of WPL

- Travel planning support
- Parking management strategies
- Grants for cycling facilities
- One to one advice and workshops



- Link bus services



# Evaluation





## **Summary impacts so far**

- **Initial increase in congestion due to construction works**
- **Partnerships with employers maintained though can be difficult**
- **No evidence of employers leaving the city**
- **Further assessment now due - after NET Phase 2 and new buses have settled in, but indications are good**



# Traffic and growth impacts

## Relationship between changes in traffic and population



Data are for the change between a 2009-11 baseline and 2013

From: Meta Analysis of Outcomes of Investment in the 12 LSTF Large Projects, Interim Findings, Transport for Quality of Life and TRL for DfT, 2015



# Conclusions

- **Workplace Parking Levy is now a key part of Nottingham's transport strategy**
- **Nottingham has been able to make great advances in achieving the public transport improvements needed**
- **The receipts from the levy have allowed more money to be levered in**
- **The charging system has settled down well and does not seem to be putting off investors and employers**