



# APSE Energy Event Nottingham Workplace Parking Levy (WPL) Scheme

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# Congestion Charging Schemes

## Legislation and Process

- Transport Act 2000 & WPL Regulations

## Two types:

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



# WPL – A Different Approach



- Demand management tool
- Applies to employers only
- Modest charge
- Disincentive
- Manage and reduce employers provision of parking
- Encourage sustainable transport
- Ring fenced revenue – inward investment – transport improvements



# Why a WPL for Nottingham



Nottingham

City Council

- Congestion
- Air pollution from vehicle emissions
- Severe financial constraints
- Aging transport infrastructure
- Unlocking economic vitality





# Vision Required

## 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





# 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.
- Business Support





# Technical details

Applies to employers who are required to licence for workplace parking places occupied by:

- Employees
- Pupils & students
- Regular Business Visitors

It is the employer of the occupier of the places who is liable

*Scalable & Flexible – local decision making*





# Local Choices

**Exemptions** – *no requirement to obtain a licence for places occupied by:*

- Fleet vehicles not used for commuting
- Display vehicles
- Customers
- Motorcycles

**Discounts** – *employer licences but receive 100% discount*

- Small employers - <10 liable places
- National Health Service
- “Blue light” Emergency services
- Disabled Badge Holders



# Nottingham's WPL - Outcomes



Nottingham

City Council

- 40% of journeys to work now by public transport (pre Covid)
- 33% fall in carbon emissions since 2005
- £98m local revenue raised - hypothecated
- Unlocked £1.2bn inward investment
- Improved transport infrastructure
  - *New tram network – 20m passengers p.a.*
  - *One of Europe's largest fleet of electric buses*
  - *Improved cycling networks*
  - *Electric vehicle charging infrastructure*
  - *World's largest fleet of Bio-Gas double decker buses*
- Academically evaluated – constraining congestion growth – vibrant local economy



# The Nottingham City WPL Model



Nottingham's multi 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



# Lessons Learned



- Clear vision with identified deliverables
- Political stability and resilience
- Properly resourced project team - Communications
- Strong business case