



# **Nottingham's Workplace Parking Levy**

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# Nottingham in the Heart of the UK

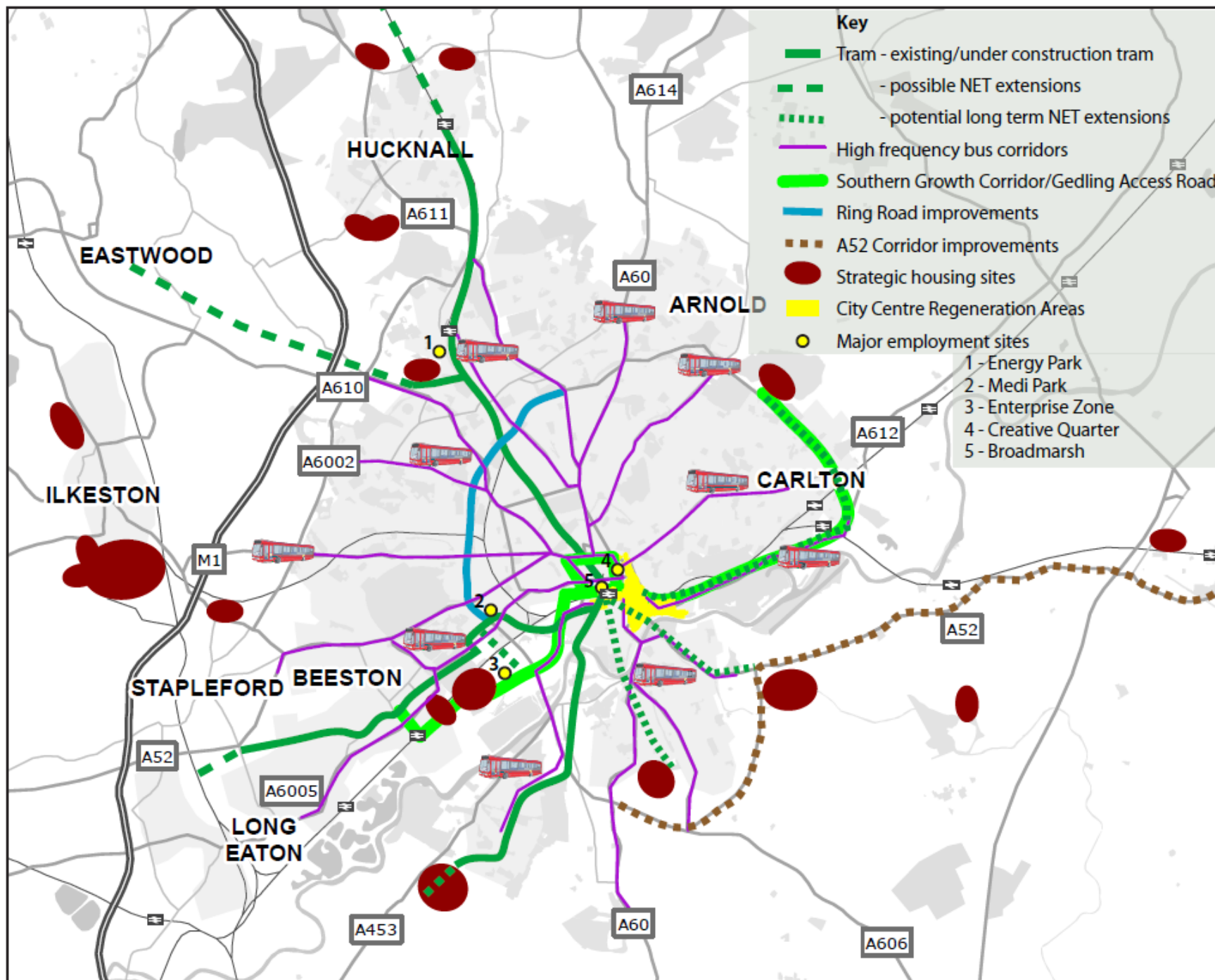
- ▶ **One of the UK's Core Cities**
- ▶ **1.3 million people in the travel to work area**
- ▶ **£12.1 billion economy**
- ▶ **The youngest of the Core Cities with 25% of the population aged between 16 and 24**
- ▶ **Consistently in the top 10 of UK retail destinations**
- ▶ **Well connected and central 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, Nottingham station, East Midlands Airport)**
- **Simple affordable integrated public transport – NET phase 2, electric bus fleet, integrated ticketing**
- **Encouraging walking and cycling**
- **Supporting employers**





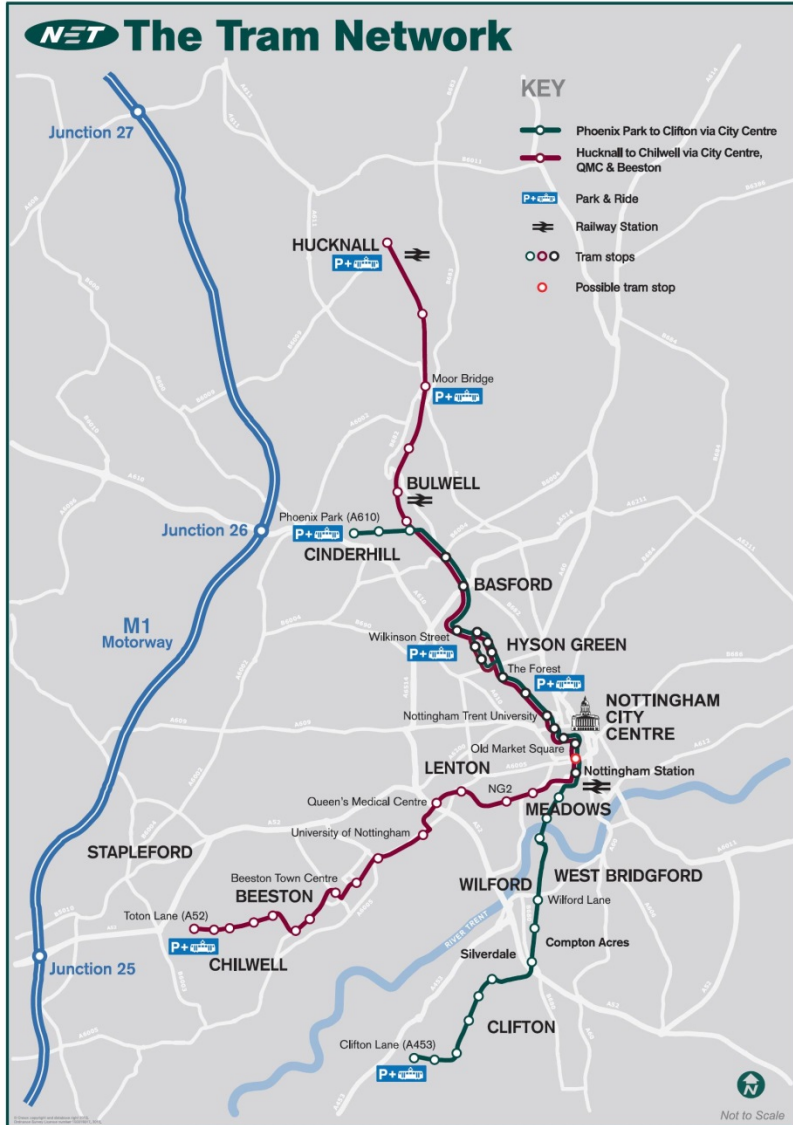
# Workplace Parking Levy pays for:

- 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 **Link bus service** which serve some of the city's key employment sites, hospitals and universities





# NET Phase Two







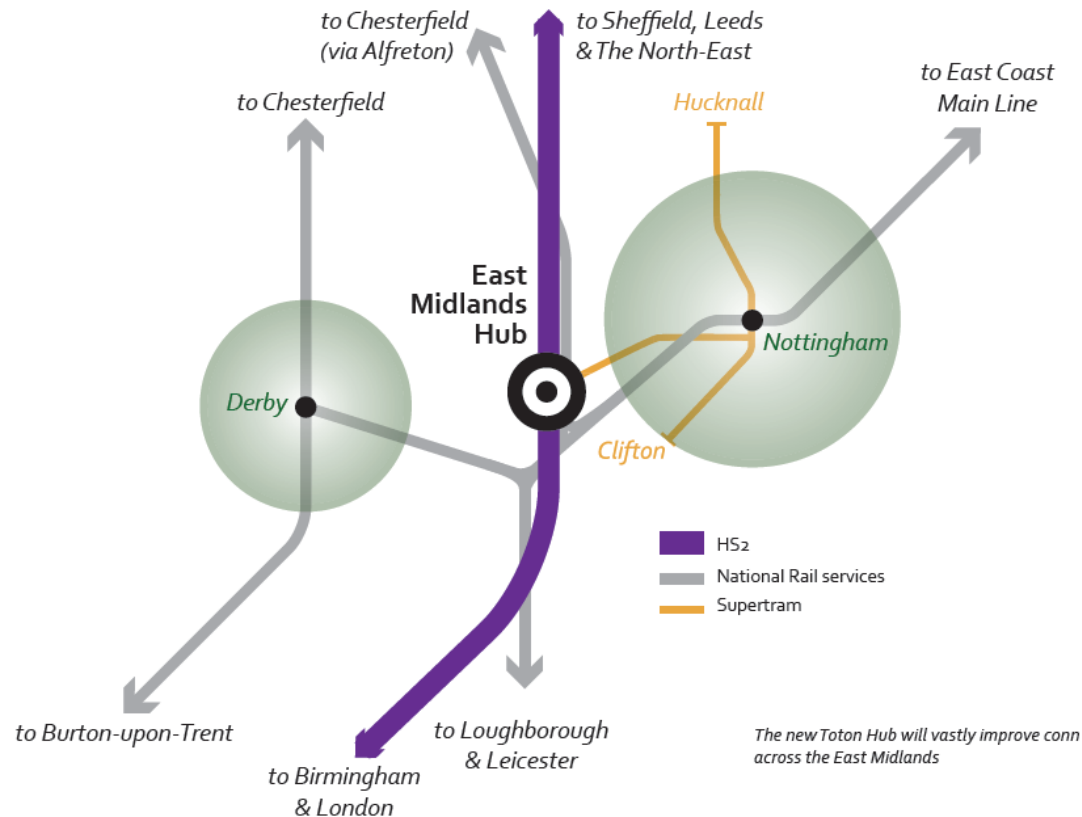
# Turning a vision into reality

[https://www.youtube.com/watch?  
v=ErWMbH5fE\\_g](https://www.youtube.com/watch?v=ErWMbH5fE_g)



# 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





# Station Hub – 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 by 2016
- 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



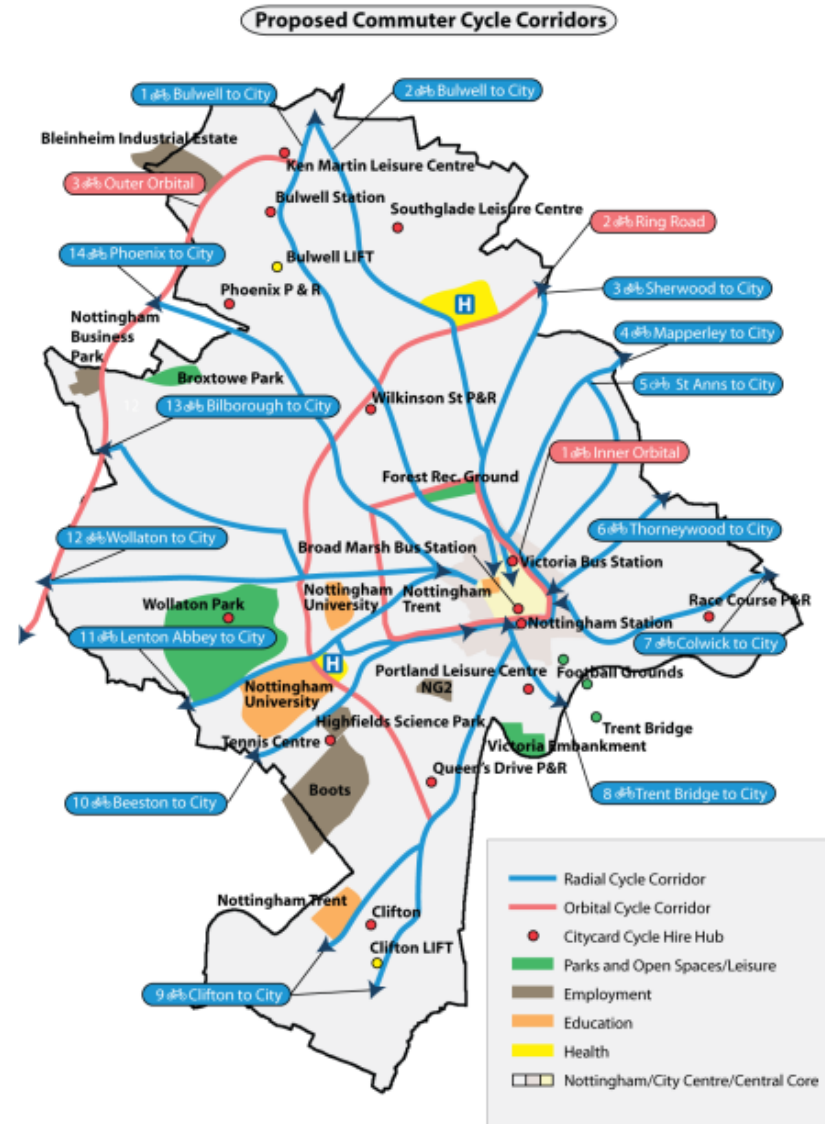


# **In development – integrated ticketing**

- **300,000 CityCards, for residents and non-residents**
- **100,000 regularly used for public transport, libraries, leisure, schools**
- **Kangaroo integrated public transport card**
- **Public transport discounts for selected groups eg low income school children and college students, long term unemployed**
- **Now used for cycle hire and car club access**

# Future plans - cycling

- Aiming for 50% increase by 2020
- Step change for Nottingham
- Four main corridors
- Roadspace reallocation
- Events, training, leisure







Citycard Cycles



Citycard Cycles







# The thinking behind the scheme

- Tackle peak period congestion
- Manage growth in congestion
- Build on successful travel plans
- 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 (rejected after referendum)
  - 2008: Manchester (rejected after referendum)
  - 2009: Nottingham WPL (order confirmed)
  - 2012: Nottingham WPL (charging begins)
  - 2015: Birmingham, Oxford publish intention to investigate
- 
- Perth, Western Australia





# Key features

- 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: 45,000**
- **Total number of chargeable places: 28,000**
- **Covers over 3,000 premises, 480 paying, remainder under 10 liable spaces**
- **30% employees now covered by travel plans**
- **100% compliance levels**
- **£8-9m pa revenue (2015/16: £375 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
- Car club and bike hire
- Integrated ticketing
- Link bus services





## **Summary impacts so far**

- **We estimate that for every £1 raised by WPL, £3 levered in, delivering £10 of economic benefit to the city (including 2000 new jobs)**
- **No evidence of employers leaving the city**
- **Unprecedented construction work on the roads, but overall congestion levels have remained similar to comparator cities**
- **Further assessment after NET Phase 2 and new buses are fully operational**

# **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**



# More information

- <http://www.nottinghamcity.gov.uk/wpl>
- [Sue.flack@nottinghamcity.gov.uk](mailto:Sue.flack@nottinghamcity.gov.uk)