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
- Car club and bike hire
- Integrated ticketing
- Link bus services
- Sustainable travel information
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