



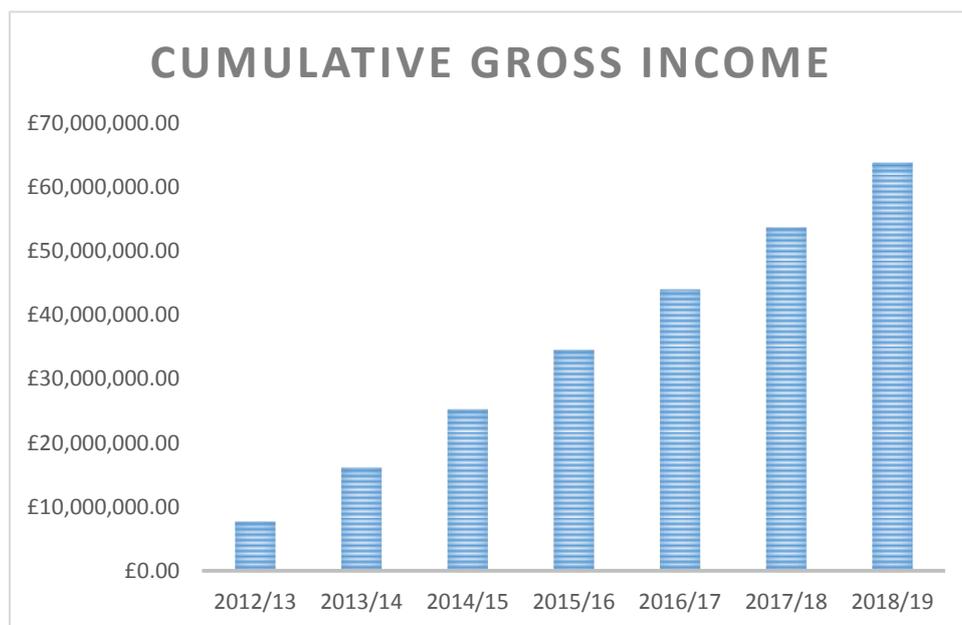
Overview and Scrutiny Committee – Workplace Parking Levy

Introduction

The Workplace Parking Levy (WPL) was introduced in Nottingham in October 2011 with employers being charged from the 1st April 2012. NCC is the first local authority in the western hemisphere to have a WPL scheme in place.

The WPL was a very contentious scheme when introduced but it can be seen that Nottingham’s WPL scheme has surpassed all expectations by delivering step change transport infrastructure improvements that has seen public transport usage increase from 67 million journeys in 2004 to 78 million in 2017.

Revenue Generation



WPL Yearly Revenue Totals

Year	Gross Income (£m)	Expenditure	Cumulative revenue	
1	2012/13	7.752	£362,000	7.390
2	2013/14	8.453	£409,000	15.434
3	2014/15	9.089	£461,000	24.062



4	2015/16	9.336	£435,000	32.963
5	2016/17	9.422	£469,000	41.916
6	2017/18	9.688	£491,000	51.093
7	2018/19	10.114	£376,000	60.831

Operational cost

WPL revenue is ring-fenced by the Transport Act 2000 and can only be used for measures contained in the Local Transport Plan (LTP) and for the operation of the WPL team.

The operational costs of running the WPL are low with the average annual operating costs of the WPL just 4.71% of gross income. This compares very favourably when compared to the London congestion charge, which has an operating cost of around 20%.

Outputs

Within the first year of the implementation of WPL Scheme, the WPL team achieved 100% compliance of employers that are liable for the charge.

No Penalty Charge Notices (PCNs) have been issued to employers and the President of the regional Chamber of Commerce remarked how smoothly the WPL Scheme had been implemented and it is now seen as business as usual by his members.

The WPL team have been successful in collection over 99.9% of revenue and to date less than £10,000 of bad debt has been written off.

Outcomes

The WPL scheme has generated almost £64m in income which has allows NCC to lever in hundreds of millions of pounds of external funding for projects such as NET Phase Two (the extension of the tram line into a tram network), the Hub Project (Redevelopment of Nottingham Train Station into a 21st century transport hub) and the continued support to the Link bus network.

The sustainable revenue stream generated by the WPL scheme has levered in further additional funding which has enabled Nottingham City Council to have one of the largest fleets of electric bus networks in Europe and the largest fleet Biogas double-decker buses in the world.

There are 19 million tram journeys taken across the tram network and the WPL has taken 3 million car journeys off the road per year. The success of the tram is further highlighted by reports showcasing that 30% of users of the new tram lines are using park & ride or are former car users.



Academic Evaluation

Rigorous academic evaluation of the scheme has been undertaken by a Professor at Loughborough University and an NCC colleague and concluded that congestion growth has been constrained and the improved sustainable public transport options are an attractor to businesses to locate or relocate into the city because of the excellent public transport infrastructure.

Technology

The WPL Licensing and back office system that was developed by the IT department has proved both successful and popular with employers and the WPL team alike.

Working closely with specialist contractors a number of technological innovations have been developed and implemented including ANPR vehicles, mobile phones that contain an ANPR search engine and a fixed camera ANPR solution at the Riverside Retail Park.

Award Winning

Judges Quote:

“Nottingham City Council is a sustainable transport exemplar and on a par with top European cities like Berlin and Vienna. It has achieved full public transport integration and brought in a unique Workplace Parking Levy and, in doing so, has succeeded in changing behaviour as well as transforming parts of the city into quieter, less polluted zones.”





Commercialisation

The financial constraints faced by Local Authorities as a consequence of diminished funding from central government, coupled with the rising focus on tackling issues of poor air quality has led to many local authorities and London Borough's actively considering whether a WPL scheme could be implemented in their area.

NCC Staff and politicians are hosting multiple meetings with interested parties, and the WPL team has secured its first commercial contract through the provision of consultancy services to Leicester City Council to deliver a route map for the development, delivery and implementation of a WPL scheme in that city.

It is anticipated that further opportunities will present themselves to support other local authorities generating additional revenue streams into NCC.

Nigel Hallam

WPL Service Manager