



Nottingham City Council's Workplace Parking Levy Scheme

Revolutionising Sustainable Transport



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Nottingham
City Council



Our Journey

- Congestion
- Air pollution from vehicle emissions
- Severe financial constraints
- Ageing transport infrastructure
- Areas of deprivation
- Access to employment, healthcare and education



What is a Workplace Parking Levy (WPL)?

An innovative congestion tackling tool and financing mechanism

- Nottingham 2012 - first of its kind in Europe
- Transport Act 2000
- Charge on employers who provide workplace parking
- Provides funding for major transport infrastructure initiatives and acts as an incentive for employers to manage their workplace parking and promote the use of sustainable transport
- Revenue ring-fenced for delivery of Local Transport Plan policies and objectives
- Local choices – NHS 100% discount and small employer threshold



Why a WPL for Nottingham?

- Congestion posed an increasing threat to the city's economy, investment appeal and citizens' wellbeing
- ***Clear ambition*** – charge those causing the congestion and use the funds to invest in sustainable mass transit solutions for Nottingham residents and visitors
- Low upfront implementation costs and operational costs are proportionately low





The WPL Package



TRANSFORMATION OF NOTTINGHAM STATION

21st century transport hub

Gateway to Nottingham

6m footfall p/a



TRAM NETWORK EXPANSION

Now 32km of tram lines

Serves over 1,800 employers,
20 of the 30 largest employers
in the metropolitan area

23m passengers p/a



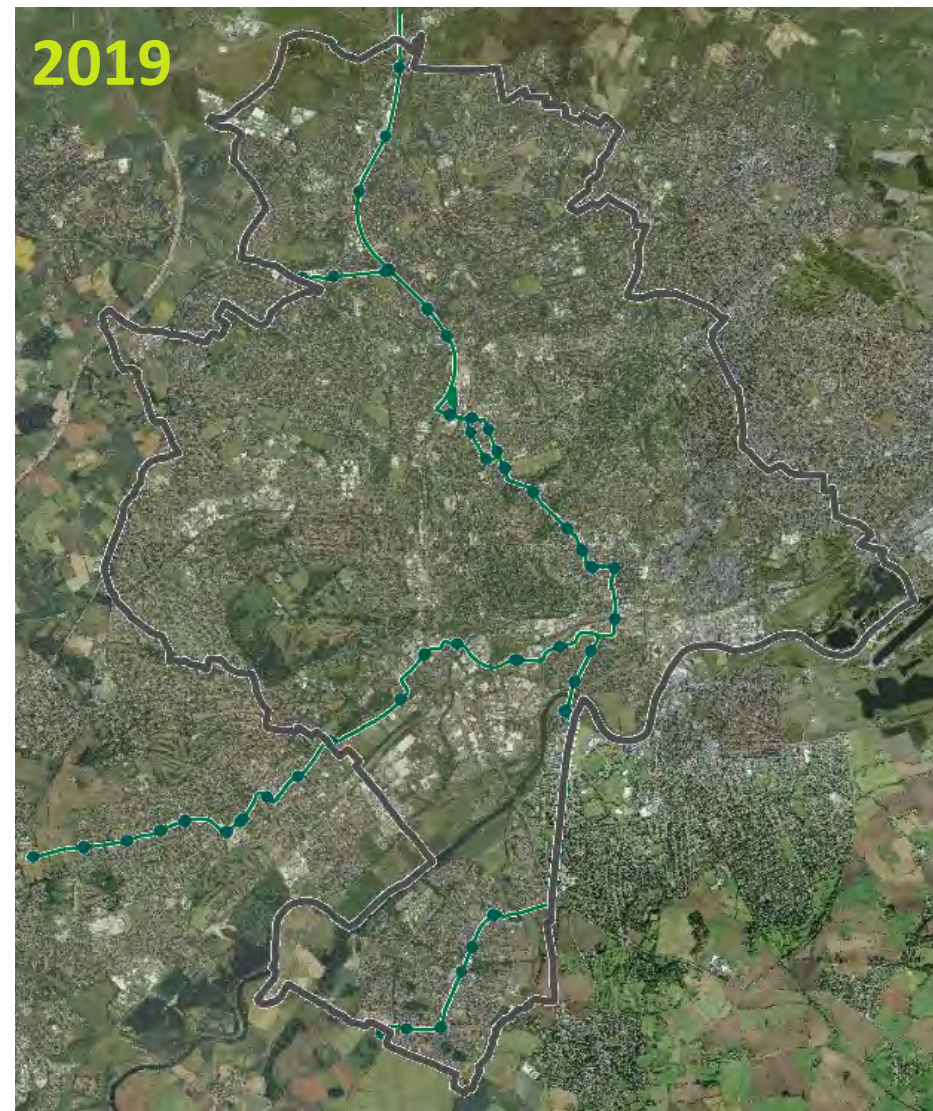
FULLY-ELECTRIC LINKBUS NETWORK

Connects city areas not well-served by the core bus network
to hospitals, schools and
business parks

6m passengers p/a



Nottingham
City Council





The WPL Package

- World's largest fleet of biogas double decker buses
One of the largest electric bus fleets in Europe
- Citycard Cycles scheme – citywide bike share solution
- Specialist team of travel planning advisors, worked with over 700 businesses to promote active travel
Over 100 grants of up to £25,000 given to employers for sustainable travel investment
- Cashless parking schemes





Impact of the WPL

- £83m direct revenue to date, £360m forecast over 30 years. Levered in over £655m through match funding grants - all ring-fenced for delivery of Local Transport Plan policies and objectives
- Second highest combined bus and tram usage per head outside of London – over 75m passengers p/a
- Positive impact on modal shift - predicted over the scheme's lifetime, over 2.5m car journeys p/a will be taken off the roads





Impact of the WPL

- Congestion was forecast to grow by 15% by 2021
- WPL charge, coupled with the sustainable mobility infrastructure improvements it funded, led to a 47% reduction in expected congestion growth
- Reduction in expected congestion growth has led to savings of approx. £11 million p/a to Nottingham, with businesses saving £5.5m p/a



A City Transformed

Transformed the face of Nottingham through the direct impact on sustainable transport and indirect impact on land use

Attractive place to live, work and play



- Created jobs, infrastructure and investment
- Over £100m has been invested back into Nottingham businesses through contracts generated by tram and Nottingham Station works
- No businesses have left the city as a result of the WPL
2015 - 10 year high of new start-up businesses
- Since 2012 - number of businesses in Nottingham has increased by 25%, net increase of 23,400 jobs
- Public transport network and the Council's wider approach to climate change have been cited as factors in companies choosing Nottingham as a base



- Carbon dioxide emissions fallen by 25% since 2015
- Electrification of public transport with WPL revenue has avoided need for a CAZ
- Carbon Neutral 2028 ambition



CN28
Carbon Neutral Nottingham 2028



Moving Forward

Vision: establish a network of WPL schemes nationwide, allowing the benefits to be realised on a national scale:

- A sustainable, integrated transport network
 - National air quality targets met
- Council-to-council working ensures money stays within local government
 - Inspires and encourages further innovation and progressive thinking

Using Nottingham's model, a WPL scheme is now cited as part of the solution to tackle climate change by:



Fleet Electrification



Removing emissions

Leading by example

206 ULEVs– 44% of fleet

First electric cage tippers, sweepers, 9-seater minibuses and OEM RCVs in the UK

NOTTINGHAM

ELECTRIC VEHICLE SERVICES



Exclusively ULEV workshop

Regional hub for EV maintenance and knowledge sharing with local authorities, businesses and the general public

Encourage others to make the switch

PUBLIC SECTOR **ULEV** PROCUREMENT FRAMEWORK



The **benefits** of using our framework

- ✓ Expert, independent advice from a public sector body who are already well on their way to having an electric fleet
- ✓ Get a free consultation from us before you start on electrification – we have a multi-award winning fleet electrification strategy
- ✓ Initial help in getting the business cases completed including addressing political, financial and operational concerns by using our own, real-world data
- ✓ Reduced lead times and purchase prices
- ✓ Security that you are going to get a vehicle which is right for the job
- ✓ Increased local authority buying power
- ✓ Specifications which have been tested in a local authority environment
- ✓ Aftercare including advice on integrating the ULEVs in to your operation
- ✓ Advice and even install of electric vehicle charge points
- ✓ Creates a network of ULEV authorities with shared lessons learned
- ✓ Allows a direct order to be placed or run a mini-competition to ensure the buyer gets the right vehicle for their locality's needs
- ✓ Maintenance advice from our experienced, IMI Level 4 qualified ULEV mechanics



Q&A

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