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# Using parking policy and parking levies to tackle transport and environmental issues

Stephen Joseph, Chief Executive  
Campaign for Better Transport

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# Campaign for Better Transport

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- Charitable trust promoting sustainable transport
- Support from wide range of interests
- Co-ordinates environmental and other NGOs concerned with transport
- Commissions and publishes research
- Runs a thought leadership programme, Tracks
- Conducts public campaigns
- Promotes pilot projects and good practice

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# Increasing pressures on urban transport

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- Congestion
  - Pollution
  - Safety
  - Quality of life
- And less money for councils to tackle these



# Air pollution pressures are growing

- The science on effects on health is advancing
- Successful legal challenge in 2015 made the Government produce an air quality strategy – but this is now being challenged
- Politics: see recent London Mayoral election



# Traffic congestion

- Growth in van traffic
- Road works
- Competition for road space from cars, lorries, buses, cyclists, pedestrians, public realm...



www.alamy.com - A4N1HY



# Car dependent development

- A lot of new housing and commercial development is being built around roads and car parks
  - Those with cars have to drive more
  - Those without cars are excluded from society
- But this isn't inevitable...



# Cities are therefore developing new strategies

- Improving public transport, cycling etc
  - More public realm schemes (e.g. Leicester removing a flyover)
  - Traffic and parking management
- >Increasing interest in workplace parking levies



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# Nottingham's workplace parking levy - objectives

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**Tackle peak period congestion**

**Manage growth in congestion**

**Build on successful travel plans**

**Encourage modal shift**

**Enable economic growth**

**Support City Centre**





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# UK charging history

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**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

[Spotlight on parking](#)



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# Since charging was introduced...

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



# 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





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# Summary impacts so far

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Nottingham estimate that for every £1 raised by WPL, £3 levered in, delivering £10 of economic benefit to the city (including 2000 new jobs)

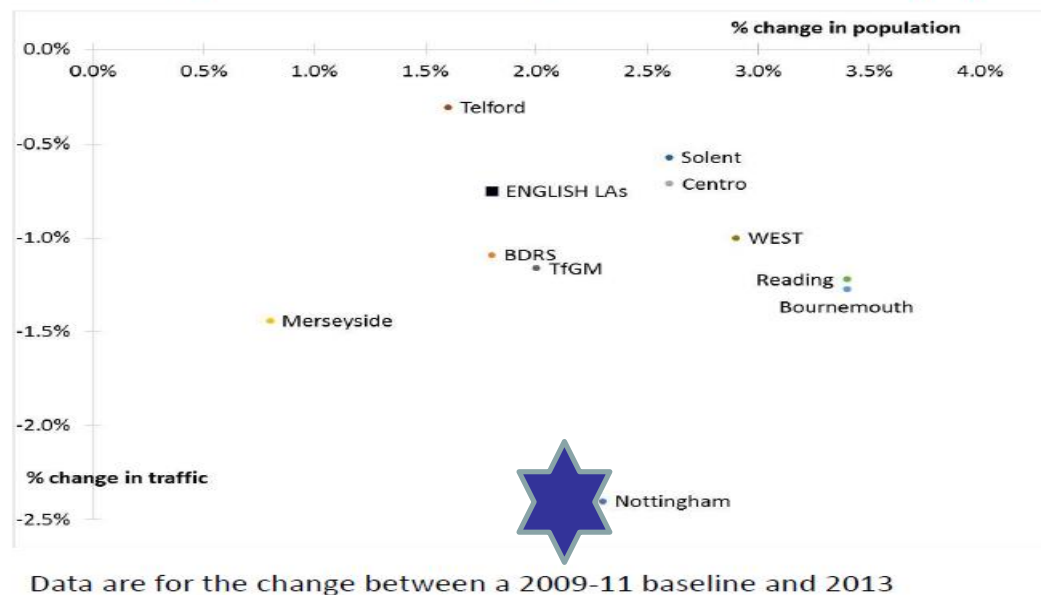
No evidence of employers leaving the city

Unprecedented construction work on the roads, but overall congestion levels have remained similar to comparator cities

Further assessment now due - after NET Phase 2 and new buses have settled in

# Traffic and growth impacts

## Relationship between changes in traffic and population



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

Spotlight on parking

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# Other cities may follow: Oxford

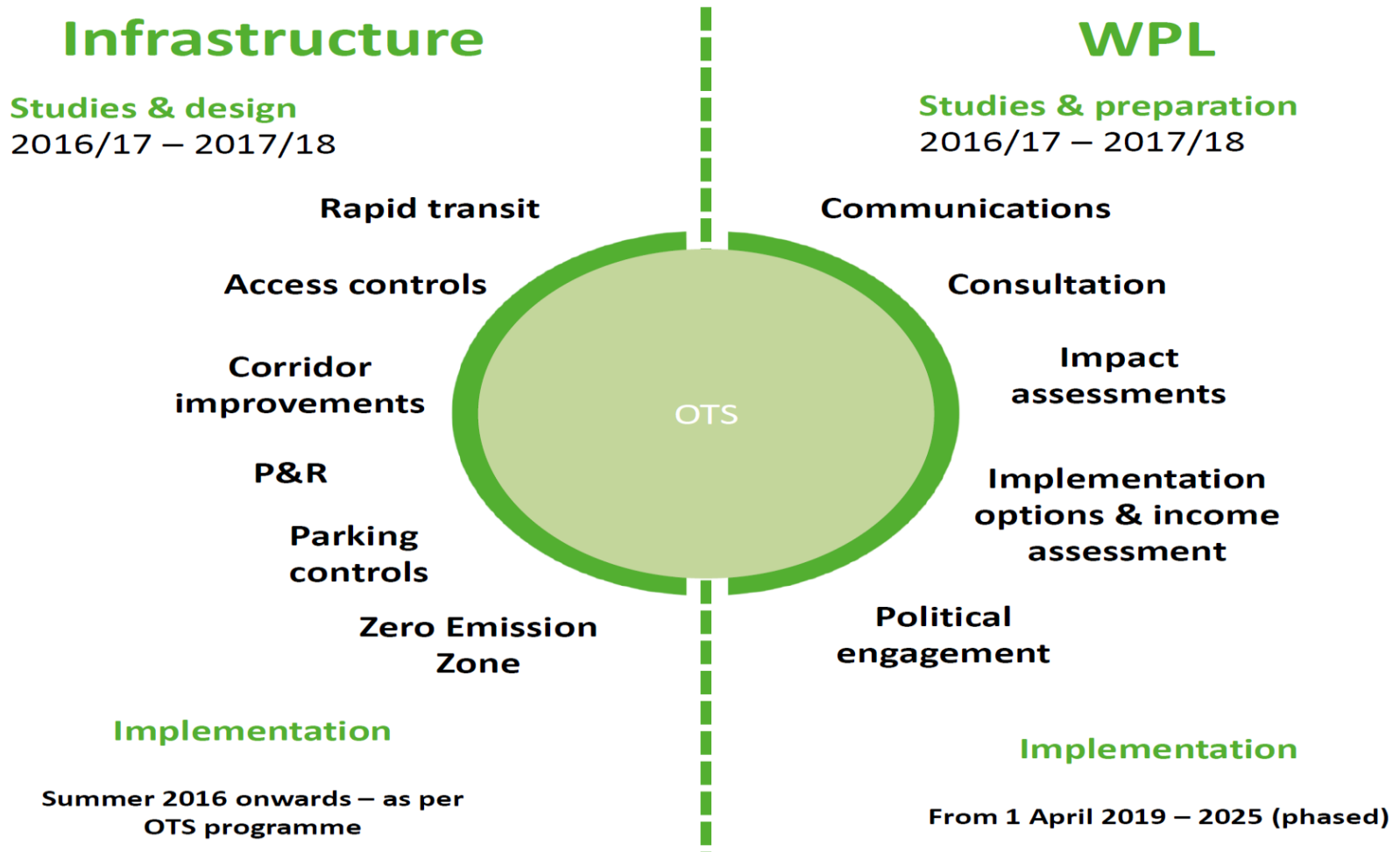
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- History of managing traffic and promoting public transport
- But growing congestion and traffic
- No space for road building
- Vision for new transport infrastructure but costs of £600m over next 20 years
- Public city centre car parking managed by price, but workplace parking, used at peak times, nil cost

Cambridge, Bath, Birmingham, Manchester all taking an interest



# Oxford workplace parking levy timeline



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# Increasingly cities are creating co-ordinated plans

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Measures to help people and businesses change travel behaviour, including working with the main travel generators (employers, schools, hospitals)

Improve public transport, promote walking and cycling

Smarter parking and roads policies

Link transport and planning: locate development next to public transport, accessibility planning

Smart transport infrastructure

Spotlight on parking



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# New organisations will help

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The push for devolution:

- Transport for the North and sub-national transport bodies
- Mayors and Combined authorities in city regions
- Other devolution deals – Cornwall and Lincolnshire
- Transport partnerships and alliances



# Smart growth not dumb growth...

Economic growth doesn't mean more and more roads and cars:

- Vienna: car use has fallen from 40% - 36%, 30% of journeys are now on foot or bike, 34% public transport
- Los Angeles: 90% car, 10% rest
- London: 1993- car 46% public transport 30%; 2010- car 34% public transport 42%



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# Conclusion

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- Congestion and air pollution are driving cities to look at parking levies
- Nottingham has shown that a workplace parking levy can work and raise money for alternatives
- Other cities now examining charging
- Travel behaviour can change and reliance on cars is not inevitable