



Workplace levy

This ReVeAL building block fact sheet is one of a series of 33, each describing one Urban Vehicle Access Regulation (UVAR) building block and providing an example of its use in a city. The ReVeAL building blocks can be combined with one another to create a structured UVAR package for a city. Try out the ReVeAL online tool, www.AccessRegulationsForYourCity.eu, to receive suggestions of appropriate UVAR building blocks for your city as well as guidance in their implementation.

The EU-funded research and innovation project, CIVITAS ReVeAL, aims to add Urban Vehicle Access Regulations and associated policies and technologies to the standard range of urban mobility measures in cities across Europe. The project mission is to enable cities to optimise urban space and transport networks use to improve urban accessibility, sustainability, and liveability.

For more information, please visit: www.civitas-reveal.eu.

Spatial Interventions

Spatial interventions are where the road layout has been altered to favor more sustainable mobility and prevent vehicles entering. Examples of these are removing road and parking space taken for vehicles and using the space for sustainable mobility or amenities (bus lanes, logistics hubs, parklets, restaurants and more)

Speed reduction

Traffic filter:

- Recirculation of traffic
- Road block
- Capacity restraint

Reallocating parking space:

- Parklet
- Drop-off zone shared mobility
- Logistics bay (mini-hub)
- Kiss & Ride (K&R)

Reallocating road space for pedestrians:

- Widen pavement
- Pedestrian priority street or zone

Reallocating road space for cycling:

- Cycle lane
- Cycling street

Reallocating road space for public transport:

- Bus or tram priority lane

Pricing Aspects

Pricing aspects are when the entry to an area or to the entirety of the city is given a price tag to encourage more sustainable transport. Pricing aspects also include the (differential) levels of penalty fees to encourage (and enforce) compliance.

Road charges / tolls:

- Charge applied to a perimeter or an area (congestion charge)
- Charge applied to specific points
- Distance-based charge
- Time-based charge
- Permit charge
- Charge based on emission standards (pollution charge)

Parking charge:

- Dynamic price (real time)
- Fixed price
- Charge based on emission standards (pollution charge)
- Workplace levy
- From on-street to off-street parking

Regulatory Measures

Regulatory measures are those where there is a legal instrument that states who can and cannot enter an area. They could often also be called "bans" and include Zero Emission Zones, Low Emission Zones, and Limited Traffic Zones.

Regulation by emissions:

- Euro standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimensions

Regulation by trip purpose:

- Delivery and logistics
- Through traffic ban

Regulation by permit:

- Permit to travel
- Parking permit
- Planning permit conditions



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Definition of the building block

Charge on employers and educational institutions (schools, universities) for the number of parking places they provide for use by employees, students or others.

Timing, phasing, scaling and replication

This building block has no-timing related issues requiring specific attention.

Time windows

- Allowing vehicle access at particular times of day
- Allowing vehicle access on given days of the week (e.g., weekends)

Enforcement options

- Cameras with automated number plate recognition (ANPR)
- Manual enforcement through visual inspection
- Physical barriers

Gender and equity

This could be linked to public transport tickets as an incentive/reward for those who do not travel by car.

Future considerations

No specific effects are foreseen for this building block from future technologies.

Further guidance

- Complementary sustainable mobility measures
- Transparency

Complementary measures

Exemptions

The types of exemptions will be different depending on the scheme type, but some examples are:

- Key exemptions for police, fire department, waste collection, etc.
- User needs exemptions, e.g. for people with disabilities with forced car dependency, taxis, classic car owners, residents, deliveries
- Exemptions for adapted vehicles (e.g., retrofitted or converted electric or hybrid vehicles)
- Limited numbers of purchased exemptions for entry (e.g., per day/month/year) to a specific zone
- Specified maximum amount of kilometre “credits” allocated to individuals or businesses

Increased mobility options

The types of increased mobility options will be different depending on the scheme type, but some examples are:

- Creation of mobility hubs
- Increasing/improving walking or cycling facilities
- Increasing/improving public transport
- Facilitating vehicle hire and/or car sharing
- Providing parking spaces in alternative locations (e.g., Park & Ride)

Example: Nottingham, United Kingdom

Description

The city of Nottingham was the first city in Europe to institute a workplace levy in 2012. Employers that provide eleven or more parking spaces used by their employees pay a yearly fee to the city council. Spaces exempt from licensing include those for occasional business visitors, customer vehicles and delivery vehicles.

The amount of the fee varies in accordance with inflation rates. Revenues collected to date have been invested in the extension of the tram network, in the fleet of electric buses, and in the renovation of the main railway station.

Enforcement methods

Workplace Levy Officers have a right of access to premises with ANPR camera with unannounced visits.

Time windows

None

Phasing and upscaling

The workplace levy was introduced in 2012.

Other building blocks put in place

Pricing Aspects

Parking charge:

- Fixed price
- From on-street to off-street parking

Regulatory Measures

Regulation by trip purpose:

Delivery and logistics

Regulation by permit: Parking permit



Complementary measures

Exemptions

Not contributing to the count of parking spaces:

- Occasional business visitor
- Customer vehicles
- Delivery vehicles

Free for:

- Vehicles for people with disabilities
- National health services (NHS) premises
- Emergency vehicles

Financial Incentives

Workplace Travel Grants

Business, public and voluntary sector organisations can apply for a grant of up to £25,000 for different types of workplace travel support. This may include one or a combination of the following:

Cycling and Walking

- Cycle parking and shelters, including CCTV and shelter lighting
- Shower/changing/drying facilities
- Changes to entrances and pedestrian route lighting (maintenance/running costs not included)
- Pool (electric) bikes
- Personal safety/security equipment
- e-Cargo bikes

Financial Incentives (2/2)

Public transport: workplace real-time display screens

Ultra-Low-Emission Vehicle (ULEV) support

- Electric vehicle (EV) charge points ground or wall mounted, with or without tethered cables, up to 22kw
- Charge point installation costs e.g. grid connection, ground work, concrete base and crash barriers
- Signage and bay marking related to charge point installations
- Bollards or guards to protect charge point/s from damage, e.g. reversing vehicles
- Charging cables – where charge points do not have a tethered cable.
- Receiving back office connection to the Charge point Management System, including RFID cards/access devices
- 3 year warranty (an essential requirement for all charge point installations under this scheme)
- 1 year data costs (3 years required)
- Electric car club supportive infrastructure e.g. signs, markings, bollards

Parking management: car parking infrastructure e.g. barrier controls, signage (excludes perimeter fencing around car parking areas)

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Ningbo Bridge. The workplace levy has been financing the new tram infrastructure of Nottingham (Bishop, 2018)

Additional information

The official city's website states that Employers, rather than employees, are responsible for paying any WPL charge, although employers can choose to reclaim part or all of the cost of the WPL from their employees.

References

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