

# Workplace Parking Levy (WPL)

Quick-guide



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A workplace parking levy is an annual fee that can be charged to employers by the local authority for spaces used for employee parking.

## What is the purpose of a WPL?

The Greater Cambridge City Deal is proposing a WPL in Cambridge as part of a wider strategy to help reduce congestion which is currently impacting on business, journey times and the environment.

Based on a successful scheme in Nottingham, WPL would raise a regular funding stream, that doesn't currently exist, to reinvest in local transport such as better public transport and cycling and walking infrastructure. It would also act as a further incentive to car commuters to switch to walking, cycling or public transport.

## How much will it cost?

The cost of the Greater Cambridge WPL has not been determined but the Nottingham scheme charges an annual fee of £375 per space, equivalent to £1.50 per day.

## Which employers would be affected?

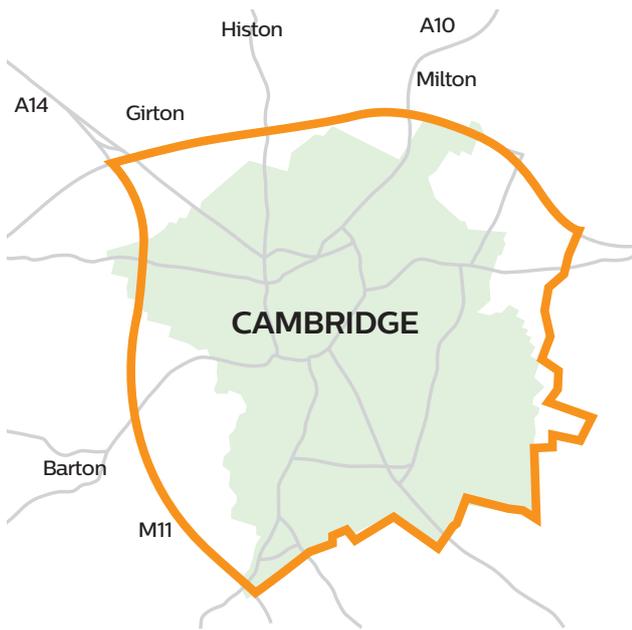
If the proposals to implement a WPL in Cambridge are agreed, details such as this would be subject to detailed discussion and consultation.

As a case study, the Nottingham scheme only affects employers with more than 10 employee parking spaces and certain employers could be exempt, for example emergency services. It does not apply to visitor or customer parking spaces.

The Cambridge scheme is proposing a zone encompassing the urban area of Cambridge as outlined on the map overleaf. The area of the zone would also be subject to consultation so this map is a starting point for discussion.



## Map of the proposed Greater Cambridge WPL zone\*



\*Subject to consultation

## Will employees have to pay to park at work?

Under WPL, it is the employer who is charged the Nottingham levy and it is at the employer's discretion as to whether they absorb the cost or pass all or part of it on to their employees.

## How would the money be spent?

By law, any funds generated through WPL must be spent on local transport as outlined in the Local Transport Strategy.

The Greater Cambridge City Deal would commit to working closely with local business to seek agreement on how the funding should be spent to ensure a good return on investment. For example, this could include incentives to encourage employees to use other

modes of transport by enhancing infrastructure or supporting better and more frequent bus services to ensure employment centres are well serviced by public transport.

## How does it work?

The Nottingham levy applies to spaces that are used, not spaces that are owned. Employers would need to apply for a licence for all parking spaces that they use, including those that are exempt from the Nottingham Levy. This information would be used to determine how much each business is due to pay under the scheme.

If employers reduce the number of spaces used by employees they would reduce the amount they pay. The Council would make regular checks to see how many spaces were being used and that the licence was being complied with. The legislation allows the Council to enter premises to make these checks.

## How soon would this happen?

It is estimated that developing the scheme and introducing the infrastructure required to run it would take between three and five years. In Nottingham employers were given time to register well in advance of the charges coming in.

## Where can I find out more?

City Deal officers will also be speaking to business leaders and member organisations over the coming months.

For further information visit the Greater Cambridge City Deal website at [www.gccitydeal.co.uk](http://www.gccitydeal.co.uk)

For further information on the Nottingham scheme visit [www.nottinghamcity.gov.uk/wpl](http://www.nottinghamcity.gov.uk/wpl)

