
Leicester Transport Plan/Workplace Parking Levy Consultation

EDTCE Scrutiny

Date of meeting: 7th September 2021

Lead director/officer: Andrew L Smith/Stuart Maxwell

Useful information

- Ward(s) affected: ALL
- Report author: Andrew Smith
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- Report version number: v1.0

1. Summary

- 1.1. A draft Leicester Transport Plan and outline of a proposed Workplace Parking Levy for the city was launched for consultation on 25th June, closing 17th September.
- 1.2. The plan sets out the transport challenges and opportunities faced by the city over the period to 2036 and proposes ambitious measures to improve public transport, cycling and walking in response.
- 1.3. Alongside the public consultation exercise extensive stakeholder engagement continues to receive views from business, public sector and other community groups.

2. Recommended actions/decision

- 2.1 Scrutiny commission members are requested to comment on the draft plans.

3. Scrutiny / stakeholder engagement

- 3.1 A report was presented to EDTT Scrutiny Commission on 22nd August 2019 outlining initial work underway to prepare the Local Transport Plan and Workplace Parking Levy.
- 3.2 The current public consultation exercise can be found at [Leicester Transport Plan Consultation](#). This has been widely communicated through the media and direct correspondence to stakeholders and interested groups and individuals.
- 3.3 Meetings through video conferences are also taking place with a large number of stakeholders. These include internal council stakeholders, business groups, universities and colleges, UHL, disabled access groups, other councils and other organisations in the city.
- 3.4 The results of the consultation will be published in due course and will feed into a final version of the Leicester Transport Plan and the next stage of formal consultation on a Workplace Parking Levy.

4. Background and options with supporting evidence

See section 5

5. Detailed report

5.1 The Leicester Transport Plan and Workplace Parking Levy documents and a summary video are available for members to review at the links below:

- [Draft Leicester Transport Plan](#)
- [Workplace Parking Levy Initial Consultation Document](#)
- [Leicester Transport Plan Video](#)

A summary presentation will be made at the Scrutiny session.

5.2 The council is consulting on a new draft Leicester Transport Plan which sets out the council's transport vision, ambitions and priorities for the city over the next 15 years. Initial thinking on the potential of a Workplace Parking Levy that could help deliver the plan is also the subject of consultation.

5.3 A new Transport Plan for Leicester is needed to respond to the many issues facing the city - including enabling city economic and population growth, tackling climate emergency and air quality challenges, improving health and physical activity levels, improving accessibility for all and recovery from the Covid-19 pandemic. The recent release of the Government's 'Decarbonising Transport' Strategy and expected tougher air quality limits will place additional challenges requiring steps to be set out in local transport plans.

5.4 The council has invested very heavily in public transport, cycling and walking in recent years through the Connecting Leicester, Air Quality, Transport Recovery and most recently through the Transforming Cities and Getting Building Fund programmes. This has brought in substantial Government funding. This provides a strong platform for the Leicester Transport Plan looking forward.

5.5 The draft plan proposes a transport vision which is for *a carbon neutral, growing, healthy, accessible and connected city, with clean air supporting a high quality of life and travel experience for people and a vibrant local economy.*

5.6 Proposed transport ambitions are set out in the plan up to 2036:

- 100% zero emission vehicles
- More people regularly working from home and more responsible use of cars for necessary trips only
- Public transport, Park & Ride, cycling or personal e-mobility as first transport choice for most people (longer journeys)
- Active transport, cycling and walking as first transport choice for most people (shorter journeys)
- A thriving, accessible city centre that is easy to move around in and which supports economic growth in the whole city
- Healthier neighbourhoods, aiming for all local services to be available by walking or cycling within 15 minutes, with cleaner air and a safer local environment

- A rush-hour free city, gradually managing traffic to reduce peak hour demands

5.7 The draft plan proposes a big step forward for public transport, cycling and walking in the city to address the challenges and opportunities noted above. It focuses on three main areas:



Connected Corridors & Hubs

- Connected commuter corridors for buses, cycling and walking
- Greenlines electric bus network
- New and improved Park & Ride sites
- Transformed Leicester Rail Station

Connected Healthy Neighbourhoods

- Connected cycling and walking networks city centre and local neighbourhoods
- Good local bus network
- Fewer and cleaner vehicles in neighbourhoods

Managing Demand for Car Use

- Parking management and co ordination
- Behaviour change
- Smart transport
- Network management
- Workplace parking levy

5.8 The delivery of the plan relies on securing funding from a range of national, regional and local funding sources such as Government, Midlands Connect and LLEP. External funding is generally secured through ad-hoc and competitive funding bids, usually requiring match funding. The Government has indicated that future funding may be tied to priorities set out in Local Transport Plans. This is most likely to require local sources of match funding.

5.9 The Council is also consulting on a workplace parking levy linked to the Leicester Transport Plan. This would place a charge on employers across the city for eligible parking places used by car commuters. The charge can, if desired, be passed on to employees. The levy both acts to manage and reduce demand for car use and also invest in sustainable transport projects. These would help to deliver the council's main transport plan priorities above.

5.10 If supported and approved this could provide an ongoing stream of available funding to support the delivery of transport priorities, including match funding to attract external funding sources. This approach has been used effectively in Nottingham City Council and has raised £75million in WPL revenues since 2012 and leveraged over £680million transport investment.

5.11 Initial thinking on the potential role of a future workplace parking levy to help deliver key transport projects in Leicester is outlined in the current consultation exercise (link above). This sets out the basic principles of a levy and current thinking on the approach to charging and exemptions/discounts. It also indicates how businesses and

other organisations that are subject to the levy would be supported by the council using WPL funds. This will be outlined in the presentation to scrutiny.

5.12 Following this initial stage of consultation, a formal consultation on a detailed workplace parking levy business case is expected later this year. The supporting documents included in the consultation link above include an assessment of the potential for a levy in Leicester carried out by DMU. An economic, environmental and equality impact assessment is being prepared for the WPL business case.

5.13 The current programme for the Leicester Transport Plan and Workplace Parking Levy is as follows:

- 25 Jun – 17 Sept: LTP / initial WPL public consultation
- Nov: Publish Consultations report
- Nov – Dec: WPL formal business case consultation
- Spring 2022: Council consideration of LTP final document & WPL business case and business case submitted to Secretary of State
- Autumn 2022: if approved ...WPL mobilised
- Early 2023: WPL Charging would commence

6. Financial, legal, equalities, climate emergency and other implications

6.1 Financial implications

The Local Transport Plan will provide a framework for future investment in Transport in the city over the period to 2036. Funding is likely to come from a number of local and Government sources. A workplace parking levy is being proposed that, if approved, would contribute an ongoing stream of funding to support the ongoing delivery of transport priorities set out in the plan.

Colin Sharpe – Deputy Director of Finance
Ext 37 44081

6.2 Legal implications

The process for preparing a workplace parking levy scheme is included in the Transport Act 2000 and the Workplace Parking Levy (England) Regulations 2009.

It should be noted that statutory consultation and Secretary of State approval will be required before the scheme can be introduced.

The report includes draft plans for the workplace parking levy and draft transport policy. Consultation is required for changes to any Council policies. Consultation advice has been provided separately.

Consultation responses should be considered prior to any decision-making regarding changes to the policy and the implementation of the workplace parking levy.

Shireen Eliyas ext 4479.

6.3 Equalities implications

Under the Equality Act 2010, public authorities have a Public Sector Equality Duty (PSED) which means that, in carrying out their functions, they have a statutory duty to pay due regard to the need to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, to advance equality of opportunity between people who share a protected characteristic and those who don't and to foster good relations between people who share a protected characteristic and those who don't.

Protected Characteristics under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

The Equality Act 2010 also requires that reasonable adjustments be made so that disabled people are not excluded from places that serve the public, including publicly accessible open spaces. This duty is on-going and anticipatory and, therefore, reasonable and proportionate steps to overcome barriers which may impede people with different kinds of disabilities.

Accessible and inclusive design relating to highway and transport schemes will support the general aims of the PSED and will be beneficial particularly in removing barriers to participation in public life. Ongoing engagement and consultation with key service user groups, disability groups and organisations is a vital aspect of ensuring that an inclusive approach which is consistent with the requirements of the Equality Act 2010 is taken.

The Local Transport Plan includes a commitment in its vision, ambitions, objectives and guiding principles to prioritising accessibility for all. It specifically outlines equality objectives within the guiding principles drawn from work carried out for Transport for London.

The plan sets out priorities for accessible and connected places within the city centre and local neighbourhoods.

The supporting documents include a comprehensive accessibility analysis that assesses the potential impacts of the Local Transport Plan on active and public transport accessibility.

An Equality Impact Assessment is being produced for these plans.

Engagement is taking place and is ongoing with disability groups in the city.

Consultation that has taken place should be used to help to inform the impact assessment. The Equality Impact Assessment process should continue to be used as a tool to aid consideration around whether we are meeting the aims of the Public Sector Equality.

Surinder Singh Equalities Officer, Ext 37 4148

6.4 Climate Emergency implications

As identified within the draft Local Transport Plan, transport is one of the largest sources of carbon emissions in Leicester, making up 25% of the city's carbon footprint in 2019, with transport-related emissions falling much slower than those from other sources. This reflects the national position. Following Leicester City Council's declaration of a Climate Emergency in 2019, and the council's ambition to reach carbon neutrality, tackling these emissions is a vital part of the council's work.

The draft plan sets out a vision for transport in the city, with the Climate Emergency and need to achieve carbon neutrality identified as one of the plan's four key objectives. The vision includes measures such as supporting and enabling a shift to sustainable travel options such as walking and cycling, and providing the necessary infrastructure for decarbonisation of transport, especially zero emission vehicles, following a guiding principle of a sustainable travel hierarchy. The plan also highlights many co-benefits of these changes such as improved air quality, health outcomes and accessibility. Implementation of the Local Transport Plan is therefore a vital part of the council's work to deliver upon its Climate Emergency ambitions.

The proposed Workplace Parking Levy, if progressed, would provide a key source of stable funding, allowing the council to plan a long-term programme of actions identified within the draft plan, and would therefore be expected to have a significant positive impact upon the goal of achieving carbon neutrality.

Aidan Davis, Sustainability Officer, Ext 37 2284

6.5 Other implications (You will need to have considered other implications in preparing this report. Please indicate which ones apply?)

None.

7. Background information and other papers:

None

8. Summary of appendices:

The LTP/WPL consultation documents can be found at: [Leicester Transport Plan Consultation](#)

9. Is this a private report (If so, please indicate the reasons and state why it is not in the public interest to be dealt with publicly)?

No

10. Is this a "key decision"? If so, why?

No