

REPRESENTATIONS ABOUT NOTTINGHAM CITY COUNCIL'S WORKPLACE PARKING LEVY SCHEME

1. The application from Nottingham City Council for confirmation of the Workplace Parking Levy Order included 2006 numbered representations from people living and/or working in the area affected by the scheme. Of these, 2003 were recorded by the Council as being from people opposed to the scheme and 3 from people supporting it, but the 2003 representations against the scheme included 53 duplicates and multiple copies, so the number of different representations received against was 1950.

2. 19 respondents indicated that they were opposed to the scheme without making detailed comments.

3. 1469 respondents sent a form making the following points:

- The WPL Scheme taxes people, such as shift workers, who have not any alternative but to use their cars to get to work.
- It is a tax on working that would hit the lowest paid the hardest.
- It is another tax on the motorist that will do little to reduce congestion.
- I will not benefit from the investment in new tram lines, yet many that will, would not pay towards its cost.
- I have no vote on this specific issue so this is unfair taxation without representation.
- Would damage the reputation of the City deterring future investment and jobs.
- Does not apply to all those who contribute to congestion and does not provide an incentive to those who could choose to change their behaviour away from travelling at peak times.
- Would put Nottingham's businesses at a competitive disadvantage as the city is going it alone in seeking to introduce this tax.
- A proper independent public inquiry and a local referendum across Greater Nottingham should be held before the Secretary of State gives her view on this Order.

4. The remainder included similar points, though in differently worded form, and others that had been raised in the Public Examination, including:

- Shift workers do not cause congestion and are not able to use public transport.
- WPL adds to the already high cost of living / taxes / cost of maintaining a car.
- I will not benefit from the tram.
- WPL will reduce the attractiveness of Nottingham as a place to do business in / place to work in.
- Public transport is costly and time-consuming - particularly for long-distance travellers.
- Use of public transport restricts flexibility to carry out other activities after work (including working mothers who need to drop-off / pick-up children to / from school).

- Public transport / area is unsafe.
- The WPL Scheme will not reduce congestion / induce behavioural change.
- The WPL Scheme lacks flexibility to account for part-timers / shift workers / car sharers / occasional users etc.
- The WPL Scheme will increase on-street parking.
- Certain users do not enter the city of Nottingham except in the Boots car park.
- The Council should consider alternatives - e.g. raising council tax, widening of roads.
- The WPL Scheme is unfair as it does not charge all road users who cause congestion.
- The Council should find other solutions to congestion; instead of building tram extensions they should improve other forms of public transport (cheaper and more effective) e.g. buses
- WPL is a regressive tax.
- The Council is not listening to representations made during the consultation.
- My car is required to perform my job.
- WPL is simply a money-raising exercise.
- As a flat tax WPL encourages greater use of car.
- I object to the tram extensions which are to be funded by the WPL.
- It is illegal to tax cars on private land.
- Improved public transport should be in place before a WPL charge is implemented
- The University is not able to pass on the charge.

5. 584 representations indicated the organisations they worked for, including 392 from people who identified themselves as Boots employees. Other representations came from employees of other organisations including Allprint, BCM, Blenheim Industrial Estate, BOC Group, Care Fertility, CPMG, the Communication Workers Union, The Derbyshire and Nottinghamshire Chamber of Commerce, The Drivers Alliance, The Dyslexia Association, Experian, Framework HA, FTA, IBM, Ikano, Imperial Tobacco, Institute of Directors, Kato-Entex, Nottingham City Hospital, Nottingham Trent University, Page Kirk LLP, RHA, Sherwood Electronics, University of Nottingham, Wren Accountancy Services, Zurich Finance.

6. Representations were also sent direct to the Secretary of State after the WPL Order had been submitted for confirmation, from

MPs, on behalf of constituents concerned about or opposed to the WPL scheme:

Liz Blackman MP
 Geoff Hoon MP (before he became Secretary of State for Transport)
 Judy Mallaber MP
 Patrick Mercer MP

MPs supporting the WPL scheme:

Graham Allen,
 John Heppell,
 Alan Simpson MP

Local businesses and business organisations:

Aalco – Andrew Gascoigne
Allprint – Mrs S A Thorsby
Art Systems – David Thomas
Alliance Boots – Stefano Pessina to the Prime Minister
Boots – Alex Gourlay
CARE Fertility - Nichola Ellard, Berryman Solicitors
CBI EM – Paul Southby
CPMG – Jack Gant
Derbyshire & Nottinghamshire Chamber of Commerce – George Cowcher, Phil Stanyer, John Dowson
Forum of Private Business – Phil Orford
Medical Solutions – Eileen Barrett
Nottinghamshire TUC - Richard Buckwell
Page Kirk – Richard Bonello
Prison Officers' Association - Terry Pilling
Protocol National – Phil Harrison
Willbond – Anthony Hogg

Opponents of NET2 tram extensions:

Environment Not Trams – Gordon Wheeler

Representations against the scheme were also sent to the Workplace Parking Levy Regulations consultation mailbox from:

Page Kirk – Richard Bonello,
Radford Holdings Ltd - PG Attenborough
Solutions for accounting - Sean Graham

7. The representations from businesses and business organisations are at Appendix A