



Caroline Russell AM
City Hall
The Queen's Walk
LONDON SE1 2AA

Heidi Alexander
By email
City Hall
London

27th September 2019

Dear Heidi,

Workplace Parking Levy Guidance

Thankyou for sharing the full details of the TfL Workplace Parking Levy (WPL) Guidance with me. I have been campaigning for years to see workplace parking levies introduced to support investment that provides alternatives to the private car. I am supportive of the actions you are taking and want to see these succeed to move away from forced car ownership, especially in outer London where access to public transport is poorest.

The flowchart diagram you have produced on the Steps in Developing a WPL Package is a useful summary of the processes involved. However, I am concerned by the likely three-year timeline from initial definition of a WPL scheme through to the implementation of a levy. In the context of the climate emergency, and the urgent need for higher investment in public transport in London this feels like a very long lead-time.

I'm concerned that the general exemption for business parking could provide a loophole unless it specifies this is only for short-stay. The expectation of exemption for business parking should be reconsidered, particularly for long-stay airport parking.

The dedication of the WPL income to transport schemes is important. However, I remain concerned that it will be possible for boroughs to use this income to fund schemes other than public transport, walking and cycling. For example, schemes in line with the Mayor's Transport Strategy would include works such as junction widening and even the Silvertown Tunnel. This is illustrated by the comment at 3.4.1 that WPL schemes may support "major new infrastructure such as river crossings". I would hope that the WPL would only support transformative new public transport, walking and cycling infrastructure in London, as it has in Nottingham with the tram and Linkbus networks.

I support the mayoral expectations for exemptions and discounts. I note that the discount for blue badge or disabled parking will be 100 per cent and encourage you to make this clear as schemes are considered, proposed and delivered.

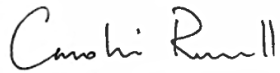


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I hope you will consider these points as you continue to progress towards active WPL schemes in London, in line with the Mayor's Transport Strategy, and the declared climate emergency. I look forward to seeing this guidance published, and yours and the Mayor's full support for WPLs in London in the remainder of the Mayor's term.

Yours sincerely,



Caroline Russell
Green Party Member of the London Assembly



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