

MAYOR OF LONDON

Caroline Russell
Green Party Member of the London Assembly
London Assembly
City Hall
London SE1 2AA

Our ref: MGLA300919-3645

Date: 30th October 2019

Dear Caroline,

Thank you for your letter of 27 September regarding the draft Mayor's Guidance on the Workplace Parking Levy (WPL). I would like to apologise for the delay in responding to you.

I am pleased to have your support for this new approach. You raise a number of points in your letter which I will address below.

Firstly, you express concern about the period it might take to develop and implement a WPL, which Transport for London (TfL) estimate to be around three years. As you know, there is limited experience of developing WPLs in the UK, but one of the lessons from the Nottingham experience is that it is realistically a process of a few years. It is important that schemes are only brought forward once the views of the affected businesses and residents have been taken into account and the impacts of the scheme have been properly appraised.

I share your views about the urgency with which we all need to act to tackle climate change, but the Mayor's ambitious carbon reduction targets will only be achieved by developing schemes that are robust and properly consulted on before implementation.

The WPL is intended to constrain commuter parking, but not act as a constraint on the operation of businesses, and exemptions are included with this in mind. The Mayor expects an exemption for 'operationally necessary' vehicles, which includes occasional business visitors. The draft Guidance also expects an exemption for business customers. The former applies to visitors who park at the premises only on an occasional basis, for example to carry out servicing. The latter applies to business customers who park at the premises to buy goods or services, for example. It is also worth noting that WPL is concerned only with employee parking, and not with members of the public parking at a supermarket or airport, for example.

Finally, as you acknowledge in your letter, revenue from schemes must be used for purposes which align with the Mayor's Transport Strategy. The Mayor will carefully consider the proposed uses of the revenue when deciding whether to approve any new WPL, with modifications if necessary. The draft Mayor's Guidance is a means to enable boroughs to develop their own schemes and we have kept it light touch for that reason, only specifying features such as exemptions when there is a good reason to do so. It also provides a basis on which schemes can be reviewed by the Mayor before they are approved and

implemented. It is worth noting that the early stage schemes in London being considered by boroughs investigating a WPL are currently relate to public transport improvements.

TfL has engaged with borough officers and London Councils on the draft during the summer and hopes to finalise it soon.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Heidi Alexander', with a stylized, flowing script.

Heidi Alexander
Deputy Mayor for Transport