

Response ID ANON-G65C-3ZF8-Z

Submitted to **Supplement to the UK plan for tackling roadside nitrogen dioxide concentrations**

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Introduction

1 What is your name?

Name:

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2 What is your email address?

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3 What is your organisation?

Organisation:

British Parking Association

4 Would you like your response to be confidential?

No

If you answered Yes to this question please give your reason.:

Questions for consultation

5 Are there other measures not set out in the consultation document that should be considered in order to help achieve compliance with legal limits for NO2 in the shortest possible time in any of the roads in exceedance in the third wave local authority areas? Please provide any appropriate evidence to support your proposal. Any proposals should take into account the assessment criteria set out in the consultation document.

Please give your response here:

There is a traffic management measure not set out in the list which we, the British Parking Association (BPA) recommends the 33 local authorities consider; improving directions to, and signage for, car parks so drivers find a parking space quicker. Research shows that thirty percent of city centre drivers are looking for a parking space at any one time, so measures that reduce this source of congestion will result in lower NO2 emissions. In Norwich for example, there is electronic signage that displays which car parks have spaces, so drivers can plan their journey and drive directly to a car park that has space.

Also, a technology used by some private car park providers is Automatic Number Plate Recognition (ANPR), which allows motorists to park without paying; to stay as long as they like and pay either on their return or online within, say, 24 hours. Using this technology can reduce queuing and congestion in the car parks and consequently NO2 emissions. This is the same technology behind the current congestion charging scheme and the Government's Dartcharge on the Dartford crossing. However, local authorities do not currently have the powers to use ANPR in this way, the Deregulation Act placed restrictions on the use of CCTV by local authorities operating Civil Enforcement Powers under the Traffic Management Act.

Beyond some of the innovative uses of data capture and analysis we are seeing the increasing integration of other technologies into the parking landscape. As noted in our Blueprint for Parking (http://www.britishparking.co.uk/write/Documents/Parking_2020_-_the_BPA's_vision_for_the_future_of_parking.pdf), we advocate the installation and adoption of electric vehicle charge points and other alternative fuel systems into existing parking infrastructure, as well as the implementation of sustainable structures, including low-energy lighting and solar panels. Indeed, the need to speed up this integration process is now more important with the increased sales of electric cars.

We recommend the 33 local authorities assess their parking policy; pricing which can be used to manage demand for parking can help reduce and relieve congestion. And we also urge the Government to make it easier for local authorities to manage the demand for parking through Traffic Regulation Orders for example, which have recently been made more not less complicated.

If your response refers to a particular local authority or local authorities, please make this clear:

6 Are there other secondary objectives that should be taken into account when choosing between proposals which deliver compliance in the third wave local authority areas in the shortest possible time?

Please give your response here:

7 Could encouraging the use of public transport, cycling, walking, park and ride schemes and/or car clubs help achieve compliance with legal limits for NO2 in the shortest possible time on the roads in exceedance in any of the third wave local authority areas? We welcome views from stakeholders on how government can support the local authorities in implementing such measures.

Please give your response here:

We encourage allowing more local authorities to manage moving traffic contraventions, especially bus lanes and yellow boxes which will improve public transport reliability as well as reduce congestion and therefore NO2 emissions.

We encourage government to support local authorities in incentivising the growth of car sharing and car-pooling. The car club ZipCar (<https://www.zipcar.co.uk/>) for example, which operates in four cities in the UK including Oxford (one of the 33 Local Authorities in this third wave) have become popular. Recently free-floating schemes have come to the fore, where vehicles can also be left in almost all on-street parking settings and located using an app.

There are also apps and data providers that give consumers data on where to park, some of it in real time so motorists can park quickly and spend less time searching for a space. Consequently we urge the government to encourage local authorities to work with companies in providing data. There should also be renewed interest in reviewing and standardising Traffic Regulation Orders to enable this to happen smoothly.

If your response refers to a particular local authority or local authorities, please make this clear:

8 How can any of the third wave local authorities encourage local people to choose less polluting forms of transport?

Please give your response here:

There are many things local authorities can do, for example Nottingham Council introduced a WorkPlace Parking Levy (<https://www.nottinghamcity.gov.uk/transport-parking-and-streets/parking-and-permits/workplace-parking-levy/>) for employers who provide workplace parking, to reduce congestion. The money raised is used to improve the public transport infrastructure, which includes trams.

If your response refers to a particular local authority or local authorities, please make this clear:

9 Could measures to optimise traffic flow help achieve compliance with legal limits for NO2 in the shortest possible time in any of the roads with an exceedance in the third wave local authority areas? We welcome views on how government can support local authorities in implementing such measures.

Please give your response here:

The BPA has consistently recommended that government implements Part 6 of the Traffic Management Act 2004 for all local authorities. This will ensure that contraventions involving yellow boxes and one-way streets, cycle and bus lanes are consistently and properly managed everywhere. And crucially will help all local authorities to reduce congestion and reduce NO2 levels.

To give local authorities the power to manage obstructive and dangerous parking, which private parking operators have, we urge the government to allow them to use CCTV, so they have the same ability to manage obstructive or dangerous parking. Currently the use of CCTV by local authorities operating civil enforcement powers under the Traffic Management Act 2004 restricts them from using CCTV.

If your response refers to a particular local authority or local authorities, please make this clear:

10 Could working with local businesses and accessing clean technology help achieve compliance with legal limits for NO2 in the shortest possible time in any of the roads with an exceedance in the third wave local authority areas? We welcome views on how government can support local authorities to work with business to reduce pollution.

Please give your response here:

Tackling air quality issue is an important factor in the motoring industry and to its regulators, and the parking profession needs to play its part. By providing policies and guidance to facilitate a growing charging network, and by supporting the development of new and innovative solutions, emissions of CO2, NO2 and particulates can be significantly reduced.

The BPA represents over 250 local authorities and provides guidance on good practice on key issues related to both the management and delivery of parking services. We support the Positive Parking Agenda (PPA) (<http://britishparking.co.uk/Positive-Parking-Agenda>), an initiative started by a group of our local authority members, including Bristol, Essex, Gloucestershire, Liverpool, Oxfordshire, York, and London Councils, supported and assisted by us. Together we launched the national Positive Parking Agenda campaign which helps to build public confidence in the parking sector. Together the aim is to change perceptions, challenge misconceptions about the parking sector and local government's role and make the parking experience a better one for all concerned. Our Positive Parking Agenda provides effective and positive communications, promotes innovation and the use of technology, for the benefit of all.

We encourage all the 33 of local authorities to recognise the importance of good parking management. With the PPA key priorities being:

- Air Quality – Improving air quality, reducing congestion and dwell time in finding spaces
- Congestion – Reducing congestion, helping drivers find spaces quickly and easily
- Safety – Improving road safety, reducing the severity and number of traffic collisions
- Accessibility - Improving access to services and the economic vitality and vibrancy of town centres and high streets
- Technology – Supporting a more mobile society by embracing new technology
- Working together – Providing a more efficient and accessible road network
- Fair – Delivering a more effective, efficient and consistent parking management service

If your response refers to a particular local authority or local authorities, please make this clear:

Required Feedback Questionnaire

11 Overall, how satisfied are you with our online consultation tool?

Very satisfied

Please give us any comments you have on the tool, including suggestions on how we could improve it. :

Very easy to use tool with clear instructions. Making Annex A (the maps) easily accessible would have improved it even more.