Draft Policy

Policy Name	Parking Policy 2019-2022
Applies to:	
ALL WARDS	

Policy Statement:

Parking affects almost everyone that lives in, works in or visits Croydon to some extent. Whilst our road networks have grown, so too have the competing demands for this space for use by pedestrians, cyclists, vehicles and parking. With the pace of growth in homes and developments that Croydon is set to undergo, this Parking Policy, and its emerging action plan, respond to the challenges posed and will deliver effective and safe parking infrastructure and management in the borough. It also complements and supports other local strategies and policies including our Corporate Plan 2018-2022 the Air Quality Action Plan, the Local Plan, the draft third Local Implementation Plan and further, it supports the London Mayor's Transport Strategy.

This policy sets out the aims and objectives for managing on- and off-street parking infrastructure, parking demand management, traffic and parking compliance, school streets safety and related customer services over the period 2019 to 2022. The policy and its objectives are largely cascaded down from national, regional and local policies.

The urban traffic infrastructure in Croydon was largely laid out in times when current levels of car use were not anticipated and the harmful effects of air pollution were not recognised. Car use has increased 10-fold over the past 50 years. Road traffic is projected to grow faster than car ownership, by 25% over the next 20 years[1]. The UK has 30.6 million cars and 4.4 million light vans, transporting some 670 billion passenger kilometres (2017 data[2]), in some 47 billion journeys per annum. A parking space is required at the beginning and the end of each car journey. Parking management is thereby a key factor in managing congestion, sustainability, liveability and economy.

Parking management is a significant lever in influencing car ownership and use. It therefore has a role to play in addressing the borough's air quality and public health challenges. Many elements of car ownership and use costs are already being used to influence behaviours, including road tax, diesel fuel duty and differential congestion charges. These are national or regional schemes, which tend to be moderated for the general denominator. The national Clean Air Strategy 2019 devolves responsibility for further reducing emissions mainly to a local level. The national targets, such as the aim of 50-70% of new car sales being ULEV by 2030, require local authorities to develop the enabling support infrastructure. The London Mayor's regional proposal to extend the ULEZ emission requirements from central London the North and South Circulars by 2021 will also demand local considerations. There are currently insufficient borough level measures and tools in place to address specific areas of localised matters in air quality, to support active travel, to reduce external traffic and to accommodate planned and future Growth Zone and suburban intensification.

Air pollution is directly associated with car and vehicle traffic, with pollutant levels being generally higher inside cars than on the pavement. It is a serious public health issue, which impacts most on our vulnerable young and elders. Croydon currently has the unenvious record for the highest rate of hospital admissions for childhood (0-9 year) asthma and the third highest number of asthma deaths in London. 7.5% of premature deaths in Croydon are linked to air pollution[3]. In the AQAP online public engagement survey 76% of 356 respondents rated their views on air pollution as 'very important' and a further 14% rated their views as 'important'. 88% agreed that the AQAP healthy streets initiatives are important. 84% agreed it is important to improve air quality awareness at schools. The school run presents a particularly harmful combination of air pollution and inactivity for our children

and parents. The traffic chaos that often occurs outside schools at the beginning and end of the day is an unsafe environment for young children.

Each London Local Authority is required to produce a plan (a 'Local Implementation Plan') to implement the Mayor of London's Transport Strategy (MTS) within its area. The MTS aims for 'Good Growth' and sets outcomes including:

- 'Healthy Streets',
- Londoners to do at least 20 minutes of active travel each day to stay healthy (currently 26% of Croydon residents achieve this)
- 80% of journeys to be made by sustainable modes, namely walking, cycling, public transport (currently Croydon is at 49%)
- Reduce car ownership in London (the required Croydon reduction is 10,500 less cars owned by 2041)
- Reduce the volume of traffic in London (the required Croydon reduction is 5% by 2021 and 10% by 2041)

These are translated into the emerging third Croydon LIP (LIP3) with associated targets. The MTS also states that Traffic Reduction Strategies should be developed at a borough level as part of LIPs, with the aim of reducing car and freight traffic levels across London. Management of the supply of parking is a key means of restraining car use and ensuring space for the alternatives.

In the LIP3 online public engagement survey with just over 1000 responses in September 2018[4], 86% agreed that traffic levels are too high in Croydon and 72% agreed traffic levels should be lowered. 74% agreed they are concerned about air quality. 62% agreed to use the car less if the alternatives were better. 70% agreed that public transport is convenient (11% are unsure and 19% disagree). By comparison, a lesser 58% agreed that travel by car is convenient. 57% agreed they would walk more if conditions were right. 77% disagreed that the present Croydon street environment encourages them to cycle, although a lesser, but still significant, 39% agreed they would cycle more if conditions were right. Many Croydon streets are perceived as hostile to cyclists and pedestrians, largely as result of congestion and air pollution. Legacy unresolved footway parking exemptions cause localised difficulties for the partially sighted, wheel- and push-chair users.

The level of Croydon residents who regularly travel by active methods (walking and cycling) is lower than in each of our neighbouring 6 boroughs. Only 26% of Croydon residents undertake the minimum 20 minutes of active travel each day needed to stay healthy[3]. One in three of our children are now overweight and two in three adults are overweight[5]. Just 0.7% of easy to cycle journeys are made by bike, which is currently the lowest cycling mode share of all London boroughs[6]. Fortunately, the analysis undertaken by Transport for London in 2016 reveals the areas of Croydon that have the greatest potential for active travel in London.

Croydon's Growth Zone programme and wider developments throughout the borough are forecast to add 23,500 jobs and 30,000 new homes in the next decade[7], adding to the existing challenges. In areas of higher population density, there tends to be a shorter travel distance between home, work, shopping and leisure. At least a third of new homes planned for the borough will be in the Croydon Growth Zone, situated a walking distance to the major public transport links that a majority of the residents will use to commute to work. This reduces the average reliance on the car and parking. However, currently 45% of people working in Croydon live outside the borough, and 50% of them commute by car[8]. The new jobs have the potential therefore to generate an increase in peak hour congestion and air pollution.

The average car is parked at home for about 80% of the time, parked elsewhere for about 16.5% of the time, and is actually only used for the remaining 3.5%[9]. Parking management measures typically operate by designating or moderating the provided space and through the parking time and charges structure. Motorists can respond to the measures by:

- Parking in a place that best suits personal needs,
- Parking in a different location with more space or lower charges, maybe further to walk,
- Parking for a different length of time,
- Making use of parking discounts, such as off-peak or emission-based pricing,

- Changing the mode of travel,
- Changing the destination, or
- Abandoning the journey.

Currently, 81% of all parking fee payments to the Croydon Council are made through the pay and display concept. The remainder 19% are parking permits and season tickets. The pay and display concept involves paying directly to a machine (29% cash, 20% card) or through a mobile phone app that mimics a machine (32%). The concept is based on drivers paying up-front for a pre-defined time. Such technology can raise driver anxiety. For example, it is difficult to fully enjoy dining or shopping in town while continually clock-watching the parking time. There is a perceived degree of unfairness in the Council retaining the income from unintended over-payments and from penalty-payments resulting from unintended overstays. The pre-payment concept is in fact not ensuring higher incomes. Emerging new technology is providing drivers with more convenient and efficient ways of paying for parking.

Although parking management is an important lever, its limitations must be recognised:

- The local authority can only influence policies in publicly controlled parking spaces,
- Parking cannot take into account the origin of the journey and therefore distance travelled,
- Parking fees are dependent upon the length of the parking period, which can be inversely proportional to the total amount of parking related travel, and
- Studies indicate that the readiness to pay parking charges is greater than the readiness to pay road toll – i.e. parking charges are under certain conditions the weaker influencer.

Parking controls will contribute to the control of congestion and emissions. The reciprocal – that emission-controls contribute to parking controls – does not automatically hold true. While transport policy in general is concerned with unreliability of journey times caused by unanticipated congestion, journey times can also become uncertain because of the failure to find vacant destination parking, with further consequences to local congestion arising from the searching and idling for parking spaces. All cars in fact take up parking space, cause congestion and show hostility towards cyclists and pedestrians, regardless of emission levels and fuel type. Emission-based parking charges are not the full solution to reducing congestion and making road space more attractive to cycling. General parking times and charges structure are more effective in achieving this.

'Home parking' and 'destination parking' should be considered separately. Resident permits are generally associated with home parking. Business and season ticket permits are generally associated with destination parking. Destination parking conditions are a significant influencer on travel mode decisions. Destination parking therefore influences most on congestion, air pollution, public realm, health and safety.

References:
1. DfT Road Traffic Forecasts, http://maps.dft.gov.uk/rtf18-vis/#/
2. DfT, Transport Statistics Great Britain 2018
3. https://www.croydon.gov.uk/democracy/dande/policies/health/annual-public-health-report
4. Draft LIP3 online engagement survey of 1,000 people in September 2018
5. https://www.croydon.gov.uk/sites/default/files/articles/downloads/Healthy%20Weight%20Action%20Plan%202017-2020.pdf
6. http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf
7. https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/download-draft-london-plan-0
8. TfL LIP3 Borough Indicators & DVLA ownership by local authority
9. RAC Foundation, Spaced Out: Perspectives on parking policy, July 2012

Key terms & definitions:

- ANPR, Automatic Number Plate Recognition.
- AQAP, Air Quality Action Plan.
- CPZ, Controlled Parking Zone.
- DfT, Department for Transport.

- EVCP, Electric Vehicle Charging Point.
- LIP3, Local Implementation Plan (third revision 2019-2021).
- MTS, London Mayor's Transport Strategy.
- P&D, Pay and Display.
- School Street, in present context, is a street with a school entrance, which during the start and end of the school day is restricted to all vehicles with the exemption of the following: pedestrians, cyclists, residents of an address within the zone, emergency vehicles, care services, people with special access needs, registered disabled persons with grounds for accessing amenities within the zone, school vehicles, public transport, business employees and school staff with allocated parking on their workplace premises within the zone..
- SEN, Special Educational Needs.
- TfL, Transport for London.
- ULEV, Ultra Low Emission Vehicle.
- ULEZ, Ultra Low Emission Zone.

Policy Sections

Section 1: Collaborative working

Aim:
Parking management is to be a collaborative process distributed across planning, strategic transport, engineering and operational functions with a coherent approach that aligns and coordinates the individual sub-unit goals to the over-reaching common purpose.

Objectives:

- To work collaboratively, to assure the coherent planning, development and operational management of traffic and parking, including to:
    - Engage with corporate strategic and other local authority functions.
    - Establish and maintain a catalogue of policy objectives, which can be shared and applied by all for common purpose functions.
    - Establish and maintain a catalogue of planning decisions, which can be consulted on and applied by the engineering and operational functions. The catalogue will include a feedback feature to which monitoring and impact information is attached.
    - Ensure that planning and parking policy continually meets evolving needs, including with regards to the delivery of cycle parking, cycle lanes, Car Club, EVCPs, highway safety, business deliveries and managing parking stress (e.g. car free or permit free developments). Where there is a cumulative effect from multiple smaller developments in proximity to one another in a CPZ and where good public transport alternatives exist then we will seek to restrict occupiers from eligibility for on-street residential permits.
    - Coordinate resources to enable the effects of cumulative pressures and displacement from new developments in areas of growth to be identified, monitored and managed so that impacts on current residents can be reduced.
    - Coordinate the introduction of Traffic Management Orders in public parking places within parks and on housing estates.
    - Continue to respond to operational service action requests for road safety or highway management reasons.
    - Refer non-operational matters to town planners or traffic engineers as appropriate for review, to help address the impacts of schemes & /or developments that will attract & generate more parking demand by proactively considering the introduction of new restrictions or new permitted controlled parking.

- Liaise and consult with emergency services to ensure that new and existing parking arrangements continually facilitate their duties.
- Review the future parking management of powered 2-wheel, small freight/delivery and passenger transport vehicles (incl: black cabs and minicabs), which have a growing and evolving function in substituting for private car ownership and use.
- Temporarily suspend parking on request of utility companies, residents and developers, to facilitate access for works in accordance with statutory processes and associated licensing/permission regime.

Section 2: Parking Management

Aim:
To provide suitable and adequate parking facilities on and off the highway, without detracting from the quality of public realm, and to contribute to securing the expeditious, convenient and safe movement of vehicular and other traffic. This includes contributing to the over-reaching policy aim of reducing car use and increasing walking, cycling and the use of public transport.

Objectives:

- To fairly balance parking capacity, parking times and bay types (residential, P&D, business and shared use) and to optimise these to meet the diverse needs of all road users, while affording a degree of priority as follows :
  - On main roads: efficient, congestion-free and safe flow of people and goods (including public transport, cycles and pedestrians).
  - In residential streets: needs of local residents for parking near to home as permitted by planning policy and planning law.
  - In streets near to commercial, retail, healthcare and leisure locations: all motorists, public transport users, cyclists and pedestrians, as necessary to optimise opportunity and equality for access to and the vitality of a locality.
  - Near schools: children and parents that walk and cycle to school.
  - In all places, overriding all of the above: Priority to emergency services, vulnerable road users, disabled people, people with special access needs and sufficiency for Car Clubs and EVCP users.

- To install and operate the on- and off-street infrastructure necessary to enable the effective and efficient use of the parking provision. This includes to:
  - Operate a reactive and preventative maintenance regime for ensuring infrastructure, including signs and lines, continually conforms to requirements and is visually presentable.
  - Maintain around 1,500 parking spaces in 17 off-street car parks in a clean, safe and orderly state.
  - New, amended or revoked on-street parking places are implemented by Traffic Management Orders, which are subject to advanced formal consultation through a Public Notice and approval by the relevant decision maker.

- To maintain and deploy sufficient and competent resources and devices to operate a civil enforcement system in compliance with the legislative framework and approved code of practice. This includes to:
  - Ensure a satisfactory level of compliance with the traffic and parking conditions established by road traffic laws (Highway Code) and/or by local Traffic Management Orders.
  - Maximise compliance with regulations in places used by vulnerable road users, such as cyclists, school children and disabled people.
  - Ensure enforcement on places where non-compliant parking would result in congestion, impact on highway safety and potentially result in delays to emergency service vehicles and public transport.

- Implement and manage the compliance with conditions of use for parking spaces provided with Electric Vehicle Charging Points (EVCP).
- Receive and expeditiously process representation against any enforcement action in accordance with the approved code of practice.
- Operate a continual improvement quality management approach to the Council's compliance enforcement system, to minimise the number of penalty charge appeals and service specific complaints.

Section 3: Controlled Parking Zones (CPZ)

Aim:
To manage parking where demand exceeds supply and/or unsafe conditions exist, through the design of permitted and restricted kerb space that fairly balances parking capacity, parking times and bay types (residential, P&D, business and shared use) in accordance with the locations and appropriate to the local communities and businesses.

Objectives:
- To develop a methodology for the definition of an impact area to be proactively considered for a CPZ.
- To pre-emptively develop, implement and operate future CPZs in accordance with the above proposed methodology. CPZs are implemented by new or amended Traffic Management Orders, which are subject to advanced formal consultation through a Public Notice and approval by the relevant decision maker.
- To regularly review the parking landscape having regard to the known developments, plans for growth and assumptions about levels of anticipated developments and the consequential parking impacts. This will include parking displacement impact in the wider vicinity of sites for all larger developments and other locations where parking issues are identified.
- To reactively receive, record and monitor requests and petitions from individuals, councillors and specific interest groups for CPZs, disabled bays and other parking arrangements. CPZs in residential streets with parking stress will give priority to the needs of local residents for parking near to home as permitted by planning policy and planning law, as well as to the emergency services, vulnerable road users, disabled people and sufficiency in Car Club (shared) and EVCP users.

Section 4: School Streets

Aim:
To contribute to securing a healthy and safe environment near to schools, and to help children and parents use cars less and to walk, cycle and use public transport more.

Objectives:
- To implement and operate school streets, using ANPR technology, in all places where in agreement with the school, local residents and other public service authorities it will benefit children's health and safety, whilst being appropriate for local traffic conditions. New, amended or revoked school streets are implemented by Traffic Management Orders, which are subject to advanced formal consultation through a Public Notice and approval by the relevant decision maker.
- To operate an elevated peak-time compliance enforcement presence and/or school crossing patrols in locations where traffic conditions are assessed to adversely impact on safety and general order near schools, but where the implementation of a school street is assessed to be inappropriate.

Section 5: Parking charges

Aim:
To operate the charges defined in local Traffic Management Orders for on- and off-street parking places. In accordance with the Road Traffic Regulations Act 1984, the level of charges will have regard to securing the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) having regard to the amenity, the national air quality strategy and any other relevant traffic management matters, and the requirement to self-finance the operational costs of providing and managing parking facilities. Any fees set are required to be reasonable and proportionate. Statutory guidance confirms that raising revenue should not be an objective of civil parking enforcement, nor should authorities set targets for revenue or the number of penalty charge notices (PCNs) they issue.

Objectives:

- To develop, implement and operate a differential parking and permit administration charges mechanism that will encourage the ownership, take-up and use of zero and low emission vehicles, while discouraging the ownership and use of noxious and high emission vehicles. The emission-based charging is proposed to be consulted on in accordance with the emergence of the enabling technologies to assess its applicability and impact on residents and road users within the borough with a view to promoting the use of low or zero emission vehicles.
- New and amended parking charges are implemented by new or amended Traffic Management Orders, which are subject to advanced formal consultation through a Public Notice and approval by the relevant decision maker.

Section 6: Innovation and technology

Aims:
Parking services will, at a rate which the natural replacement cycle or reasonable investment costs permit, and subject to compliance with the requirements of the Data Protection Act 2018 and the General Data Protection Regulation (GDPR), end the use of closed data systems and instead promote the use of open data platforms and devices, to facilitate a digital Smart City transformation in the way people travel and to support innovation in transport information systems. The council's developing Digital Strategy will support the delivery of innovative systems to transform our platforms and devices.

Objectives:

- To embrace technology which helps customers to better access services and aids the efficiency of parking operations. This includes the expansion of cashless and mobile payment apps, with a resulting reduction in cash payments at machines. To gradually substitute Pay & Display machines for more user-convenient mobile apps and/or equivalent digital systems, which further enables the introduction of emission-based destination parking and unlocks valuable data in support of Smart City transportation objectives.
- To review and consider the introduction of virtual loading bays – i.e. using technology to enable a loading bay in any suitable place, for the time required.
- To open up existing parking places geographical information, on- and off-street parking definitions, restricted/unrestricted, the type of vehicle or permit accepted, yellow line restriction, parking spaces in a place and occupancy, times of operation, CPZs, duration (length of stay), tariff, payment methods and real-time space availability.

Related laws or legislation

- Traffic Management Act 2004.
- London Local Authorities Act and Transport for London Act 2003, as amended by The Deregulation Act 2015.
- Greater London Authority Act 1999.
- Road Traffic Reduction Act 1997.
- Road Traffic Act 1991.
- Road Traffic Regulation Act 1984, impacted by Environment Act 1995.
- The Blue Badge (Disabled Persons Parking) Scheme, as amended, introduced 1971 under Section 21 of the Chronically Sick and Disabled Persons Act 1970.
- Equality Act 2010.
- Greater London Council (General Powers) Act 1974 on footway and verge parking ban.
- Parking (Code of Practice) Bill 2017-19 (completing its second reading in Jan 2019).
- Town and Country Planning Act 1990 (as amended).

National strategy and policy:

- Road to zero strategy.
- Industrial strategy.
- National Clean Air Strategy 2019 (launched 14th Jan 2019).
- The Secretary of State's Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions.

Regional strategy and policy:

- London Mayor's Transport Strategy 2018.
- London Mayor's new London Plan (draft).
- DfT Operational Guidance to Local Authorities: Parking Policy and Enforcement TMA 2004.

Adopted independent best practice standards:

- Disabled Motoring UK: Disabled Parking Accreditation, an industry standard for demonstrating conformity to the Equality Act 2010.
- British Parking Association (BPA): Park Mark, an industry standard for demonstrating conformity to recognised requirements for managing safety and security in a parking place.

Related LB Croydon Strategies and Policies

- Our Corporate Plan for Croydon 2018 – 2022
- Air Quality Action Plan 2017-2022
- Croydon Local Plan
- Health and Wellbeing Strategy
- Local Implementation Plan (LIP3) (draft)
- Croydon Cycling Strategy 2018-23

The following strategies are also under development and will take the principles of this Parking Policy into consideration:

- Digital Strategy
- Community Strategy
- Sustainable City Strategy

Date of Next Review

- This policy will be reviewed annually, to ensure that its principles and actions comply with any changes to legislation and reflect the changing needs of our communities.

Appendix – Action Plan 2019-2022

Core Principles		
Section 1: Collaborative working The aim is for Parking management to be a collaborative process distributed across planning, strategic transport, engineering and operational functions, and to embed a coherent approach that aligns and coordinates the individual sub-unit goals to the over-reaching common purpose. This will assure the coherent planning, development and operational management of traffic and parking.		
Our objective	Our action	Implementation

To work collaboratively	Joined up discussion and consensus definitions for:
	• Impacts of developments and public transport provisions upon parking.
	• the conditions of use and compliance for:
	  ○ loading and unloading,
	  ○ EVCP infrastructure,
	  ○ Car Clubs.
		2019 - 2022

	Catalogue development sites with permit restrictions and land owner agreements.	2019 - 2022
	Digitise TMO information to be shareable for public domain.	2019 - 2022

Section 2: Parking management

The aim is to provide suitable and adequate parking facilities on and off the highway, without detracting from the quality of public realm, and to contribute to securing the expeditious, convenient and safe movement of vehicular and other traffic. This includes contributing to the over-reaching policy aim of reducing car use and increasing walking, cycling and the use of public transport. This will ensure: that parking capacity & provision are balanced & optimized to meet the diverse needs of all road users; that on- and off-street infrastructure

enables effective and efficient use of parking provision; a civil enforcement system in compliance with legislative framework and approved code of practice.

Our objective	Our action	Implementation
To fairly balance parking capacity to diverse needs	Review and resolve legacy temporary exemptions for footway and verge parking.	2019 - 2020
	Ensure sufficient disabled parking provision as per the Disabled Parking Accreditation (DPA) or London Plan, whichever is of the higher standard.	2020 - 2021
To install and operate on- and off-street parking infrastructure	To maintain parking infrastructure, including signs and lines, across the borough to maintain satisfactory compliance.	2019 - 2022
To assure compliance with Traffic Management Orders	Implement and operate the compliance criteria of the future EVCP infrastructure.	2019 - 2022

Section 3: Controlled Parking Zones (CPZ)

The aim is to manage parking where demand exceeds supply and/or unsafe conditions exist, through the design of permitted and restricted kerb space that fairly balances parking capacity, parking times and bay types (residential, P&D, business and shared use) in accordance with the locations and appropriate to the local communities and businesses.

Our objective	Our action	Implementation
Establish a consistent methodology for the assessment &/or development of CPZs.	Define methodology for new & existing CPZs to also include considerations for intensification areas, Car Clubs, EVPC infrastructure and shared bays.	2019 – 2020, Central Croydon. 2020 -2021, rest of borough.

Section 4: School Streets

The aim is to contribute to securing a healthy and safe environment near to schools, and to help children and parents use cars less and to walk, cycle and use public transport more.

Our objective	Our action	Implementation
Implement and operate School Streets	Extend School Streets on an annual basis subject to it being appropriate for the area in question. At least 3 School Streets in Sep 2019 and 10 (indicative) Schools Streets in Sep 2020.	2019 - 2021

Section 5: Parking charges

The aim is to operate the charges defined in local Traffic Management Orders for on- and off-street parking places. In accordance to the Road Traffic Regulations Act 1984, the level of charges will have regard to securing the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) having regard to the amenity, the national air quality strategy and any other relevant traffic management matters, and the requirement to self-finance the operational costs of providing and managing parking facilities.

Our objective	Our action	Implementation
Introduce emission-based parking charges	Introduce emission-based charging for residents parking permits, on a permit renewal basis.	2019
	Introduce emission-based charging for business permits.	2020
	Introduce emission-based charging for visitor permits.	2020
	Introduce diesel surcharge, initially for permits.	2020

	Introduce emission-based and diesel surcharging for on- and off-street parking places, including per event and season ticket charges.	2021

Section 6: Innovation and technology

The aim is to end the use of closed data systems and instead promote the use of open data platforms and devices, to facilitate a digital Smart City transformation in the way people travel and to support innovation in transport information systems, at a rate dictated by the natural replacement cycle or reasonable investment costs permit.

Our objective	Our action	Implementation
Embrace new technology	Creating an online reporting portal for customers to report & receive feedback on parking issues.	2019 - 2022
	Expand alternative payment technologies for parking charges whilst reducing P&D machine numbers by 80%.	2019 - 2022
	Investigate new technologies and open data sources to provide guidance to drivers through apps or devices for nearest available parking spaces.	2019 - 2022
Consider introduction virtual loading bays	Review and evaluate technology options for virtual loading bays.	2019 - 2021
Open up parking data	Adopt emerging open data standards and collaborate with app developers and share data, within parameters of GDPR and Data Protection Act 2018 requirements.	2019 - 2022
	Ensure future procurement enable open data platform access in accordance with GDPR and Data Protection Act 2018 requirements.	2019 - 2022