



STUART HOUSE, 41-43 PERRYMOUNT ROAD
HAYWARDS HEATH, WEST SUSSEX, RH16 3BN
TELEPHONE +44 (0) 1444 447300 FAX: +44 (0) 1444 454105
www.britishparking.co.uk info@britishparking.co.uk

Iain Wright MP, Chair
Business, Energy and Industrial Strategy Committee
Business, Energy and Industrial Strategy Committee
House of Commons
London
SW1A 0AA

Emailed to: beiscom@parliament.uk

12 April 2016

Dear Mr Wright

Electric Vehicles

The British Parking Association (BPA) welcomes your inquiry regarding electric vehicles. As the largest professional parking association in Europe we represent around 700 organisations by promoting and influencing the best interests of these members and the parking and traffic management sector throughout the UK and Europe. These organisations are many and varied and include manufacturers, car park operators, local authorities, health authorities, universities and higher education facilities, airports, railway stations, shopping centres, theme parks, construction companies, learning providers and consultants. We have 250 local authorities amongst our members.

For more information about the BPA please see the [endnote](#).

Accessibility continues to underpin economic regeneration, as shown in the BPA's [Master Plan for Parking](#). Our response provides proposals on how encouraging innovation and investment, and the fair and effective use of technology will improve the delivery and management of parking services for the benefit of all.

Technology is revolutionising the way people travel, and we want to drive innovation, investment and social responsibility in the parking profession. Parking policy has a major influence on people's travel decisions and therefore on how people move and become mobile. Proper and effective traffic management is vital in our towns and cities and as society evolves and the likelihood of congestion increases, it is important to encourage public acceptance of advances and innovations in new technology helping to deliver parking solutions and services which enable a mobile society.

Everything we say assumes that car ownership and use remains as projected. However techniques and opportunities exist to alter car ownership models and also to limit car use to relieve congestion. Consequently, it should be remembered that parking policy and for example pricing can be used as a demand management tool helping to reduce and relieve

congestion by encouraging modal shift or more efficient use of cars, such as ride sharing and car-clubs. The Workplace Parking Levy is also a demand management technique.

Parking management tends to be focussed on the needs of motorists, although cyclists, lorries and buses for example all need to be catered for in parking policies and the provision of services and facilities.

Alternative fuels simply change the means to power vehicles and perhaps alter the method of propulsion; in themselves they do not alter ownership and use models. Parking policies and congestion management do have the potential to alter ownership and use models. Government must decide where its priorities lie; in altering car ownership and use models, or providing for alternative fuels, navigation and guidance systems and congestion management, or a combination of these and other priorities. Air quality is clearly a factor to be considered.

With most trips starting or ending with parking, parking policy and provision must be at the heart of future mobility discussions as we prepare for a future increasingly dependent and driven by technology and innovation.

Research into technology and innovation in parking

The BPA Parking 20:20 project has identified a need to explore the various opportunities in technology as well as potential threats and challenges that face the parking profession and those working within it. There is little doubt that we are witnessing a major shift which will transport us from what is perceived by many motorists as a relatively fragmented way of delivering parking services to something which is consistent, simpler, aided by technology and where practitioners and providers can deliver a much more holistic service that benefits everyone.

The BPA is keen to connect emerging technology to people's mobility aspirations through developing new parking policy. The BPA has formed a new group of parking and transport experts to explore these exciting and yet thought-provoking opportunities, commissioning research to identify trends in future in so-called intelligent mobility.

Our report Parking 20:20 follows research commissioned to explore the future of parking and intelligent mobility. Conducted by Imperial College Graduate Justus Loebler, the report identifies seven key areas where the BPA's efforts must be directed:

- Data and Apps
- Payment
- Integration
- Real-Time Data
- Shared Mobility and Car Clubs
- Electric Vehicle Charging
- Autonomous Vehicles

The research seeks to identify the future role of parking and the impact of changes in technology and mobility, pointing to changes in the way that parking services are being designed, provided, managed and delivered.

The future of parking will change rapidly over the coming years and new products and services will enter the market, disrupting many existing 'norms' and some aspects of the parking profession. As the leading association for parking professionals, the BPA is committed to supporting our members, and helping to identify the opportunities and threats that change and innovation will bring to the sector.

We believe that by establishing links to other stakeholders including, but not limited to, electric vehicle manufacturers and charge point suppliers, intelligent mobility groups, mobile phone companies, car manufacturers, intelligent transport providers, academia, government, local authorities, health trusts and the private sector, we can together build a policy consensus and ensure that the parking profession is integrated with the rest of the Transport Network.

The BPA will be conducting further research to focus on establishing progressive standards for the usage of new technology within the parking sector. Also, it will showcase where the parking profession has an important impact on the development and deployment of future intelligent mobility.

Changes to structures

Electric Vehicles and other ultra-low emission vehicles (ULEVs) impact on the shape of car park structures and their features to ensure they cater for a wider range of vehicle's needs, we are already seeing parking operators installing electric charging points. The BPA believes it will be a chicken and egg conundrum that will require careful assistance and wide sharing of best practice examples.

Electric vehicles may require larger parking bays for vehicles to allow for the space taken up by the charging points.

ULEVs could include autonomous/driverless vehicles in the future. These self-parking autonomous vehicles do not require open-door space for alighting passengers when parked, perhaps allowing them to occupy narrower parking spaces.

We replied to the Department for Transport's consultation on *Driverless vehicles: connected and autonomous technologies*, specifically addressing their suggestion of remote control parking. We outlined that the driver will need to get out of the vehicle and, using a mobile device commanding it to automatically drive itself into, or out of, a parking space the car park structure may need to be altered to provide a place for the driver to stand.

We could also witness less demand for parking because of autonomous vehicles. For example, if they become more like car sharing vehicles which are in use for longer periods than they are parked.

We have been concerned for some time about Britain's many aging car parks and the seeming lack of investment in some areas, leading potential for premature closure or risk of structural failure for example. All our car parks need to be assessed and many refurbished proving an opportunity to accommodate autonomous vehicles.

We believe that good quality, well designed and properly maintained car parks can contribute significantly to the prosperity of Britain's towns and cities. The lack of investment could

significantly reduce visitors to the car parks and of course to the high street. Funds should be made available which allows owners and operators to ensure car parks are properly serviced and maintained.

The cost of these changes may be vast and cannot be undertaken by car park operators immediately.

Data on publicly accessible charge points and refuelling stations

Data is an important area for the parking profession, it covers three of the seven areas identified as a priority in the Parking 20:20 research (Data & Apps, Integration and Real-Time Data). To provide a better service for the consumer, operators need to access real-time data for example, location, capacity, usage, availability, pricing, etc. This data needs to be accurate, useful and readily available to consumers. To ensure this the BPA would like to collaborate and explore opportunities to establish a standard in terms of criteria for a format for the collection and presentation of parking data.

The BPA would be willing to work with the Department for Transport and Office for Low Emission Vehicle to ensure a standard of data in parking, including data on chargepoints and refuelling stations.

Advice and guidance to our members

We have recently published information for our members on electric vehicle charge points in parking and are currently producing information on sustainability in parking.

With many new technologies, local authorities and many of our private operators are unsure of what to invest in next to keep their facilities up-to-date and ensure they cater for the vehicle's needs. Local authorities especially with increasing austerity issues need advice and guidance on the take up of ULEVs, when to implement changes and the cost of changes to their car parks.

Advice and guidance needs to be provided on the regulatory requirements and standards in the Vehicle Aviation Technology Bill. Guidance needs to be clear to ensure those installing charge points and refuelling stations understand and undertake the installations in line with the regulations.

The BPA is willing to facilitate meetings with our members and the Department for Transport to discuss the regulations and share advice and guidance on the subject.

Conclusion

The BPA is always very willing to work with government to develop car parking policy and the Association is at your disposal to assist with any further information, advice or support in relation to this very important area of public policy. We would be delighted to give oral

evidence of best practice in the parking community if it was helpful to the Committee and inquiry.

We hope you will find these comments of interest. The BPA is ready to work with the government to achieve these desired aims and we look forward to discussing with you how we can assist in taking these issues forward.

Please do not hesitate to contact my colleague Kathryn Shipman by emailing consultations@britishparking.co.uk or calling 01444 447 317 if you require any further information.

Yours sincerely



Kelvin Reynolds
Director of Policy and Public Affairs

Endnote

About the British Parking Association:

The British Parking Association (BPA) is the largest professional association in Europe, representing around 700 members in the parking and traffic management profession. Our members include manufacturers, learning providers, consultants, local authorities, car park operators, including those managing parking on private land such as retail parks, healthcare facilities, universities and railway stations. We have 144 members managing parking on private land and 250 local authority members. We provide our members with knowledge and a range of benefits and resources that assist them in their day to day work.

As the recognised authority within the parking profession, we represent, promote and influence the best interests of the parking and traffic management profession throughout the UK and Europe. We also manage initiatives for the sector including the Safer Parking Scheme (on behalf of the Association of Chief Police Officers), the Approved Operator Scheme (for those managing parking on private, unregulated land) and our stakeholder engagement group, the Parking Forum.

We place the consumer at the heart of our thinking and as the recognised authority in parking we actively represent and promote the sector by advancing knowledge, raising standards and professionalism, and using our influence to deliver excellence for the benefit of all.

For more information regarding us here at the BPA, please click [here](#).