

Restricting road space

Closing roads to cars

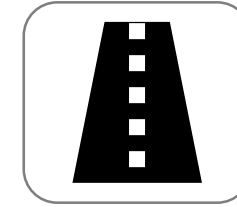


- Could be lanes, roads or zones
- Big potential for reallocating road space – but no income.
- Big impacts on health, wellbeing, quality of life in location of closures.
- Overall impact very dependent on scale – potential for displacement.
- Logistics to resolve around deliveries and residents' vehicles



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Restricting / removing parking



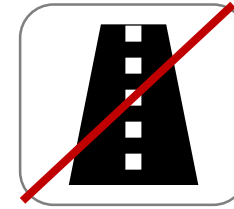
- Taking away or restricting parking, and not providing it in new developments
- Inability to park forces people to choose other modes
- GCP analysis suggests impact likely to be relatively low unless radical restrictions
- May increase circulation of cars looking for spaces.
- Residents zones have been unpopular in the past



Image: GCP

Road pricing

Clean Air Zone (CAZ) – excluding cars



- Buses, HGVs and vans are asked to pay unless they are clean vehicles
- Focused on reducing emissions in the areas where air quality is worst.
- Could be combined with, or separate from, a flexible charge.
- Biggest air quality impacts from charges on HGVs, buses and taxis.
- Impact on congestion and funding raised likely to be minimal



Image: GCP simulation

Pollution charge



- Hybrid option – aimed at improving congestion *and* emissions
- The most polluting cars would also be charged - ‘most polluting’ definition can vary
- Same restrictions for buses, vans and HGVs as a CAZ
- Slightly less revenue and congestion impact than flexible charge – but may have slightly greater emissions impact.

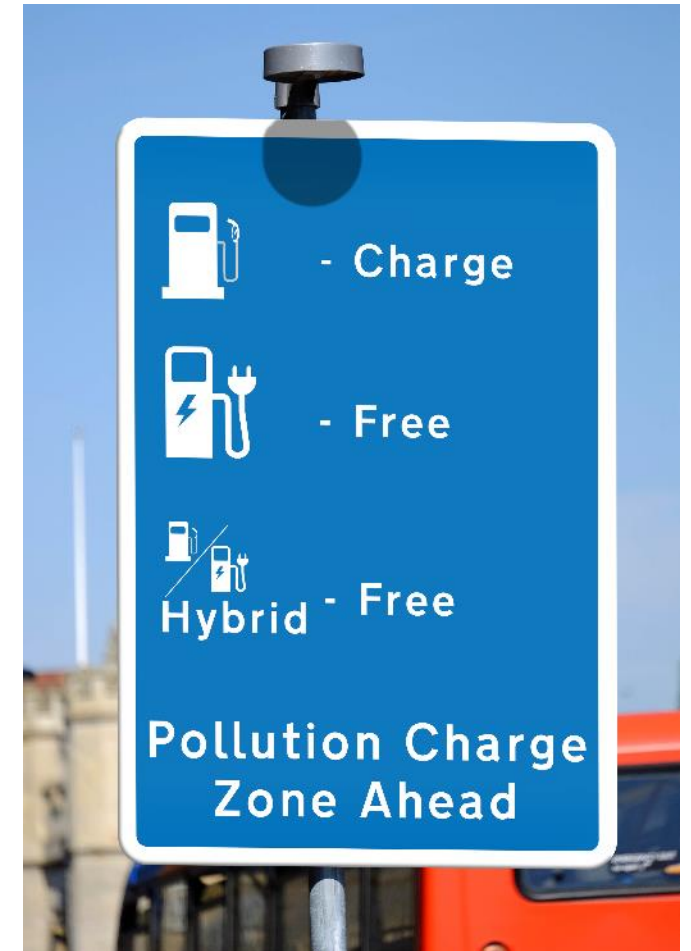


Image: GCP simulation

Flexible charge



- Focused on reducing congestion
- All cars would be liable – but charge rate would depend on congestion levels
- Could be combined with, or separate from a CAZ.
- Likely to raise most funding for public transport, walking and cycling of road pricing options

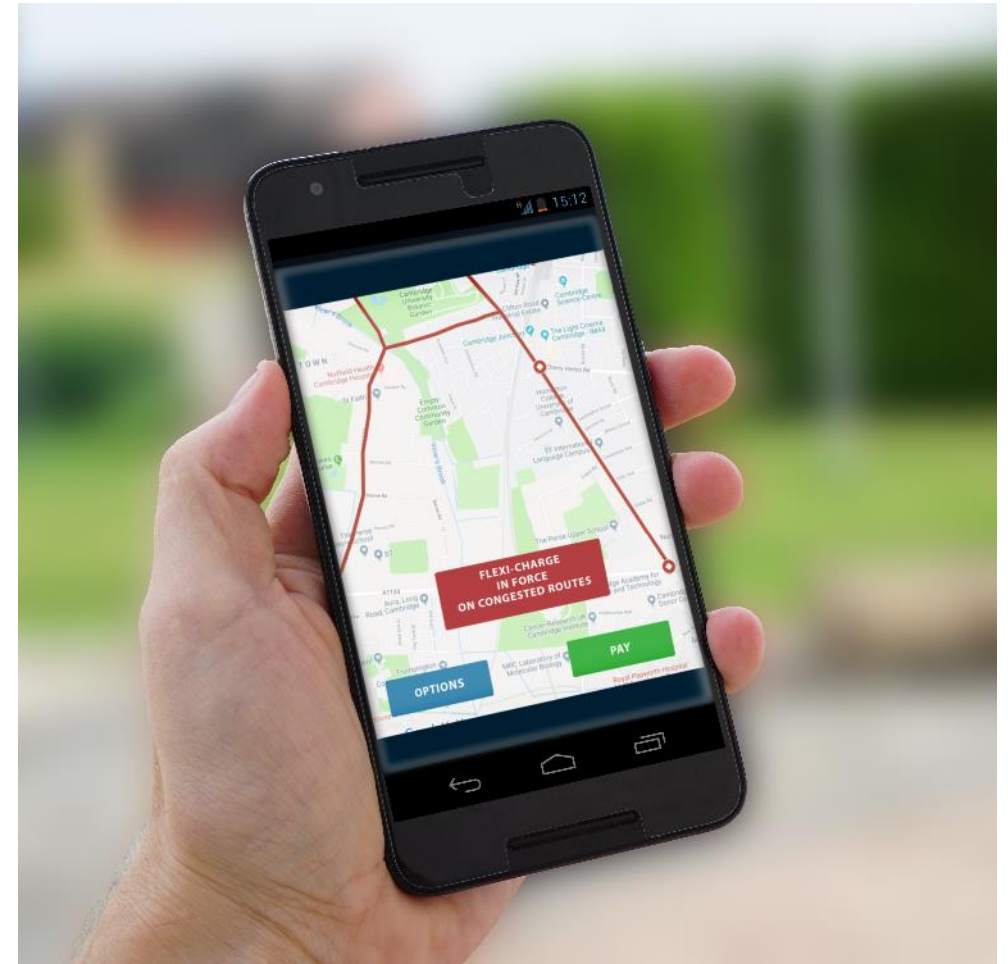
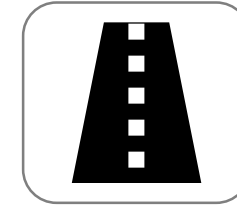


Image: GCP simulation

Parking pricing

Workplace Parking Levy (WPL)



- A charge on businesses for their parking spaces.
- Impact on traffic depends on whether businesses pass the charge on.
- May be only modest impact on congestion and emissions.
- May encourage businesses to release their land in the longer term.



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Increase parking charges

- Increase cost of on-street and car park pay & display.
- Likely to impact primarily leisure, shopping and hospital visitors.
- GCP analysis suggests only a small impact on congestion and emissions.



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Supporting and systems
measures

Supporting and systems measures

- Overall these are things where GCP analysis has suggested the impact is likely to be marginal rather than transformative
- May form part of a package of measures but unlikely to achieve objectives alone
- You may be able to think of others: this list is not exhaustive

For example...

- Optimising traffic signals
- Car sharing
- Travel planning
- Electric vehicle charge points
- Alternative revenue sources
- You may be able to think of more...