

Rationalise parking that is detrimental to local heritage. [9]

Differential charging for parking based on vehicle characteristics. [17]

Utility pricing. Set central parking charges based on the environmental cost of the journey, not the duration of stay. [18]

New powers to address pavement and verge parking. [11]

Extend Parking Levy scope and streamline implementation. [13]

Facilitate implementation of Workplace Parking Levies. [12]

Review rateable values for parking. [15]

It's time to move on with parking policy. The Transport Planning Society makes the following recommendations to reduce the environmental harm done by parking and parked cars and help drive a behaviour shift from personal vehicle use to other, less damaging modes of travel. Read our full report here: [www.tps.org.uk/tps-policy](http://www.tps.org.uk/tps-policy)

Make parking at work a taxable benefit but give tax breaks for bus users. [14]



Use licensing to set consistent city centre parking prices. [16]

Parking Supply Bridging to ease transition from current car use to future targets. [3]

Maximum car parking standards for new developments. [1]

On-street controls to limit overspill parking. [2]

Provision of free cycle hire at guest houses and hotels. [6]

Enable other uses of highway space by local businesses. [10]

On-street residents' parking set at market rates. [8]

Allow sufficient parking for urban supermarkets to be viable. [4]

Minimum parking standards for more sustainable modes of travel. [5]

Re-evaluation of the use of road space for other purposes than just parking. [7]

