

Feedback from the Stakeholder event

5 November 2012

Attendees

Organisations:

- Brockley Rise Residents Association
- Informal residents group at Gilmore Road
- Quaggy Waterways Action Group (QWAG)
- Ladywell Bowling Club
- Forest Hill Community Church
- Brockley Society
- Forest Hill Society
- Culverly Green Residents Association
- Catford & Bromley Synagogue
- Beaulieu Avenue and Longton Grove Residents Association (BALGRA)
- Shell Road – Tenants & residents Association
- Carers Lewisham
- Blackheath Society
- Age UK Lewisham and Southwark
- Telegraph Hill Society
- Individuals

Local Assemblies:

- Crofton park
- Evelyn
- Catford South
- New Cross
- Rushey Green
- Lewisham Central
- Lee Green
- Ladywell

The event

- A headline update of the survey analysis was presented
- Attendees were then split into 5 groups of 7 for a facilitated discussion
- The groups were asked to consider the following four main areas:
 1. Implementing a CPZ to manage demand for parking
 2. Managing overspill
 3. Timings of the zones: All day or a shorter time period
 4. Permit costs

Implementing a CPZ to manage demand for parking

- The parking implications of any new developments should be taken into account and managed more effectively in the surrounding area.
- The planning process should be enhanced for new developments to include traffic management and parking.
- The Council should look more long-term at the changes in parking demand from future developments.
- The Council should be more proactive in considering the parking implications of new developments before issues arise.
- Car free developments and the removal of off-street parking provision creates pressures for existing residents.
- Better use to be made of car parks in the borough.
- East London Line extension has created problems in certain areas.
- Other traffic management options should be considered first before CPZs are introduced.
- The impact of new developments and parking changes should be considered in relation to the most vulnerable residents and those requiring carers.
- The Council should consider how multi-use parking bays can be more effectively used for resident permit holders.

Managing overspill

- Parking issues are complex and difficult to solve. Striking the appropriate balance is challenging.
- Consultation on proposed new CPZs should be across a broader area than just the roads where a zone might be implemented.
- The potential overspill area and consultation area will be dependent on the type of development
- The distance people are prepared to walk/run to the station needs to be considered when planning the CPZ round a station.
- Local Assemblies and residents groups should be used more effectively when discussing the issues of overspill and introducing a CPZ.
- The cost of the permits might be creating overspill.
- Inadequate car parking provision is adding to overspill.
- Voter turnout should be high when CPZs are being introduced into a new area.
- A dialogue with the local community is essential to understanding issues. Local Assemblies and resident groups are good ways to engage the local community.
- Commuters should be able to park, but charged to do so.

Timings of the zones: all day or a shorter time period

- Controlled zones from 9am-7pm are excessive.
- If controls have to be implemented then shorter hours would still manage the demand.
- The hours of operation should match the cause of the problem. This is best addressed by using resident associations.
- A mixed hours of operation model within a single CPZ would be workable to deter commuters whilst meeting the needs of local residents, visitors, shoppers, etc. 30-minute free parking is not enough time for local shoppers.
- More granularity of CPZ timings could help prevent the overspill of parking, starting with all day zones where required and having a variety of mixed timings spreading outwards.
- People are not using the parking in a CPZ so there is no problem for residents.
- Suburban stations suffer from commuter parking.
- Zones should not operate for 7 days.
- Each area is different with different parking needs.
- Sufficient pay-and-display provision supports local businesses. There should be a way of not restricting people to a time, but rather having a free period and then allowing people to pay for more time.
- Parking restrictions are not effectively enforced across all parts of the borough.

Permit costs

- There needs to be a clear understanding about what charges are based on and what revenue is spent on. This should be made publicly available.
- Enforcement should be more consistent across all areas, such as at schools.
- If payment by mobile phone is the only option for pay-and-display, then you are forced to pay the network call charges as well as the charge for parking.
- CPZs are just about providing money to the Council.
- Residents should be properly consulted about increase to charges and charges should only be increased in-line with inflation not by 100%.
- The next increase should focus on houses with more than one car.
Large families need provision for more than one car, but the maximum number of permits should be set at two.
Multiple vehicle ownership by households prevents some residents from being able to park near their home.
- More information needs to be provided on the set-up costs of new charging models e.g. CO2 emissions, multiple permits, etc.
- There should be a flat-rate charging scheme and people should be entitled to own as many cars as they want.
- Carers permits should be free.
- Where longer controls are needed free visitors permits should be offered.
- Traders permits should be given free to residents 4 times a year.
- If parking charges are too much, business areas will lose custom.
- Smaller zones should not be charged the same as larger zones.

Feedback from the Stakeholder event

9 November 2012

The event

Attendees:

- Deptford Action Group for the Elderly (DAGE)
- Lewisham Pensioners' Forum
- Positive Ageing Council

- A headline update of the survey analysis was presented
- Attendees were then split into 5 groups of 7 for a facilitated discussion
- The groups were asked to consider the following four main areas:
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Implementing a CPZ to manage demand for parking

- The planning process would be the most appropriate place to manage demand from new developments. The conditions to include parking in planning applications will need to be enforced.
- Planning Applications should include costs associated with CPZ implementation and review. These costs should be incorporated by the developer and should be linked to the planning application.
- Developers need to be made aware that they need to consider parking as part of their planning application.
- There is a 140 room hotel going up at the corner of Bellingham Hill road and this will have an impact on parking in that area.
- Residents should be told about issues arising that will create parking problems.
- Unless the Council talks to people face-to-face they can't hear the issues and resolve problems.
- Things are variable and on some days there are no cars parked in the CPZs at all. Some care homes operate shift work and commuter parking at train stations depends on the area.
- There are loads of notices about parking at Downham leisure centre.
- Yellow lines should be used to manage demand rather than CPZs

Managing overspill

- Regulate parking with an element of 2 hour free parking.
- Design of CPZs should reduce overspill if implemented over a wider geographical area. Implementing controls over a couple of streets creates an overspill.
- Design of CPZs should be a minimum size geographically before being implemented.
- Officers from the Catford Police station all park in Conisborough.
- There should be regulations for people bringing home their works vans. These take up space and cause a safety issue as drivers and residents can't see round them.
- Times have changed and communities are dispersed so issues depend on the reasons for parking and the distance from attractors.

Timings of the zones: all day or a shorter time period

- Times have changed and communities are dispersed so issues depend on the reasons for parking and the distance from attractors.
- The hours should be implemented to manage the demand of an area and should be determined by the local issues.
- Any controlled hours should be implemented as a minimum to manage demand.
- Shorter hours of controls should be given consideration and offered where potentially it would manage the demand from a particular parking attractor.
- The hours of operation should be based on residential demand.
- Things are variable and on some days there are no cars parked in the CPZs at all. Some care homes operate shift work and commuter parking at train stations depends on the area.
- Consideration should be given to the local people on how they will be able to receive visits from family and friends without being financially penalised.
- Time limited free bays would help.

Permit costs

- A permit should be offered to registered charities, offering work in the home, but those people offering to do voluntary work in the community shouldn't have to pay for parking.
- Permit costs are too expensive.
- Visitor permits should be reduced as a priority.
- Concessionary rates for visitor permits should be considered.
- Non car owners who are not creating an impact on overall parking demand should be offered limited amount of free visitor permits.
- There is a lack of clarity on traders. A traders' visitor permit should be introduced and a certain number should be issued free to assist elderly people to maintain their properties.
- Carers permits should be free.
- There are lots of issues with parking for those who have family that visit and care for them. Getting a Blue Badge is not easy.
- Parking charges for those on pensions are high and make things difficult.
- Families have to pay for permits just to visit for a few days and it's very expensive.
- Families may not have the money to do things so paying for parking on top is difficult.