

Sustainable Development Select Committee		
Title	Annual parking report for 2017/18	
Contributors	Executive Director for Customer Services Head of Public Services	Item 6
Class	Part 1 (open)	12 December 2018

1. Summary

- 1.1. This report provides information on the activities of the Lewisham Parking Service during 2017/18 in accordance with the Traffic Management Act (TMA) 2004.
- 1.2. It documents the Council's achievements in the context of parking enforcement and managing parking demand across the borough and includes an update on the Controlled Parking Zone (CPZ) Programme.
- 1.3. The report also includes parking and enforcement statistics, plus financial information with comparative data from previous years.
- 1.4. The Council has made a commitment to provide transparency in relation to the financial position of the Council's parking account. This report sets out the parking income and how this has been spent.
- 1.5. The report also outlines the scope of the Parking Policy Review which is due for an update in 2018/19.

2. Purpose

- 2.1. To provide an update on the London Borough of Lewisham's Parking activities for 2017/18.

3. Recommendations

The Committee is recommended to:

- 3.1. Note progress of this year's CPZ programme in paragraph 6.
- 3.2. Note the parking enforcement contractor's performance in paragraph 7.
- 3.3. Note the annual financial performance as set out in paragraph 8.
- 3.4. Note the scope of the Parking Policy Update in paragraph 9.

4. Background and Policy Context

Background

- 4.1. The Council, like most local authorities in London, levies a charge for a permit to park in areas of the borough that have been designated Controlled Parking Zones (CPZs). These CPZs are a function of transport policy and are used to:
 - Ensure safe and sustainable access
 - Achieve effective parking management
 - Balance the needs of all road users
 - Meet environmental objectives
 - Focus on customer needs
- 4.2. The Council's parking policy has to balance the needs of those living, working, visiting and trading in the borough as well as ensuring that the cost of parking controls is met. Complicating matters further is the increase in car ownership and the insatiable demand for parking spaces along with the need to reduce the harmful effects of car use on the environment. The Council's parking charges reflect the need to not only cover the costs of delivering parking controls but also managing these issues.
- 4.3. The parking charges are fixed in accordance with the requirements of the Road Traffic Regulation Act 1984. Section 122 of the Act imposes a duty on the Council to use them to *'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'*.
- 4.4. This year all parking charges have remained at their current levels. Setting appropriate charges ensures that the borough does not become a 'car park' for those travelling into London from the south east. It also ensures the Council continues to meet the objectives set out above and comply with the requirements of Section 122 Road Traffic Regulations Act 1984.
- 4.5. The Council's fear of becoming a 'car park' for commuters remains very real. The introduction of the congestion charge in 2003 saw the number of commuters driving into central London reduce but the risk was and remains that they park in car parks in the surrounding areas. The Borough has multiple transport links into central London which makes it a very real risk. This is especially the case as Lewisham is just inside zone 2 with cheaper fares and at the end of the Docklands Light Railway. Added to this is the fact that access to Lewisham and its car parks is relatively easy for commuters driving into London but becomes more difficult the further into London they travel as travel time's increase.
- 4.6. Using the power awarded to the Council under Section 122 of the Road Traffic Regulation Act 1984 we have implemented a range of CPZ's where parking pressures were evident and where a clear majority from stakeholders were in favour of parking controls.

- 4.7. In line with the policy review recommendations the Council has refreshed all parking policies and collated them into an integrated and accessible parking policy document which is now available on the Lewisham website:
<https://www.lewisham.gov.uk/myservices/parking/Documents/ParkingPolicyOctober2014.pdf>

National Context

- 4.8. The key legal framework underpinning parking includes the Road Traffic Regulation Act 1984 and The Traffic Management Act 2004. These impose duties on local authorities to manage all on-street, off-street and their road network so as to reduce congestion and disruption and includes enforcement powers.
- 4.9. There are other London specific legislation under the various London Local Authorities Acts which are also relevant for parking.

Local Context

- 4.10. Each London borough is required by the Greater London Authority Act to prepare a Local Implementation Plan (LIP) to implement the Mayor of London's Transport Strategy within their area.
- 4.11. The Lewisham LIP takes the Mayor of London's Transport Strategy and tailors them to the Lewisham context, shaped by the vision outlined in the borough's Sustainable Community Strategy and the spatial planning policies in the Local Development Framework.
- 4.12. Following a comprehensive review of parking policies in the Borough the London Borough of Lewisham published its first Parking Policy in 2014.

5. Overview of Parking in the borough

- 5.1. There are a variety of parking places across the borough, including 1,441 parking spaces in the 12 Council's off street public car parks and estimated 20,000 parking spaces in marked on street parking bays.
- 5.2. There are various parking restrictions, including yellow lines, restricted parking zones and CPZs which rely on a permit system.
- 5.3. The total number of CPZs operating in the borough at the end of 2017/18 increased from 22 to 23 following the implementation of the Zone DS CPZ area during November 2017.
- 5.4. The Council has introduced a number of policies in recent years to support a reduction in car ownership and the use of sustainable modes of transport including car clubs.
- 5.5. Electric Vehicle Charging Points (EVCP) are a key measure to support the Council's Air Quality Action Plan. There are currently 29 EVCPs in 10

locations, including 6 in Council managed car parks. Further EVCPs and sites have been identified and are now being considered as part of a new EV strategy to be published during 2018/19.

6. Controlled Parking Zone Programme Update

Tranche 1

- 6.1. During 2014/2015, the council carried out consultations on the first tranche of the CPZ Programme, to determine the need for three new CPZs and to review four existing parking zones:
- Review of existing CPZs in Old Road and Bankwell (F) Hither Green East (P) Lee (V), including options to reduce operational hours
 - Proposed new CPZ Lee Green West
 - Proposed CPZ extension in Ladywell (T)
 - Proposed new CPZ in Perry Vale East
 - Proposed new CPZ in Mountsfield Park
- 6.2. With the exception of Perry Vale East (Catford Stations), all Tranche 1 consultations resulted in support to implement proposals across a significant proportion of the study area. Implementation of the zones has been completed, with zones commencing operation as follows:
- Review of existing Lee Green CPZs – implementation October 2015
 - New Lee Green West CPZ – May 2016
 - CPZ extension in Ladywell – implementation December 2016
 - New CPZ in Mountsfield Park – implementation October 2016

Tranche 2

- 6.3. Following a review of the CPZ Programme, the council commenced consultations for the second tranche in 2015/2016 for the following areas:
- Proposed new CPZ Brockley
 - Proposed new CPZ Deptford South
 - Proposed new CPZ Forest Hill
- 6.4. All of the Tranche 2 consultations were completed during 2015/16 and the results publicised. The Deptford South consultation was the only consultation where the results were in favour of a new CPZ. The new Zone DS CPZ came into force in November 2017.

Tranche 3

- 6.5. Following a new assessment made under the criteria and methodology described in the parking policy, the Tranche 3 CPZ programme was approved in March 2018, with work to commence during the 2018/19 financial year.
- 6.6. The CPZ Programme has been scored and prioritised on the basis of policy criteria to ensure that the most urgent problems are addressed first. Each criterion is weighted to reflect the local demand for a CPZ, as well as the technical need for a CPZ.

- 6.7. The CPZ Programme for Tranche 3 comprises four separate consultation schemes which have been deemed the highest priority. This programme is subject to annual review against the policy criteria. Consultation boundaries are subject to agreement with local councillors.

New CPZs and review of existing CPZ

- 6.8. The following areas have been included in Tranche 3 for consultation as to whether a CPZ is wanted or needed by local residents and businesses.
- 6.9. **Ladywell CPZ area** – This includes a group of streets to the west of the existing Zone T CPZ area, where there is substantial support for CPZ controls. This is partly due to parking pressure resulting from displacement from the extension to the Ladywell zone in Tranche 1. Streets to the south and west of Zone T were included in the consultation area following concerns raised regarding displaced parking from a nearby privately operated permit scheme. These areas were consulted in May/June 2018.
- 6.10. **Leegate area – new CPZ (East of Zone LG)**. There have been a number of requests and local support for a new CPZ in this area, which may be reflective of displacement from neighbouring CPZs such as Zone LG.
- 6.11. **Grove Park – review and extension of Zone D**. This area has been under consideration for review since the publication of the Parking Policy in 2014. Consultation is to determine if there is support for a reduction in the operational hours of the zone and establish if improvements to the zone layout, including location and type of parking bays or waiting restrictions, may be needed.
- 6.12. **Sydenham area – new CPZ**. There is evidence of local support for a CPZ in this area following requests made by local residents. Parking stress surveys suggest that the area could benefit from CPZ controls.
- 6.13. The Tranche 3 CPZ consultation programme received approval from the Executive Director for Resources and Regeneration in March 2018. Consultation has commenced in the 2018/19 programme starting with the Ladywell CPZ review. Expected timescales are provided in the following table. For each area, a new CPZ, or in the case of Grove Park, amendment of an existing CPZ would only be approved should they be supported by the consultation. Should this not be the case, the next consultation may be brought forward.

Area	Informal Consultation/Design	Statutory Consultation/Design*	Implementation*
Ladywell area	Spring 2018	Summer 2018	Winter 2018/19
Leegate area	Spring 2019	Summer 2019	Autumn 2019
Grove Park (Zone D review)	Winter 2020	Spring 2020	Summer 2020
Sydenham area	Spring 2020	Summer 2020	Autumn 2020

*These steps only apply should a new or amended CPZ be supported following consultation. If this is not the case, the following consultation may be brought forward.

New Developments and CPZs

6.14. Additionally, CPZ consultations in other areas where development has/will take place will be funded by agreements under Section 106 of the Town and Country Planning Act 1990 from within each of the proposed boundary areas. These CPZs will be proposed to mitigate against the effects of additional parking associated with new developments. In some areas, the impact of developments are beginning to be realised in neighbouring areas, and in some cases the monies offered to the council to complete these works must be spent before the expiry date specified on the S106 agreement. These potential CPZs areas related to developments are therefore not assessed against the standard policy criteria, but require separate approval from Mayor and Cabinet.

7. Parking Enforcement Activities and Contract Performance

Parking Enforcement Activities

- 7.1. The total number of Penalty Charge Notices (PCNs) issued by Lewisham in 2017/18 was 7% higher than last year.
- 7.2. Within Lewisham this increase is as a result of a focus on more serious contraventions. PCNs for moving traffic contraventions remain fairly consistent compared to last year.

Lewisham PCNs	2013/14	2014/15	2015/16	2016/17	2017/18
Parking Contraventions	47,607	42,724	36,195	47,313	52,213*
Moving Traffic Contraventions	15,857	17,382	20,869	23,156	23,259**
Total PCNs issued	63,464	59,482	57,064	70,469	75,472

Data based on 1st April 2017 – 31st March 2018

*SIDEM "Case Summary by Contravention Details", filtered to TMA CCTV and TMA HH.

**SIDEM "Case Summary by Contravention Details", filtered to RTA CCTV Moving and RTA Bus Lane

- 7.3. The total number of cases passed to enforcement agents for debt recovery in 2017/18 was 7% higher than last year.

Parking Permits

- 7.4. The total number of resident and business parking permits purchased in 2017/18 was 12% higher than last year.
- 7.5. This increase is mainly a result of the increase in visitor permits (11% increase from last year) and the growth of CPZs within the Borough (9% increase in resident permits and 4% increase in business permits from last year).

Lewisham Permits	2013/14	2014/15	2015/16	2016/17	2017/18
Resident	6,620	11,708	12,921	14,116	15,793*
Business	367	505	522	544	1,759**
Visitor	26,885	55,643	66,628	80,542	89,439***
Total	33,872	67,856	80,071	95,202	106,991

Data based on 1st Aug 2016 to 31st July 2017, from RingGo Operational "Monthly Permits" report

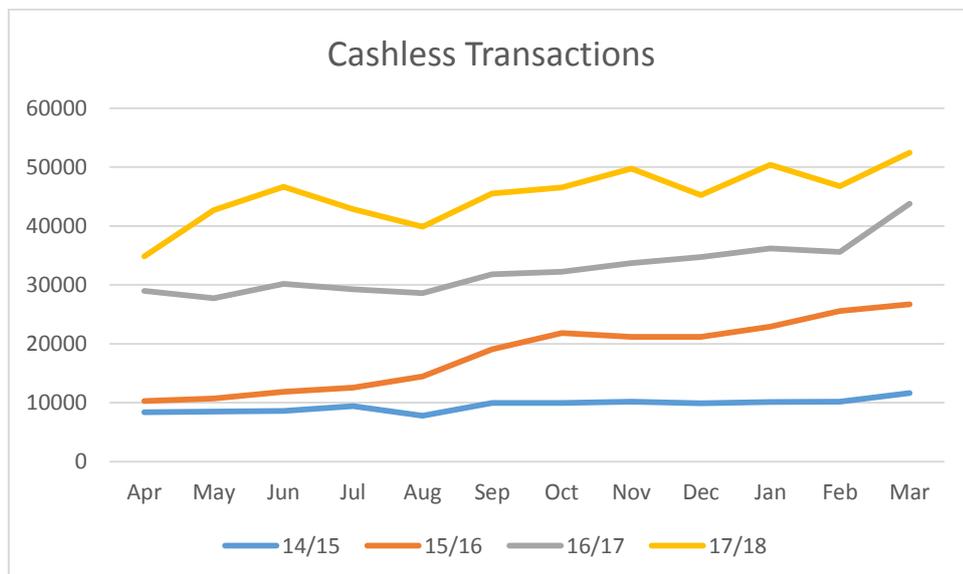
*Resident, Resident Disabled, Resident Health, Resident Low Emission

** Business, Business Health, Business Z, Car Club, Charity Business, Councillor, Hospital Staff, Staff, Market Trader

*** Resident Visitor, Scratchcard (excl. library cash sales)

Pay & Display and Cashless

- 7.6. From August 2015 the Council introduced a cashless parking system across the Borough which allows the user to pay for their parking via their mobile phone.
- 7.7. The growth in cashless transactions has continued in 2017/18 and was 38% higher than last year.



- 7.8. The Council has 187 Pay and Display machines which are very old and some are beyond repair. A full review will be undertaken in 2018/19 which will look at reducing the machines where the cash taken is very low. Aligned to this will be a programme to renew the remaining infrastructure over the next 3 years.

Parking Contract Performance

7.9. The Council’s Parking Enforcement Services is contracted to NSL Ltd. The contract is now in year 5 of an initial 6 year contract following a competitive tender process. A report will be presented to Mayor and Cabinet in December 2018 proposing to extend the contract for a further 4 years.

7.10. The parking contract covers a number of services split into 4 broad categories:

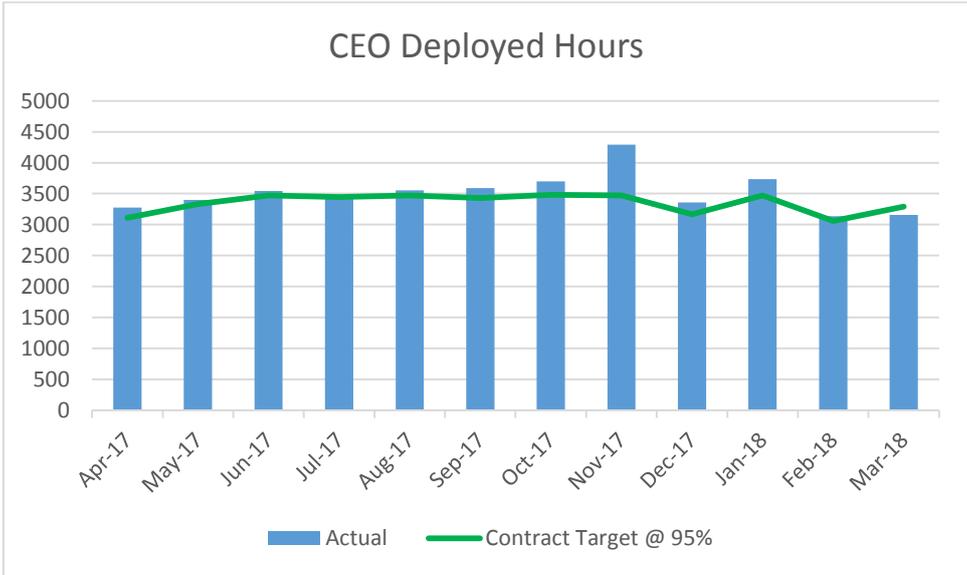
- Parking Enforcement
- Pay & Display Maintenance & Cash Collection
- Penalty Charge Notice Processing
- Permits & Suspensions

7.11. Responses to formal representations and appeals are authorised by Council staff and the contract is managed using a number of Key Performance Indicators (KPIs). There are 4 categories of KPIs:

- Effective Parking Enforcement;
- Good Quality, Motivated and Informed Civil Enforcement Officers;
- Issue of Good Quality PCNs; and
- Other Services (such as ICT, suspensions, signs and lines & complaints)

Effective Parking Enforcement

7.12. Civil Enforcement Officers (CEOs) deployment levels remained fairly consistent throughout the year. There has been a shortfall in March for which the contractor has been penalised. The Council is looking to increase deployment in 18/19 to cover the introduction of new CPZ’s and requests for additional enforcement from Members.

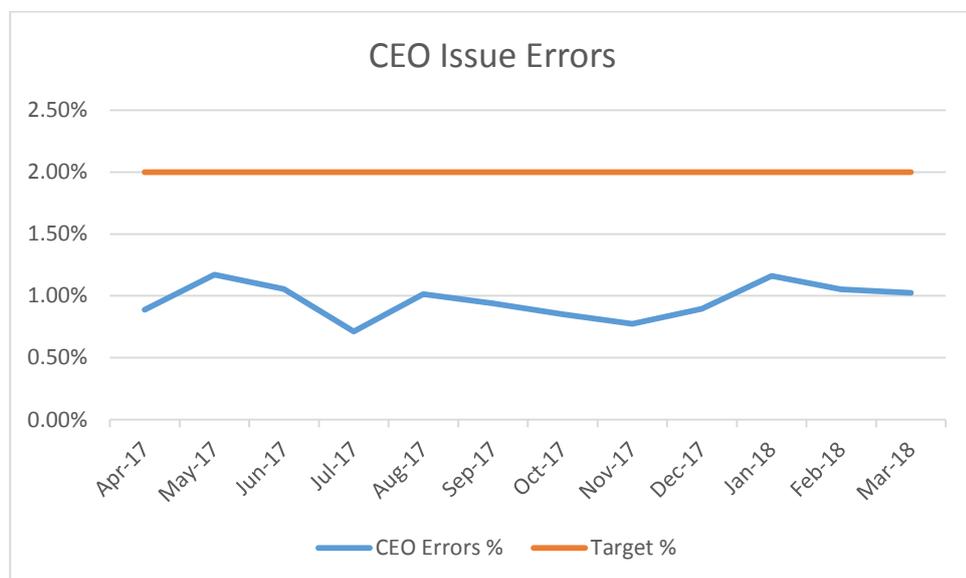


Good Quality, Motivated and Informed Civil Enforcement Officers

7.14. Staff retention is key to a stable service especially if investment has been made in the training of staff. Staff turnover in the parking industry is high due to the very nature of the work involved. The turnover in 17/18 was 15%.

Issue of Good Quality PCNs

7.15. To ensure quality is maintained throughout contract delivery, the performance target is to maintain the CEO error rate below 2%. Performance against this KPI is excellent. See graph below.



Notice Processing

The issue and challenge of a PCN follows a statutory process that allows the right of appeal to the independent London Tribunals – Environment and Traffic Adjudicators.

7.16. The table below shows the annual appeal results as reported by the Environment and Traffic Adjudicators. (ETA). The performance has improved considerably and the results from London Councils has highlighted that Lewisham is 4th in London which is a great achievement.

Appeals	2015/16	2016/17	2017/18
Total	573	385	566
Upheld	135	116	168
Rejected	293	247	419
DNC	32	31	42
Success (%)	63.70%	62.69%	74%

7.17. Complaints against service delivery (not the issue of PCNs which follows the statutory process mentioned above) are managed via the Council's complaints procedure.

Complaints	2015/16	2016/17	2017/18
Total	109	98	101
Overdue	5	14	33

Service Development

In 2018/19 the Council is planning to introduce the following:

- Extension of Parking Contract until 2022
- Introduction of new KPI's in line with the contract extension
- Implementation of Parking IT system
- Rationalisation of Pay and Display machines
- Improved enforcement around schools and the introduction of CCTV enforcement cameras
- Implementation of CCTV cameras in Catford Broadway and Lewisham market to combat illegal parking.
- Increase in CEO's to meet requests for enhanced enforcement.

8. Financial Performance

- 8.1. This section of the report sets out information relating to parking finances.
- 8.2. Parking charges are fixed in accordance with the requirements of the Road Traffic Regulation Act 1984 and there have been no changes since the last Annual Parking Report was published. In addition the cost of Parking Permits and Suspensions has also not changed since last year's report.
- 8.3. Section 8.5 shows the final outturn for the year 2017/18 and summarises the performance against budget on 2017/18 relating to the direct management of both off-street and on street parking services.
- 8.4. Section 8.9 also sets out the Council's Parking Control Account for 2017/18. This account is a statutory requirement and sets out the financial position in relation to on-street parking only. The account not only includes the proportion of direct management costs and income relating to on-street parking but also a proportion of costs in respect of, for example, management and other support service overheads, an assessment of policy and planning costs, and capital charges.

Direct Parking Management

- 8.5. In 2017/18, the Council collected £9.0m income in respect of parking services, compared to a budget of £7.37m. The income received can be broken down as follows:

Parking services income collected in 2017/18		
	£000s	%
Parking Fines	4,109	46
Pay & display Income	2,414	27
Permit Income	2,218	24
Advertising & Other income	254	3
Total Income 2017/18	8,995	100

Direct parking management expenditure	
	£000s
Enforcement contract costs	2,166
Management and admin costs	414
Car park utilities, rates, repairs and maintenance	278
Legal fees	117
Provision for bad debts	-
Total expenditure 2017/18	2,975

Parking Control Account 2017/18

- 8.6. Under the Road Traffic Regulation Act, 1984 the Council is required to maintain a separate account of its on-street parking business activities and to report the outcome and the use made of any surplus generated annually to the Mayor of London. The account must contain all expenditure and income in relation to the provision, management and enforcement of on-street parking in the Borough.
- 8.7. The use of any surplus is governed by Section 55 of the Act which specifies that the surplus may be used for:
- making good to the General Fund for any deficits incurred in the On-Street Parking Account during the previous four years; or
 - Meeting the cost of the provision and maintenance of off-street car parking in the Borough, or in another Local Authority.
- 8.8. If, however, it is considered unnecessary or undesirable to provide further off-street parking in this area, the surplus may then be used to fund any of the following:
- public passenger transport services;
 - highway improvement works;
 - highway maintenance; or
 - the costs of anything that has the approval of the Mayor of London and which facilitates the implementation of the Mayor's transport strategy.

8.9. The Council's Parking Control Account for 2017/18 is summarised below:

Borough Parking Control Account 2017/18		
	£000s	%
On-street Parking income		
Pay and Display	1,804	25
Permits	1,665	23
Fines	3,698	52
Total Income	7,167	100
On-Street Parking expenditure		
Enforcement contract costs	1,949	54
Management, admin and overheads	971	27
Running costs	356	10
Capital investment	313	9
Total Expenditure	3,589	100
Funds available for supporting highways and transportation	3,578	

9. Parking Policy Update

9.1 The current Parking Policy was approved by Mayor and Cabinet in October 2014, following a comprehensive review in 2012/13. It is proposed that we will be presenting a report to Sustainable Development on the refinement of the current policy and highlighting elements for update, based on feedback and commitments made. Therefore the scope will be limited to reviewing the following elements within the Parking Policy:

- A review of permit charging scales to a proposed arrangement based on vehicle emissions in line with our Air Quality action plan
- A proposed new borough-wide CPZ consultation with revised CPZ assessment criteria and an updated consultation and implementation process
- Disabled parking review to bring the policy in line with current regulations and best practice
- Proposed introduction of a floating car club scheme and associated new floating car club permit
- Minor amendments to reflect changes to parking legislation and guidance since the last policy review
- Improve the customer journey for residents and businesses for permit application.

9.2 The update will be carried out during the 2018/2019 financial year.

10. Financial Implications

- 10.1. The purpose of this report is to provide an update on the parking policy and CPZ programme and to give an overview of the parking contract performance. As such there are no financial implications to members agreeing the recommendations set out in section 3.
- 10.2. Details of the Council's financial performance in terms of the parking service are set out in section 8 and comply with both the Road Traffic Regulation Act, 1984 and the Department for Communities and Local Government Transparency Code 2014.

11. Legal Implications

- 11.1. Section 45(1) Road Traffic Regulation Act 1984 (RTRA) allows Councils to designate parking places on the highway and to charge for the use of them. Section 45(2) provides for the issuing of permits for which an authority may charge. The procedure requires consultation and a designation order.
- 11.2. Section 122 RTRA imposes a general duty on authorities to exercise functions under the Act (so far as practicable having regard to the matters set out at para 13.3 below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 11.3. In fulfilling the general duty imposed by Section 122 RTRA, the matters referred to above are as follows:-
 - (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run;
 - (b) the national air quality strategy
 - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (d) any other matters appearing to the Council to be relevant.
- 11.4. Section 55 RTRA provides for the establishment of a separate account into which monies raised through the operation of on street parking must be paid. The Act requires an enforcement authority, (of which Lewisham is one), to keep an account of:-
 - their income and expenditure in respect of designated parking places;

- their income and expenditure as an enforcement authority in relation to parking contraventions within paragraph 2 of Schedule 7 to the 2004 Act (parking places); and
- their income and expenditure as an enforcement authority in relation to parking contraventions within paragraph 3 of that Schedule (other parking matters).

11.5. It also deals with shortfalls and surpluses. Shortfalls must be made good from the General Fund, and subject to carry forward provisions, any surplus must be applied for the following purposes:-

(a) the making good of shortfalls in the last 4 years

(b) the provision and maintenance of off street parking by the council or others

(c) if further off street parking appears unnecessary or undesirable then
 (i) meeting the cost of provision, operation or facilities for public transport services; and
 (ii) highway or road improvement projects in the area.

11.6. There are also provisions for carry forward. Every London Borough also has to report to the Mayor for London at the end of every financial year on any action taken in relation to any deficit or surplus on their account. It is clear from this report that surpluses made on this special account in 2013/14 have been applied for permitted purposes.

11.7. The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations require traffic regulation orders to include an exemption from waiting prohibitions in certain circumstances, and from charges and time-limits at places where vehicles may park or wait, in respect of vehicles displaying a disabled person's badge.

11.8. The Equality Act 2010 (the Act) brings together all previous equality legislation in England, Scotland and Wales. The Act includes a new Public Sector Equality Duty (the duty), replacing the separate duties relating to race, disability and gender equality.

11.9. The duty consists of the 'general equality duty' which is the overarching requirement or substance of the duty, and the 'specific duties' which are intended to help performance of the general equality duty.

11.10. The duty covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

11.11. In summary, the Council must, in the exercise of its functions, have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.

- advance equality of opportunity between people who share a protected characteristic and those who do not.
- foster good relations between people who share a protected characteristic and those who do not.

11.12. These are often referred to as the three aims of the general equality duty.

11.13. The duty is a “have regard duty”, and the weight to be attached to it is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

11.14. The Equality and Human Rights Commission (EHRC) have issued technical guidance for public authorities in England on the Public Sector Equality Duty. The guidance can be found at <http://www.equalityhumanrights.com/legal-and-policy/equality-act/equality-act-codes-of-practice-and-technical-guidance/> This Guidance provides practical approaches to complying with the Public Sector Equality Duty. The EHRC technical guidance is not a statutory Code, but may be used as evidence in legal proceedings to demonstrate compliance with the Public Sector Equality Duty.

12. Crime and Disorder Implications

12.1. There are no direct crime and disorder implications arising from this report.

13. Equalities Implications

13.1. Compliance with the Equality Duty, as described in the 'Legal Implications' of this report has been incorporated within a more detailed Equalities Analysis Assessment which formed part of the Review of Parking Policy report agreed by Mayor and Cabinet on 10 April 2013.

13.2. Key positive equalities impacts on Age, Disability, Pregnancy and Maternity Include:

- continued provision of resident parking permits free of charge to Blue Badge holders;
- quicker resolution of parking issues, that prevent people with mobility issues or young families, parking close to their homes, and create neighbourhood tensions; and
- transparent criteria and application process for new disabled parking bays, and a programme of review to manage and fund these requests.

13.3. Moving forward, the Council will also need to give greater consideration to the accessibility of its engagement processes with local areas on proposed new parking restrictions. These need to allow sufficient time for full participation by all members of the community and aim to increase voter turnout through the provision of information in alternative formats as necessary.

- 13.4. The Council also needs to ensure that any web-centric parking policies make alternative provision for those without access to the Internet, to ensure equitable provision of the service.

14. Environmental Implications

- 14.1. There are no direct implications arising from this report, but the policy review will take into account the Council's broader ambitions for environmental sustainability such as air quality. For instance, its Local Implementation Plan (LIP) aims to reduce growth in road traffic through the discouragement of car usage and the promotion of facilities for cyclists and pedestrians and alternative sustainable methods of transport. The limitation of on-street parking through CPZs, especially around shopping centres and transport hubs along with appropriate charging is considered to be a deterrent to car usage.

15. Conclusion

- 15.1. This report provides an update on the London Borough of Lewisham's Parking activities for 2017/18.
- 15.2. Overall the combination of Parking Policy, Parking Enforcement contract and CPZ Programme are performing well in meeting the challenges of parking across the Borough.