

# Overview and Scrutiny



## Sustainable Development Select Committee Supplementary Agenda

**8.00 pm** Monday, 19 June 2023, Civic Suite, London SE6 4RU

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### Part 1

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## Sustainable Development Select Committee

### Sustainable Streets – Phase 1 recommendations and next steps

**Date:** 19 June 2023

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** Deptford, Evelyn, Crofton Park, Rushey Green and Perry Vale

**Contributors:** Martha Lauchlan, Transport Planner; Seamus Adams, Head of Commercial Operations & Development and Interim Head of Highways & Strategic Transport

### Outline and recommendations

This report outlines to Sustainable Development Select Committee the results of the Phase 1 engagement and consultation process for the Sustainable Transport and Parking Improvements programme and provides details of the next steps for the programme.

Sustainable Development Select Committee are recommended to:

- Note the updated Parking Policy
- Note the support for residents and businesses in new and existing CPZs
- Note the revised engagement and consultation approach for future phases of the Sustainable Streets programme.
- Note the recommendations to proceed to review of existing Zone B (Lewisham), Zone BHA (Blackheath) and Zone E (Rushey Green West)

### Timeline of engagement and decision-making

7 December 2022: Mayor and Cabinet approval of the Sustainable Transport and Parking Improvements programme

17 January-5 March 2023: Sustainable Streets public consultation for phase 1 areas (Deptford and Catford/Crofton Park)

## Reasons for lateness and urgency

Lateness: This report was not available for the original despatch because officers are undergoing final analysing of consultation results.

Urgency: The analysis of consultation responses and any recommendations for implementation of Sustainable Streets measures will be presented to Mayor and Cabinet on 19 July 2023 for decision. Officers would welcome feedback from the Sustainable Development Select Committee on the abridged report ahead of the decision making.

Where a report is received less than 5 clear days before the date of the meeting at which the matter is being considered, then under the Local Government Act 1972 Section 100(b),(4) the Chair of the Committee can take the matter as a matter of urgency if he is satisfied that there are special circumstances requiring it to be treated as a matter of urgency. These special circumstances have to be specified in the minutes of the meeting.

## 1. Summary

- 1.1. The Sustainable Transport and Parking Improvements programme was approved by Mayor and Cabinet on 7 December 2022 and has an overarching aim of encouraging active travel in Lewisham through the provision of sustainable transport measures in combination with parking controls. Without adequate parking control measures in place this can lead to parking pressures being created within residential areas and also encourage greater car use.
- 1.2. Areas of the borough not yet covered by Controlled Parking Zones (CPZs) make up 77% of the borough and have been divided into three phases for the proposed engagement and consultation of the Sustainable Streets programme.
- 1.3. The consultation for Phase 1 areas took place between 17 January to 5 March 2023 for the consideration of proposals of a package of measures, which included:
  - Electric vehicle charging points
  - Secure cycle storage
  - Street tree planting
  - Improved crossings, including double yellow line markings around all junctions
  - Car club bays
  - Permit parking for residents and businesses
- 1.4. The feedback from the consultation has formed part of a review of the decision-making for the implementation of Sustainable Streets measures. This information has been considered in the context of the Council's longer term ambitions to inform the recommendations of the implementation of Sustainable Streets measures, and will be presented to Mayor and Cabinet in July 2023 for decision.

## 2. Recommendations

- 2.1. For the reasons set out in this report, it is recommended that the Sustainable Development Select Committee note:
  - 2.1.1. The updated Parking Policy

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- 2.1.2. The support for residents and businesses in new and existing CPZs
- 2.1.3. The revised engagement and consultation approach for future phases of the Sustainable Streets programme
- 2.1.4. The recommendations to proceed to review of existing Zone B (Lewisham), Zone BHA (Blackheath) and Zone E (Rushey Green West).

### **3. Policy Context**

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. Corporate Strategy (2022-2026) – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. Future Lewisham (2021) – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. Climate Emergency Action Plan (2019) – This sets out the Council's ambition for Lewisham to be a carbon net-zero borough by 2030. More than 25% of the borough's carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.5. Air Quality Action Plan (2022-2027) – This outlines the Council's five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
- 3.6. Mayor of London's Transport Strategy (2018) – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.7. Transport Strategy and Local Implementation Plan (2019-2041) – The objectives of this strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; for Lewisham's streets to be safe, secure and accessible to all; for Lewisham's streets to be healthy, clean and green with less motor traffic; and for Lewisham's transport network to support new development whilst providing for existing demand. One of the aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing CPZ coverage.
- 3.8. London Net Zero 2030: An Updated Pathway – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to

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- achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometers travelled by 2030.
- 3.9. Healthy Streets for London (2017) – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:
- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
  - Prioritising better and more affordable public transport, and safer and more appealing routes for walking and cycling;
  - Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.10. London Environment Strategy (2018) – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.
- 3.11. Gear Change (2020) – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.

## 4. Background

- 4.1. There is a widely recognised need to reduce car dependency in London to improve air quality, improve public health, reduce congestion and improve road safety, as reflected in the strategies and policies detailed in Section 3.
- 4.2. Improving air quality is integral to the Council’s target of becoming carbon net-zero by 2030. Achieving this target will require a range of radical actions across the Council’s corporate estate, transport, housing and green spaces.
- 4.3. Air pollution has a distinct impact on life expectancy and is linked to Chronic Obstructive Pulmonary Disease (COPD), asthma, cardiovascular disease, cancers and neurological impairments. Despite some improvements to air quality observed in recent years, levels of air pollution in London are still too high for the health of many Londoners and toxic air contributes to the deaths of more than 4,000 Londoners in 2019 ([City Hall, 2021](#)).
- 4.4. Road transport is the main source of air pollution in London, contributing to 36% of NO<sub>x</sub> emissions, 55% of PM<sub>10</sub> emissions and 26% of carbon emissions ([Air Quality Action Plan, 2022](#)).
- 4.5. Traffic on London’s roads has remained largely the same in the years between 2010-2019, bringing the total number of miles travelled by motor vehicles in London to 20.3 billion ([road traffic statistics, DfT, 2020](#)). Of this, 0.48 billion vehicle miles were travelled on roads in Lewisham in 2019 ([road traffic statistics, DfT, 2020](#)). However, there has been an estimated increase of 44% of the traffic on minor roads in London ([Travel in London report, TfL, 2022](#)). Minor roads are designed to perform local functions such as for local journeys which could be made by active modes of travel.

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- 4.6. In addition, GLA data shows that over one third of all car trips made by London residents are for journeys of less than 2km, contributing to the high levels of vehicular traffic monitored on London roads ([Health impacts of cars in London, GLA, 2015](#)). 1.6 million car trips per day could potentially be walked and 2.7 million car trips per day could potentially be cycled.
- 4.7. The Council aims to reduce car dependency and encourage a mode shift to sustainable transport methods by improving the public realm and implementing measures that support walking, cycling, public transport use and more sustainable transport, including:
- Cycle hangars
  - Electric vehicle charging points
  - More street tree planting
  - Increased car club coverage
  - Controlled parking measures
- 4.8. Introducing sustainable measures such as cycle hangars, EV charging points, street trees and car clubs can encourage and enable a shift to greener transport modes.
- 4.9. The provision of secure cycle hangars can enable residents to own and use a bike by providing a safe parking place for individuals who may not have adequate or secure storage at their properties. There are currently 186 cycle hangars in the borough available for use by residents, nearly all of which are at maximum capacity with long waiting lists. The Council receives a high number of requests for cycle hangars – between December 2022 until May 2023, more than 300 requests were made for secure cycle parking by Lewisham residents. At present, this far outstrips the number of hangars that can be delivered each year by LIP funding via TfL.
- 4.10. A large distribution of EV charging points support residents who have made the switch to electric vehicles, providing them with a range of locations to charge their cars. The Government plans to ensure that all new cars are electric by 2030 and the implementation of a network of charging points future proofs the borough's roads for that growth in EVs. Installing EV charging points gives residents the confidence to own or consider buying an EV. There are currently 250 EV charging points in the borough and the Council receives regular requests for more charging points – between January to May 2023, almost 350 individual requests were made, showing clear demand for charging infrastructure.
- 4.11. Street trees can improve the public realm and have been linked to increased health and wellbeing. As well as encouraging biodiversity, street trees are known to absorb pollutants, improving local air quality. They play a key role in off-setting the impacts of a warming climate which is creating more extreme weather events. In warm weather, trees provide shade and offer cooling effects on the surrounding air – London experienced 40°C heat in the summer of 2022 and the occurrence of similar extreme heat events is predicted to be extremely likely in future years. In addition, trees support flood protection, providing a permeable surface for drainage which helps to alleviate the issues of flash flooding. Street trees enhance the attractiveness of local areas and encourage more walking and physical activity. Lewisham Council follows the 'Right Tree, Right Place' policy and identifies suitable trees for the location that do not have an impact on existing properties or infrastructure.
- 4.12. Car clubs play an important role in achieving a sustainable transport network. As noted

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above, the average car or van in England is driven just 4% of the time. The provision of car clubs has the potential to reduce car ownership for residents and businesses, who can use vehicles such as Zipcars for occasional travel within London without needing to own a private vehicle. This can play a part in offering residents residing in car-free developments with access to a vehicle. Car clubs are also rapidly electrifying their fleets which contributes to reduced emissions. London has the largest car club market in the UK with over 3,200 vehicles and Lewisham Zipcar membership has grown by almost 400% between January 2015 to May 2023, from 4,909 registered members to 24,352. The Council is keen to support this growth through the implementation of bays dedicated for car clubs. The enlargement of EV fleets will also put pressure on the borough's EV charging network, which underlines the need for increased rollout of EV charging infrastructure.

- 4.13. Safer junctions, implemented via 'no waiting at any time' line markings (double yellow lines) are vital to improved road safety, particularly for vulnerable road users (i.e. pedestrians and cyclists). They protect junctions by limiting parking where crossings are most likely and so improve visibility.
- 4.14. Around 60% of all road space in Lewisham is used for on-street parking, yet 47% of households within the borough do not have access to a private vehicle ([Census data, ONS, 2021](#)). All residents make use of the borough's streets by either walking, cycling or using public transport and it is therefore important that the views of all users are considered when proposing improvements to a street or area, not just those of car owners. The sustainable measures outlined above all require road space and without introducing parking controls to manage where parking can occur, it is difficult to reallocate space for these measures.
- 4.15. CPZs are designed to improve parking in local areas by prioritising parking spaces for local residents and restricting people from other areas parking in their roads. They put local people first, helping residents and businesses to park in their neighbourhoods by stopping people from outside the area from parking there within certain hours.
- 4.16. The Council uses emissions-based parking charges to encourage residents to transition to cleaner and less polluting vehicles. Parking charges and maximum stay restrictions help to ensure a turnover of parking space, which is essential for local businesses in commercial areas. There is only a limited amount of on-street parking space, and through careful management it is possible to ensure that the residents and visitors can benefit from these to ensure the ongoing economic wellbeing of town centres.
- 4.17. Within certain areas of the borough, demand for parking is already known to outstrip existing supply. These are typically in areas within close proximity to town centres, schools, local shopping facilities and transport hubs, such as train stations. This demand leaves it challenging for local residents to park near their homes during certain times of the day or days of the week.
- 4.18. The average car or van in England is driven just 4% of the time. For the rest of the time the vehicle is either parked at home (73% of the time) or elsewhere (23% of the time), such as at work or near transport hubs as a part of a person's commute.
- 4.19. Pavement parking is common across the borough and, where unauthorised, can inhibit access for pedestrians, wheelchair users and people with buggies, making active travel a less attractive and viable option for residents. CPZs and other measures can help to reduce pavement parking and encourage walking, for example by implementing designated bays for parking which do not obstruct access and by widening the footway

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to ensure there is more room for pedestrians.

- 4.20. Lewisham has the lowest coverage of CPZs amongst all inner London boroughs and there are many outer London boroughs with higher coverage, up to 100%. In addition, neighbouring boroughs of Southwark and Greenwich are increasing their CPZ coverage including in areas bordering Lewisham which is likely to place parking pressure on Lewisham roads.
- 4.21. In Lewisham:
  - Air quality has seen improvements since 2014, largely owing to greater prominence of cleaner vehicles. However, road transport is one of the highest sources of emissions in the borough and there is a need to reduce the number of journeys made by car.
  - The number of killed and serious injury collisions (KSIs) increased between 2017-2021, of which the proportion of cycle KSIs has increased the most significantly from 5.8% of all KSIs in 2017 to 37.9% in 2021. While the increase in KSIs involving cyclists may correlate with an uptake in cycling, it is clearly important that the Council creates safer environments for vulnerable road users, including increasing visibility and sight lines on roads.

## 5. Consultation process

- 5.1. As part of the introduction of the Sustainable Transport and Parking Improvements programme, hereafter referred to as the Sustainable Streets programme, the Council committed to a phased approach of engagement and consultation with residents and businesses to seek feedback on a package of proposals for local streets.
- 5.2. The first phase for engagement and consultation included the Catford/Crofton Park and Deptford areas (see Appendices A and B).
- 5.3. A public consultation was open for six weeks, between 17 January until 5 March 2023. The consultation was open to residents and business owners within the phase 1 areas to understand public perceptions of the proposed concept designs for the Sustainable Streets package of measures, and ensure that local feedback was considered as part of the decision-making process about whether to proceed with delivery.
- 5.4. A total of 9,741 leaflets were delivered to addresses within the Catford/Crofton Park area and 12,120 delivered within the Deptford area.
- 5.5. The consultation campaign was supported by:
  - A consultation leaflet, monitoring strategy and FAQ document on a dedicated project web page to inform residents
  - Virtual stakeholder briefings
  - Resident drop-in sessions (five sessions in each Phase 1 area)
  - Business site visits
  - Door knocking in areas/roads with lower response rates
  - Posters on lampposts within the consultation areas
  - QR codes linking directly to the project webpage and consultation survey on
  - Media relations work resulting in local press articles
  - Repeated mentions in the Council's weekly resident e-newsletter
  - Article in Lewisham Life
  - Social media promotion on several channels including locally targeted posts through Next Door

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- Mentions in the Council's staff e-newsletter
  - A dedicated phone line and email address for people to get in touch throughout the consultation
- 5.6. A consultation survey was the formal method used to capture feedback on the proposals. The consultation survey was embedded on the project webpage and linked directly via QR codes on consultation materials (leaflet, lampposts, roll banner).
- 5.7. Hard copy versions were available on request via the phone service, available to pick up from Deptford Lounge Library or Ackroyd Community Centre, at any of the resident drop-in sessions, or could be completed directly during door-knocking.
- 5.8. The specific aims of the consultation were to find out:
- Modes of travel by residents and businesses
  - Levels of support for the Sustainable Streets measures including cycle hangars, EV charging points, street trees, car club bays, safer junctions, disabled parking, loading bays and parking permits
  - The nature of any parking concerns
  - The preferred operation of a CPZ
- 5.9. A data cleansing process of the responses was undertaken in order to identify duplicate or suspicious responses. As is best practice, cleansing was conducted by cross-referencing household information, timestamps of submission and identical IP addresses.
- 5.10. The survey had conditional questions dictating the types of questions respondents would answer. The survey then branched into different questions depending on if respondents had selected any of the three options, as below:
- Respondents who said they live or work in the Catford/Crofton Park or Deptford consultation areas could answer the entire survey
  - Local businesses were given specific questions pertaining to their business operations and were different from resident questions
  - If respondents selected that they do not live or work in the consultation areas, then the survey would end after the initial questions and no equalities monitoring information was recorded.
- 5.11. Some respondents selected that they lived in the consultation area however analysis of the address provided indicated that they were outside the area.
- 5.12. Following data cleansing, a total number of 4,136 responses to the consultation were recorded. Of these, 2,691 respondents selected an address based in the consultation areas; 2,028 were located in Catford/Crofton Park (representing a 20% response rate) and 663 were located in Deptford (representing a 5% response rate). These responses identified as being from residents within the consultation areas have been used for the review.
- 5.13. Responses from outside of the consultation areas have been noted and will be used to inform future phases of the programme.
- 5.14. A number of petitions were received by the Council regarding opposition to the introduction of parking permits in the Catford/Crofton Park consultation area. These have been noted, however only the formal consultation responses have been used as part of the review.
- 5.15. A detailed report of the consultation responses and a review of the responses is undergoing final analysis and will be presented to Mayor and Cabinet on 19 July 2023.

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- 5.16. A range of evidence has been used for the review to inform the recommendations, including:
- An analysis of parking stress surveys
  - An analysis of the responses given to the public consultation
  - Consideration of the role of the Sustainable Streets programme in meeting Council, regional and national policies and priorities
- 5.17. The objectives of the scheme have been developed in response to the Council's, and London's, wider and longer term objectives to encourage more sustainable travel and improve air quality. Evidence shows that the measures proposed as part of the Sustainable Streets programme help to change travel behaviour, which benefits residents, businesses and visitors.

## 6. Implementation of measures

- 6.1. The responses to the consultation are currently undergoing final analysis to understand levels of resident and business support. This information is being used in conjunction with parking stress data and regard to road safety, air quality, and walking and cycling needs, which will then form the basis of the recommendations to be made to Mayor and Cabinet on 19 July 2023 regarding implementation of any proposals.
- 6.2. The Parking Policy has been updated to reflect this and notes that "the decision whether to implement Sustainable Streets measures should be based on officer recommendations" with reference to the above considerations.
- 6.3. The Sustainable Streets programme intends to deliver a package of measures, implementing parking controls alongside EV charging points, cycle hangars, street trees, and car club bays to encourage a shift towards more sustainable transport for residents, businesses and visitors.
- 6.4. Recommendations for implementation will be presented to Mayor and Cabinet on 19 July 2023 for decision. If approved, Traffic Management Orders will be published and the statutory consultation process will be conducted. Any objections received during the statutory consultation process will be considered and presented in a delegated decision report prior to implementation. Implementation would be expected to commence from October 2023.
- 6.5. EV charging points will be protected by EV bays to enable turnover and availability for the charging point to ensure that residents have access to charge their vehicles, and provide confidence in residents to support a shift towards EV. This will be in line with the electric vehicle parking policy that is being developed as part of the upcoming EV Implementation Strategy which will be published later this year. Locations of EV charging points will be guided by requests made by residents through the Council's online EV charging point request form.
- 6.6. Similarly, locations for cycle hangars will be guided by requests made by residents through the Council's online cycle hangar request form. Further considerations for locations include optimal lighting, adequate footway space to ensure hangars can be opened and bikes deposited or retrieved easily, and safety.
- 6.7. Any street trees planted will be placed in vacant tree pits that have been identified as viable for planting. Species will be chosen using the 'right tree, right place' policy which identifies suitable trees for the location that do not have an impact on existing properties or infrastructure. Enhanced street tree maintenance (including watering) will take place for three years after planting, which is a critical period for survival.

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- 6.8. The Council will work with Zipcar to ensure that vehicles are available for car club bays, and will support promotion of car clubs in the borough to encourage further growth in car club membership.
- 6.9. Parking bays will include resident bays, disabled parking bays, loading bays, and pay by phone bays. Days and hours of operation will be recommended based on preference indicated by respondents to the consultations.
- 6.10. As recommended in the Sustainable Transport and Parking Improvements Programme report, approved by Mayor and Cabinet in December 2022, 'no waiting at any time' markings (double yellow lines) will be introduced at junctions of all roads consulted, regardless of whether support for the introduction of wider measures is received. The markings would provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.
- 6.11. It will be recommended to Mayor and Cabinet that any implementation approved be reviewed by officers after 6-12 months with technical analysis and parking stress surveys to ascertain potential parking displacement. If displacement is found on surrounding streets, officers would use their delegated powers to make necessary changes and/or minor amendments to the Sustainable Streets zones to reduce the impacts of displacement.

## **7. Support for residents and businesses**

- 7.1. It is acknowledged that the rising cost of living will be a concern for residents and business owners, and that the introduction of parking controls will mean additional costs for residents who own a car. Lewisham's permit pricing structure has been benchmarked against other London boroughs and comparable permit pricings have been set.
- 7.2. In 2020, the Council introduced emissions-based parking charges to encourage residents to switch to cleaner vehicles. Permits for those with the least polluting vehicles cost less than those for higher polluting vehicles.
- 7.3. The Council has also introduced monthly subscriptions for the purchase of parking permits to help support residents.
- 7.4. Most vehicles registered in the borough fall within Band 4 and Band 5 of the emissions-based bandings. The annual residential parking permit charge for these bands is £115-£130 and the monthly charge is £9.58-£10.83.
- 7.5. The Sustainable Transport and Parking Improvements Programme report noted that residents and businesses in new CPZs would be offered a 15% discount for the first year. Therefore, most residents who own a car within the new proposed zones would be charged £8.15-£9.20 a month for the first 12 months (based on Band 4 and Band 5 pricing).
- 7.6. As part of the planning obligations of car-free developments, residents are not permitted to hold or apply for a parking permit. It is recognised that for car-free developments outside of existing CPZs, these planning obligations have not been enforced and some residents may own a vehicle despite the terms of their residence. To assist with the transition to no car ownership, the Council will permit residents of car-free developments within the proposed Sustainable Streets zones to purchase a parking permit for up to 18 months.
- 7.7. As well as introducing parking controls to prioritise available parking for residents, the package of measures for Sustainable Streets zones also includes EV charging points, cycle hangars, car club bays, new street trees and safer junctions. These measures

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are designed to create more attractive areas for active and sustainable travel, and support a shift away from higher polluting modes of transport. For example, the provision of car clubs near car-free developments can support residents who may need to make some journeys by car, without needing to own a vehicle personally.

- 7.8. The Council recognises that some people need to make journeys by car, for example Blue Badge holders. Concessionary fares are available for disabled residents who can apply for a residents permit free of charge, as well as a carers permit free of charge.
- 7.9. In addition, officers have updated the Disabled Parking policy so that Lewisham Blue Badge holders can now apply for a Disabled permit, which permits Blue Badge holders to park within any CPZ in the borough.

## **8. Revised engagement and consultation process**

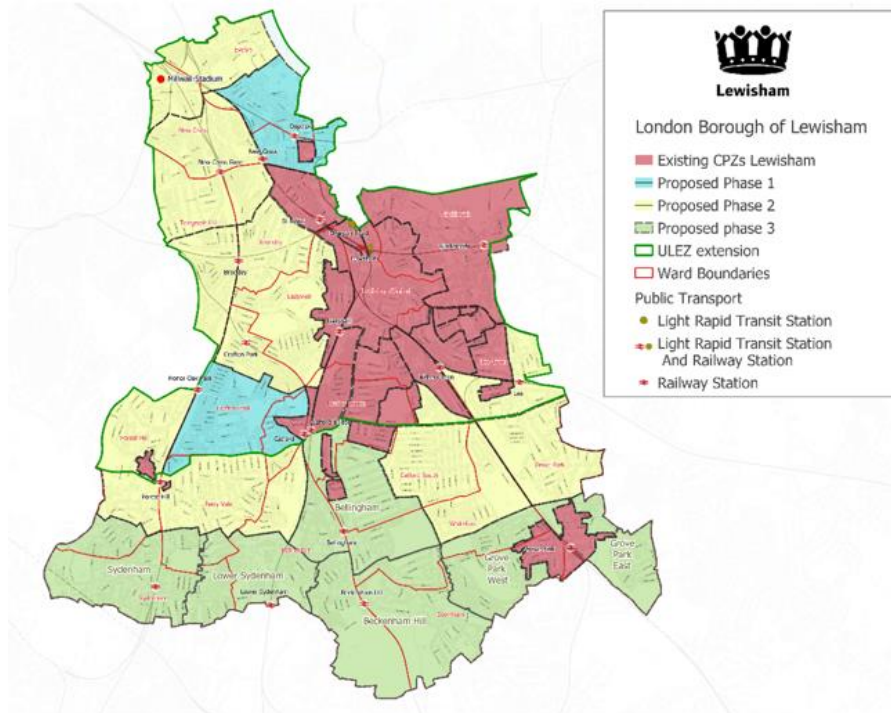
- 8.1. During delivery of the phase one engagement and consultation, process improvements have been identified for future phases of delivery.
- 8.2. Future phases of the Sustainable Streets programme, the engagement and consultation process will involve two stages, rather than one:
  - Stage one will involve engaging with respective neighbourhoods to understand areas where they would like to see sustainable transport and parking improvements considered and prioritised. This will be facilitated using interactive mapping platform called Commonplace. This approach will allow us to use community insights to develop designs from the outset.
  - Stage two will comprise a public consultation on the designs developed using the Commonplace insights, alongside parking stress surveys and existing community feedback and requests.
- 8.3. This approach will allow the Council to better develop proposals through meaningful engagement which involves communities at a formative stage, where there is opportunity to influence designs from the outset. This is widely considered to be best practice and is outlined in the Cabinet Office Consultation Principles 2018 which, under the principle of 'purpose', asks public authorities to ensure policies and implementation plans are taken to stakeholders and communities at a formative stage.
- 8.4. Existing input, including historic community requests and feedback, parking stress surveys, parking expertise, and strategic implementation plans including the Electric Vehicle Implementation Strategy, and viability surveys for tree pits and car clubs, will still be considered during the development of designs for consultation.
- 8.5. For all future phases, registration will be mandatory for online submissions, both to the interactive map and consultation survey.
- 8.6. The Council has also reviewed how pop-up sessions will take place in phase two and three neighbourhoods, to ensure we maximise the number of respondents who may not have time or access to participate in the engagement and consultation process.
- 8.7. The Sustainable Streets programme will continue to be undertaken as a phased approach and the proposed schedule of the phases can be found in the below map. It should be noted that this is not a fixed schedule and that other developments and programmes of work will be considered when deciding the order of further phases. For example, the proposed A205 Catford Road realignment is likely to have an impact on parking pressure with the loss of Laurence House car park and it is crucial that streets in the vicinity of these works are consulted on Sustainable Streets measures earlier than originally scheduled. Therefore affected roads in the Catford South ward will be moved from Phase 3 to Phase 2. Commonplace feedback will also be used to develop the

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phasing of the engagement and consultation.



*Existing CPZs and proposed consultation schedule*

## 9. Existing CPZ reviews

- 9.1. There are a number of existing CPZs in Lewisham, which currently cover 23% of the borough. The Sustainable Transport and Parking Improvements Programme report approved by Mayor and Cabinet in December 2022 recommended that existing CPZs be reviewed.
- 9.2. Many of the existing CPZs have been in place for more than 20 years and have not been reviewed in a significant period of time. It is the Council's intention to carry out a review of the restrictions, boundaries and hours of operation of each of the zones. By conducting this review, it will give residents and businesses the opportunity to feedback on whether they are supportive of the days and hours of operation. For example, the Council has received a number of requests by residents for amendments to the CPZs, particularly concerning pressure of Sunday parking.
- 9.3. Existing CPZs will be reviewed in a phased approach, and it is recommended that the initial zones proposed for review are Lewisham (Zone B), Blackheath (Zone BHA) and Rushey Green West (Zone E).
- 9.4. Zone B was first introduced in 1988 and has not been reviewed since 2002; Zone BHA was created in 1983 and reviewed in 2001.
- 9.5. As is good practice, consultation will take place with residents in the existing zones as part of the CPZ review. The consultation will use Commonplace and seek to understand if CPZ hours and days of operation should be amended to meet the changing needs of the community. During the consultation, residents will also be asked for feedback about where sustainable transport measures including cycle hangars, EV charging points, street tree planting, car club bays, and safer crossings and junctions, would be beneficial in their area.

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## **10. Financial implications**

- 10.1. There are no financial implications related to the recommendations of this report.

## **11. Legal implications**

- 11.1. There are no legal implications related to the recommendations of this report.

## **12. Equalities implications**

- 12.1. A full Equality Impact Assessment (EqIA) has been carried out and will be included in the Mayor and Cabinet report presented on 19 July 2023.
- 12.2. The Phase 2 consultation documents are being developed to include questions that will help the Council analyse whether the respondents provide a fair representation of the borough.
- 12.3. Registered carers and Blue Badge holders receive parking permits free of charge.
- 12.4. In addition, a book of ten one hour visitor parking permits will be provided free of charge to any residents in CPZs who are over 60, and in receipt of Council Tax support, and do not have another parking permit per annum.
- 12.5. Further detail on parking permits and exclusions can be found on the website: <https://lewisham.gov.uk/myservices/parking/permits/controlled-parking-zone-permitcharges>
- 12.6. Designs will consider historic requests for blue badge parking bays and these will be included where possible. In addition, the Parking Policy has been updated to enable Lewisham Blue Badge holders to apply for a Disabled Permit which allows Blue Badge holders to park in any CPZ in the borough.

## **13. Climate change and environmental implications**

- 13.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government.
- 13.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help encourage a green recovery from the COVID-19 pandemic and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

## **14. Crime and disorder implications**

- 14.1. Through designating parking bays, Controlled Parking Zones can reduce nuisance and dangerous parking such as parking on pavements or blocking access, and make streets safer by indicating where it is safe to park and creating better visibility for drivers, pedestrians and cyclists at junctions.
- 14.2. In addition, the Council will implement 'no waiting at any time' markings (double yellow lines) on all roads consulted, regardless of whether support for the introduction of wider measures is received. This is to protect junctions and improve visibility of pedestrians and cyclists.

## **15. Health and wellbeing implications**

- 15.1. As the project aims to encourage more sustainable modes including active travel the

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introduction of additional kerbside management measures may have long term public health benefits.

- 15.2. The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality and climate action, road safety and the local street scene. They can be used to enable and encourage alternative modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that would have otherwise been utilised by those travelling in and parking private vehicles.
- 15.3. Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, regulate parking places, improve road safety, better meet the needs of disabled residents with blue badge parking, provide cycle storage, and consider bike hire and e-scooter hire schemes.
- 15.4. Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help to improve road safety by improving visibility for vehicles turning and people wanting to cross. These measures can help encourage residents to walk and cycle more.
- 15.5. A package of measures will be designed for each street, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and additional greenery where possible and appropriate.

## 16. Background papers

- 16.1. [Sustainable Transport and Parking Improvements Programme 2022](#)
- 16.2. [Transport Strategy and Local Implementation Plan 2019](#)
- 16.3. [Climate Emergency Action Plan 2019](#)
- 16.4. [Air Quality Action Plan 2022-2027](#)
- 16.5. [Parking Policy 2023](#)

## 17. Glossary

Term	Definition
CPZ	Controlled Parking Zone
EV	Electric Vehicle
TMO	Traffic Management Order

## 18. Report author(s) and contact

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- 18.2. Comments for and on behalf of the Executive Director for Corporate Resources
- 18.3. Shola Ojo, Strategic Business Partner, [shola.ojo@lewisham.gov.uk](mailto:shola.ojo@lewisham.gov.uk)
- 18.4. Comments for and on behalf of the Director of Law and Corporate Governance
- 18.5. Paula Young, Senior Planning Lawyer, [paula.young@lewisham.gov.uk](mailto:paula.young@lewisham.gov.uk)

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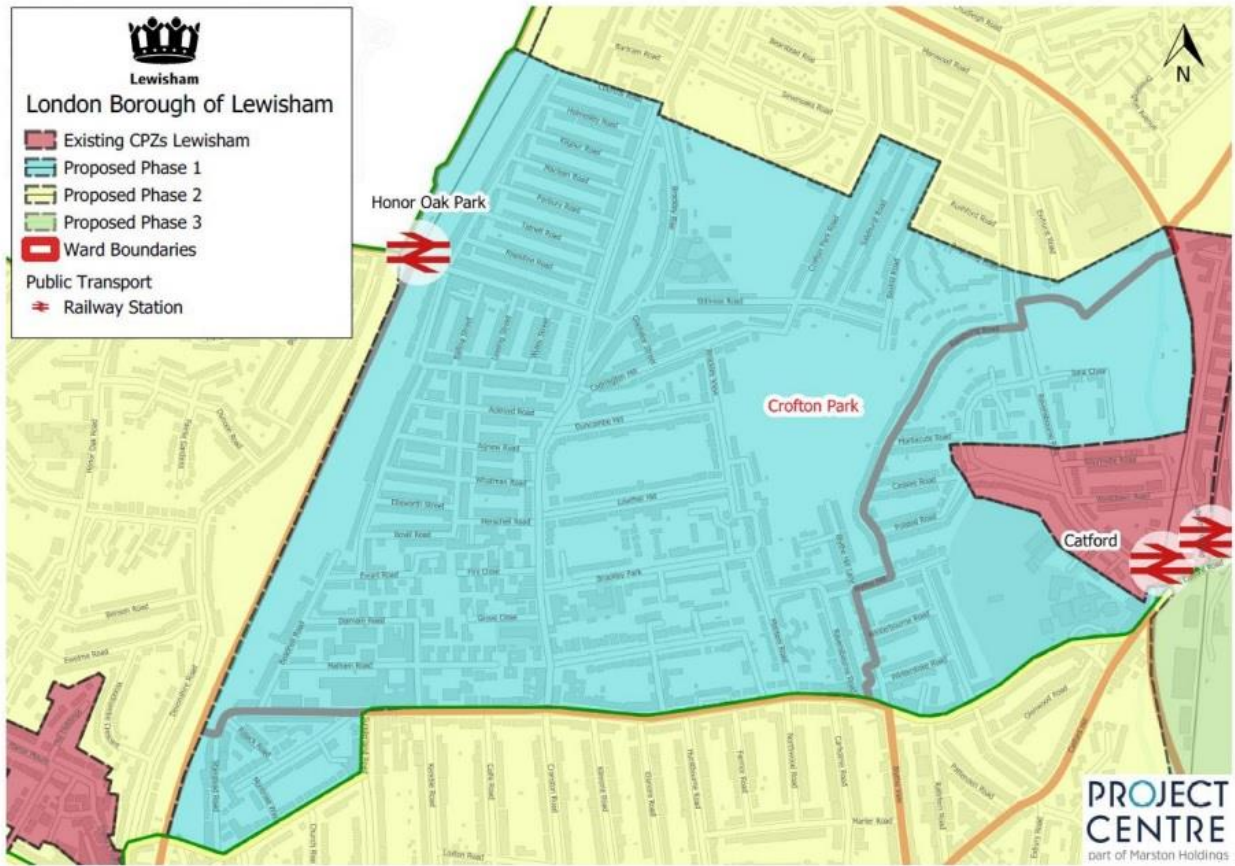
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# 19. Appendices

Appendix A: Map of the Catford and Crofton Park consultation area

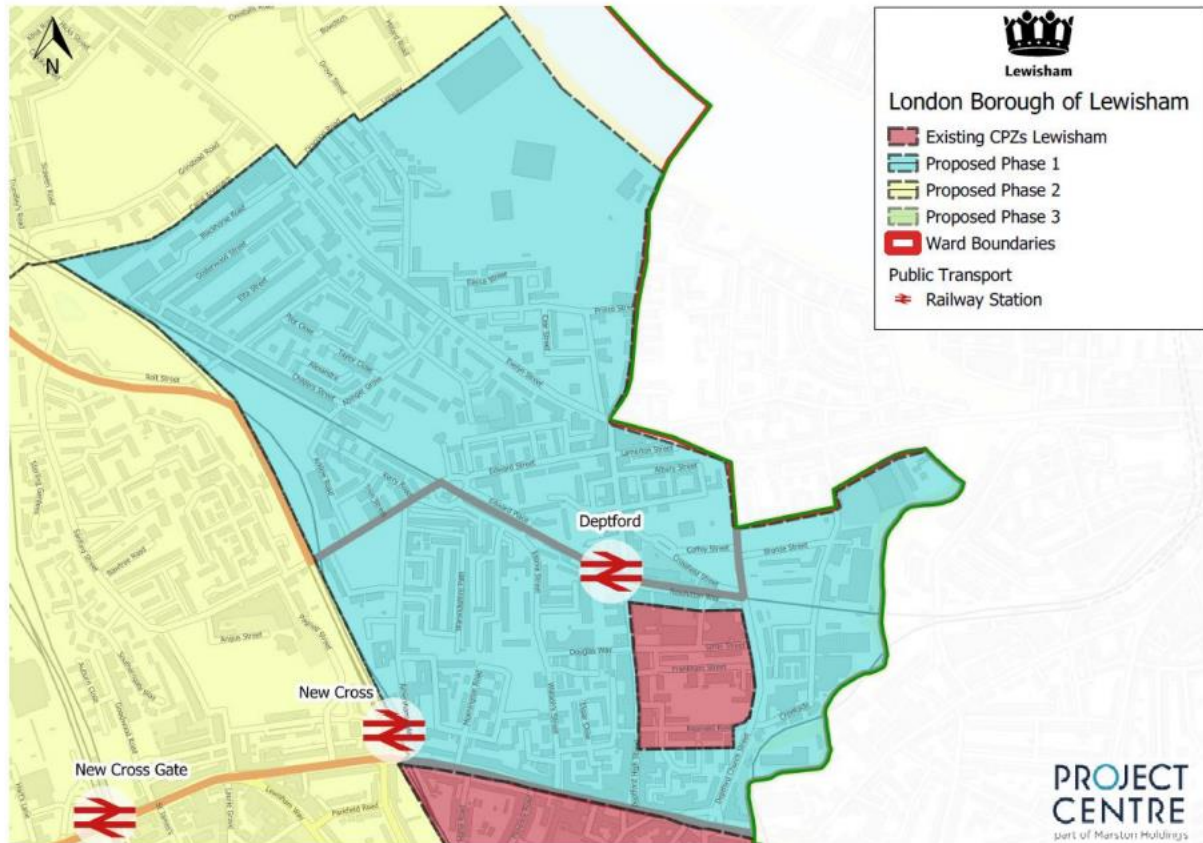


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## Appendix B: Map of the Deptford consultation area



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