



## Mayor and Cabinet

### Sustainable Transport and Parking Improvements

**Date:** 7<sup>th</sup> December 2022

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** All

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### Outline and recommendations

This report outlines to Mayor and Cabinet the proposed approach and policies the Council will use to engage with residents and introduce sustainable transport and parking improvements.

For the reasons outlined in the report it is recommended that Mayor and Cabinet:

- Agree to the phased consultation approach, outlined in this report, which will help to understand the levels of support for the introduction of further sustainable transport and parking improvements.
- Agree to the design of further measures to enhance the public realm including Controlled Parking Zones, and associated benefits, which will then return to Mayor and Cabinet for approval before proceeding to statutory consultation.
- Agree to a review of existing Controlled Parking Zones, including their hours of operation and approval for consultation on amendments and improvements.
- Agree to update the Parking Policy (2014) to align to current Council policies.

## Timeline of engagement and decision-making

- **W/c 3<sup>rd</sup> October 2022:** Phase 1 consultation areas ward member briefings
- **W/c 14<sup>th</sup> November 2022:** All member sessions
- **30<sup>th</sup> November 2022:** Sustainable Development Selecting Committee Meeting
- **7<sup>th</sup> December 2022:** Mayor & Cabinet Meeting
- **March 2023:** Public consultation Phase 1
- **May – July 2023:** Analysis and reporting to Mayor & Cabinet
- **August 2023:** Detailed design based on public consultation analysis

### 1. Summary

1.1 This report outlines the proposed Sustainable Transport and Parking Improvements Programme, which the Council aims to use as one of its tools to encourage active travel. The report also details the proposed phased programme it will adopt to consult on these improvements. The report includes:

- Details of existing relevant policies
- Details of the proposed phased engagement and consultation strategy
- Map of Existing Controlled Parking Zones and proposed areas for the phased approach to consultation.

1.2 Lewisham Council understands the need for a robust process to help support and provide guidance on how sustainable transport and parking improvements are assessed and how proposed alterations are considered, consulted on, implemented, and reviewed.

1.3 Controlled Parking Zones (CPZ) help ensure that parking is managed and regulated safely and fairly, whilst ensuring parking congestion is reduced. CPZs help deliver against a number of Lewisham and London-wide strategies and policies across areas including the Environment, Transportation, and Air Quality. Lewisham has the lowest CPZ coverage amongst inner London boroughs, with 23% coverage compared to 100% coverage in Tower Hamlets, Camden and Islington. Most inner London boroughs have generally achieved borough-wide CPZ coverage, whilst most outer London boroughs are working on a programme of further CPZs to increase coverage within their respective borough. A major driving force for this is deterring private car journeys and encouraging more sustainable and active modes of travel.

1.4 The proposed Sustainable Transport and Parking Improvements programme will include changes to how parking is managed, alongside additional measures to support residents to choose more sustainable travel options. The objectives of the programme are to:

- Reduce parking pressure
- Encourage people to walk and cycle more
- Improve road safety
- Improve air quality
- Reduce traffic levels

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- Protect public health
  - Improve the public realm
- 1.5 Using a data led assessment approach, the Council created a proposal for a phased consultation programme identifying and prioritising areas across the borough which would potentially benefit from improvements.
- 1.6 If agreed, the Council will carry out a consultation and engagement exercise to ascertain support for the introduction of further improvements in the proposed areas which have been identified.
- 1.7 From experience these schemes operate well through an areas based approach, rather than individual roads only, to improve each CPZ integrity and allow residents resilience in parking options. In addition, each agreed CPZ will be taken forward with measures to encourage residents to switch to more sustainable ways to travel to their destination, like walking, cycling or public transport. These measures may include:
- Electric vehicle charging points
  - Bike hangars
  - Improved pedestrian crossings
  - Tree planting
  - Parklets and green spaces
  - Footway widening
  - Car clubs
  - Cycle hire
- 1.8 Proposals will be subject to an engagement consultation exercise for each individual CPZ area and will involve asking residents' views or support. Potential impacts of displacement will be explained and consultees will be asked whether they support changes if adjacent streets support the introduction of proposals.
- 1.9 The existing Parking Policy (2014) notes that "CPZs will be introduced where over 50% of consultees in the proposed area are in support of a CPZ implementation." Since this policy was published, the Council has declared a Climate Emergency, set out an ambitious Air Quality Action Plan, the population in the borough has grown to exceed 300,000 people, and car ownership has reduced to 47% of households. The Parking Policy requires updating to reflect the needs of Lewisham residents and contemporary policy guidance. In order to minimise the impacts of displacement, CPZs should be implemented based on the recommendation of officers with consideration to the feedback of residents on each street, in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs, as set out in Section 8 of this report. This will enable the implementation of bespoke zones created that meet the needs of residents, businesses and the local area.
- 1.10 The consultation and engagement programme will inform further decision-making and next steps for the phased approach. A wide variety of activities will be undertaken to reach a diverse range of the community. Further details about engagement and consultation activities are contained in Section 7 and Appendix A.
- 1.11 Following this it is intended to produce the relevant Traffic Management Orders and proceed to the statutory consultation in accordance with the Local Authorities' Traffic Orders (Procedure England and Wales) Regulations 1996, providing stakeholders with a further opportunity to provide feedback on the proposals.
- 1.12 In order to enhance road safety 'no waiting at any time' junction protection markings

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(double yellow lines) would be introduced at junctions in the 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.

- 1.13 There are a number of existing CPZs in Lewisham, which currently cover 23% of the borough. These zones have not been reviewed since their implementation. If agreed it is the intention to also carry out a review of the restrictions, boundaries, and hours of operation of each of the zones. A number of requests for amendments have been received from residents, particularly concerning Sunday parking. The current zones and hours of operation can be found in the table below, along with indicative review start dates (subject to resourcing):

	<b>Controlled Zone</b>	<b>Zone</b>	<b>Enforcement Times</b>	<b>Indicative Review Start Dates</b>
1	Lewisham	B	9am - 6.30pm Monday to Saturday	Q2 2023
2	Blackheath	BHA	9am to 7pm Monday to Saturday	Q2 2023
3	Hindleys Place	C	8am to 6.30pm Monday to Saturday	Q3 2023
4	Downham	D	9am to 5.30pm Monday to Friday	Q3 2023
5	Rushey Green West	E	9am to 7pm Monday to Friday	Q4 2023
6	Rushey Green East	L	9am to 7pm Monday to Friday	Q4 2023
7	Lee Green	LG	10am to 12 noon Monday to Friday	Q4 2023
8	Mountsfield Park	W	9am to 7pm Monday to Friday	Q1 2024
9	Deptford South	DS	9am to 5pm Monday to Friday	Q1 2024
10	Murillo Road	F	9am to 7pm Monday to Friday	Q1 2024
11	Elverson	G	9am to 7pm Monday to Friday	Q2 2024
12	Hither Green West	H	9am to 7pm Monday to Friday	Q2 2024
13	Canadian Avenue	J	9am to 7pm Monday to Friday	Q2 2024

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14	Catford West	K	9am to 7pm Monday to Friday	Q3 2024
15	Ladywell West	LW	9am to 12pm Monday to Friday	Q3 2024
16	Barmeston Road	M	9am to 7pm Monday to Friday	Q3 2024
17	Manor House	MH	10am to 12pm Monday to Friday	Q4 2024
18	Milford Towers and Rushey Green West	MT/E	9am to 7pm Monday to Friday	Q4 2024
19	Davids Road	N	9am to 5pm Monday to Friday	Q4 2024
20	Old Bank/Bankwelll	OB	9am to 7pm Monday to Saturday	Q1 2025
21	Hither Green East	P	10am to 12pm Monday to Friday	Q1 2025
22	Rushey Green South	R	9am to 7pm Monday to Friday	Q1 2025
23	Deptford Central	S	9am to 6pm Monday to Friday 9am to 1:30pm Saturday	Q2 2025
24	Ladywell	T	9am to 7pm Monday to Friday	Q2 2025
25	Lee	V	10am to 12pm Monday to Friday	Q2 2025

- 1.14 The Council recognises residents are currently going through a cost-of-living crisis and have carried out some surveys (found in Appendix G) to calculate the likely financial impact of the introduction of permit parking. As in many London authorities, Lewisham operates an emissions-based permit pricing system to help encourage residents to transition to lower emission vehicles.
- 1.15 Fewer than 50% of households in Lewisham own a car and this figure has been reducing year on year. The Council is committed to supporting all residents to make more sustainable choices in the way that they travel and it is important that any decisions made with regards to sustainable transport and parking improvements captures the needs of the whole community. Through this programme, the Council aims to redesign the street scene to make walking and cycling a more attractive, viable, safe and affordable option for travel.

## 2 Recommendations

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- 2.1 For the reasons set out in this report it is recommended that Mayor and Cabinet:
  - 2.1.1 Agree to the phased consultation approach, outlined in this report, which will help to understand the levels of support for the introduction of further sustainable transport and parking improvements.
  - 2.1.2 Agree to the design of further measures to enhance the public realm including Controlled Parking Zones, and associated benefits, which will then return to Mayor and Cabinet for approval before proceeding to statutory consultation.
  - 2.1.3 Agree to a review of existing Controlled Parking Zones, including their hours of operation, and agree to consultation on amendments and improvements as required.
  - 2.1.4 Agree to update the Parking Policy (2014) to align to current Council policies.

### 3 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:

**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.

**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 locally, and all the other ways our environment benefitted from behaviour changes over the last year. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including air quality.

**Climate Emergency Action Plan (2020)** – This sets out the Council's ambition for Lewisham to be a carbon neutral 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 to move to a decarbonised transport network is to implement a Healthy Neighbourhoods programme to reduce traffic congestion, improve air quality and encourage sustainable modes of travel. The intention is to implement a rolling programme across every area of the borough by 2030.

**Air Quality Action Plan (2022-2027)** – This outlines the Council's five-year strategy, from 2022-2027, to improve air quality in the borough and across London. This includes objectives for cleaner air around schools and for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; introducing more School Streets, temporary road closures and restrictions for parking; improved provision of infrastructure to support walking and cycling; installation of Ultra-Low Emission Vehicle (ULEV) infrastructure and promote

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the update of electric vehicles.

**Transport Strategy and Local Implementation Plan (2019-2041)** – The objectives of the Council’s transport strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; Lewisham’s streets to be safe, secure and accessible to all; Lewisham’s streets to be healthy, clean and green with less motor traffic; and Lewisham transport network to support new development whilst providing for existing demand.

**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.

**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 achieve net zero, for which one of the key requirements is a 27 per cent reduction in car vehicle kilometres travelled by 2030.

**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.

**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.

## 4 Background

- 4.1 There are currently two Air Quality Management Areas (AQMAs) declared within the London Borough of Lewisham and eight Air Quality Focus Areas (AQFAs). Air quality monitoring in Lewisham has shown downward trends in the levels of pollutants since 2014, however there is still significant progress to be made to reduce exposure to pollutants that have a distinct impact on public health.
- 4.2 Improving air quality is integral to the Council’s target of becoming a carbon net-zero borough by 2030. In Lewisham, road transport is one of the main sources of carbon, nitrogen oxides and particulate matter, contributing 25.6%, 64% and 55% of emissions respectively. While the adoption of cleaner vehicles has led to a reduction

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in emissions, ultimately car journeys overall must be reduced. In January 2022, the Mayor of London published a study that stated that traffic must reduce by at least 27% in order to meet net-zero targets.

- 4.3 The Council aims to reduce car dependency and encourage a mode shift to sustainable transport methods by implementing improvements including; increased car club coverage; increased electric vehicle chargepoint coverage; Controlled Parking Zones (CPZs); increased cycle parking, including designating space for new cycle hangars; repurposing kerb space for public realm uses and the greening of high traffic areas.
- 4.4 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 or local shopping facilities and transport hubs, such as train stations. This demand leaves it challenging for local residents to park during certain times of the day or days of the week.
- 4.5 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 to ensure there is more room for pedestrians.
- 4.6 47% of households within the borough do not have access to a private car, but these residents still make use of the borough's streets by either walking, cycling or using public transport. 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.
- 4.7 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.
- 4.8 A proposed three-phased consultation programme has been devised using a data-led approach including a series of parking stress surveys and an assessment of factors which were known to generate kerbside pressure. The heat map outputs from these stress surveys can be found within Appendix F. Areas with the greatest pressures are being prioritised and consulted within the first phase; moderate pressure and those likely to suffer from displacement in the second phase; and those with the least pressure being included in the third phase. The first phase is to include Catford and Deptford as these two areas experience the greatest parking pressures.
- 4.9 To understand the level of parking pressure, Lewisham commissioned targeted parking occupancy surveys across four areas. The purpose of these surveys was to identify areas in the borough currently suffering from high parking occupancy. Surveys were carried out between Wednesday 16<sup>th</sup> June 2021 and Saturday 17<sup>th</sup> July 2021 with daytime surveys carried out between 11am and 2pm, evening surveys carried out between 4pm and 8pm and night surveys carried out between midnight and 5am. The greatest parking pressures were found in Catford and Deptford, and the average occupancy percentage per area can be seen in the table below.

SURVEY AREA	PARKING OCCUPANCY %
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	<b>DAYTIME</b>	<b>EVENING</b>	<b>NIGHT</b>
<b>CATFORD</b>	65%	64%	70%
<b>DEPTFORD</b>	74%	68%	72%

*Parking space occupancy percentage per area (average across all survey days)*

- 4.10 Neighbouring boroughs are also implementing CPZs and there is likely to be parking displacement on Lewisham roads where CPZs occur on borough boundaries. This has been considered as part of the programme delivery, with each phase consulting residents in zones that are adjacent to CPZs in Lewisham and which may be impacted by CPZs in neighbouring boroughs. Officers at Lewisham Council have also consulted with officers at Southwark and Greenwich Councils to discuss the impacts of relevant programmes.

## **5 Sustainable Transport and Parking Improvements**

- 5.1 The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality, road safety and the local street scene. They can be used to enable and encourage sustainable modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that may have otherwise been utilised by those travelling in and parking private vehicles. These measures will help deliver against the Climate Emergency Action Plan and Air Quality Action Plan.

- 5.2 It is intended to consult on a package of measures to improve sustainable modal shift and the street scene. Consultations will be carried out across the borough in a phased approach (see Appendix B), with the first phase of consultations in Catford and Deptford. The following measures will be considered, and included where possible and appropriate:

- Electric vehicle charging points
- Bike hangars
- Dropped crossings (safer crossing points)
- Double yellow lines around junctions
- Tree planting
- Parklets and green spaces
- Footway widening
- Permit parking
- Disabled / loading bays
- Car clubs / cycle hire

- 5.3 Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, improve air quality, regulate parking places, improve road safety, reduce congestion, meet disabled residents' accessibility requirements, provide cycle storage, consider bike hire and e-scooter hire schemes, install electric vehicle charging points and consider the introduction of car clubs. Consideration for the introduction of parklets, greening and outdoor dining spaces can also be given, to

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improve the overall street scene.

- 5.4 The introduction of electric vehicle charging points and bike hangars gives residents the opportunity to consider more sustainable modes of travel for their everyday travel needs by giving them easy access to charge electric vehicles locally, and store bikes securely in hangars on the carriageway, instead of within their homes.
- 5.5 Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help improve road safety by improving visibility for vehicles turning and people wanting to cross.
- 5.6 The implementation of parklets can reallocate space previously used for parking for other activities, including space for residents or local businesses to utilise for social activities and can encourage a café style culture with space for outdoor seating adjacent to local businesses.
- 5.7 Parking restrictions can be used to discourage inconsiderate parking (such as parking on the footway or blocking access), significantly improving accessibility of streets, safety and the overall street scene. Reducing footway parking can lead to a reduction in the overall space available for parking but the introduction of permits can in turn reduce demand on the available spaces (by restricting or removing non-residential parking from within the area), mitigating this reduction in parking space.
- 5.8 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.
- 5.9 An electric vehicle parking policy will be developed with terms and conditions of use to ensure that there will be turnover of parking in EV bays so that residents can be confident in the availability of EV charging points. This will enable residents to make the switch to more sustainable cars.
- 5.10 Any parking permit scheme must be self-financing and cannot be funded through Council Tax income. The revenue generated from parking fees and charges covers the cost of running the scheme which includes enforcement and maintenance of signs and lines. Section 55 of the Road Traffic Regulation Act 1984 specifies how any surplus funds must be dealt with, which includes reinvesting surplus for other transport related purposes.
- 5.11 Lewisham will continue to provide resident and business permits to ensure, wherever possible, dedicated parking spaces are accessible to our local residents and businesses affected by the introduction of such schemes. The introduction of new restrictions will inevitably lead to some displacement of parked vehicles and so, from time to time the Council may review and amend CPZ boundaries, along with other restrictions to ensure these still provide the most benefit for our residents and businesses, whilst also considering the environmental impacts of vehicle movement across the Borough.
- 5.12 When designing permit schemes, exclusions to the scheme may apply. For instance, residents of permit-free developments are not entitled to obtain a permit where this is restricted as part of the grant of planning permission. The same exclusion applies to existing housing estates with off-street parking provision. The Council recognises

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however that a number of these developments are currently surrounded by unrestricted streets and so will allow these residents to purchase a permit for the first year of operation only, as they make appropriate arrangements. As a part of the process requirements will be discussed with Lewisham Homes.

## 6 Design Process

- 6.1 Seeking feedback from the local community on the designs is key to the success of the programme, as they have a great deal of local knowledge and know the issues they would like to see the Council address.
- 6.2 A package of measures will be designed for each street, where appropriate and possible, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and green space, where possible and appropriate.
- 6.3 As a part of our commitment to improving the local environment, sustainable transport improvements will be included in the package of measures wherever possible, with consideration being given to facilities such as cycle hangars and electric vehicle charging points. Existing requests for such facilities can be used to help identify demand and will be considered where possible. Providing secure cycle storage will encourage more residents to consider this sustainable mode of transport, and reduce reliance on motor vehicles.
- 6.4 Any proposed permit parking zones will be designed to utilise physical features, such as open spaces, main roads or railway lines to create logical boundaries. This makes the zone easier for residents and visitors to understand, improving compliance and can also help reduce street clutter by minimising the number of entry / exit points.
- 6.5 Additional event day restrictions will be considered for areas surrounding destinations that regularly draw large numbers of visitors by car, such as stadiums.
- 6.6 The operational hours of any proposed restrictions (other than at any time restrictions being introduced on the grounds of safety) will be informed by the consultation, but the options available will depend on the parking attractors in the local area. Areas experiencing parking pressure within walking distance of major all-day attractors such as town centres, stations and the hospital may not be eligible for shorter operational hours, however areas such as stations can benefit from reduced hours yet still fulfill their purpose of deterring all day commuter parking by restricting parking for a set period during the day.
- 6.7 Any new restrictions introduced will be reviewed, after implementation, taking into consideration the impacts observed and any comments or concerns received.
- 6.8 Permit fees vary based on equalities exclusions, purpose of vehicle and vehicle emissions. The following current permit information can be found on the website:

Permit type	Duration	Charge
Resident	3 months	Emissions based £17.50 – £62.50 (petrol) £30 – £75 (diesel)

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Resident	6 months	Emissions based £35 - £125 (petrol) £60 - £150 (diesel)
Resident	12 months	Emissions based £70 – £250 (petrol) £120 – £300 (diesel)
Resident (Blue Badge holder)	12 month only	Free of charge
Visitor	1 hour (Book of 10)	£16
Visitor	Half day (Max 5 hours)	£3.20
Visitor	Full Day	£6.40
Visitor	1 week	£25.60
Carer	12 months only	Free of charge
Health Trust	12 months only	Emissions based
Business	6 months	Emissions based
Business	12 months	Emissions based £350 - £950 (petrol) £400 – £1,000 (diesel)
Business 'Z' (all zones)	12 months only	Emissions based £650 - £1,250 (petrol) £700 – £1,300 (diesel)
Charity	12 months only	£120

- 6.9 It is acknowledged that the rising cost of living will be a concern for residents and business owners, and that the introduction of CPZs will mean additional costs for residents who own a car. Lewisham's permit pricing structure has been benchmarked against other London boroughs and we have set comparable permit pricings. To assist residents and businesses in this transition period, we will be offering a discount of 15% on the annual permits for the first year within new zones. The Council views this programme as an opportunity to invest in local streets to support the mode shift to active travel and more sustainable vehicles for all residents. Through the introduction of additional Car Club bays, the Council will be supporting residents who may choose to use Car Clubs instead of owning a private vehicle, and to walk, cycle or use public transport for more journeys.
- 6.10 Using vehicle registration technology, surveys were undertaken of vehicles parked in Catford and Deptford to understand their vehicle emissions. Based on this information and projections from existing areas with parking controls in place:

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- On the evening surveyed, there were approximately 1146 vehicles in Catford and 1168 vehicles in Deptford that were identified as likely needing to pay a charge for a parking permit.
- Around 24 per cent of residents with petrol vehicles across Catford and Deptford will pay £100 or less for a 12-month permit.
- It's estimated that the majority of residents with petrol vehicles (79 per cent) will pay under £200 for a 12-month permit, and 62 per cent of residents with diesel vehicles.
- Only around 11 per cent of residents with petrol vehicles will be paying over £200 for a 12-month permit, and around 38 per cent of residents with diesel vehicles.
- It's likely almost all business permits will be under £1000 for a 12-month period.
- Almost 40 per cent of businesses with petrol and diesel vehicles will be paying £500 or under for an annual permit.

Further information about the potential costs impacts of permits can be found in Appendix G.

- 6.11 As part of the communications strategy FAQs will be developed for this project which will identify alternative and more affordable travel options for residents, including active travel and public transport, alongside existing concessionary fares funded by the council, for example Freedom Pass, Lewisham's cycle loan scheme and the reduced rates of zero-emission vehicles.

## 7 Engagement and consultation approach

- 7.1 The engagement and consultation approach will include the following steps:

- Step 1: Communications and behaviour change priming (ongoing throughout)
- Step 2: Early key stakeholder engagement
- Step 3: Public consultation
- Step 4: Analysis and reporting

- 7.2 The engagement and consultation programme is intended to be inclusive to all sections of the community. Traditionally responses to consultations on these types of schemes have tended to come from those who own a vehicle. Although we still want to hear from motorists, there will be some activity targeted towards certain networks and community groups to ensure the responses are representative of the Lewisham population, not just those who drive. Improving the number of responses from these groups will also help boost the overall response rate.

- 7.3 Consultation activities over the course of the programme will be designed to capture the attention of the local population and make them think about the street in which they live and improvements they would like to see. Consultation activities to be used will be designed to draw responses from those that wish to see improvements in their neighbourhoods appearance, air quality and climate action, rather than just those experiencing parking or traffic related issues.

- 7.4 Consultation activities will also be designed to encourage residents to consider the positive impacts of changes to the public space on-street and how they may benefit them and their area.

- 7.5 There will be specific engagement with residents of car-free developments who are not permitted to hold or apply for a parking permit as part of the terms of the planning

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agreements with Developers. As on-street parking is free across most of the borough and on many roads neighbouring car-free developments, it is likely that some residents of car-free developments may own a car. By introducing CPZs in these areas, the scheme will be supporting the planning obligations of these estates and the Council will support those residents to make more sustainable choices through implementing Car Club bays and promoting use of walking and cycling routes as well as existing public transport.

- 7.6 The engagement and consultation programme will not solely focus on parking provision. There will be a holistic approach to implementing various improvements across the borough, with the intention of reducing vehicle journeys and encouraging mode shift to sustainable transport. A copy of draft communications and engagement materials and plan can be found in Appendix D.
- 7.7 Response rates to these types of consultation are typically quite low with rates often between five and 10 per cent. If while the consultation process is in progress response rates are appearing lower than anticipated, some targeted communications and engagement will be carried out in areas with lower response rates. This could include door-knocking surveys and additional marketing and promotional materials.
- 7.8 As a part of the consultation process for each phase, residents will be asked if they support the proposed changes in their street.
- 7.9 Communications will highlight the impacts of displaced parking and therefore the need to implement changes at an area-wide level. For this reason, the consultation will cover an area considered to be affected by both existing and potentially displaced parking.
- 7.10 To ensure transparency, the consultation will seek to understand if residents will support changes being implemented in their street, if surrounding streets are supportive to the introduction of changes including parking schemes.
- 7.11 If additional engagement or consultation is needed in areas where there is significant conflict of need between streets/neighbourhoods, this will be considered.
- 7.12 The questionnaire will start with questions on the overarching aims of the programme, followed by questions on the package of neighbourhood improvements and sustainable transport measures proposed for their street. The questionnaire will also be used to help populate information into the Equalities Impact Assessment (EqIA).
- 7.13 The proposed costs for the consultation and engagement exercise and designing the kerbside management restrictions for the whole programme (including three phases and existing CPZ reviews) has been provided below:

<b>Phase</b>	<b>Cost</b>
Project management	£30,000
<b>Phase 1</b>	
Consultation	£50,000
Inventory survey and design	£91,300
<b>Phase 2</b>	
Consultation	£70,000
Inventory survey and design	£97,500

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<b>Phase 3</b>	
Consultation	£68,000
Inventory survey and design	£95,800
<b>Reviews</b>	
Consultations of existing areas	£51,000
<b>Total</b>	<b>£553,600</b>

## 8 Decision making

- 8.1 Individual comments and concerns will be considered, and feedback will then be collated on a street-by-street basis. As opposed to previous guidance that CPZs are implemented where over 50% of consultees are in support, it is recommended that the Parking Policy (2014) be updated so that engagement exercises are recognised as consultations rather than referendums.
- 8.2 In the years since the Parking Policy (2014) was published, the Council has declared a Climate Emergency, set out an ambitious Air Quality Action Plan, the population in the borough has grown to exceed 300,000 people, and car ownership has reduced to 47% of households. The Parking Policy requires updating to reflect the needs of Lewisham residents and contemporary policy guidance.
- 8.3 Going forward, the decision whether to implement sustainable transport and parking improvements should be based on officer recommendations which consider consultation responses in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs. This information should be looked at over a wider area to decide whether to include individual streets, taking into consideration factors such as the risk of displacement. Knowing the level of support and collating local knowledge from the residents in the responses will inform the final design of any improvements.
- 8.4 Consultation feedback received from residents of car-free developments will need to be considered in the context of the planning obligations of those developments, which states that residents are not permitted to apply for or hold a parking permit.
- 8.5 After the consultation outlined above has concluded, designs for any improvements will be finalised. These will then proceed to Mayor and Cabinet for a decision on whether to proceed to statutory consultation for the making of the Traffic Management Orders (TMO), in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The statutory consultation will provide residents with a further opportunity to raise any concerns or objections which will be considered through a delegated authority report, which will be outlined in future reports to Mayor and Cabinet.

## 9 Conclusion and proposed next steps

- 9.1 The core aim of this paper is to seek agreement of the phased consultation on sustainable transport and parking improvements in the proposed areas highlighted in Appendix B, initiating with the first phases in the Catford and Deptford areas. These improvements will help deliver against a number of targets set in existing policies by encouraging people to walk and cycle more; improve air quality and climate action; improve road safety and reduce traffic.
- 9.2 Following agreement of the recommendations in this paper, consultation responses

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will be assessed by officers in conjunction with data of parking pressure, road safety, air quality, and walking and cycling needs, and will be reported to Mayor and Cabinet for a decision as to whether to proceed to implementation and the statutory consultation process. Any necessary TMOs required to implement changes will be developed and returned to Mayor and Cabinet for endorsement and approval, before proceeding to advertisement of statutory consultation.

## 10 Financial implications

- 10.1 This report is asking for approval to consult on and design sustainable transport and parking improvement measures across the borough. The costs (£550k) identified in paragraph 7.13 above have been estimated to cover the entire programme.
- 10.2 Financial resources have been set aside corporately (there are also S106 funds available) to cover the estimated consultation and design costs. As stated in section 5.10 above, under s55 of the Road Traffic Act 1984, these costs are recoverable from income generated from the implemented scheme. If the decision was taken not to proceed with implementation, these costs will become sunk and abortive costs.
- 10.3 As this report suggests, the programme will be consulted on in three phases. The necessary funding will be made available as and when required. This provides prudent mitigation against the risk of the entire sum being classed as sunk. Phase 1 costs and the project management costs have been estimated at £170k.
- 10.4 If agreed, (post consultation), future implementation programme costs could be funded from applicable S106 monies and existing allocated Capital money as well as corporate resources. Further financial implications will be provided as required at the appropriate time.

## 11 Legal implications

- 11.1 The Council has various powers to make alterations and improvements to its highways. In addition Section 39 of the Road Traffic Act 1988 requires the Council to prepare and implement a programme of measures to improve road safety, and includes the power to engineer roads to make them safer.
- 11.2 The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders, the procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed.
- 11.3 Section 122 of the RTRA imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) 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'.

The matters set out in S122(2) are:-

- The desirability of securing and maintaining reasonable access to premises
- The effect on the amenities of any locally affected and (without prejudice to the generality of this paragraph), the importance of regulating and restricting the use

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- of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run
  - The strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
  - 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
  - Any other matters appearing to the local authority to be relevant.
- 11.4 Part 2 of The Traffic Management Act 2004 (TMA) places a network management duty on local traffic authorities in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. S18 of the Act enables the Secretary of State to issue guidance to local traffic authorities to which they must have regard when exercising their network management duty under the Act. On 1 April 2022, the Secretary of State for Transport issued additional statutory guidance under Section 18 of the Traffic Management Act 2004 (“the act”). It applies to all highway authorities in England, who are required to have regard to the guidance to deliver their network management duty under the act. It is effective from the date of publication.
- 11.5 It does not replace the original Network management duty guidance published in November 2004 but provides additional advice. In particular, it may guide authorities in how to make permanent and capitalise on changes made during the pandemic, to help meet the ambitions set out in Gear change.
- 11.6 Where the Council undertakes consultation (whether statutory or not) any consultation responses must be considered by the Council with a receptive mind and it must be prepared to change course if persuaded. However, there is no duty to adopt the views of consultees.
- 11.7 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It 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.

In summary, the Council must, in the exercise of its function, 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 persons who do not share it
  - The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, 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.
- 11.8 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The

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guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:  
<https://www.equalityhumanrights.com/en/publication-download/technical-guidancepublic-sector-equality-duty-england>.

- 11.9 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty: The essential guide to the public sector equality duty, Meeting the equality duty in policy and decision-making, Engagement and the equality duty, Equality objectives and the equality duty, Equality information and the equality duty.
- 11.10 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

## 12 Equalities implications

- 12.1 A full Equality Impact Assessment (EqIA) has been carried out and can be found in Appendix D. This will be reviewed and amended during and after the consultation exercise.
- 12.2 The 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 12-month 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-permit-charges>
- 12.6 Designs will consider historic requests for blue badge parking bays and these will be included where possible.

## 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. 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

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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 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.

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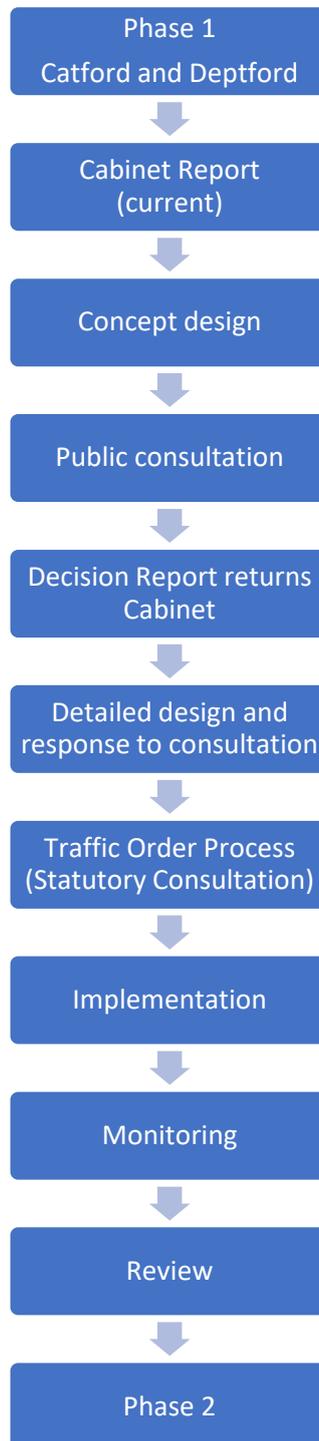
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## Appendices

### Appendix A – Process milestones

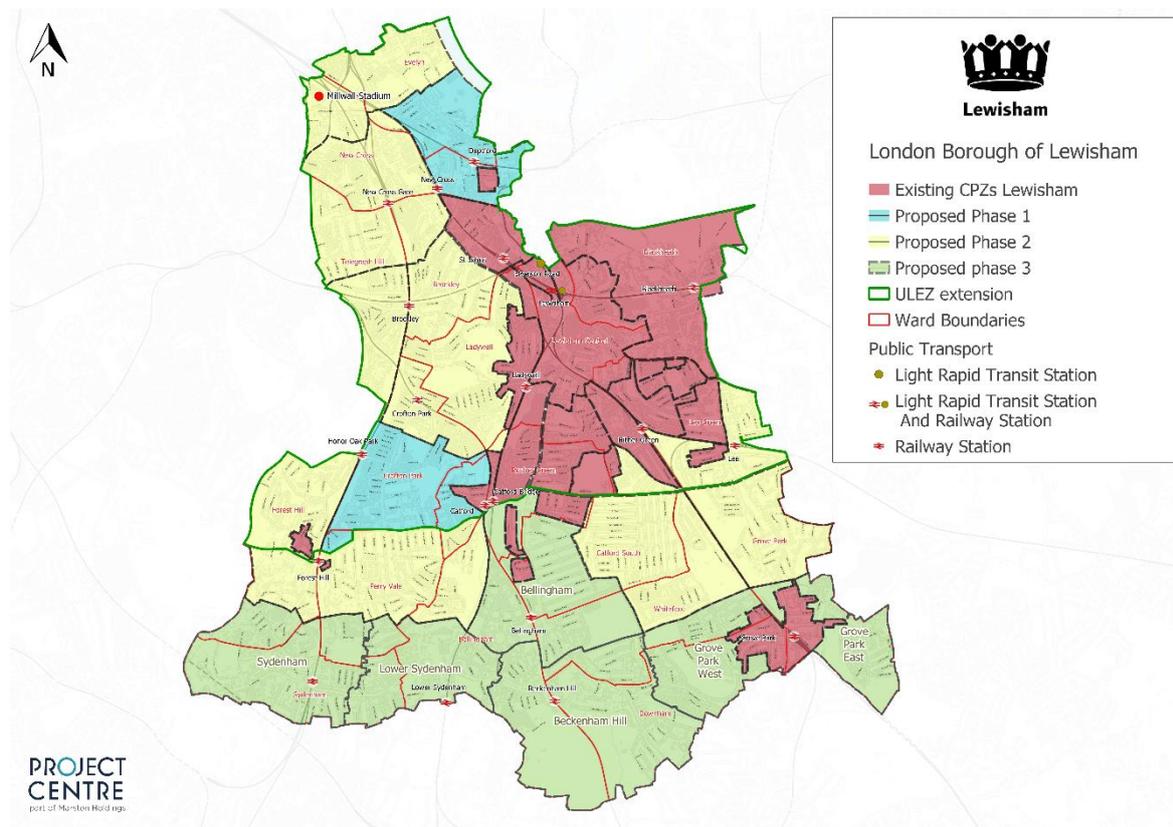


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## Appendix B – Existing CPZs and Proposed Consultation Schedule



Phase	Area	Timeframe
1	Catford and Deptford	October 2022 – January 2023
2	Forest Hill, Grove Park & Lee, Brockley, New Cross Gate and Evelyn	January 2023 – May 2023
3	Bellingham, Grove Park East, Grove Park West, Beckenham Hill, Sydenham and Lower Sydenham	May 2023 -

(Please note: an updated enhanced plan will be provided for the final report, which will show an overlay of ward boundaries, defining titles for each new potential zone and the the Phase 3 areas more defined with separate zone boundaries).

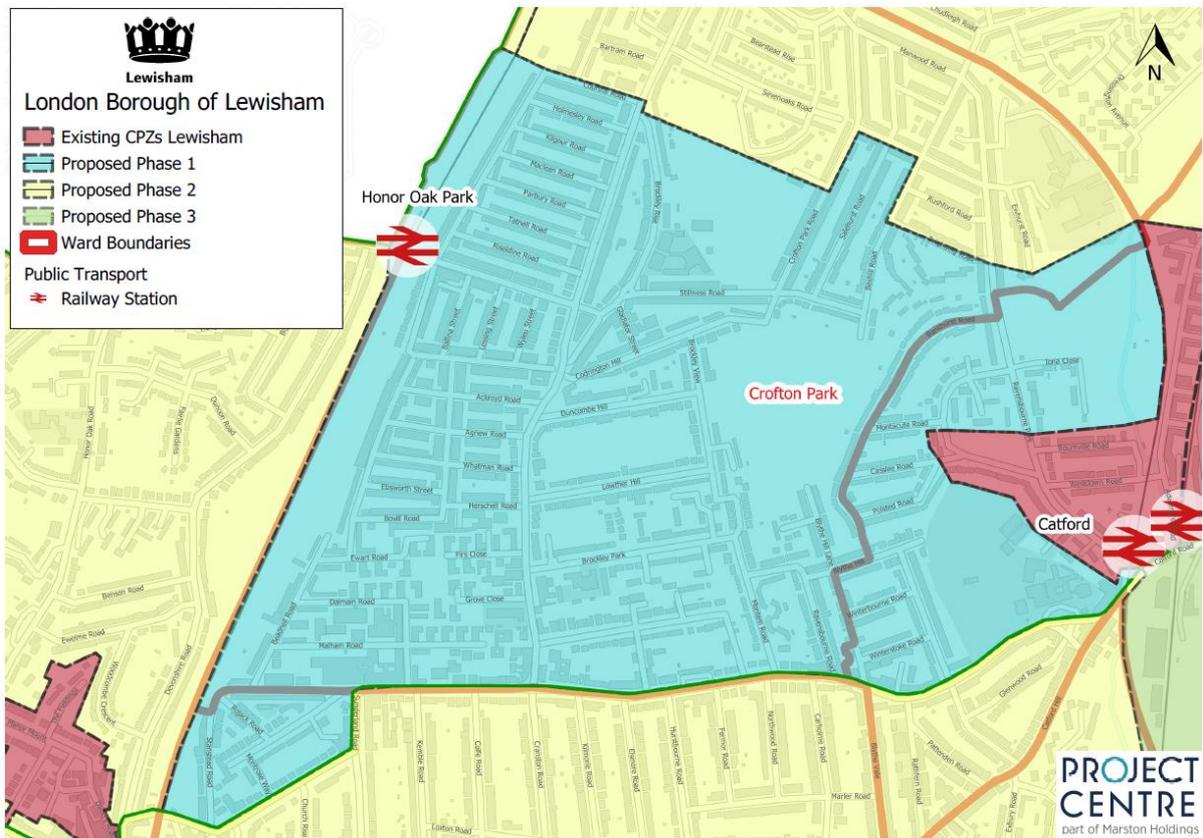
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# Phase 1 Consultation Areas

## Catford

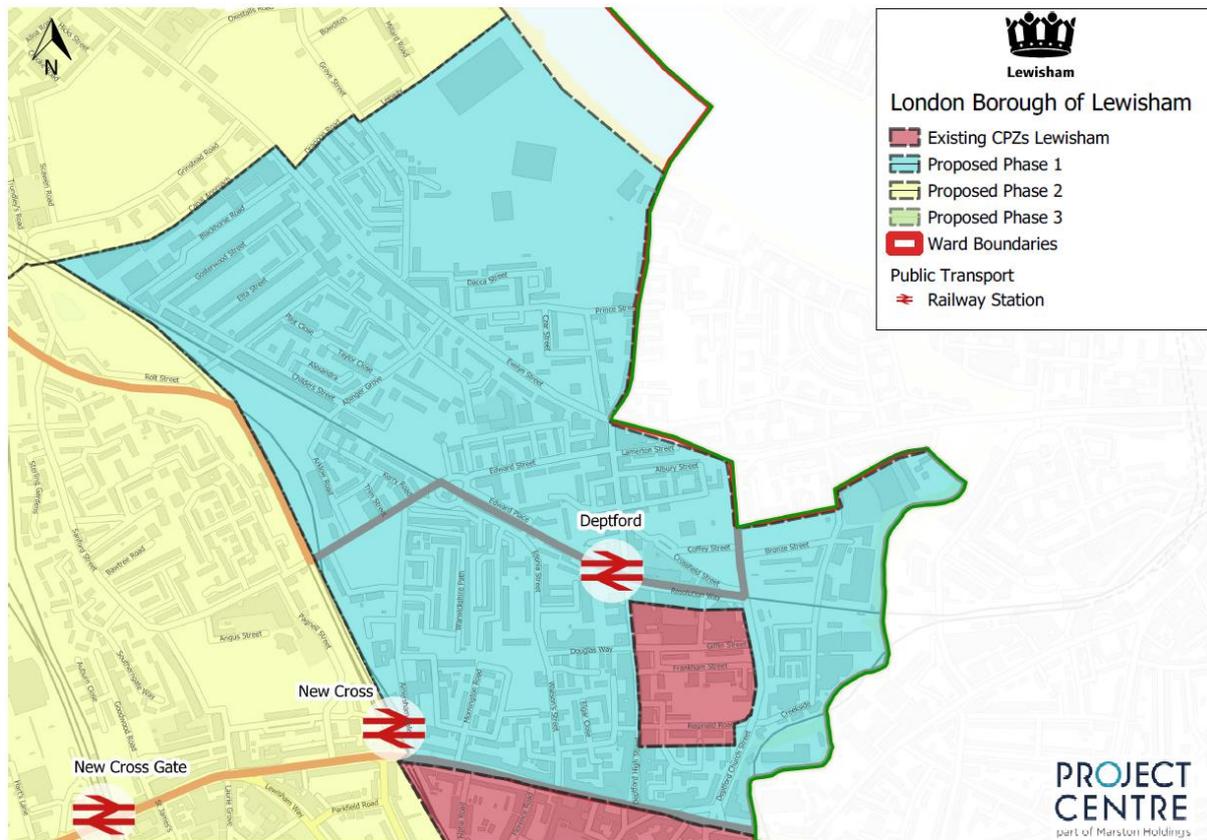


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# Deptford



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## Appendix C – List of roads within Phase 1 consultation

### Deptford Consultation Area

The roads within the proposed Deptford area to be consulted fall within the Deptford and Evelyn wards and are contained within the table below.

Deptford – road names in consultation area		
ABINGER GROVE	DEPTFORD HIGH STREET	NAPIER CLOSE
ADOLPHUS STREET	DEPTFORD CHURCH STREET	NEW KING STREET
ALBURY STREET	DORKING CLOSE	OCTAVIUS STREET
ALVERTON STREET	DOUGLAS WAY	PAYNE STREET
AMERSHAM GROVE	EDWARD PLACE	PRINCE STREET
AMERSHAM VALE	EDWARD STREET	REGINALD SQUARE
AREA 1 (GROVE STREET)	ELGAR CLOSE	ROCHDALE WAY
ARKLOW ROAD	ETTA STREET	ROLT STREET
BAILDON STREET	EVELYN STREET	ROLT STREET 2
BARNES TERRACE	FFINCH STREET	ROYAL CLOSE
BEECH CLOSE	GLENVILLE GROVE	ROYAL NAVAL PLACE
BLACKHORSE ROAD	GOSTERWOOD STREET	SAYES COURT STREET
BRONZE STREET	GRINLING PLACE	SPEEDWELL STREET
CHILDERS STREET	GROVE STREET	STANLEY STREET
CLYDE STREET	HAMILTON STREET	STAUNTON STREET
COFFEY STREET	HYDE STREET	TRIM STREET
COMET PLACE	IDONIA STREET	VIOLET CLOSE
COMET STREET	KERRY ROAD	WALNUT CLOSE
CROSS FIELD STREET	LAMERTON STREET	WATSONS STREET
CREEKSIDE	LARCH CLOSE	
CZAR STREET	MARY ANN GARDENS	
DECCA STREET	MORNINGTON ROAD	

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## Catford Consultation Area

The roads within the proposed Catford area to be consulted fall within the Crofton Park, Rushey Green and Perry Vale wards and are contained within the table below.

Catford – roads names in consultation area		
ACKROYD ROAD	DALMAIN ROAD	OSBORN LANE
ADENLAINE AVENUE	DUNCOMBE HILL	PARBURY ROAD
AGNEW ROAD	EBSWORTH STREET	PARK RISE ROAD
AUSTIN CLOSE	EWART ROAD	POLSTED ROAD
BALLINA STREET	FAVERSHAM ROAD	RAVENSBOURNE PARK
BANKHURST ROAD	FIRS CLOSE	RAVENSBOURNE PARK CRESCENT
BEADNELL ROAD	GABRIEL STREET	RAVENSBOURNE ROAD
BEXHILL ROAD	GARTHORNE ROAD	RIELDINE ROAD
BLYTHE CLOSE	GLADIATOR STREET	ROCKBOURNE ROAD
BLYTHE HILL	GRIERSON ROAD	ROJACK ROAD
BLYTHE HILL LANE	GROVE CLOSE	SALEHURST ROAD
BOVILL ROAD	HERSCHELL ROAD	ST GERMAN'S ROAD
BRIGHTLING ROAD	HOLMESLEY ROAD	STANSTEAD ROAD
BROCKLEY PARK	HONOR OAK PARK	STILLNESS ROAD
BROCKLEY RISE	KILGOUR ROAD	STONDON PARK
BROCKLEY VIEW	LESSING STREET	TATNELL ROAD
BUCKINGHAM LANE	LOWTHER HILL	WASTDALE ROAD
CASLEE ROAD	MACLEAN ROAD	WHATMAN ROAD
CHILTHORNE CLOSE	MALHAM ROAD	WINTERBOURNE ROAD
CODRINGTON HILL	MONTACUTE ROAD	WINTERSTOKE ROAD
COURTRAI ROAD	MONTEM ROAD	
CROFTON PARK ROAD	MONTROSE WAY	

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## Appendix D – Communications and engagement plan

These key messages are in draft and will be finalised once concept designs for each street have been further developed. The below details the overarching key messages, however all consultation materials will be tailored to the specific local streets and designs included in the consultation.

The key messages will be used throughout the engagement and consultation phase, including for website content, promotional and consultation materials (eg survey) and correspondence.

### Overarching

- We want 80 per cent of all journeys in Lewisham to be made by walking, cycling or public transport by 2041.
- Achieving this will help us tackle the climate crisis, reduce congestion, improve air quality and road safety, and make our neighbourhoods greener, healthier, and more enjoyable places to live, work, play and do business.
- To help enable and encourage more people to walk, cycle and use public transport, we're exploring how footways and road space are being used in your local streets.
- We're proposing to consult on changes across Catford and Deptford in the first phase to deliver streets that respond to the needs of the community and enhance local spaces.
- Some of the changes we're proposing include:
  - Wider footways, to improve safety and create space for outdoor dining in high streets
  - Safer crossing points and junctions
  - Electric vehicle charging spaces
  - Cycle storage hangars and cycle hire bays
  - More trees and planting, including parklets
  - Car club parking
  - Dedicated space for blue badge parking and loading bays to improve access for local businesses
  - Permit zones to prioritise parking for local residents
- In some areas, the changes proposed respond to feedback from the local community, including requests for cycle storage, permit zones, electric vehicle charging points and blue badge parking bays.
- The changes we're proposing will make better use of footways and road space and improve local streets by improving road safety and reducing noise, traffic, and air pollution.

### Consultation and engagement

- Local people know their neighbourhood best and we want you to help us create streets that meet your needs and make your neighbourhood greener, safer, and more enjoyable places to live and work.
- We're asking residents and businesses in Catford and Deptford to consider the proposals for their streets and provide us with feedback via a survey.
- The survey will help us understand how footways and road space is being used in your street, and how you think it could be used in future, so we can create more space for people to walk, cycle, use public transport and enjoy their streets.
- If you don't live or work in Catford or Deptford, you can still complete the survey and provide your feedback.
- No decisions about these proposals in Catford or Deptford have been made.
- Your feedback will help shape the next steps for the proposals and we'll share the outcomes of this consultation before we make any decisions.

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Task	Method
<b>PROJECT MANAGEMENT, PREPARATION AND PLANNING</b>	
<b>Develop communications and engagement materials</b>	<b>Communications collateral:</b> Consultation leaflet, Frequently Asked Questions, Survey, Social media content, Promotional material (poster), briefing packs and web page.
<b>Councillor / MP briefings</b>	Briefing materials prepared for Councillors/MPs.
<b>PHASE 1: COMMUNICATIONS AND BEHAVIOUR CHANGE PRIMING</b>	
<b>Social media content</b>	Develop content plan with key messaging, channel, timings, and images (where available/provided)
<b>Council communications</b>	LBL to review upcoming communications and engagement occurring in Deptford and Catford, and embed key messaging and public consultation opportunity as relevant: <ul style="list-style-type: none"> <li>• Lewisham Homes newsletter</li> <li>• Winter 2022 Lewisham Life</li> <li>• Relevant local press</li> <li>• Website and email newsletter</li> <li>• NextDoor and WhatsApp</li> </ul>
<b>Before and after visualisations</b>	Before and after visualisations of high streets, residential streets, and other street locations to show future uses for car parking.
<b>PHASE 2: EARLY KEY STAKEHOLDER ENGAGEMENT</b>	
<b>Community advocate engagement</b>	1:1 Discussions with local community advocates (e.g., Lewisham London Cycling Campaign, Lewisham Pensioners' Forum, Lewisham Parent and Carers' Forum) to share upcoming proposals, engagement, and consultation plan, and equip with key messaging to mobilise and prime local groups and communities.
<b>Key stakeholder meetings (virtual)</b>	Seven community group sessions: <ul style="list-style-type: none"> <li>• Active travel groups</li> <li>• Residents' groups</li> <li>• Business group/local chamber</li> <li>• Age and disability</li> <li>• Youth representative groups</li> <li>• Environmental groups</li> </ul> Present and seek feedback on proposals, communications, and public consultation.
<b>PHASE 3: PUBLIC CONSULTATION</b>	
<b>Consultation webpage</b>	Catford and Deptford online consultation to be live for six weeks. Interim analysis of responses at end of week three to understand if approach needs to be adapted.
<b>Phone line established</b>	Dedicated phone line established for project for public to request call back and/or alternative survey options, provide feedback or find out more. Voicemail service only.
<b>Consultation leaflet</b>	Delivered to all properties in scope outlining: <ul style="list-style-type: none"> <li>• Online consultation</li> <li>• Phone line</li> <li>• Street pop-up locations/dates</li> </ul>

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	<ul style="list-style-type: none"> <li>Alternative participation options (e.g., translated materials, hard copy etc)</li> </ul>
<b>Pop-ups</b> a) <b>Streets</b> b) <b>Schools</b> c) <b>Social housing</b>	Street pop-ups will occur in heavy footfall areas throughout Catford and Deptford: <b>Streets (examples only)</b> <ul style="list-style-type: none"> <li>Catford Market</li> <li>Catford Rail Station</li> <li>High street location (Catford)</li> <li>Deptford Market</li> <li>Deptford Rail Station</li> <li>High street location (Deptford)</li> </ul> <b>Social housing:</b> join social housing community engagement events/days. <b>Schools:</b> pop-ups at school pick-up times in Catford and Deptford.
<b>PHASE 4: ANALYSIS AND REPORTING</b>	
<b>Consultation analysis</b>	Analysis of responses with a breakdown summary per survey question. Quality assurance of analysis output completed by PCL.
<b>Reporting</b>	Summary report including background, consultation programme overview, analysis, recommendations (as agreed with client), proofing, and design.

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## Appendix E – Equality Impact Assessment (EqIA)

The need to undertake an Equality Impact Assessment (EqIA) arises from Section 149 of the Equality Act 2010. It is meant to help public bodies to tackle prejudice, promote understanding and advance equality of opportunity for persons who share a relevant 'protected characteristic'. Protected characteristics are Age, Disability, Gender reassignment, Marriage and civil partnership, Pregnancy and maternity, Race (ethnicity), Religion or belief, Sex, Sexual orientation.

The EqIA ensures proposals are fair, do not negatively impact equality groups in disproportional ways and do generally impact all groups positively. As engagement and proposals progress, the EqIA will be reviewed and updated accordingly.

This EqIA is evaluating the impact of the proposed Sustainable Transport and Parking Improvements on the different groups.

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**Scheme** To carry out an engagement exercise to ascertain the level of support for sustainable transport and parking improvements in three phases across those areas of the borough not currently within a controlled parking zone. Using a data led approach the Council created a proposal for a three phased consultation identifying and prioritising areas across the borough which would potentially benefit from improvements.

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**Aim** The primary aim is to ascertain the level of support for proposals that would help reduce car dependency and encourage a mode shift to sustainable transport methods and enhance the public realm.

The improvements aim to manage the kerb space more efficiently and provide residents with more opportunities to park in areas where demand currently outstrips the available space. The restrictions enable the demand for parking to be distributed more fairly, catering for local residents' needs whilst being mindful of amenities and businesses in the area.

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**Progress** A report has been produced to go to Cabinet Committee on the 14<sup>th</sup> September 2022. The report is recommending authority to consult. The proposed consultation would be carried out in a phased approach consulting those roads in the borough not currently within a controlled parking zone. The consultation is proposed to be carried out in three phases, with the areas known to experience the greatest parking pressures being consulted first.

The present EqIA intends to measure the impact of the proposed consultation and improvements on the different Protected Characteristic groups.

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**Positive impacts**

Any sustainable transport and parking improvements will impact all groups positively overall and in particular the ones that may traditionally suffer from inequalities such as children, young adults, disabled people, pregnant women and young mothers, members of the LGBT community and BAME groups.

**Health**

Sustainable transport improvements will enable residents and visitors to make more sustainable and healthier travel choices through the provision of facilities such as bike hangars. Parking zones can also encourage people to think about how they travel to an area, particularly for work.

Residents can find themselves driving round nearby streets trying to find somewhere to park as the spaces around their property are taken up by vehicles used by people that do not live in the area. This can cause frustration and impact on when residents choose to use their vehicles. Introducing restrictions that increase the likelihood of residents being able to park may help improve some residents' mental health and quality of life.

**Equality & Diversity**

The proposal may benefit those who report being uncomfortable with parking some distance from their homes and walking back (particularly in the dark) as availability of parking spaces should be improved. This concern is often reported by young females and older people but can include those within sexual orientation and gender reassignment groups. Parking restrictions such as double yellow lines on the corners of junctions aim to improve visibility for all pedestrians and approaching traffic, but this will see the greatest benefit in younger and some disabled groups.

**Environment & Climate Change**

Sustainable transport and parking improvements may reduce the appeal of travelling by private car and therefore encourage residents and visitors to consider more sustainable alternatives. A parking zone would also help reduce carbon emissions by enabling residents to park more easily, with them no longer needing to drive around looking for an available space. An emissions-based pricing system will encourage residents to own more efficient vehicles.

Parking restrictions can encourage commuters and local employees to consider alternative ways of getting to work, as anyone driving to work by car has an impact on parking availability, traffic congestion and air quality. The introduction of restrictions is often the push to make people think about how they travel to a location and can lead to quieter streets.

**Road Safety**

Waiting restrictions can be considered as a part of the improvements and these can have a positive impact on road safety if introduced at locations such as junctions and bends. Parking bays can also be designed in such a way as to act as traffic calming measures. These restrictions can also be introduced at or near to crossing points improving the visibility of pedestrians and approaching traffic.

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**Negative impacts** Sustainable transport and parking improvements have the potential to negatively impact on those who require a motor vehicle to visit an area with additional parking restrictions or parking space being re-allocated for use such as bike hangars or green space. The risk is greater for those registered as disabled or those supporting or caring for a relative or friend with a disability in the area.

The introduction of permit parking in an area residents could previously park for free may negatively impact on certain groups, particularly those on lower incomes.

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**Mitigations required** Inclusive communications and engagement  
All of our consultation and engagement activities will help shape the development of a robust Equality Impact Assessment (EqIA), demonstrating LBL's compliance with their Public Sector Equality Duty (PSED).

Stakeholder and community insights can ensure the EqIA identifies where members of the community may be disproportionately impacted, determine appropriate mitigations, and ensure decision-making processes are more inclusive.

Some of the way we'll mitigate against barriers to participation include:

We'll endeavour to mitigate against all barriers to participation to encourage and enable everyone in the community to participate. Some ways we'll do this include:

- Actively monitor participation demographics and identify ways to encourage participation among less represented people/groups
- Work with groups like AgeUK, carer networks and local mobility forums to engage with older and disabled people, and ensure this engagement meets accessibility standards
- Engage with established forums to connect with people in ways they are already active and comfortable, reducing reliance on them to engage with less familiar or trusted channels – like Places of Worship and community groups
- Translate materials into languages other than English where appropriate
- Make it easy for people who are time poor to participate, by going to where they are likely to be – schools, markets, and transport hubs
- Ensure there isn't an overreliance on digital/social media participation to reduce the risk of digital exclusion

Mitigations for disabled residents and visitors

Disabled residents and visitors would not be negatively impacted as blue badges would be exempt from limited waiting times introduced by any proposed restrictions and the restrictions may enable them to park closer their destination. Residents will also have the facility to purchase visitor permits to allow their visitors to park within any proposed parking zone.

Mitigations for low-income residents

To assist those on a lower income that use a vehicle for work they will be able to apply for a permit at a discounted rate in the first year, rising in the second year and then full price in the third year. This will also allow them time to change their vehicle to a more efficient one to take advantage of the emissions-based permit pricing.

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**Monitoring** The success of any of the improvements will be measured against feedback and subsequent adjustments can be proposed to help mitigate any potential issues that arise

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**Overall**

All groups will be positively impacted overall by the improvements as they will help deliver environmental, health and road safety benefits to all residents and visitors to the area. It is recognised however that for some protected groups that must take journeys by motor vehicle, they will be disproportionately negatively impacted, however, a number of these will be catered for in the provision of blue badges, visitor permits, discounted business permits in years one and two and emissions-based permit pricing.

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Detailed EQIAs will be included in reports following consultation for each of the separate zones.

**Is this report easy to understand?**

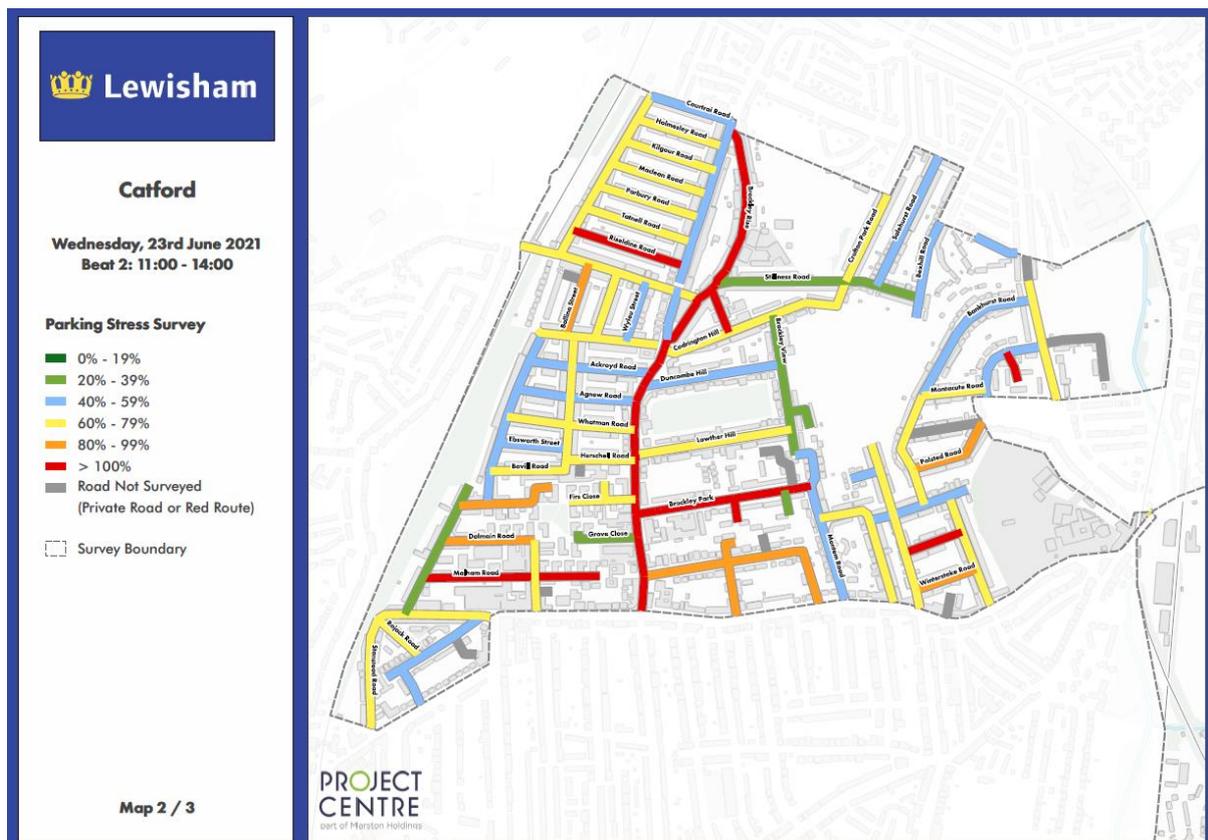
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## Appendix F – Parking Stress Surveys

### Catford Parking Stress Surveys

- Catford is the largest area with parking capacity of 4199 spaces. The night survey, like most other areas, recorded the highest percentage of parking pressure.
- Streets with over 100% parking stress at all times were Casslee Road and Riseldine Road. These two streets are very convenient for access to Catford and Honor Oak Park stations respectively. Others within the area with pressures above 80% include Winterstoke Road, Winterbourne Road, St German's Road, Park Rise Road, Chilthorne Close and Buckingham Lane.
- Apart from the Saturday evening, the northern section of the area (near Honor Oak Park Station) has a noticeably high parking stress. Including Riseldine Road, the surrounding streets are consistently above 60%-79% parking stress. Introducing a controlled parking zone within just this area will only displace the problem and cause parking pressures on the surrounding streets.
- Another area which has consistent high parking pressure includes the area south of Brockley Park between Grove Close and Winterstoke Road. During the week this area has a number of streets which fluctuate between high and very high, implying a parking stress of at least 80% consistently.



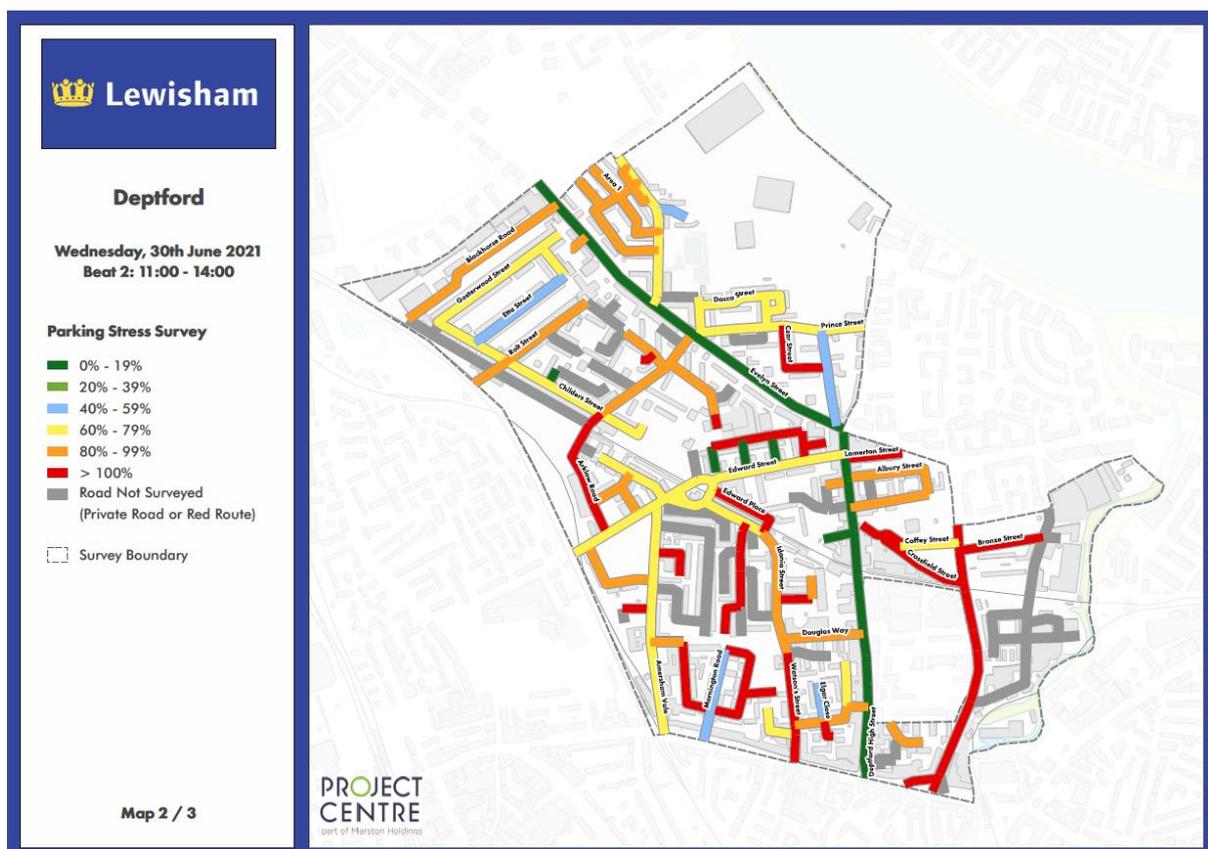
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## Deptford Parking Stress Survey

- Deptford has a capacity for 1973 parking spaces, with an average parking stress of 71% for the overall area.
- During the night time surveys the average parking stress was 72%. During the midweek surveys it was found that the parking pressures were significantly higher in the daytime and evening than during the night. The daytime survey for Wednesday and Thursday had an average of 81% parking stress compared to a drop to 62% on Saturday. For the evening survey the fall in pressure was similar going from 74% to 57% from the weekdays to the weekend.
- There is an average parking pressure between 11am-2pm on Wednesday and Thursday of 81%. This can be seen in the heatmaps located in the appendix with a number of the streets showing very high levels of stress (in excess of 100%)
- This area borders the Royal Borough of Greenwich where there is an existing CPZ in operation (12-2 weekdays) as well as a number of large new build developments of flats with little to no parking provision on site.



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### Appendix G – Snapshot ANPR Data

The below snapshot data was captured in Deptford and Catford ANPR surveys and translated into potential residents and business permits. These surveys do not take account of visitors or commuters, however they were taken in the evening so it is likely that very few commuters were captured.

Emissions Based Bands (bands reflect HMRC banding of vehicles)

<b>Emissions Based Band</b>	<b>Pre-2001 (engine size, cc)</b>	<b>Post-2001 (emissions, CO2g/km)</b>	<b>Example vehicle in band</b>
1	0-1300	0	<i>Electric Vehicles</i>
2	1301-1400	101-110	<i>VW Golf Hatchback 1.0L</i>
3	1401-1450	111-120	<i>VW Passat 1.4L</i>
4	1451-1500	121-130	<i>Nissan Quashqai 1.2L</i>
5	1501-1575	131-140	<i>Audi A3 1.4L</i>
6	1576-1650	141-150	<i>Ford Focus Titanium 2.0 TDCi</i>
7	1651-1750	151-165	<i>Ford Mondeo 2.0L</i>
8	1751-1850	166-175	<i>Peugeot 308 1.6L</i>
9	1851-1975	176-185	<i>Range Rover Velar 2.0</i>
10	1976-2100	186-200	<i>Alfa Romeo 147 1.6L</i>
11	2101-2500	201-225	<i>Audi A8 3.0L</i>
12	2501-2750	226-255	<i>Mercedes Benz C-Class 350</i>
13	2751+	256+	<i>Range Rover Sport 5.0 V8 Supercharged</i>

Total split of vehicles identified in two areas

Area	# of Vehicles	Diesel	Electric Diesel	Electric	Gas Bi-Fuel	Hybrid Electric	Petrol	Unknown
Catford	1146	216	1	17		75	781	56
Deptford	1168	254	1	20	1	64	746	82
Total	2314	470	2	37	1	139	1527	138

## Residential Permit

The projection of no. of vehicles that may uptake Resident Permit is based on the current % of permit sales.

Emissions Based Band	# of vehicles in each band	% of total vehicles in each band	Petrol Vehicles					Diesel Vehicles				
			Permit Price (3 months)	Permit Price (6 months)	Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (3 months)	Permit Price (6 months)	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	106	6%	£17.50	£35.00	£70	48	4%	£30.00	£60.00	£120	58	14%
2	142	8%	£21.25	£42.50	£85	101	8%	£33.75	£67.50	£135	41	10%
3	170	10%	£25.00	£50.00	£100	129	10%	£37.50	£75.00	£150	41	10%
4	212	13%	£28.75	£57.50	£115	167	13%	£41.25	£82.50	£165	44	11%
5	224	13%	£32.50	£65.00	£130	187	15%	£45.00	£90.00	£180	37	9%
6	210	12%	£36.25	£72.50	£145	180	14%	£48.75	£97.50	£195	30	8%
7	244	14%	£40.00	£80.00	£160	200	16%	£52.50	£105.00	£210	44	11%
8	100	6%	£43.75	£87.50	£175	80	6%	£56.25	£112.50	£225	20	5%
9	71	4%	£47.50	£95.00	£190	58	5%	£60.00	£120.00	£240	12	3%
10	84	5%	£51.25	£102.50	£205	62	5%	£63.75	£127.50	£255	22	6%
11	56	3%	£55.00	£110.00	£220	29	2%	£67.50	£135.00	£270	27	7%
12	43	3%	£58.75	£117.50	£235	22	2%	£71.25	£142.50	£285	21	5%
13	25	1%	£62.50	£125.00	£250	22	2%	£75.00	£150.00	£300	3	1%

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## Business Permit

The projection of no. of vehicles that may uptake business permits is based on the current % of permit sales

Emissions Based Band	#of vehicles in each band	% of total of vehicles in each band	Petrol Vehicles			Diesel Vehicles		
			Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	11	6%	£350.00	5	4%	£400.00	6	14%
2	15	8%	£400.00	11	8%	£450.00	4	10%
3	18	10%	£450.00	14	10%	£500.00	4	10%
4	22	13%	£500.00	18	13%	£550.00	5	11%
5	23	13%	£550.00	20	15%	£600.00	4	9%
6	22	12%	£600.00	19	14%	£650.00	3	8%
7	26	14%	£650.00	21	16%	£700.00	5	11%
8	10	6%	£700.00	8	6%	£750.00	2	5%
9	7	4%	£750.00	6	5%	£800.00	1	3%
10	9	5%	£800.00	6	5%	£850.00	2	6%
11	6	3%	£850.00	3	2%	£900.00	3	7%
12	5	3%	£900.00	2	2%	£950.00	2	5%
13	3	1%	£950.00	2	2%	£1,000.00	0	1%

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## Business All Zone Permit

The projection of the no. of vehicles that may uptake Business All Zone Permit is based on the current % of permit sales

Emissions Based Band	#of vehicles in each band	% of total of vehicles in each band	Petrol Vehicles			Diesel Vehicles		
			Permit Price (12 months)	# of petrol vehicles in band	% of all petrol vehicles in band	Permit Price (12 months)	# of diesel vehicles in band	% of all diesel vehicles in band
1	6	6%	£650.00	3	4%	£700.00	3	14%
2	8	8%	£700.00	6	8%	£750.00	2	10%
3	10	10%	£750.00	8	10%	£800.00	2	10%
4	12	13%	£800.00	10	13%	£850.00	3	11%
5	13	13%	£850.00	11	15%	£900.00	2	9%
6	12	12%	£900.00	10	14%	£950.00	2	8%
7	14	14%	£950.00	12	16%	£1,000.00	3	11%
8	6	6%	£1,000.00	5	6%	£1,050.00	1	5%
9	4	4%	£1,050.00	3	5%	£1,100.00	1	3%
10	5	5%	£1,100.00	4	5%	£1,150.00	1	6%
11	3	3%	£1,150.00	2	2%	£1,200.00	2	7%
12	3	3%	£1,200.00	1	2%	£1,250.00	1	5%
13	1	1%	£1,250.00	1	2%	£1,300.00	0	1%

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