



Sustainable Development Select Committee

Sustainable Streets Programme

Date: 12 September 2023

Key decision: No.

Class: Part 1

Ward(s) affected: All

Contributors: Martha Lauchlan, Transport Planner

Outline and recommendations

At the previous Sustainable Development Select Committee meeting on 19 June 2023, the committee requested:

- that further consultation should take place with the Committee regarding the future development of the sustainable streets programme and - that a further report should come to the Committee's meeting on 12 September;
- that the maps being used in the consultation should be updated with the current ward boundaries; and
- that priority should be given to enforcing contraventions in areas with existing parking controls.

The Sustainable Development Select Committee are asked to:

- Note the updated programme overview, as shown in Figure 1;
- Comment on the schedule for Phase 2, 3 and 4 consultations; and
- Comment on the schedule for existing CPZ reviews.

Timeline of engagement and decision-making

07 December 2022: Sustainable Transport and Parking Improvements Programme report approved by Mayor and Cabinet.

17 January – 05 March 2023: Phase 1 Sustainable Streets consultation for Deptford and Catford/Crofton Park

19 June 2023: Sustainable Development Select Committee

19 July 2023: Sustainable Streets Phase 1 findings and recommendations report approved by Mayor and Cabinet

1. Summary

- 1.1. On 19 June 2023, the Sustainable Development Select Committee was presented a report on the Sustainable Transport and Parking Improvements Programme (hereafter referred to as the Sustainable Streets programme) which outlined:
 - Changes made to the Parking Policy
 - Support that the Council would be providing to residents and businesses through the Sustainable Streets programme
 - The revised engagement and consultation approach for future phases of the Sustainable Streets programme
 - The recommendations to proceed to review existing Controlled Parking Zones; Zone B (Lewisham Central), Zone BHA (Blackheath) and Zone E (Rushey Green West).
- 1.2. Following this meeting, a number of actions were requested by the Committee including:
 - that further consultation should take place with the Committee regarding the future development of the sustainable streets programme and - that a further report should come to the Committee's meeting on 12 September;
 - that the maps being used in the consultation should be updated with the current ward boundaries; and
 - that priority should be given to enforcing contraventions in areas with existing parking controls.
- 1.3. This report provides a response to the requests made, including a proposed schedule for Phase 2, 3 and 4 consultations and for existing CPZ reviews which the Committee are asked to comment on.

2. Recommendations

- 2.1. The Sustainable Development Committee is asked to:
- 2.2. Note the updated programme overview, as shown in Figure 1;
- 2.3. Comment on the schedule for Phase 2, 3 and 4 consultations; and

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- 2.4. Comment on the schedule for existing CPZ reviews.

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 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

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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_x emissions, 55% of PM₁₀ 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.
- 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

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- 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 June 2023, more than 400 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 June 2023, more than 400 individual requests were made, showing clear demand for charging infrastructure. A new Electric Vehicle Implementation Strategy has been developed for 2023-2026 to support the growth of EV and can be found online [here](#).
- 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 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

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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 significantly in the past 10 years – Zipcar now has 550,000 members in London. 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. High levels of congestion are linked to increased risk of road danger. Between 2017-2021 there were more than 4,000 casualties as a result of traffic collisions in Lewisham, of which 21 were fatal. High priority interventions suggested to reduce road danger include introducing measures to reduce the dominance of traffic and designing streets with safety in mind that encourages ways of travel which pose less risk of other people on the roads, e.g. infrastructure to make walking and cycling safer, easier and more accessible for all.
- 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

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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.

- 4.20. 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. The Council recognises that applications for crossovers may increase as a result of this programme, which would reduce the amount of permeable surfaces in the borough. A sample survey of a number of streets included in the proposed zones, as noted in the following sections, will be undertaken six months after implementation to understand if any unauthorised crossovers are being implemented or if there has been an increase in authorised crossovers. Officers will review the applications that are received and consider options to strengthen the policy for crossovers through Planning and Highways guidance.
- 4.22. The Sustainable Streets programme will be delivered in a phased approach and the phases can be found in Figure 1 below.
- 4.23. Phase 1 consultations were undertaken for Deptford and Catford/Crofton Park between 17 January – 5 March 2023. The consultation findings and next steps were presented to Mayor and Cabinet on 19 July 2023. TMOs for the new zones will be advertised from 25 August until 15 September, and implementation is scheduled to begin from October.

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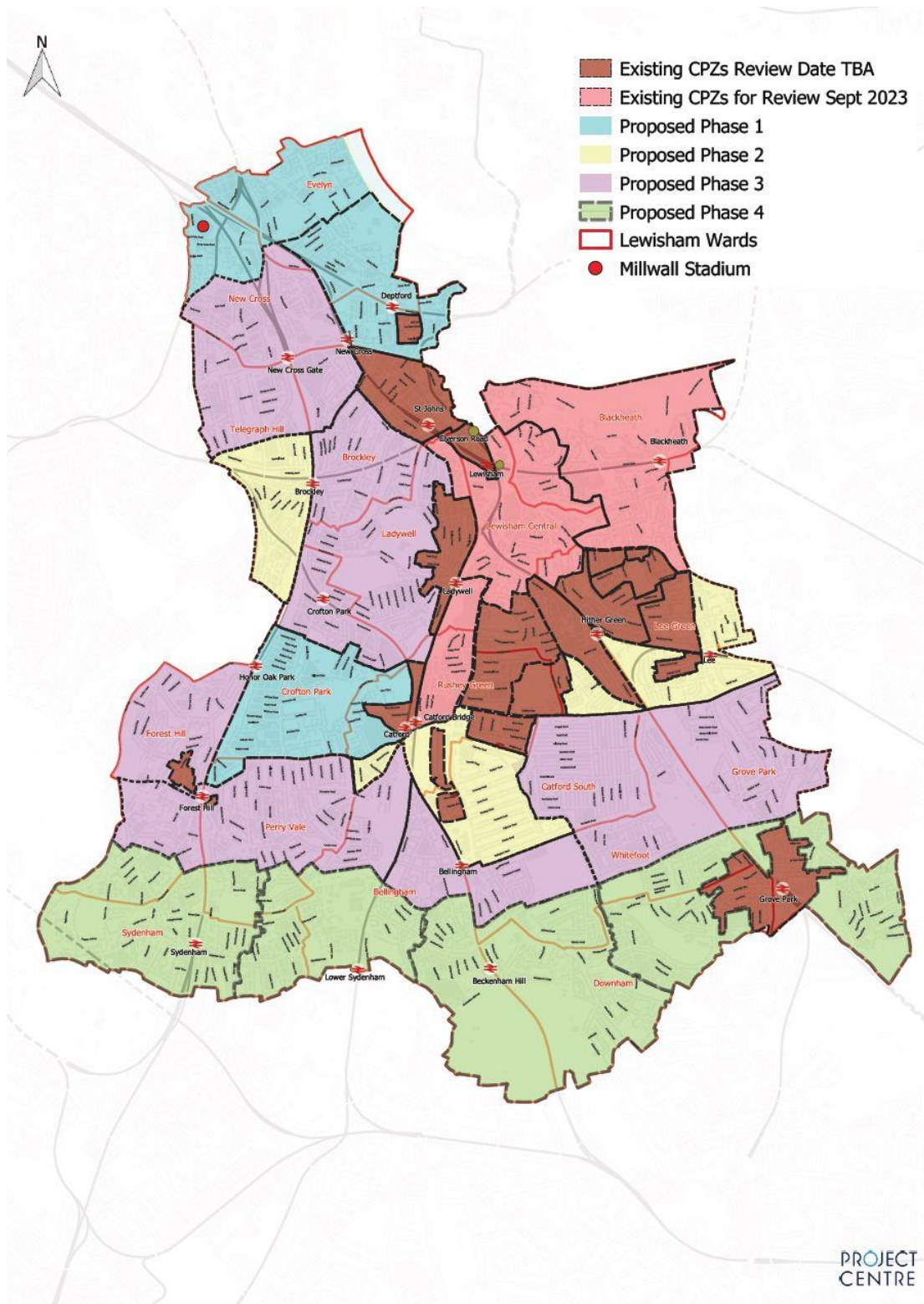


Figure 1: Sustainable Streets programme overview

5. Phase 2, 3 and 4

- 5.1. Engagement and consultation for the borough will be conducted in stages, progressing first with Evelyn. This area is being prioritised due to its proximity to existing CPZs which results in increased parking pressure. The Evelyn area is neighboured by existing CPZs in Southwark and the new Sustainable Streets zone in Deptford. This creates a small area of uncontrolled parking which is susceptible to parking

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- displacement.
- 5.2. There are also several car-free estates in place and in development in the area which require implementation of CPZs to enforce the planning obligations. This will help to manage existing demand and prevent future parking demand from new developments on surrounding streets.
 - 5.3. Providing the sustainable transport measures that form the Sustainable Streets programme will help to support existing and prospective residents to car-free estates with a range of alternative transport options.
 - 5.4. During Phase 1 consultations, significant feedback was received from the Evelyn area about the risk of parking displacement into their streets. The consultation in this area began on Friday 11 August and will be open for six weeks until Sunday 24 September 2023.
 - 5.5. The engagement will take place similar to that of Phase 1 however the Commonplace platform will be utilised to establish a survey for residents and businesses within the area and the findings of the consultation and recommendations will be presented to Mayor and Cabinet later this year.
 - 5.6. During delivery of the phase one engagement and consultation, process improvements have been identified for future phases of delivery.
 - 5.7. 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, which residents will be invited to respond to over a four-week period. This approach will allow us to use community insights to develop designs from the outset.
 - Stage two will comprise a four-week public consultation on the designs developed using the Commonplace insights, alongside parking stress surveys and existing community feedback and requests.
 - 5.8. This approach will allow us 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.
 - 5.9. 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.
 - 5.10. Concerns around pavement parking will be reviewed as part of the stage one engagement and, where possible, will be designed out.
 - 5.11. For all future phases, registration will be mandatory for online submissions, both to the interactive map and consultation survey.
 - 5.12. We have also reviewed how pop-up sessions will take place in during future consultations, to ensure we maximise the number of respondents who may not have time or access to participate in the engagement and consultation process.
 - 5.13. The Sustainable Streets programme will continue to be undertaken as a phased approach, outlined in Figure 1. The two-stage consultation process is proposed to

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begin with Phase 2 areas: Brockley (including sections of Telegraph Hill), Hither Green & Lee, and Catford (including sections of Rushey Green and Catford South), from January 2024. Residents and businesses within these areas will be invited to contribute to the Commonplace interactive maps to provide their feedback on a range of measures over a four week period. This information will be reviewed to inform detailed designs which residents will be consulted on over a further four-week period, from March 2024.

- 5.14. The feedback will be analysed and presented to Mayor and Cabinet alongside any recommendations for implementation.
- 5.15. Following this, stage one consultations will be launched for all areas in Phase 3, from June 2024. The feedback to this will be used to indicate the schedule for stage two consultations.
- 5.16. Phase 4 consultations will take place once stage one and two engagement has occurred for Phase 3. This is currently expected in 2025.
- 5.17. As with Phase 1, 'no waiting at any time' junction protection markings (double yellow lines) are proposed to be introduced at junctions for all roads consulted in the following phases. These markings are intended to provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.

6. Existing CPZ reviews

- 6.1. 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.
- 6.2. 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 or at all. 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.
- 6.3. Existing CPZs will be reviewed in a phased approach, initially starting with consultations in Lewisham (Zone B), Blackheath (Zone BHA) and Rushey Green West (Zone E).
- 6.4. Consultations for each existing CPZ review will be open for four weeks and will seek to gather information from residents and businesses located within them about whether they would like the hours and or days of operation to be extended, and whether they would like to see any additional sustainable transport measures implemented in the area which will be facilitated by interactive mapping on the Commonplace platform. Through this, residents will be able to raise any concerns in their area, including pavement parking or contraventions of protected junctions and cycle lanes which will be reviewed and, where possible, will be designed out.
- 6.5. The feedback will be analysed and presented to Mayor and Cabinet alongside any recommendations for implementation.
- 6.6. As with the new Sustainable Streets zones, 'no waiting at any time' junction protection markings (double yellow lines) are proposed to be introduced at junctions for all roads consulted in the existing CPZ reviews. These markings are intended to provide a safe clearance from parked vehicles from each junction to improve visibility for pedestrians and cyclists, and improve road safety.

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6.7. The following table has a proposed schedule for the remaining existing CPZ reviews:

Phase	Controlled Zone	Zone	Operating times	Operating days	Indicative review dates
1	Lewisham Blackheath Rushey Green West	B	9am - 6:30pm	Mon - Sat	Sept-Oct 23
		BHA	9am - 7pm	Mon - Sat	
		E	9am - 7pm	Mon - Fri	
2	Ladywell Canadian Avenue Barmeston Road Rushey Green South	T	9am - 7pm	Mon - Fri	Nov-Dec 23
		J	9am - 7pm	Mon - Fri	
		M	9am - 7pm	Mon - Fri	
		R	9am - 7pm	Mon - Fri	
3	Lee Green Lee Green Hither Green East Hither Green West	LG	10am - 12pm	Mon - Fri	Feb-Mar 24
		V	10am - 12pm	Mon - Fri	
		R	10am - 12pm	Mon - Fri	
		H	9am - 7pm	Mon - Fri	
4	Deptford Central Deptford South Elverson	S	9am - 6pm 9am - 1:30pm	Mon - Fri Sat	May-Jun 24
		DS	9am - 5pm	Mon - Fri	
		G	9am - 7pm	Mon - Fri	
5	Catford West Rushey Green East Milford Towers and Rushey Green West	K	9am - 7pm	Mon - Fri	Sept-Oct 24
		LG	9am - 7pm	Mon - Fri	
		MT/E	9am - 7pm	Mon - Fri	
6	Old Bank/Bankwell Mountsfield Park Murillo Road Manor House	OB	9am - 7pm	Mon - Sat	Nov-Dec 24
		W	9am - 7pm	Mon - Fri	
		F	9am - 7pm	Mon - Fri	
		MH	10am - 12pm	Mon - Fri	
7	Davids Road Hindleys Place Downham	N	9am - 5pm	Mon - Fri	Feb-Mar 25
		C	8am - 6:30pm	Mon - Sat	
		D	9am - 5:30pm	Mon - Fri	

Table 1: Proposed schedule of existing CPZ reviews

6.8. It should be noted that this is not a fixed schedule and may be subject to change.

7. Financial implications

7.1. There are no financial implications as a result of the recommendations in this report.

8. Legal implications

8.1. There are no legal implications as a result of the recommendations in this report.

9. Equalities implications

9.1. A full Equality Impact Assessment (EIA) has been carried out for the Sustainable Streets programme and can be found in Appendix D to the Sustainable Transport and Parking Improvements report presented to Mayor and Cabinet in December 2022 (see paragraph 13.1.).

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10. Climate change and environmental implications

- 10.1. 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.
- 10.2. 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.

11. Crime and disorder implications

- 11.1. 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.
- 11.2. 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.

12. Health and wellbeing implications

- 12.1. 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.
- 12.2. 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.
- 12.3. 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.
- 12.4. 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.
- 12.5. 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.

13. Background papers

- 13.1. [Sustainable Transport and Parking Improvements Programme report](#) – presented to Mayor and Cabinet in December 2022

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- 13.2. [Sustainable Streets – Phase 1 recommendations and next steps report](#) – presented to Mayor and Cabinet in July 2022

14. Glossary

Term	Definition
CPZ	Controlled Parking Zone
EV	Electric vehicle

15. Report author(s) and contact

- 15.1. Martha Lauchlan, Transport Planner, martha.lauchlan@lewisham.gov.uk

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