



Mayor and Cabinet

Sustainable Streets – Phase 1b: Evelyn and New Cross Gate recommendations and next steps

Date: 6 December 2023

Key decision: Yes.

Class: Part 1

Ward(s) affected: Evelyn, New Cross Gate

Contributors: Martha Lauchlan, Transport Planner

Outline and recommendations

This report outlines to Mayor and Cabinet the results of the Phase 1b engagement and consultation process for the Sustainable Streets programme and provides details of the next steps for the programme.

Mayor and Cabinet are recommended to:

- Note the feedback of the Sustainable Streets Phase 1b: Evelyn and New Cross Gate public consultation
- Agree that a permanent traffic order for new Sustainable Streets measures including controlled parking, cycle hangars, EV charging points, car club bays, disabled parking bays and loading bays in Evelyn and New Cross Gate be published and that the statutory processes be conducted
- Agree that a permanent traffic order for 'no waiting at any time' junction protection markings (double yellow lines) at junctions of all roads consulted within the Evelyn and New Cross Gate area be published and that the statutory processes be conducted
- Agree to officers using their delegated powers to make changes they consider necessary to address any issues raised following a 6-12 month review of the Evelyn zone
- Agree to proceed with engagement and consultation of Phase 2: Hither Green & Lee, Brockley, and Catford

Timeline of engagement and decision-making

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

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

19 June 2023: Sustainable Development Select Committee meeting

19 July 2023: Mayor and Cabinet approval of Sustainable Streets zones in Deptford, Honor Oak Park and Ravensbourne Park, and to proceed to consultation in Evelyn

11 August-24 September 2023: Sustainable Streets consultation for Phase 1b Evelyn and New Cross Gate area

1. Summary

- 1.1. The Sustainable Transport and Parking Improvements programme was approved by Mayor and Cabinet on 7 December 2022 and has an overarching aim of encouraging active travel in Lewisham through the provision of sustainable transport measures in combination with parking controls. Without adequate parking control measures in place this can lead to parking pressures being created within residential areas and also encourage greater car use.
- 1.2. Areas of the borough not yet covered by Controlled Parking Zones (CPZs) make up 77% of the borough and have been divided into four phases for the proposed engagement and consultation of the Sustainable Streets programme (see Figure 1).
- 1.3. The consultation for Phase 1: Evelyn and New Cross Gate took place between 11 August to 24 September 2023 for the consideration of proposals of a package of measures, which included:
 - Electric vehicle charging points
 - Secure cycle storage
 - Street tree planting
 - Improved crossings, including double yellow line markings around all junctions
 - Car club bays
 - Permit parking for residents and businesses
- 1.4. The feedback from the consultation has formed part of a review of the decision-making for the implementation of Sustainable Streets measures. This information has been considered in the context of the Council's longer term ambitions to encourage more walking and cycling, reduce the number of journeys made by car and improve air quality to inform the recommendations of the implementation of Sustainable Streets

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measures.

- 1.5. For Evelyn and New Cross Gate, there were high levels of support for the package of measures in distinct pockets of the consultation area, with the exception of roads to the north of Deptford Park which had higher levels of opposition to the introduction of parking permits. These roads have been excluded from the proposed Sustainable Streets zone and there are no recommendations for the introduction of parking controls, EV charging points, cycle hangars, greening, improved crossing points or car clubs in the Deptford Park area. The area that is proposed to be included within the Sustainable Streets zone for Evelyn and New Cross Gate can be found in Appendix B.
- 1.6. As set out in the Sustainable Transport and Parking Improvements Programme report presented to Mayor and Cabinet in December 2022, 'no waiting at any time' junction protection markings (double yellow lines) are proposed to be introduced at junctions for all roads consulted. These should extend 10m from the junction, in line with guidance from the Highway Code. 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.
- 1.7. If approved by Mayor and Cabinet, a review of the Sustainable Streets zone will take place approximately six months after implementation to understand any impacts if parking displacement or whether minor tweaks are necessary. This may include minor amendments to bays to meet stakeholder requests, or the addition of streets where there is clear displacement which is having a detrimental impact on residents. If so, officers will use their delegated powers to make necessary amendments.
- 1.8. This report sets out the results of the consultation, seeks approval for the recommendations and outlines the next steps.

2. Recommendations

- 2.1. For the reasons set out in this report, it is recommended that Mayor and Cabinet:
- 2.2. Note the finding of the Sustainable Streets consultation for the Evelyn and New Cross Gate area.
- 2.3. Agree that a permanent traffic order for new Sustainable Streets measures including controlled parking, cycle hangars, EV charging points, car club bays, disabled parking bays and loading bays in the areas as covered in the plan shown in Figure 3 be published and that the statutory process be conducted.
- 2.4. Agree that a permanent traffic order for 'no waiting at any time' junction protection markings (double yellow lines) at junctions of all roads consulted in the Evelyn and New Cross Gate consultation area (see Figure 2) be published and that the statutory processes be conducted.
- 2.5. Agree to proceed to Phase 2 engagement in Brockley, Hither Green & Lee, and Cufford.

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.

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- 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 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.

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- 3.1. **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.
- 3.2. **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 could potentially be cycled.
- 4.7. The number of killed and serious injury collisions (KSIs) in Lewisham increased between 2017-2021, of which the proportion of cycle KSIs has increased the most significantly from 5.8% of all KSIs in 2017 to 37.9% in 2021. While this may also correspond with an increase in the number of cycling trips made in the borough, it is vital that the Council creates safer environments for road users, including increasing visibility and sight lines on roads.
- 4.8. 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. This includes schemes which incorporate pedestrianisation, increasing the cycle network, access to cycle hire and road safety. The Sustainable Streets programme will meet these aims by proposing the following measures in areas that it

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consults:

- Cycle hangars
 - Electric vehicle charging points
 - More street tree planting
 - Increased car club coverage
 - Safer junctions and crossing points
 - Controlled parking measures
- 4.9. 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.
- 4.10. 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 November 2023, more than 800 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.
- 4.11. 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 600 individual requests were made, showing clear demand for charging infrastructure. A new Electric Vehicle Implementation Strategy is being developed for 2023-2026 to support the growth of EV.
- 4.12. 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.
- 4.13. 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 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 and Lewisham Zipcar membership has grown by almost 400% between January 2015 to May 2023, from 4,909 registered members to 24,352. The Council is keen to support this growth through the implementation of bays dedicated for car clubs. The enlargement of EV fleets will also put pressure on

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the borough's EV charging network, which underlines the need for increased rollout of EV charging infrastructure.

- 4.14. 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.
- 4.15. 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](#)).
- 4.16. [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.
- 4.17. 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. The Council has a legal duty under Section 122 of the Road Traffic Regulation Act 1984 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, as set out in Section 12 of this report.
- 4.18. 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.
- 4.19. 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.
- 4.20. 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.
- 4.21. 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.
- 4.22. 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,

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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.

- 4.23. 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.
- 4.24. There is also guidance to reduce street clutter and remove unnecessary signs, railings and advertising hoardings in a bid to make streets tidier and less confusing. Officers will use this programme as an opportunity to carry out reviews of street clutter and will address this through implementation of Sustainable Streets measures.
- 4.25. Below is a programme overview for Sustainable Streets engagement.

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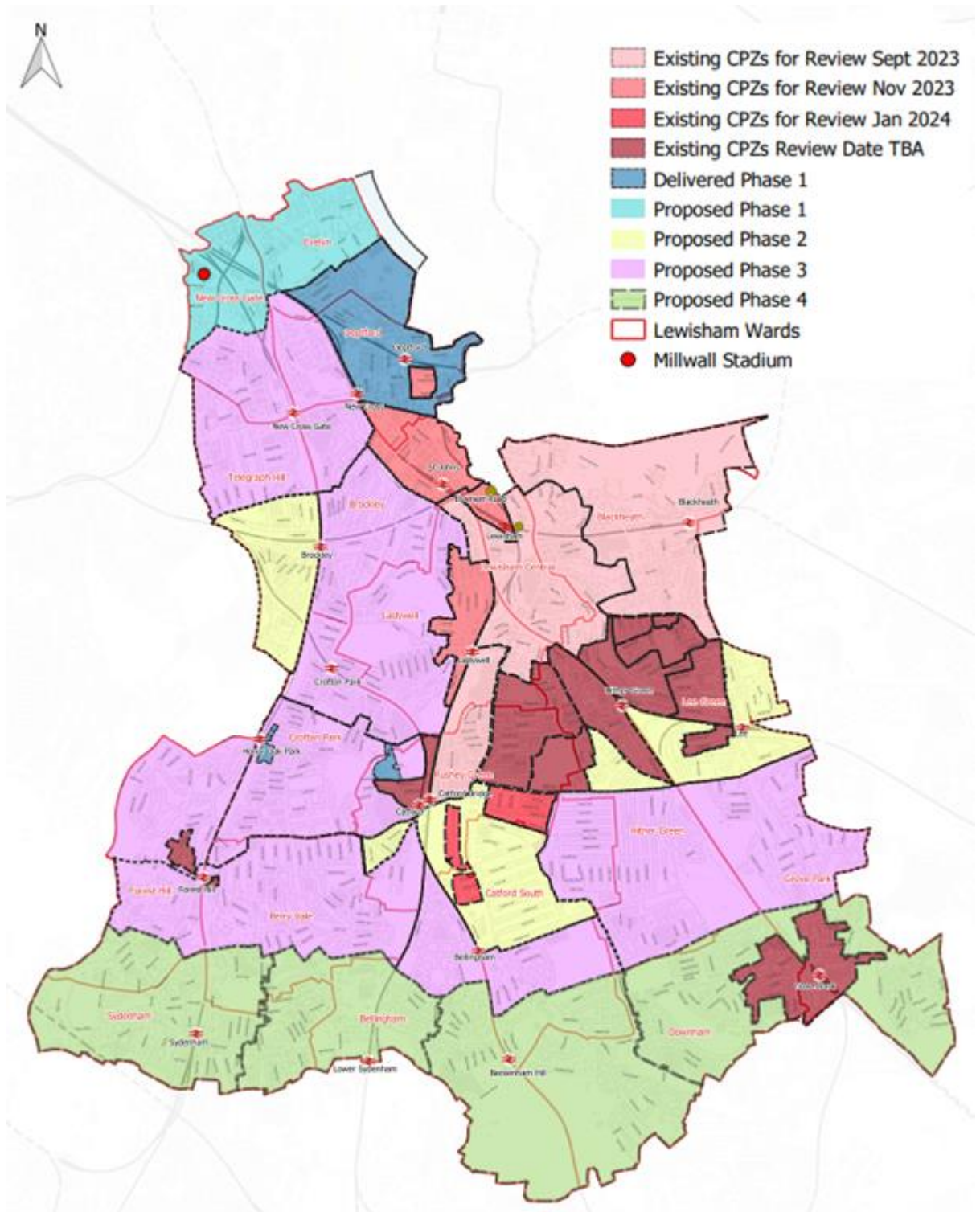


Figure 1: Sustainable Streets engagement programme

5. Non-statutory consultation process

- 5.1. As part of the introduction of Sustainable Streets measures, the Council committed to a phased approach of engagement and consultation with residents and businesses to seek feedback on a package of proposals for local streets.
- 5.2. Following on from the recommended zone in Deptford, the Council had received requests from residents in Evelyn who were concerned about parking displacement due to its proximity to existing CPZs in Southwark and the implementation of the

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Sustainable Streets zone in Deptford, creating a small area of uncontrolled parking in between.

- 5.3. There are also several car-free estates in place and in development in the area which require implementation of parking controls to enforce the planning obligations. These developments will provide approximately 6,000 additional properties to the area and increase population density in Evelyn, New Cross Gate and Deptford.
- 5.4. A public consultation for roads within the Evelyn and New Cross Gate wards (see Figure 2) was open for six weeks between 11 August until 24 September. The consultation was open to residents and business owners within the area to understand public perceptions of the proposed concept designs for the Sustainable Streets package of measures, and ensure that local feedback was considered as part of the decision-making process about whether to proceed with delivery.

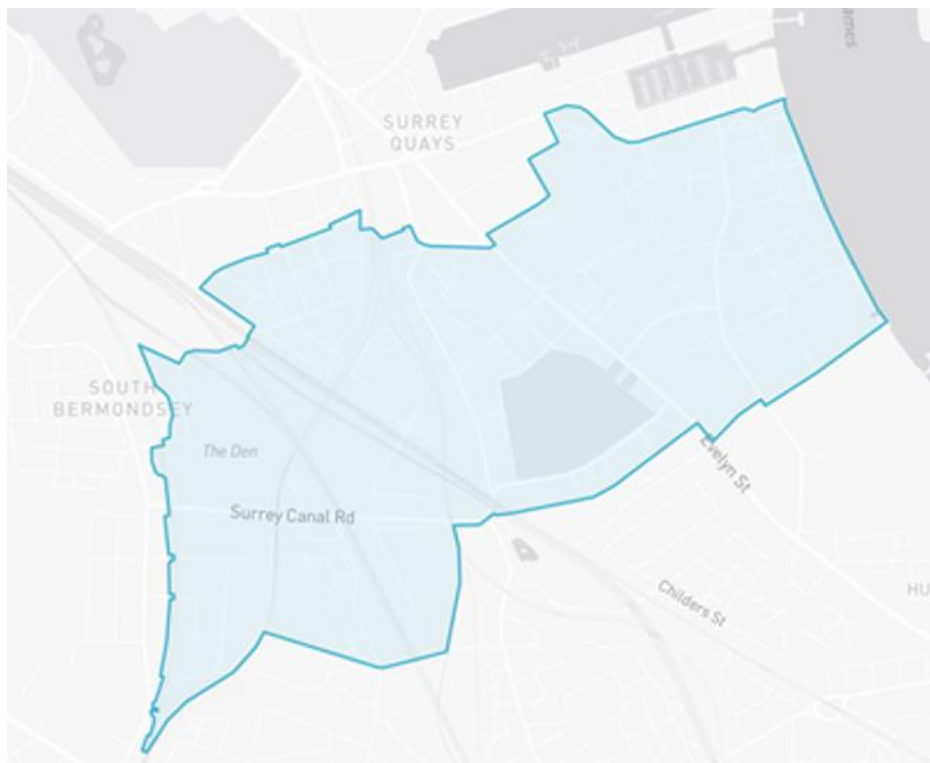


Figure 2: Evelyn and New Cross Gate consultation area.

- 5.5. A total of 8,016 leaflets were delivered to addresses within the Evelyn and New Cross Gate consultation area. The six-page leaflet contained key information about the proposals, customised maps of proposals on their streets and information about how to participate in the consultation.
- 5.6. The consultation campaign was supported by:
 - A consultation leaflet, monitoring strategy and FAQ document on a dedicated project web page to inform residents
 - Virtual stakeholder briefings
 - Business site visits
 - Door knocking in areas/roads with lower response rates
 - A pop-up session at Grand Canal Avenue
 - Posters on lampposts within the consultation area (120 lamppost wraps across 14 roads)

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- QR codes linking directly to the project webpage and consultation survey on leaflets and posters
 - Press release and news article on the Council's website
 - Promotion in the Council's weekly resident e-newsletter
 - Social media promotion on several channels including targeted posts through Next Door
 - Mentions in the Council's staff e-newsletter
 - Article in Lewisham Life
 - A dedicated phone line and email address for people to get in touch throughout the consultation
- 5.7. A consultation survey was the formal method used to capture feedback on the proposals. A homepage for the Sustainable Streets programme was set up using the Commonplace platform, serving as a hub for people to access and find out more about the programme. It included:
- An overview of the programme featuring a short animation detailing some of the proposed changes
 - Before and after visualisations of Sustainable Streets measures
 - A frequently asked questions webpage documenting some of the most popular questions and answers
 - A link to the Council's parking permit webpage to find out eligibility of permits for certain groups and permit cost calculator
 - A contact email address for consultation queries.
- 5.8. The consultation survey was embedded on the project webpage and linked directly via QR codes on consultation materials (leaflet, lamppost wraps, roll banner).
- 5.9. Hard copy versions were available on request via the phone service, available to pick up from 2000 Community Action Centre, 199-201 Grove Street, London, SE8 3PG at any of the pop-up sessions, or could be completed directly during door-knocking.
- 5.10. The specific aims of the consultation were to find out:
- Modes of travel by residents and businesses
 - Levels of support for the Sustainable Streets measures including cycle hangars, EV charging points, street trees, car club bays, safer junctions, parking permits, disabled parking, and loading bays
 - The nature of any parking concerns
 - The preferred operation of a CPZ if implemented
- 5.11. A data cleansing process of the responses was undertaken in order to identify any duplicate or suspicious responses. As is best practice, cleansing was conducted by cross-referencing household information, timestamps of submission and identical IP addresses.
- 5.12. The survey had conditional questions guiding the types of questions respondents should answer. The survey then branched into different questions depending on if respondents had selected any of the two options as below:
- 5.13. If respondents selected that they were residents, visitors or selected 'other' they could continue on with the survey as usual. As part of the cleansing process and in order to remain consistent, only full addresses that were submitted and fell within the

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consultation area were considered 'inside' the area and therefore residents. A total of 431 residents are included in the survey analysis.

- 5.14. Local businesses were given specific questions pertaining to their business operations and were different from resident questions. These questions were available only to those who said they were a business owner, manager or employee. 12 respondents identified as a local business.
- 5.15. Following data cleansing, a total number of 443 responses to the consultation were recorded, representing a 5.5% response rate. These responses identified as being from residents within the consultation area have been used for the review.
- 5.16. Responses from outside of the consultation area have been noted and will be used to inform future phases of the programme.
- 5.17. A number of petitions were received by the Council regarding both support and opposition to the measures. These have been noted, however only the formal consultation responses have been used as part of the review.
- 5.18. A detailed report of the consultation responses can be found in Appendix A. A review of the responses is provided in the following section.

6. Review of Evelyn consultation responses

- 6.1. In the Evelyn and New Cross Gate consultation area, there were high levels of support for cycle hangars, EV charging points, safer crossings and junctions, and tree planting.
- 6.2. There were mixed responses regarding support for the introduction of parking permits. 293 respondents said that they owned at least one car, making up 68% of the respondents, however car ownership census data indicates that car ownership in Evelyn and New Cross Gate is approximately 39%.
- 6.3. There were also mixed responses regarding the proposals for car club bays, loading bays and disabled parking bays. Approximately 20% of the respondents already used car clubs and only one fifth of respondents were from households with a Blue Badge.
- 6.4. Pockets of support were identified within the consultation area, providing a strong mandate for the whole package of measures, including the introduction of parking permits. These included roads south of Surrey Canal Road and the Silwood Estate/Island Road area. The area north of Grove Road including Grand Canal Avenue had mixed responses, while respondents in the Pepys Park area south of Grove Street and Deptford Park area tended to think that parking controls would not improve their streets.
- 6.5. When asked about the problems residents experienced in their streets, the most common responses were traffic and congestion (136) and non-residents taking up parking spaces (134). Other common responses included a lack of parking spaces, high parking during events (usually Millwall FC games) and pavement parking. Most respondents who were concerned about the above issues supported the introduction of parking permits to manage the issues.
- 6.6. 93 respondents said there was nowhere to store their bike securely. 264 respondents had at least one bicycle in their home.
- 6.7. All respondents were asked about their preferred option for the operation of a permit scheme. Most respondents (173) preferred operation Monday-Friday 9am-5pm.
- 6.8. A total of 12 people located in the consultation area responded to the business survey, including business owners and employees.
- 6.9. Of those who responded to the business consultation, when asked about commuting there were mixed responses about how respondents commuted, including driving,

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public transport, walking and cycling. 10 of the respondents did not have access to off-street parking at their business premises within the consultation area.

- 6.10. Most respondents indicated that they had regular deliveries to their business (five receiving deliveries four-six times a week and five receiving deliveries on a daily basis), while 10 business respondents did not have access to a loading bay.
- 6.11. When asked about the package of measures, business respondents tended to think that tree planting and safer crossings/junctions would improve their street. There were mixed responses to the introduction of loading bays and EV charging points, and respondents tended to think that the introduction of parking permits, loading bays, disabled parking bays, car club bays, and cycle hangars would not improve their streets.
- 6.12. Business respondents were asked about their main concerns for the introduction of parking permits and the most common responses were the perception that it would discourage visitors to their business and the cost of parking permits.
- 6.13. Residents and businesses also had the opportunity to provide additional feedback in free text boxes.
- 6.14. Businesses raised concerns including the cost of permits and difficulty for staff and visitor travel. Other comments were about community engagement with tree planting and the extension of School Streets to all schools in the borough.
- 6.15. Common feedback from resident respondents was concerns about parking permits and the cost and financial implications.
- 6.16. Others provided feedback to the specific designs, including requests for more cycle hangars, EV charging points, disabled parking bays, greenery and pedestrian improvements.

7. Conclusion and Recommendations

- 7.1. The consultation area for Evelyn spanned a large area encompassing roads in Evelyn and New Cross Gate Wards, from the west including areas of the train tracks up to Millwall Stadium and Bridge Meadows and to the east including most of the area up to Rotherhithe New Road and down to Gosterwood Road. It includes a number of public transport links, including several bus routes and South Bermondsey train station and neighbours Surrey Quays train station.
- 7.2. There are a number of new estates identified in and surrounding the consultation area, including Marine Wharf East and West, 7-17 and 19 Yeoman Street, Cannon Wharf, Scott House, Silwood Estate, Neptune Wharf, 164-169 Trundley's Road, 1-9 Sanford Street and Convoys Wharf, which will deliver approximately 6,000 additional properties. As part of the planning obligations of these developments, it was agreed that these estates would be car-free, meaning that residents cannot hold or apply for a parking permit. It is important that this planning obligation is enforced, so that the Council is meeting its own planning obligations and also to minimise the impact of developments on existing communities and S106 contributions have been provided by the developments for the consultation and implementation of CPZs in the area.
- 7.3. The feedback to the consultation from residents did indicate that the package of measures would improve their street, including the introduction of parking permits across a significant portion of the area consulted. While there are some roads which responded largely that did not think the whole package of measures would improve their streets, there were apparent areas that responded that the proposals did think the whole package of measures would improve their street.
- 7.4. It is proposed that Sustainable Streets measures are implemented across the area shown in Figure 3 below. This will result in a small section of roads in the middle of this

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zone with unrestricted parking. Officers are concerned about the impact of parking displacement on roads in this area, as well as a lack of provision of sustainable transport measures to encourage greater uptake in walking, cycling and public transport, however the proposed zone reflects levels of support for the package of measures. A review will be carried out approximately six months after any measures are implemented, and if concerns are being raised around displacement they may be addressed at this time.

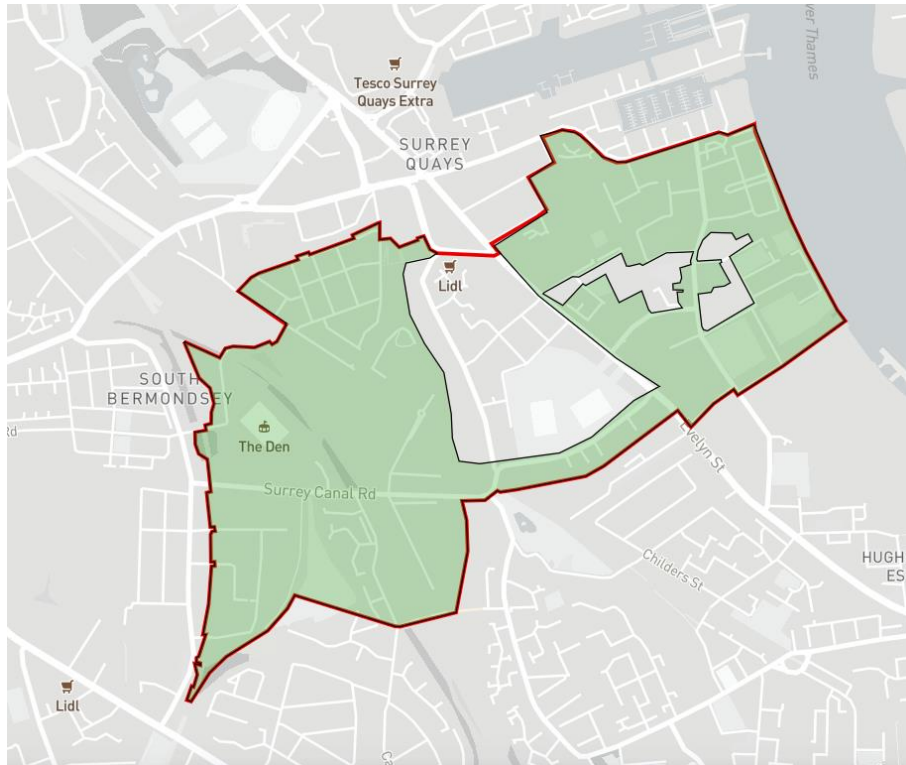


Figure 3: Proposed Sustainable Streets zone for Evelyn and New Cross Gate

- 7.5. Roads included in the proposed zone can be found in Appendix B.
- 7.6. It is recommended that operation of this zone is Monday-Friday 9am-5pm, to provide the best protection for residents from parking by commuters and school traffic. This is also the preferred operation indicated in the consultation feedback.
- 7.7. In addition, and as set out in the Sustainable Transport and Parking Improvements Programme report, it is recommended that 'no waiting at any time' junction protection markings (double yellow lines) be introduced at junctions of all roads consulted in the Evelyn and New Cross Gate area. These will be in line with guidance in the Highway Code and should extend to 10m from each junction. This is to enhance road safety as the markings will provide a safe clearance from parked vehicles from each junctions which can improve visibility for pedestrians and cyclists.
- 7.8. If approved, statutory consultation will commence from January 2024 and if any measures are to be implemented it is anticipated that this will commence from March. If any measures are implemented, the area will be reviewed for 6-12 months to understand the impacts of parking displacement or whether minor tweaks are necessary. This may include minor amendments to bays to respond to stakeholder requests or the addition of streets where there is clear displacement which is having a detrimental impact on residents. If so, officers will use their delegated powers and follow the statutory processes to make necessary amendments.
- 7.9. The proposed costs for the implementation of the Sustainable Streets zone in the Evelyn and New Cross Gate area is £250k, which includes the costs of TMOs, lining

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and signs, cycle hangars, street trees, and EV charging points. As noted above, S106 contributions have been provided by Developers of car-free developments within the area has been applied for to support the costs of implementation of a CPZ to minimise the impacts of the developments. If the funding is approved, this would provide £127k for implementation.

- 7.10. There were requests raised for more greening; opportunities for sustainable drainage systems (SuDS) will be identified and assessed as a part of the implementation of Sustainable Streets measures, if approved.
- 7.11. Officers have also gathered the requests for cycle hangars and will seek to introduce additional hangars to the numbers originally proposed to meet the demand shown. This will be assessed in the final designs if the zone is approved.

8. Support for residents and businesses

- 8.1. It is acknowledged that the rising cost of living will be a concern for residents and business owners, and that the introduction of parking controls will mean additional costs for residents who own a car. Lewisham's permit pricing structure has been benchmarked against other London boroughs and comparable permit pricings have been set.
- 8.2. In 2020, the Council introduced emissions-based parking charges to encourage residents to switch to cleaner vehicles. Permits for those with the least polluting vehicles cost less than those for higher polluting vehicles.
- 8.3. The Council has also introduced monthly subscriptions for the purchase of parking permits to help support residents, enabling them to spread the cost.
- 8.4. Most vehicles registered in the borough fall within Band 4 and Band 5 of the emissions based bandings. The annual residential parking permit charge for these bands is £115 - £130 and the monthly charge is £9.58 - £10.83.
- 8.5. The Sustainable Transport and Parking Improvements Programme report noted that residents and businesses in new CPZs would be offered a 15% discount for the first year. Therefore, most residents who own a car within the new proposed zones would be charged £8.15 - £9.20 a month for the first 12 months (based on Band 4 and Band 5 pricing).
- 8.6. As part of the planning obligations of car-free developments, where there is a CPZ, residents are not permitted to hold or apply for a parking permit. Currently this cannot be enforced where there are no parking controls. To assist with the transition to controlled parking, the Council will permit existing residents of car-free developments, who are in ownership of a vehicle, within the proposed Sustainable Streets zones to purchase a parking permit for up to 18 months from the date of implementation.
- 8.7. As well as introducing parking controls to prioritise available parking for residents, the package of measures for Sustainable Streets zones also includes EV charging points, cycle hangars, car club bays, new street trees and safer junctions. These measures are designed to create more attractive areas for active and sustainable travel, and support a shift away from higher polluting modes of transport. For example, the provision of car clubs near car-free developments can support residents who may need to make some journeys by car, without needing to own a vehicle personally.
- 8.8. The Council recognises that some people need to make journeys by car, for example Blue Badge holders. Concessionary fares are available for disabled residents who can apply for a residents permit free of charge, as well as a carers permit free of charge.
- 8.9. In addition, the Disabled Parking Policy has been updated so that Lewisham Blue Badge holders can now apply for a Disabled permit, which permits Blue Badge holders to park within any CPZ in the borough. More information can be found in the Council's

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Parking Policy.

9. Phase 2 engagement and consultation

- 9.1. The programme for Sustainable Streets consultation and engagement can be found in Figure 1 (Section 5 of this report).
- 9.2. The engagement for Phase 2 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.
- 9.3. During delivery of the phase one engagement and consultation, process improvements have been identified for future phases of delivery.
- 9.4. 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.
- 9.5. This approach will allow us to better develop proposals through additional 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.
- 9.6. Existing community requests for CPZs 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.
- 9.7. Concerns around pavement parking will be reviewed as part of the stage one engagement and, where possible, will be designed out.
- 9.8. For all future phases, registration will be mandatory for online submissions, both to the interactive map and consultation survey.
- 9.9. 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.
- 9.10. 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 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.
- 9.11. The feedback will be analysed and presented to Mayor and Cabinet alongside any

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recommendations for implementation.

- 9.12. 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.
- 9.13. Phase 4 consultations will take place once stage one and two engagement has occurred for Phase 3. This is currently expected in 2025.
- 9.14. 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, subject to statutory processes. 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.

10. Existing CPZ reviews

- 10.1. The consultations for the first three existing CPZ reviews were carried out between 4 September and 1 October 2023, the results of which will be reported back to a later Mayor and Cabinet. These covered Lewisham Central, Blackheath and Rushey Green West CPZs.
- 10.2. Existing CPZs will continue to be reviewed in the phased approach (as detailed in the Sustainable Transport and Parking Improvements Programme report presented to Mayor and Cabinet in December 2022).
- 10.3. There are a number of existing CPZs in Lewisham, which currently cover 23% of the borough. 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.
- 10.4. 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.
- 10.5. The feedback will be analysed and presented to Mayor and Cabinet alongside any recommendations for implementation.
- 10.6. 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, subject to statutory processes. 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.
- 10.7. The following table has a proposed schedule for the remaining existing CPZ reviews:

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

Table 1: Proposed schedule of existing CPZ reviews

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

11. Financial implications

11.1. The expected cost of implementing the CPZ's in Evelyn and New Cross is £250k. Subject to internal approval it is anticipated that £127k of Section 106 funding specifically awarded for CPZ implementation can be utilised, there is also £72k remaining from the £500k funding approved in the July 2023 Mayor and Cabinet report for implementing CPZ's in the area. The remaining £51k will be funded from the Commercial Operation and Development revenue budget, this will not have an adverse impact on the current financial monitoring position 23/24.

12. Legal implications

12.1.

12.1 The Council has various powers to make alterations and improvements to its highways in the manner set out in the report. 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.

12.2 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.

12.3 Section 122 of the Road Traffic Regulation Act 1984 (the "RTRA") imposes a duty on

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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 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.

12.4 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.

12.5 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.

12.6 The Equality Act 2010 (the Act) introduced a 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.

11.5 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. 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 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.

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13. Equalities implications

- 13.1. A full Equalities Analysis Assessment (EAA) has been carried out and can be found in Appendix C.
- 13.2. Registered carers and Blue Badge holders receive parking permits free of charge. 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.
- 13.3. Further detail on parking permits and exclusions can be found on the Council's website:
- 13.4. The Parking Policy has been updated to enable Lewisham Blue Badge holders to apply for a Disabled Permit which allows Blue Badge holders to park in any CPZ in the borough.

14. Climate change and environmental implications

- 14.1. 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.
- 14.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help to encourage keep traffic and congestion to a minimum and improve air quality, helping to achieve the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

15. Crime and disorder implications

- 15.1. Through designating parking bays, CPZs 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.

16. Health and wellbeing implications

- 16.1. As the Sustainable Streets programme aims to encourage more sustainable modes of travel including walking and cycling, the introduction of Sustainable Streets zones may have long-term public health benefits.
- 16.2. The introduction of the package of measures can have a number of benefits including improving air quality, road safety and the public realm. They can be used to enable and encourage alternative modes of transport such as walking, cycling and public transport by reallocating carriageway space for these users which would otherwise have been utilised by private vehicles.
- 16.3. Delivering this programme contributes to Lewisham Council's aims to encourage active travel modes, reduce unnecessary car journeys, improve road safety, better meet the needs of disabled residents with blue badge parking and clearer footways, provide cycle storage, and consider micro-mobility schemes.
- 16.4. Dropped kerbs at crossing points will improve accessibility whilst double yellow lines around junctions will help to improve road safety by improving visibility of pedestrians and cyclists. These measures can help to encourage residents and visitors to walk and cycle more.
- 16.5. A package of measures will be designed for each street, with improvements to the

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street scene at the forefront. Consideration will be given to tree planting, parklets and additional greening where possible and appropriate.

17. Background papers

- 17.1. [Sustainable Transport and Parking Improvements Parking 2022](#)
- 17.2. [Sustainable Streets – Phase 1 recommendations and next steps](#)

18. Glossary

18.1.

Term	Definition
CPZ	Controlled Parking Zone
EAA	Equalities Analysis Assessment
EV	Electric Vehicle
TMO	Traffic Management Order

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20. Appendices

- 20.1. Appendix A – Evelyn and New Cross Gate consultation report
- 20.2. Appendix B – Proposed Sustainable Streets zone for Evelyn and New Cross Gate
- 20.3. Appendix C - Equalities Analysis Assessment

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