



Mayor and Cabinet

Report title: Catford and Crofton Park Sustainable Streets Six Months Review and Revised Sustainable Streets Programme

Date: 4 December 2024

Key decision: Yes

Class: Part 1

Ward(s) affected: All wards.

Contributors: Catalina Moreno, Project Manager

Outline and recommendations.

This report seeks approval for a revised Sustainable Streets Programme, which includes the expansion of Sustainable Streets across the borough, informed by recent consultation feedback. The recommendations address the need for expanded CPZ areas, the approval to amend the Sustainable Streets implementation procedure, and updates to borough-wide parking policies to reduce parking pressure in the borough. Approval of the following is recommended:

- **Revised Sustainable Streets Programme:** Approve the updated programme outlined in Section 5 and Appendix A, which aims to deliver consultation and implementation of CPZ areas by summer 2025.
- **Expansion of Honor Oak Sustainable Streets:** Approve the expansion of the recently implemented Sustainable Streets in Honor Oak to Tatnell Road, Lessing Street, Grierson Road, Gabriel Street, Honor Oak Park, and Riseldine Road, with Sustainable Streets measures introduced to meet the demand identified in the six-months consultation review, as detailed in Section 6.
- **Amendment of Implementation and Review Procedure:** Approve the proposed amendment additional to the existing procedure to implement and review Sustainable Streets, which will enable officers to review, consult on, and implement or amend parking restrictions within micro-cluster areas of up to four streets. This process, which will be initiated upon resident requests, is proposed to address and alleviate immediate parking pressures effectively.
- **Updates on Parking Policy:** In response to growing parking pressure in the Borough, the following policies are incorporated to the existing policy.
 - Conversion of all limited waiting bays to short-term pay-to-park parking bays for its optimisation. Changes proposed to the existing policy are outlined in Section 7 and Appendix D.
 - Introduction of multi-vehicle ownership levy to all variants of Resident permit holders

Timeline of engagement and decision-making of Catford and Crofton Park Sustainable Streets

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

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

19 July 2023: Mayor and Cabinet approval of Sustainable Streets zones in Deptford, Honor Oak Park, and Ravensbourne Park.

4 October 2023: Start of the Sustainable Streets Programme Implementation in Catford and Crofton Park.

8 January 2024: Permit parking scheme became operational.

10 July – 11 August 2024: Six-month review consultation for Catford / Crofton Park area.

1. Summary

- 1.1. The Sustainable Transport and Parking Improvements programme has an overarching aim of encouraging active travel in Lewisham through the provision of sustainable transport measures in combination with parking controls. Inadequate parking control measures can lead to parking pressures being created within residential areas and encourage greater car reliance.
- 1.2. The project programme has been reassessed, and a new delivery timeline is now being proposed. Approval for this updated programme is also being sought, with further details presented in Section 6: Sustainable Streets Programme Update.
- 1.3. The initial non-statutory consultation for Phase 1 areas, covering Deptford and Catford / Crofton Park, took place between January and March 2023. The findings were presented to the Mayor and Cabinet on 19 July 2023, where it was agreed to proceed with publishing a permanent Traffic Management Order (TMO) for the new Sustainable Streets zones in Honor Oak Park and Ravensbourne Park and to carry out the statutory process.
- 1.4. The statutory consultation, conducted over 21 days starting on 25 August 2023, showed general support for the scheme, though some concerns were raised about reduced parking for residents. In response to the concerns raised, additional reviews were undertaken to increase parking availability and eliminate footway parking in areas like Chilthorne Close. These adjustments were incorporated into the final scheme.
- 1.5. The outcomes and recommendations of the TMO consultation process were reviewed and approved by the Director of Public Realm. Approval was given for the implementation of parking restrictions as outlined in the 19 July 2023 Mayor

and Cabinet Report, with the TMO facilitating their introduction as proposed. The provision of additional parking bays identified in the further review of Chilthorne Close was also approved, along with the authority to amend the TMO as needed. Additionally, the review of the implemented parking restrictions, six months after implementation, was also approved.

- 1.6. Residents and businesses were notified of the operational start date for permit parking and given over a month to apply for a permit. The parking restrictions became operational on 8 January 2024.
- 1.7. In alignment with the Council's commitment to reviewing these restrictions six months after their introduction, a further consultation was conducted with residents across the Catford and Crofton Park area from 10 July to 11 August 2024. This report presents the results of the consultation, seeks approval for the recommendations, and outlines the next steps.
- 1.8. It is also proposed that the existing Parking Policy be amended to convert all limited waiting bays to short-term pay-to-park bays, aiming to eliminate 'free' parking and reduce unnecessary car journeys, further supporting the objectives of the Sustainable Streets Programme.

2. Recommendations

- 2.1. This report seeks approval for a revised Sustainable Streets Programme, which includes the expansion of Sustainable Streets across the borough, informed by recent consultation feedback. The recommendations address the need for expanded CPZ areas, the approval to amend the Sustainable Streets implementation procedure, and updates to borough-wide parking policies to reduce parking pressure in the borough. Approval of the following is recommended:
 - Revised Sustainable Streets Programme: Approve the updated programme outlined in Section 5 and Appendix A, which aims to deliver consultation and implementation of CPZ areas by summer 2025.
 - Expansion of Honor Oak Sustainable Streets: Approve the expansion of the recently implemented Sustainable Streets in Honor Oak to Tatnell Road, Lessing Street, Grierson Road, Gabriel Street, Honor Oak Park, and Riseldine Road, with Sustainable Streets measures introduced to meet the demand identified in the six-months consultation review, as detailed in Section 6.
 - Amendment of Implementation Procedure: Approve the proposed amendment additional to the existing procedure to implement Sustainable Streets, which will enable officers to review, consult on, and implement or amend parking restrictions within micro-cluster areas of up to four streets. This process, which will be initiated upon resident requests, is proposed to address and alleviate immediate parking pressures effectively.
 - Updates to the Parking Policy: In response to growing parking pressure in the Borough, the following are being proposed.
Conversion of all limited waiting bays to short-term pay-to-park parking bays

for its optimisation. Changes proposed to the existing policy are outlined in Section 7 and Appendix D.

Introduction of multi-vehicle ownership levy to all variants of Resident permit holders. Outlined in Section 8 and Appedix E.

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 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.
- 3.12. Parking Policy (2024) - This policy sets out Lewisham Council's policies on parking in the Borough.

4. Background

- 4.1. There is a widely recognised need to reduce car reliance in London to improve air quality, public health, road safety, and congestion, 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 in 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 Nitrous Oxide 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 Council aims to reduce car reliance and encourage a mode shift to sustainable transport methods by improving the public realm and implementing measures that support walking, cycling and the use of public 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 consults:
 - Cycle hangars
 - Electric vehicle charging points
 - More street tree planting
 - Increased car club coverage
 - Safer junctions and crossing points
 - 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 232 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, which 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 supports residents who have made the switch to electric vehicles, providing them with a range of locations to charge their cars. The implementation of a network of charging points future proofs the Borough's roads for growth in the number of EVs. Installing EV charging points gives residents the confidence to own or consider buying an EV. There are currently 211 EV charging points in the Borough and the Council receives regular requests for more charging points showing clear demand for charging infrastructure. A new Electric Vehicle Implementation Plan for 2023-2026 to support the growth of EV has been developed and adopted as policy by the Mayor and Cabinet in July 2023.
 - 4.11. Street trees can improve the public realm and have been linked to increased health and well-being. As well as encouraging biodiversity, street trees are known to absorb pollutants, improving local air quality. They play a key role in offsetting 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 to own a private vehicle. This can play a part in offering residents residing in car-free developments access to a vehicle. Car clubs are also rapidly electrifying their fleets which contributes to reduced emissions. London has the largest car club market in the UK with over 3,200 vehicles and Lewisham Zipcar membership has grown by almost 400% between January 2015 to May 2023, from 4,909 registered members to 24,352. The Council is keen to support this growth through the implementation of bays dedicated to 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 improve 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. The number of killed and

serious injury collisions (KSIs) in Lewisham between 1 January 2021 and 1 January 2024 was 2643. Pedestrians accounted for 376 of these collisions whilst cyclists accounted for 518. It is vital that the Council creates safer environments for these more vulnerable road users, including increasing visibility and sight lines on roads and junctions.

- 4.14. 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 to other people on the roads, e.g. infrastructure to make walking and cycling safer, easier and more accessible for all.
- 4.15. Approximately 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. Therefore, the views of all users must be considered when proposing improvements to a street or area, not just those of car owners. All the sustainable measures outlined above require road space. Without introducing parking controls to manage where parking can occur, it is difficult to reallocate space for these measures.
- 4.16. Controlled Parking Zones (CPZs) are designed to improve parking in local areas by prioritising parking spaces for residents and restricting people from other areas parking on their roads. The purpose of their implementation is to put local people first, helping residents and businesses to park in their neighbourhoods by preventing people who do not live or work in 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. The CPZs proposed to assist the Council in delivering this legal duty.
- 4.17. 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 of this, it is possible to ensure that the residents and visitors can benefit from these, whilst providing an ongoing economic boost to town centres.
- 4.18. Within certain areas of the Borough, demand for parking is already known to outstrip existing supply. These are typically in areas within proximity to town centres, schools, local shopping facilities and transport hubs, such as train stations. This demand makes it challenging for residents to park near their properties during certain times.
- 4.19. 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.

- 4.20. Footway 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 footway 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.
- 4.21. 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 in areas bordering Lewisham. Hence, it is likely this will create parking displacement on Lewisham roads.
- 4.22. 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.
- 4.23. There is also guidance to reduce street clutter and remove unnecessary signs, railings and advertising hoardings 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 the implementation of Sustainable Streets measures.

5. Sustainable Streets Revised Programme

- 5.1. Following the successful implementation of Sustainable Streets areas in Deptford, Catford, and Crofton Park, with the Evelyn area soon to be launched, a comprehensive review of the initial programme has been conducted. As a result, a new approach is being proposed. This revised programme is essentially divided into two main components:
- 5.2. **New Sustainable Streets areas:** These areas include those where the programme has already been implemented and areas identified for future implementation that have yet to undergo formal consultation. A detailed map can be found in Appendix C. The consultation and implementation of new Sustainable Streets has been organized into three phases, which are explained below.

Phase 1- New Cross Gate, Evelyn, Deptford, Catford and Crofton Park:

The Sustainable Streets Programme has already been successfully implemented in these areas. This report presents the results of the six-month

review following the programme's implementation in Catford and Crofton Park and seeks approval to expand the Sustainable Streets as detailed in Section 6. Lessons learned from earlier consultations have led to an improved two-stage approach for community engagement. In **Stage 1**, local communities are engaged to identify areas where residents would like to see sustainable transport and parking improvements. This is facilitated through the interactive Commonplace mapping platform, where residents share input over a four-week period. This early engagement ensures that designs are developed based on community feedback. **Stage 2** involves a four-week public consultation on the proposed designs, which incorporates insights from Commonplace, parking stress surveys, and other community feedback. This step provides a comprehensive understanding of resident interest in new Sustainable Street measures, with feedback used to refine designs before publishing them for statutory consultation. This revised approach has resulted in stronger community engagement and more successful programme delivery, as residents' input is directly considered.

Phase 2- Telegraph Hill, Brockley, Rushey Green, Catford South, Hither and Lee:

Stage 1 consultations were completed in May 2024, and the feedback gathered has informed the development of proposed designs. **Stage 2** of the consultation is set to commence in November 2024, providing a clearer understanding of residents' interest in new Sustainable Streets measures. The feedback from this stage will be used to finalize designs by January 2025, with statutory consultation scheduled for March 2025. Implementation of these measures will depend on the consultation results; if the outcome of the statutory consultation is positive, the scheme implementation will be scheduled for June 2025.

Phase 3- New Cross Gate, Deptford, Telegraph Hill, Ladywell, Crofton Park, Forest Hill, Perry Vale, Sydenham, Bellingham, Catford South, Hither Green, Downham, and Grove Park.

Since some of the areas proposed to consult in this phase are the most deprived wards in the borough, it is proposed to conduct a Stage 1 consultation in February 2025 across the remaining unconsulted areas. This will help identify clusters eager to see Sustainable Streets in their area, making subsequent Stage 2 consultations more targeted and efficient. Implementation success will be greater if public sentiment supports the initiative, and Stage 2 consultations will be based on these outcomes.

- 5.3. **Existing CPZ areas:** These areas have undergone informal consultation as outlined in the Mayor and Cabinet report on 18 September 2024. To ensure all Borough echoes the Sustainable Streets measures, Stage 1 approach will be adopted to gather feedback and to inform proposed design changes. These mainly include adjustments to operational hours and the implementation of

resident-requested Sustainable Streets measures, such as cycle hangars, EV charging points, new trees, etc. Statutory consultations for these proposed changes are planned for late 2024 and early 2025, with implementation subject to the outcomes of these consultations; if the outcomes of the statutory consultations are positive, the scheme implementation will be scheduled for April 2025. A map of these areas can be found in Appendix C.

- 5.4. The proposed programme and overview maps can be found in Appendix A and Appendix C respectively.

6. 6 months review consultation for Catford and Crofton Park

- 6.1. The purpose of the review consultation was to gather feedback to monitor programme performance and assess the opportunity for expanding the Sustainable Streets areas after six months of implementation. To achieve this, an online survey was conducted across the area originally consulted in January 2023. A total of 504 respondents completed one of two surveys: one for targeted residents where permit parking and sustainable measures were introduced, and the other for residents in areas where these measures were not implemented. A copy of the online survey can be found in Appendix B.
- 6.2. After analysing the feedback received during the six-month review, the key findings were identified as follows:
- (a) Support for the Sustainable Streets programme was expressed by respondents in Tatnell Road and Lessing Street, with 61% and 50%, respectively, indicating favour for the programme.
 - (b) Should the programme be implemented on the aforementioned streets, it is recommended that it also be extended to the remainder of Grierson Road and Gabriel Street. More than 50% of respondents from these streets indicated that if permit parking were introduced on an adjacent street, they would want its introduction on their own street to mitigate displacement.
 - (c) It is recommended to expand the Sustainable Streets measures in Honor Oak Park and Riseldine Road. While resident feedback on the introduction of these measures is divided, this expansion is proposed to mitigate the significant parking displacement from commuter parking that would occur given the proximity of these streets to Honor Oak Park Overground Station. This is to protect residents from parking stress within these streets.
 - (d) Respondents residing on Tatnell Road expressed particular interest in the introduction of street trees, while residents on Lessing Street and Grierson Road emphasized the need for electric vehicle (EV) charging points.
 - (e) Overall, residents in the Honor Oak Park area reported general satisfaction with the scheme, with 71% agreeing that it had improved their street. Respondents noted that it had made parking easier; however, this had also increased the number of cars parking on other streets.

(f) Feedback from residents in the Ravensbourne Park zone indicated a desire for improvements to the scheme. Respondents expressed concerns about insufficient parking spaces, leading to cars being parked on pavements. It was mentioned that the double yellow lines were excessive and could be removed to create additional parking spaces. Residents also noted that the cycle storage hub on their street had remained empty since its installation and proposed relocating it to Ravensbourne Park, where it might be used more effectively. Additionally, there were concerns that the recently installed EV charging point was not connected.

6.3. The consultation analysis report can be found in Appendix B, which provides greater detail on the consultation process, data cleansing and results.

7. Limited Waiting Bays to Short-Term Parking Bays

7.1. There are currently 201 limited waiting bays in the Borough allowing short periods of waiting or free parking e.g., 30 mins with no return within 2 hours. The bays were designed to create accessibility and facilitate car drop in and out of high street locations to encourage 'shop local' and doctor's surgeries etc. However, there have been reports of abuse by inconsiderate drivers obstructing waiting bays with all-day or long-term parking.

7.2. Providing an excess of free parking space, compelling drivers to take more car journeys even when unnecessary with the assumption that there will always be a place to park. By allowing 'free parking' the Council dedicates valuable kerb space to free on-street parking, perpetuating a cycle of encouraging drivers to take more trips by car rather than choosing more sustainable transport methods. This also contributes to numerous dysfunctions including vehicles idling or circling for parking which compounds emissions while putting the needs of drivers at the forefront.

7.3. It is critical that parking enforcement officer time is spent addressing residents' concerns of obstructive and inconsiderate parking behaviour such as pavement parking, vehicle idling etc. Therefore, the Council is proposing that all limited waiting bays now be converted to short-term pay-to-park bays to eradicate 'free' parking and to hinder unnecessary car journeys.

7.4. It is proposed more effective method of monitoring the restriction is introduced and limited parking restriction is activated by the user by payment at a point of sale on PayByPhone. To optimise the usage, the tariff on short-term parking bays would be set at considerably cheaper rate than other pay to park or council owned car park locations. However, any vehicles failing to comply with the new regulation may be subject to enforcement.

7.5. Charges will be set at fixed and affordable rate of £1.00 for 30 minutes. See below.

Duration (mins)	Charge £
30	£ 1.00

At present, there are various restrictions rules apply to each but largely below applies.

Current Restriction Period (mins)	Restriction Rule
15	No return within 2 hours
20	No return within 1 hour
20	No return within 2 hours
30	No return within 1 hour
30	No return within 2 hours
40	No return within 1 hour
40	No return within 2 hours
45	No return within 2 hours
60	No return within 1 hour
60	No return within 2 hours
120	No return within 2 hours
180	No return within 2 hours

It is now proposed the Parking Policy is amended to consolidate the restriction period and rules to below.

Proposed Restriction Period (mins)	Proposed Restriction Rule	Application of Proposed Restrictions
Maximum 30	No return within 4 hours	All CPZ

See Appendix D outlining all identified waiting bays in the Borough.

7.6. The Council anticipates the amendment to the Policy will be positively received by local business owners as this will encourage quick turnover of the parking bays and increase compliance which can potentially encourage more trade footfall.

7.7. Upon approval, the Council will proceed to advertise a consolidated Traffic Management Order to facilitate this.

8. Resident & Housing Estate Permit - Multi-Vehicle Levy (MVL)

- 8.1. To hinder multiple vehicle ownerships and to discourage reliance on motor vehicles in the Borough, it is proposed that the 33% increase will apply upon the registration of a 2nd vehicle or more per account holder.
- 8.2. For example, if a resident owns 3 vehicles which belong in various emission banding, the vehicles will be charged as illustrated below.

Resident Permits - FY 24/25 without MVL

1st vehicle		2nd vehicle		3rd vehicle		Total
Emission Band 6	£172	Emission Band 3	£118	Emission Band 4 (Diesel Euro 4)	£281	£571

Resident Permits - FY 24/25 with MVL

1st vehicle		2nd vehicle		3rd vehicle		Total
Emission Band 6	£172	Emission Band 3	£157	Emission Band 4 (Diesel Euro 4)	£374	£703

- 8.3. It is also proposed that account holders will no longer be permitted to switch the permit to different vehicles. This is to prevent misuse of permits. Each time a Resident Permit holder switches or changes VRM of permit purchased, an admin fee of £10 will apply.
- 8.4. The policy will apply to Resident, Estate Resident and Resident Motorcycle Permits. The levy will be applicable in the order of vehicle permit application, and not applicable to the vehicle with the lowest emission banding.
- 8.5. The National Travel Survey (NTS) from 2021, 33% of households having two or more cars in 2021 compared to 8% in 1971 and in 2021 there were 12 cars for every 10 households in England. The levy charge will apply to the account holder (vehicle registered owner) and by household to consider multi-occupancy household in the Borough e.g. house share, multi-generational household, etc. Therefore, the Council anticipates the levy may impact less than 5% within the existing permit account holders.
- 8.6. It is not expected this will hinder carpool or car share practice in the family as this will only impact residents who are registered keeper of multiple vehicles.

9. Financial implications

- 9.1. The 2024/25 budget within the Capital Programme to complete the works set out as recommendations in this report is £809,534. This budget is financed by £134,522 Section 106 funding and £675,012 general fund reserves.
- 9.2. As of the 30th of September, there had been £414,220 spent leaving a remaining amount of £395,314.
- 9.3. The works detailed in this report are expected to be contained within the

remaining agreed budget. Should the cost of these works exceed this, then additional budget will be required. This will likely either be funded through additional Section 106 funds, if available or through an additional call on council resources. Any additional funds will first have to be approved by Mayor and Cabinet.

- 9.4. The current projection costs towards the implementation of short-term parking bays are estimated at £7000 plus VAT. Hence, the Council expects the cost-revenue ratio to be at 1:1 in the first year of implementation. The rate is expected to fall below in the second year onwards and generate a yearly income yield. See the table below based on the current assumption.

9.5. Net Income/ Session	9.6. Activated Session/ Day	9.7. Total Net Revenue
9.8. £0.10	9.9. 200	9.10. £6240

- 9.11. Under the Road Traffic Regulation Act (1984), the Council is required to keep an account of its income and expenditure in respect of its on-street parking places, and in respect to its functions as an enforcement authority, within paragraphs 2 and 3 of Schedule 7 to the Traffic Management Act (2004). After each financial year, the Council must report to the Mayor of London on any action taken, in accordance with the provisions of the Act in relation to any surplus or deficit in the account.
- 9.12. For the financial year 2023/2024 the Council reported £6.78m net income from the Parking account and the entire sum was used to partially fund the Concessionary Fares charge. The total Concessionary Fares charge paid by the Council was £7.69m for the same period.

10. Legal implications

- 10.1. 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.
- 10.2. 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 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. Furthermore, the Act provides mechanisms for challenging the validity of Traffic Management Orders (TMOs)
- 10.3. Section 122 of the Road Traffic Regulation Act 1984 (the "RTRA") imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to

‘secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway’. The matters set out in S122(2) are:

- The desirability of securing and maintaining reasonable access to premises;
 - The effect on the amenities of any locally affected and (without prejudice to the generality of this paragraph), the importance of regulating and restricting the use 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.
- 10.4. Specific provisions under Section 121B of the RTRA 1984 require notice and approval from Transport for London and other relevant authorities before exercising powers that affect GLA roads, strategic roads, or roads in other boroughs. This ensures coordinated traffic management across different jurisdictions.
- 10.5. 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.
- 10.6. Where the Council undertakes consultation (whether statutory or not) any consultation responses must be considered by the Council with a receptive mind and it must be prepared to change course if persuaded. However, there is no duty to adopt the views of consultees.
- 10.7. The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty) under section 149(1). 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.
- 10.8. 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.
- 10.9. 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.

10.10. 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 and 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.

11. Risk Implications

11.1. When implementing a Controlled Parking Zone (CPZ) expansion in the Honor Oak area, the following potential risks should be considered:

Risk	Mitigation
Some residents and businesses may oppose the expansion due to concerns over permit costs, limited parking availability, or perceived inconvenience.	Engage in clear communication, outlining the benefits of the programme, and conduct thorough consultations to address concerns.
Expanding the Sustainable Streets could increase parking displacement in neighbouring areas that do not have restrictions.	Monitor surrounding areas and consider residents' complaints or future reviews to address displaced parking.
Residents are unable to transition to more sustainable transport measures	Deliver facilities such as secure cycle hangars, car club bays and EVCPs where demand has been identified.
Local businesses might fear that parking restrictions will deter customers.	Provide designated business permits to balance the needs of businesses with residents. Conversion of limited waiting bays to pay to park will help in achieving greater compliance whilst optimising the bay usage for essential car users and allow better access to shoppers.

Table 1: Risk Implications

12. Equalities implications

12.1. 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 in receipt of Council Tax support and do not have another parking permit per annum.

- 12.2. Further details on parking permits and exclusions can be found on the Council's website.
- 12.3. The Parking Policy has been updated to enable Lewisham residents with Blue Badge holders to apply for a Disabled Permit, which allows Blue Badge holders to park in any CPZ in the Borough.
- 12.4. Introduction of Multi-Vehicle Levy will not impact Blue Badge holders as the Council will continue to offer Disabled Resident parking permit free of charge.
- 12.5. Whilst the time restrictions apply, Blue Badge users in Lewisham are permitted to park in the pay-to-park bays free of charge.
- 12.6. A full Equality Impact Assessment (EqIA) has been carried out for the Sustainable Streets programme. This can be found in Appendix D.

13. Climate change and environmental implications

- 13.1. There is a legal requirement for the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government.
- 13.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help to 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.

14. Crime and disorder implications

- 14.1. Through designating parking bays, CPZs can reduce nuisance and dangerous parking such as parking on footways or blocking access, and make streets safer by indicating where it is safe to park and improve visibility for drivers, pedestrians and cyclists at junctions.

15. Health and wellbeing implications

- 15.1. 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.
- 15.2. 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 active travel such as walking, cycling and public transport by reallocating carriageway space for these users which would otherwise have been utilised by private vehicles.
- 15.3. 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.

- 15.4. Dropped kerbs at crossing points will improve accessibility whilst double yellow lines around junctions will help to improve road safety by improving the visibility of pedestrians and cyclists. These measures can help to encourage residents and visitors to walk and cycle more.
- 15.5. A package of measures has been designed for each street, with improvements to the street scene at the forefront. Consideration has been given to tree planting and additional greening where possible and appropriate.

16. Background papers

- 16.1. [Sustainable Transport and Parking Improvements Parking 2022](#)
- 16.2. [Sustainable Streets – Phase 1 recommendations and next steps](#)
- 16.3. [Sustainable Streets recommendations and next steps - Evelyn](#)

17. Glossary

Term	Definition
CPZ	Controlled Parking Zone
DfT	Department for Transport
EAA	Equalities Analysis Assessment
EV	Electric Vehicle
EVCP	Electric Vehicle Charge Point
GLA	Greater London Authority
LIP	Local Implementation Plan
ONS	Office for National Statistics
RTRA	Road Traffic Regulation Act
TFL	Transport for London
TMO	Traffic Management Order

18. Report author(s) and contact

- 18.1. Catalina Moreno, Project Manager, Catalina.Moreno@lewisham.gov.uk
- 18.2. Comments for and on behalf of the Executive Director for Corporate Resources
 - Tom Clarkson, Capital Accountant, Thomas.Clarkson@lewisham.gov.uk
- 18.3. Comments for and on behalf of the Director of Law and Corporate Governance
 - Ruby Anugworm, Senior Planning Lawyer, Ruby.Anugworm@lewisham.gov.uk

19. Appendices

- 19.1. Appendix A – Proposed programme
- 19.2. Appendix B – Consultation analysis report
- 19.3. Appendix C – Programme overview map
- 19.4. Appendix D – List of Identified Limited Waiting Bays in LB Lewisham
- 19.5. Appendix E – Equality Impact Assessment