Proposed parking zone and healthier streets

Joanna Lesak, Project Manager, Highways Transport Projects

Tuesday 29 January 2019

Dulwich CC Forum, St John’s Church 62A East Dulwich Road
Outline

• What concerns have we heard so far?
  – Why propose a parking zone?
  – What is the decision making process? Is this a ‘fait accompli’?
  – CPZs and high streets
  – Why do we have to pay for permits?
  – Why are there so many double yellow lines – junctions and drop kerbs
• What next?
Why propose a parking zone?

- Yearly parking programme
- Requests made via online form - indicative of demand
- Wider considerations
Why propose a parking zone?

Legal obligations and policy

- Safety - Highways Act 1980
- Air Quality - Part IV of the Environment Act 1995 - Air quality management area
- Health - Increasing active travel - Public Health England nice.org.uk/guidance/ng90
- People with disabilities - Equality Act 2010
Why propose a parking zone?

Periodic reviews of parking zones in Southwark show support for existing parking zones.
Households with **no car**

**Average number of cars per household**

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Average Cars per Household</th>
</tr>
</thead>
<tbody>
<tr>
<td>51%</td>
<td>0.59</td>
</tr>
<tr>
<td>57%</td>
<td>0.5</td>
</tr>
<tr>
<td>42%</td>
<td>0.71</td>
</tr>
</tbody>
</table>
What is the decision making process?

• Consultation on the idea of a parking zone
  – Do people find it difficult to park?
  – On what streets do residents/businesses want a zone?
  – How can we improve the design/address concerns?

• Report to cabinet member for Environment, Transport Management and Air Quality- **decision making** to proceed or not

• If proceeding to **statutory consultation** can hold meeting to discuss proposals

• **Determination** of objections to statutory consultation

See southwark.gov.uk/parkingprojects
CPZs and high streets

• High streets subject to complex dynamics
• TfL studies since 1999 – 2016;
  – 12 to 14 high streets/town centres, 300 people surveyed per site. Some sites have up to 39% people driving.
  – People walking and cycling spend more per month
  – Top 3 concerns 2016: diversity of shops, quality of shops, quality of public realm
  – Parking low on list of concerns for all sites.
Forest Hill CPZ
CPZs and high streets

• Southwark study on high streets 2015
  – 22% of visitors to Lordship Lane drive (destination high street)
  – Parking was an aspect of improvement – identified by open ended question “Are there any aspects that you feel need to be improved in this area?”
    • thirteen responses from a sample of 103 - of these four had come by car.
  – “What is missing from this town centre?”: "parking" /"parking spaces“.
    • seven people replied and not entirely the same people as for previous question.
CPZs and high streets

- Mary Portas report
  - Southwark has provided 30 mins free
  - Proposal to extend to 2 hours (paid) - £1.33 for one hour and £4.08 for two hours
  - Shared use available for visitors
  - Design can be adjusted based on feedback from businesses e.g. more paid bays (first free half hour)
Cost of permits

• Council Tax/Road Tax cannot be used to subsidise car owners/CPZs
• Revenue raising illegal under Road Traffic Regulation Act 1984 S55 as amended
• Permit prices set as part of budget process - approved by full council
• Resident permit price kept at £125 over last 10 years
Business permits

• Compared to other local authorities through benchmarking
• There is no statutory maximum or minimum charge for any type of permit.
• Increases have been limited to inflation in recent years
• £1.58/day (365 days), pay and display rates are £2.75/hour.
• In the report this year - 50% discount on annual permit for electric business vehicles.
# Business Permit benchmarking

<table>
<thead>
<tr>
<th>Borough</th>
<th>All permit holders bays in zone</th>
<th>All Borough</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwark</td>
<td>£578</td>
<td>50% discount for EV’s from April 2019</td>
</tr>
<tr>
<td>Lambeth</td>
<td>£645</td>
<td>£1,612</td>
</tr>
<tr>
<td>Islington</td>
<td>£670</td>
<td>£3,000</td>
</tr>
<tr>
<td>Hammersmith and Fulham</td>
<td>£791</td>
<td></td>
</tr>
<tr>
<td>Lewisham</td>
<td>£500</td>
<td></td>
</tr>
<tr>
<td>Tower Hamlets *based on emissions</td>
<td>£724</td>
<td>this is an average (£7.50 per annum for EV only)</td>
</tr>
<tr>
<td>Westminster, City Of London and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kensington and Chelsea have no business permit scheme.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Double yellow lines

• Safety - vulnerable road users
• Equalities Act 2010
• Sight lines
  – Highways Code – 10 metres at junctions
  – Streetscene Design Manual – 7.5 metres
  – Drop kerbs- 2 metres either side
What next?

• Extension of consultation East Dulwich to **28 February 2019**
  – due to missing/late mail
• Extension of consultation ‘Peckham West’ to **7 February 2019**
• **February 2019**: Meetings/drop in sessions with businesses
• **May 2019**: public meeting on proposals if proceeding to statutory consultation
Questions

joanna.lesak@southwark.gov.uk
Tel: 020 7525 0127

1895, 2017, 2025?
Barry Road

1900, 1971 and 2013 Amsterdam

Haarlemmerdijk in 1900, 1971 & 2013. Historical photos from the Amsterdam Archives & modern images by Thomas Schlijper.