



Mayor and Cabinet

Sustainable Streets – Recommendation approval for Existing CPZ reviews

Date: 21 May 2025

Key decision: Yes

Ward(s) affected: Blackheath, Lewisham Central, Ladywell, Rushey Green, Brockley, Lee Green and Deptford

Contributors: Hayley Whitchurch, Project Manager

Outline and recommendations

Mayor and Cabinet are recommended to:

- Agree for the Executive Director of Place to use their delegated powers to consider any objections received during statutory consultation on the permanent traffic order and make any applicable decision as a result.

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 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 4 September-1 October 2023: Sustainable Streets review of existing Lewisham Central, Blackheath and Rushey Green West CPZs

6 December 2023: Mayor and Cabinet approval of engagement and consultation of Phase 2: Hither Green & Lee, Brockley, and Catford 15 January 2024: Implementation of Phase 1: Catford and Crofton Park area

20 November -21 January 2024: Sustainable Streets review of Deptford Central, Deptford South, Elverson and Ladywell CPZs. 13 May 2024: Implementation of Phase 1: Deptford Park area

18 September 2024: Mayor and Cabinet approval of the Existing CPZ reviews for Lewisham Central (Zone B), Rushey Green West (Zone E), and Blackheath (Zone BHA), Deptford Central (Zone S), Deptford South (Zone DS), Elverson (Zone G) and Ladywell (Zone T)

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 approximately 60% of the borough since the Sustainable Streets Programme was first implemented. The programme has been divided into phases for the proposed engagement and consultation of the Sustainable Streets programme (see Figure 1).
- 1.3. This report covers the review of the existing CPZs which the council undertook public consultation on amendments to align them towards the Sustainable Streets Programme and to ask whether residents would like amendments. The outcome of the public consultations were approved at the Mayor and Cabinet meeting in September 2024.
- 1.4. 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

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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.

- 1.5. Once approved by Mayor and Cabinet, a review of the Sustainable Streets zone will take place approximately six to twelve months after implementation to understand its impacts to allow for revisions to take place if necessary. This may include minor amendments to provisions to meet stakeholder requests, or to include additional streets where displacement is causing detrimental impact on residents.
- 1.6. The council is required to undertake statutory Traffic Management Order (TMO) consultation regarding traffic restrictions, this being the legal route to allow enforcement of any parking restrictions. Officers will then make the TMO as laid out in the September Mayor and Cabinet report including any additions or amendments that are agreed following the statutory TMO process. In order to move forward the Executive Director of Place is required to review any objections and, following this, if satisfied, to agree and sign off the final Traffic Management Order.

2. Recommendations

- 2.1. Agree for the Executive Director of Place to use their delegated powers to consider any objections received during statutory consultation on the permanent traffic order and make any applicable decision as a result.

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. **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

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of electric vehicles.

- 3.5 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. 3.6
- 3.6 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.
- 3.7 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 kilometres travelled by 2030.
- 3.8 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.
- 3.9. 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.
- 3.10. 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

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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 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, EVCPs, 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 289 cycle hangars in the borough available for use by residents, nearly all of which are at

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maximum capacity with long waiting lists. The Council receives a high number of requests for cycle hangars – between December 2022 until May 2025, more than 1800 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 EVCPs 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 EVCPs. Installing EVCPs gives residents the confidence to own or consider buying an electric vehicle. There are currently 250 EVCPs 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 electric vehicles.
- 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 Lewisham Zipcar membership has grown by almost 600% between January 2015 to December 2024, from 4,909 registered members to 28,763. The Council is keen to support this growth through the implementation of bays dedicated for car clubs. The enlargement of electric vehicle fleets will also put pressure on 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

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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, 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.
- 4.16.** 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.
- 4.17.** 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 it is possible to ensure that the residents and visitors can benefit from these to ensure the ongoing economic wellbeing of 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 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.
- 4.19.** 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.** 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 by implementing designated bays for parking which do not obstruct access and by widening the footway to ensure there is more room for pedestrians (for example).
- 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 including in areas bordering Lewisham which is likely to place parking pressure on Lewisham roads.
- 4.22.** Below is the current programme overview for the Sustainable Streets engagement.

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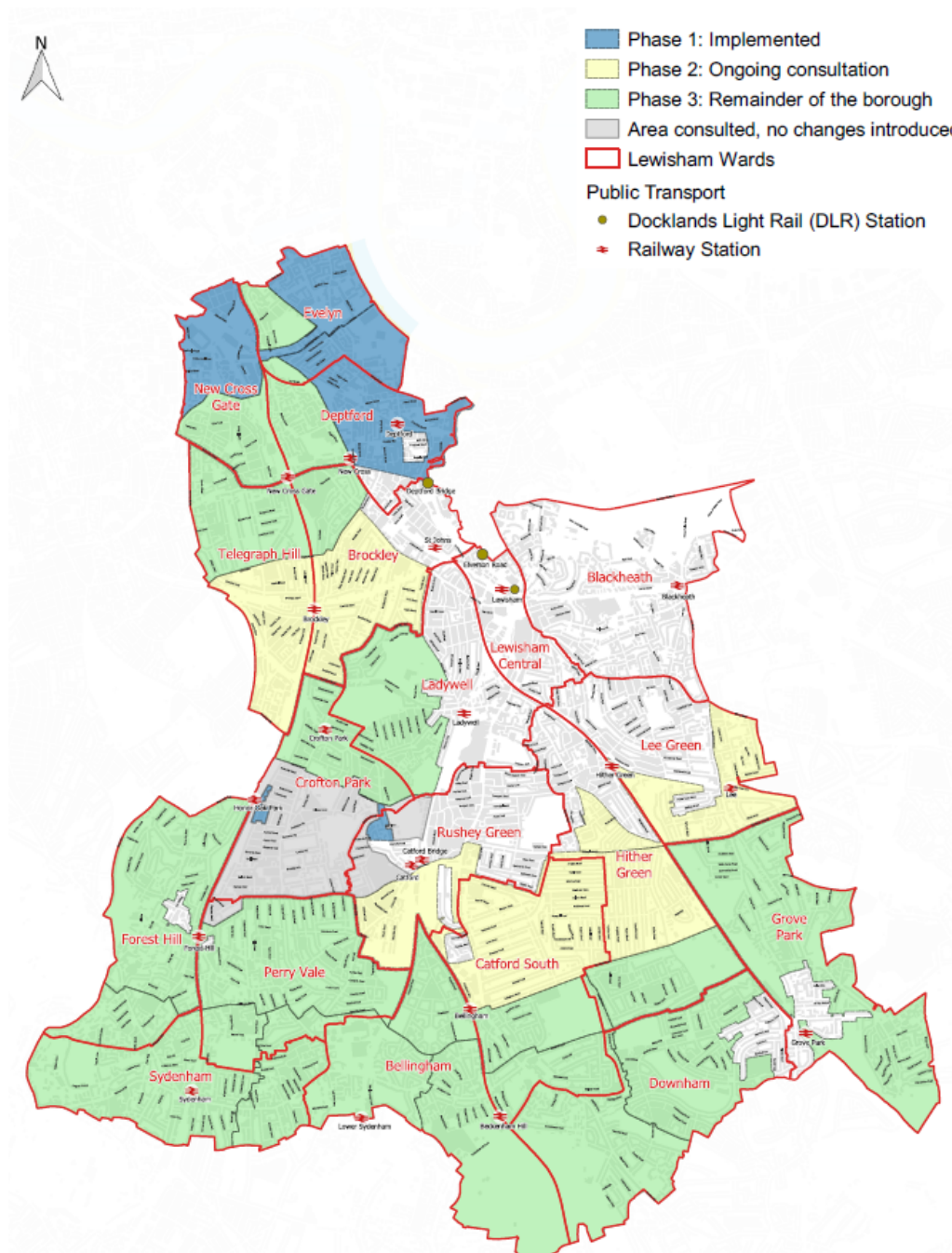


Figure 1: Current Sustainable Streets engagement programme

5. Support for residents and businesses

- 5.1. 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.
- 5.2. 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.
- 5.3. In December 2024, the Council introduced a Continuous Payment Authority

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(CPA) permit option for residents where the cost of the annual resident's permit is split into 12 equal payments that are automatically paid on the same date each month via their chosen card. This would alleviate residents from the carrying a financial burden of lump sum for the payment of permits.

- 5.4. Most vehicles registered in the borough fall within Band 1 and Band 5 of the emissions based bandings. The annual residential parking permit charge for these bands is £85 - £158 for petrol and diesel compliant vehicles. There is an £80 surcharge for diesel non euro-6 compliant vehicles for all emissions bands.
- 5.5. 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 from the date of implementation. Therefore, most residents who own a car within the new proposed zones would be charged £7.08 - £13.17* a month for the first 12 months (based on Band 1 and Band 4 pricing). *Subject to annual indexation.
- 5.6. 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.
- 5.7. 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.
- 5.8. 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.
- 5.9. In addition, the Disabled Parking Policy has been updated so that Lewisham Blue Badge holders can now apply for a Disabled parking permit, which permits Lewisham issued Blue Badge holders to park within any CPZ in the borough. More information can be found in the Council's Parking Policy.

6. Financial implications

There are no changes to the financial implications originally outlined to the Mayor and Cabinet 18 September 2024.

7. Legal implications

- 7.1. 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.
- 7.2. The Road Traffic Regulation Act 1984 (RTTA) 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

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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.

- 7.3.** 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.

- 8.4** 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.

- 8.5** 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.

- 8.6** 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

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discrimination, advance equality of opportunity or foster good relations.

- 8.7** 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.

8. Equalities implications

- 8.1.** A full Equalities Analysis Assessment (EAA) has been carried out and can be found in Appendix A.
- 8.2.** Registered carers and Blue Badge holders can 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.
- 8.3.** Further detail on parking permits and exclusions can be found on the Council’s website.
- 8.4.** 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.

9. Climate change and environmental implications

- 9.1.** 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.
- 9.2.** 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.

10. Crime and disorder implications

- 10.1.** 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.

11. Health and wellbeing implications

- 11.1.** 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.
- 11.2.** 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

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used to enable and encourage alternatives 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.

- 11.3. 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.
- 11.4. 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.
- 11.5. A package of measures will be designed for each street, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and additional greening where possible and appropriate.

12. Background papers

- 12.1. [Sustainable Transport and Parking Improvements Parking 2022](#)
- 12.2. [Sustainable Streets - Phase1 recommendations and next steps](#)
- 12.3. [Sustainable Streets – Phase 1b recommendations and next steps](#)
- 12.4. [Sustainable Streets - Existing CPZ Review recommendations](#)

13. Glossary

Term	Definition
CPZ	Controlled Parking Zone
CPA	Continuous Payment Authority
EAA	Equalities Analysis Assessment
EV	Electric Vehicle
EVCP	Electric Vehicle Charge Point
TMO	Traffic Management Order

14. Report author(s) and contact

Hayley Whitchurch, Project Manager, hayley.whitchurch@lewisham.gov.uk

15. Appendices

Appendix A – Equalities Impact Assessment

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