

**Lewisham Cyclists (local borough group of the London Cycling Campaign) response to
Lewisham Council Parking policy consultation**

15 July 2019

<https://lewisham.gov.uk/myservices/parking/permits/parking-policy-consultation>

About the Lewisham Cyclists

Lewisham Cyclists are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 700 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

General comments on this scheme:

- Lewisham Cyclists welcome the opportunity to respond to this consultation. Although Lewisham Cyclists are broadly supportive of the proposals, we believe that the council can do more beyond the suggested proposals to limit any future rises in demand for parking within the borough.

Specific points about this scheme:

- The introduction of a diesel surcharge on residential parking permits is welcome and supported, however Lewisham cyclists believe there should also be a diesel surcharge on business permits and also all visitor parking charges of 50% (i.e. the charging rate for visitor parking should also include a 50% surcharge of 80p per hour for diesel vehicles) as a deterrent towards their use as a travel mode in LBL.
- LBL should have differential hourly parking charges for different areas, as supposed to a flat rate hourly charge throughout the borough. Lewisham Cyclists opposes the proposal to maintain a borough wide flat rate charge. LBL should be implementing zones for a tariff of various charges, with town centres such as Lewisham and Catford charging more (to encourage journeys by walking, cycling and public transport). LBL is currently the only inner London borough to not adopt this approach.

- Electric vehicle charging points should not be on footways or cycle lanes, but instead placed within parking bays, as illustrated below.



- LBL has a household car access figure of just 45%, with revenues of £9million from parking last year alone.

Direct Parking Management

- 8.5. In 2017/18, the Council collected £9.0m income in respect of parking services, compared to a budget of £7.37m. The income received can be broken down as follows:

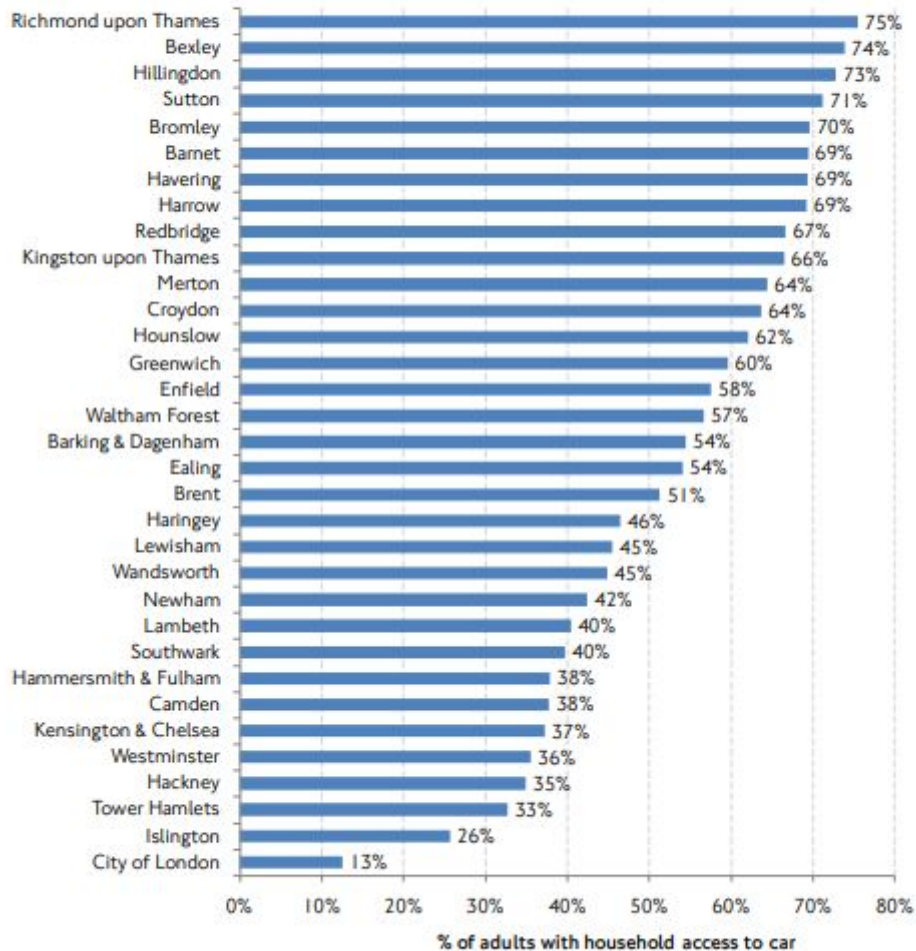
Parking services income collected in 2017/18		
	£000s	%
Parking Fines	4,109	46
Pay & display Income	2,414	27
Permit Income	2,218	24
Advertising & Other income	254	3
Total Income 2017/18	8,995	100

Direct parking management expenditure	
	£000s
Enforcement contract costs	2,166
Management and admin costs	414
Car park utilities, rates, repairs and maintenance	278
Legal fees	117
Provision for bad debts	-
Total expenditure 2017/18	2,975

(<https://lewisham.gov.uk/-/media/files/imported/parkingannualreport2017-18.ashx>)

Lewisham Cyclists proposes that in light of declaring a climate emergency, LBL adjusts parking policy to commit to using a minimum of 25% of revenues to top up its LIP budget and invest further in delivering the Mayor's transport strategy, encouraging further modal shift of journeys from private car use towards walking, cycling and public transport. Such a policy would also cater to the 55% of households who currently do not have access to a car

Figure 11 Household car access by borough, London residents.



Source: LTDS 2011/12.

*Note: the results for the City of London should be treated with caution due to the small sample size

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- The borough needs an annual target to reduce on street parking. 5% every year to create space to cross roads safely, reduce car domination of streets & enable the full removal of car parking from main roads (by allowing shopkeepers to unload in side streets). This can be achieved in a number of ways, including but not limited to, the following:
 - Future new applications for parking permits should be limited
 - Limit number of on street parking permits to a maximum of 2 per household, reducing to 1 within the next 5 years.

General points about infrastructure schemes (keep or delete as/when appropriate):

- The Mayor's Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space

than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.

- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.