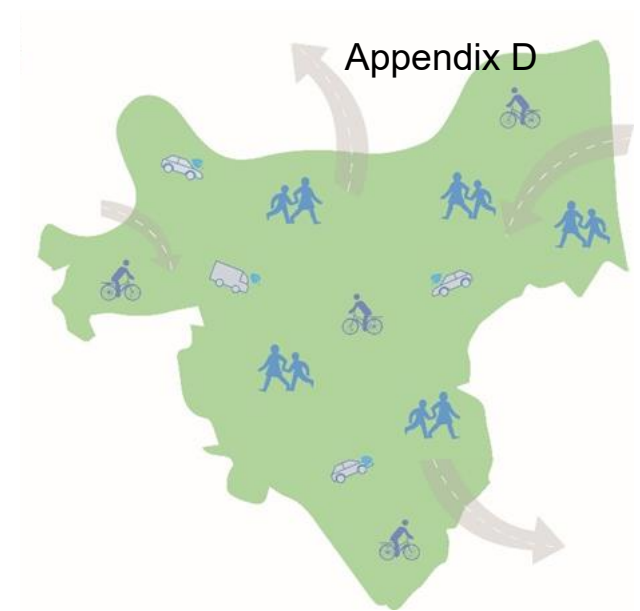


Kerbside Management Policy Framework Action Plan
Royal Borough of Greenwich
SEPTEMBER 2022



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1. **FOREWORD**

A well-planned and managed kerbside plays a pivotal role in the delivery of several the Borough's high-level plans: the draft Carbon Neutral Plan, setting out how we will address the climate emergency; the Local Implementation Plan (LIP) for Transport; the Greener Greenwich Strategy; Air Quality Action Plan, and the Transport Strategy.

The Kerbside Management Policy Framework Action Plan will focus on how we manage our carriageways with scheme design with a focus on parking design and parking enforcement. How we can improve or schemes, how we can expand and how we can ultimately reduce car ownership and emissions across Royal Greenwich to meet our ambitious targets.

2. INTRODUCTION

How the kerbside is managed matters. The kerbside is everywhere and the way it is used can help – or hinder – all the Council’s objectives (set out in the existing Corporate Plan) for:

- a healthier Greenwich
- a safer Greenwich
- a great place to grow up
- delivering homes through economic growth
- a cleaner, greener Greenwich
- economic prosperity for all
- a great place to be
- a strong, vibrant and well-run borough.

A well-planned and managed kerbside plays a pivotal role in the delivery of several of the Borough’s high-level plans: the Carbon Neutral Plan, setting out how we will address the climate emergency; the Local Implementation Plan (LIP) for Transport; the Greener Greenwich Strategy; and Air Quality Action Plan, amongst others. It also supports both regional and national transport strategies.

The Royal Borough has set out an ambitious vision for transport in its LIP:

“By 2041, Royal Greenwich will have an attractive, accessible, healthy and sustainable transport network. Royal Greenwich will be on-track to help realise the aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”

The Carbon Neutral Plan suggests even more dramatic action is necessary. The Royal Borough declared a climate emergency in 2019 and set a target to reach net zero carbon emissions by 2030. This is ten years ahead of the Greater London target and twenty years ahead of the national target of 2050.

In 2019, before the pandemic, transport emissions made up 31% of Royal Greenwich’s total emissions. Of these transport emissions, 95% were from vehicles on our roads. Without dramatically changing what we are doing, transport emissions would only decrease by less than 10% between 2019 and 2030 – far short of the 100% reduction required.

The Carbon Neutral Plan sets out what actions are necessary to contribute to the ambitious target of becoming carbon neutral by 2030. For transport, this includes:

- A 45% reduction in car use in the borough (compared to 2015), due to a modal shift to public transport, walking and cycling.
- A 10% decrease in van and truck use relative to current projections.
- An increase in the uptake of Ultra-Low Emissions vehicles (ULEVs).

The Carbon Neutral Plan identifies the key transport measures that need to be adopted (some immediately, some following programming) to meet these targets. Parking and kerbside management related measures it includes are:

- Developing and adopting banded parking permit charges that vary with vehicle emissions.
- Increasing the number of residential electric vehicle charging points in the borough.
- Reducing the number of car parking spaces in the borough.
- Introducing a borough-wide controlled parking zone (CPZ).

This Policy Framework Action Plan is designed to deliver these objectives and help to ensure our kerbside space is managed in a way that helps us to deliver what Royal Greenwich needs.

The previous Parking Strategy for Royal Greenwich was published in 2014¹. Since then, the challenges Royal Greenwich faces have changed. For example: local travel and parking patterns have changed, especially given the impact of Covid on parking patterns and behaviours across the borough. Significant development has also taken place across Royal Greenwich, much of which has been agreed as car free developments; and awareness of the climate crisis has increased.

Historically, car parking was afforded significant priority, often without considering its impact on other modes, the environment, or our streets as places. This is no longer appropriate, and the development of a Transport Strategy was required to meet the needs of Royal Greenwich: helping to create a healthier, safer, cleaner, greener and more prosperous Royal Greenwich.

To help support the Transport Strategy, Policy Framework Action Plans have been developed to set out how Royal Greenwich intends to take schemes forward and to do this we need to consider all the uses of our kerbside space, both the edge of carriageway

¹Previous (replaced) Parking Strategy (adopted July 2014) https://www.royalgreenwich.gov.uk/site/scripts/download_info.php?downloadID=581

and footway. So, this document takes a more holistic view than traditional parking strategies and sets out a Policy Framework Action Plan for the borough by considering:

- space for walking (local accessibility issues and being clutter free)
- space for cycling (including cycle lanes, cycle parking, cycle facilities and cycle hire)
- bus stops, clearways, and bus priority measures
- waste collection, servicing and deliveries
- motorcycle parking (short- and long-term parking)
- payment parking / pay by phone
- taxis and private hire vehicles
- electric vehicle charging
- car clubs
- green space
- sustainable drainage
- space to play and exercise
- space to relax, meet and do business
- shade, shelter, and places to stop and rest
- car parking, including dedicated disabled person parking bays
- any other uses that may come to light over time

As such, this document is the Royal Borough's Kerbside Management Policy Framework Action Plan.

3. CONTEXT

This Section explains the context the Parking and Kerbside Policy Framework Action Plan is working within, the challenges and opportunities our kerbside presents. This informs the Objectives and Priorities set in Section 4, and the Actions identified in Section 5. It is divided into two sections: the Legislative and Policy context (Section 3.1); and a picture of Royal Greenwich and its kerbside.

3.1 Legislative and Policy Context

3.1.1 Legislative Context

The Traffic Management Act (TMA) 2004 is the key piece of primary legislation for parking management. The TMA places a duty on local authorities to make sure traffic moves freely and expeditiously on their roads and the roads of nearby authorities, as far as may be reasonably practicable having regard to their other obligations. The TMA requires that arrangements should be based on the principles of fairness, consistency, and transparency. The associated guidance requires authorities to design arrangements regarding:

- Managing the expeditious movement of traffic;
- Improving the local environment;
- Improving road safety;
- Improving the quality & accessibility of public transport;
- Meeting the needs of disabled people; and

- Managing & reconciling the competing demands for kerb space.

Another key piece of legislative context is the Road Traffic Regulation Act 1984 (RTA). Section 55 is particularly important as it governs and regulates the use of surplus revenue from parking. Whilst the Royal Borough sets prices to change behaviour and cover costs, any surplus that results from parking income is strictly governed by this legislation. Any surplus income generated can only be used on certain schemes, such as public realm improvements and road safety initiatives. Currently, this surplus is used as a contribution towards the cost of concessionary fares, such as the Freedom Pass for over 60's.

3.1.2 Regional Policy Context

The London Plan (2019) states that parking policy, whether in terms of levels of provision or regulation of on or off-street parking, can have significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres.

The London Plan stipulates criteria to ensure a strategic approach to parking is taken across the city and one which makes efficient usage of London's scarce space. For example, the London Plan stipulates that in general, the higher the public transport accessibility and connectivity of the site, and the closer it is to a town centre or station, the lower the car parking provision should be. There is also an emphasis on parking for disabled persons and parking criteria for developments.

On the 13th March 2020 the Secretary of State for Housing, Communities and Local Government wrote to the Mayor of London and directed them to make changes to the proposed London Plan. This included a direction to change the residential parking standards set out in London Plan Table 10.3. The change increased provision of parking in some outer London developments depending on their Public Transport Accessibility Level. However, the focus remains on enabling travel by sustainable modes and it has clear guidance on the appropriate level of car parking, minimising provision where possible.

The **Mayor's Transport Strategy** focuses primarily on increasing the proportion of trips made by walking, cycling or public transport. It also aims to create healthy streets, eliminate serious road accidents (known as 'Vision Zero') and facilitate good growth. It includes the following headline target:

"80% of all trips in London to be made on foot, by cycle or using public transport by 2041".

Other specific policies within the strategy relating to parking include:

- The retrofitting of vehicles with equipment to reduce emissions, promoting electrification, road charging and the imposition of parking charges/levies;
- Tackling engine idling, promoting efficient driving, implementing electric vehicle charging infrastructure and supporting zero emission car clubs;
- Limiting parking provision and charging for its use as an effective means of managing private car usage;
- Introducing or extending controlled parking zones, or incentives to residents to give up parking spaces; and
- Considering a Workplace Parking Levy.

The Mayor's Transport Strategy sets out several targets that London must achieve to improve the health of its population, reduce pollution, and encourage greater use of sustainable modes of transport. Some of these are set out in more detail in Section 4.

The **Greater London Authority Air Quality Action Matrix**² informs boroughs' air quality plans. This matrix includes 25 actions boroughs are expected to deliver locally. One specifically relates to parking:

'Action 23: Using parking policy to reduce pollution emissions'.

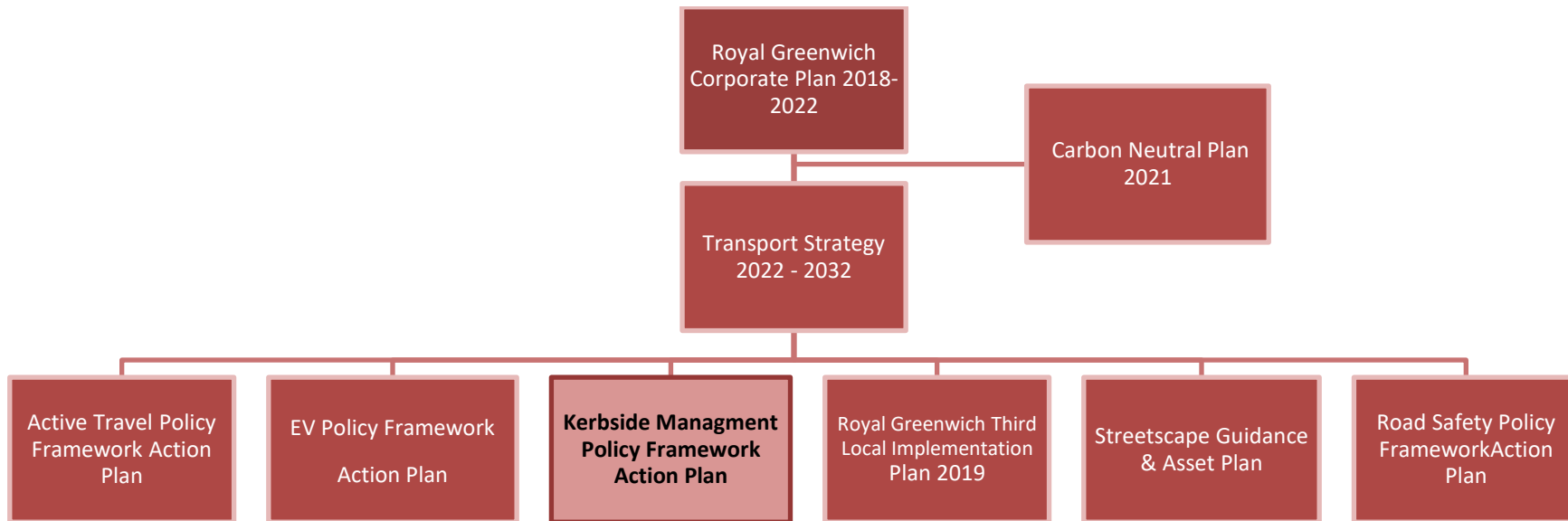
Boroughs are asked to consider how best to use parking policy to promote modal shift and incentivise cleaner vehicles. The Tools and Options section of this strategy picks up that action and sets out some of the measures that Royal Greenwich will consider in light of London Authority Air Quality Action Matrix Action 23.

The **London Environment Strategy** sets out an ambitious vision for improving London's environment for the benefit of all Londoners. The Strategy emphasises the need to clean up the toxic air from transport pollution that is damaging to health and phase out the use of diesel vehicles, whilst switching to more sustainable modes of transport.

² https://www.london.gov.uk/sites/default/files/2019_air_quality_action_matrix.pdf

3.1.3 Local Policy Context

The Parking and Kerbside Management Action Plan forms part of the Royal Borough’s wider Transport Strategy, shown in the diagram below.



These documents all support the Royal Borough's overarching existing **Corporate Plan**, which sets the following priorities:

- **A Healthier Greenwich**
- **A Safer Greenwich**
- **A Great Place to Grow Up**
- **Delivering Homes through Economic Growth**
- **A Cleaner, Greener Greenwich**
- **Economic prosperity for All**
- **A Great Place to Be**
- **A Strong Vibrant and Well-Run Borough**

The Carbon Neutral Plan (2021 - 2030) sets out the key steps the Royal Borough intends to take to reach carbon neutral by 2030. Reducing the level of, and pollution from, road transport is one of the key ambitions of the Carbon Neutral Plan.

Actions set out in the draft Plan that relate to parking and kerbside management include:

- Develop and adopt banded parking permit charges that vary with vehicle emissions
- Increase the number of residential electric vehicle charging points in the borough and assess business charging needs
- Reduce car parking spaces and increase cycle parking
- Introduce a borough-wide controlled parking zone
- Encourage local businesses to review staff travel policies
- Assess feasibility of freight consolidation centres
- Develop and adopt a route-map for replacing all Council-owned vehicles with zero emissions options
- Reduce staff travel emissions, including where staff use their own vehicles for business travel (the 'grey fleet')

The Royal Borough's 2019 **Local Implementation Plan for transport (LIP)**, sets the following vision and challenges for transport in Royal Greenwich:

The LIP vision:

“By 2041, Royal Greenwich will have an attractive, accessible, healthy and sustainable transport network. This will help make Royal Greenwich a brilliant place to live, work and play – opening up the great opportunities it offers to all of its residents.

Royal Greenwich will be on-track to help realise the Mayor of London's aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.”

The LIP Transport Objectives:

“1. Healthier Greenwich: a transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically. Making our roads safer, particularly for walking and cycling. We all feel safe and secure when we're out and about.

2. Greener Greenwich: reducing pollution from transport, to keep us healthy, happy and reduce our contribution to climate change. There will be a reduction in car ownership and single occupancy car trips.

3. Connected Greenwich: A joined-up transport network provides great access to all of the opportunities Royal Greenwich offers. It connects all areas and all people. It is efficient, affordable and attractive to create a connected Greenwich. A range of great public transport, walking and cycling options offer the best way to travel in Royal Greenwich.

4. Growing Greenwich: getting people into 21,000 new jobs and 40,275 new homes in Royal Greenwich by 2031. Making growth good for existing residents, during construction and beyond.”

This Kerbside Management Policy Framework Action Plan has also been prepared alongside other key local plans, including:

The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) is the key strategic planning document for the Royal Borough of Greenwich. It sets out the spatial strategy, long term spatial vision, spatial objectives and core policies for development within Royal Greenwich to cover the period up until 2028. The policies in the Core Strategy of most relevance to parking and kerbside management are:

Policy E1: Carbon Emissions

Policy E(a): Pollution

Policy E (c) Air Pollution

Policy CH2: Healthy Communities

Policy IM(b): Walking and Cycling

Policy IM(c): Parking Standards

Policy IM4: Sustainable Travel

The Royal Borough's **Air Quality Action Plan** (2017-2021) Findings by King's College London in 2015 estimated that air pollution contributed to around 9,500 early deaths in 2010 in London. The Air Quality Action Plan outlines the measures the Royal Borough will take to improve air quality within its boundary between 2017 and 2021.

Two of the actions outlined in the plan directly refer to the use of parking policy to encourage zero and lower emission vehicles:

“Action 34 - Free or discounted residential parking permits for zero emission cars

“Action 35 - Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits”

3.2 A picture of Royal Greenwich and its kerbside

This section provides a picture Royal Greenwich, its kerbside space, and the way they are both changing.

3.2.1 Changing transport behaviour

In 2018, the Office for National Statistics (ONS) reported that Royal Greenwich is home to over 286,186 people, with over 89,000 vehicles registered in the Borough. The borough has lower than average car ownership levels, compared to Greater London as a whole

The table below shows figures for car ownership levels and distance driven in Royal Greenwich, with the changes we need to make to meet the objective of 80% of trips being made by foot, by bike or on public transport.

TFL outcome targets to support the Mayors Transport Strategy (and RGB LIP3) target of 80% trips being by walking cycling and public transport				
Objective	Unit	2017 Baseline	2021 Target	2041 Target
Reduce car ownership in Greenwich	Cars	80,279	76,900	75,200
	Number of cars to be reduced	-	3,379	1,700
	Percentage reductions vs 2017	-	4.2	6.3
Reduction in vehicle Kilometres in Greenwich	KMs	1077	1056	951 - 1,003
	Vehicle KMs to be reduced	-	21	105 - 53
	Percentage reductions vs 2017	-	1.9	11.7 - 6.9

The Carbon Neutral Plan suggests even greater reductions are necessary with the total number of vehicle kilometres travelled needing to reduce by 45% by 2030 compared to the 2015 baseline³. This is in addition to rapid take up of electric and ultra-low emission vehicles and a step change in fleet vehicles away from the internal combustion engine.

³ Table 5.1 of Carbon Neutral Plan Evidence Base 2019

3.2.2 A Growing Greenwich

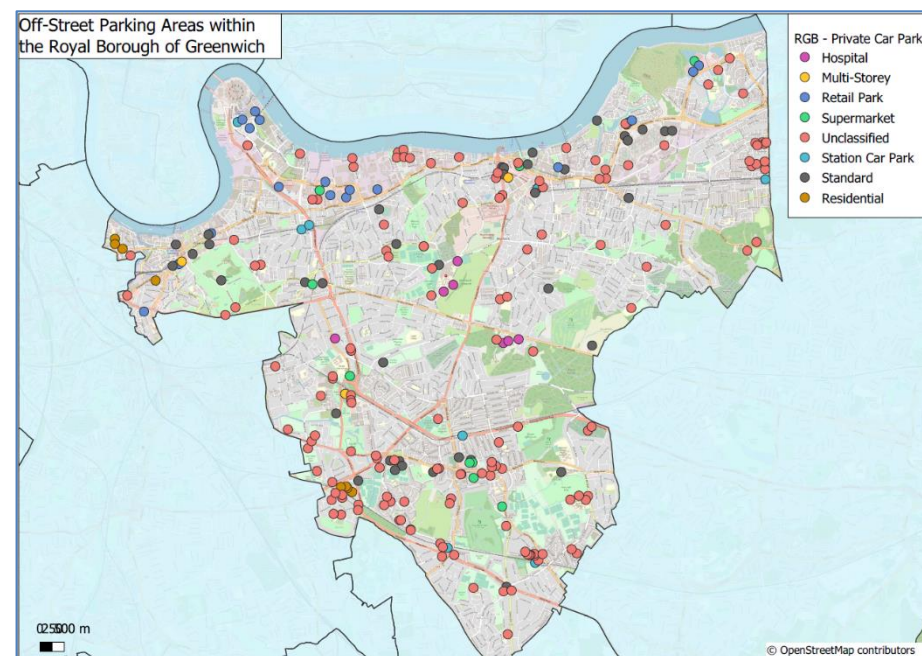
The Royal Borough aims to create 40,275 new homes and 21,000 new jobs by 2031⁴. These figures show the scale of growth expected in the borough and the impact this will have on the borough's road network including the kerbside and air quality.

In addition, the Royal Borough is internationally known for its World Heritage Site, which includes the Royal Observatory and Cutty Sark, and for other attractions like the O2 Arena, all of which attract tourists and visitors to the Borough. The increasing resident population and strong tourist offer adds to the parking demand across the borough. This only emphasises the need for effective and efficient management of parking.

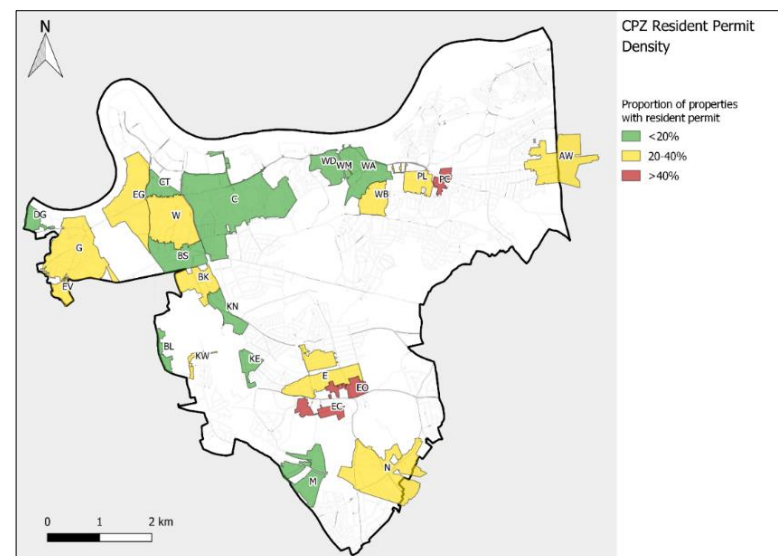
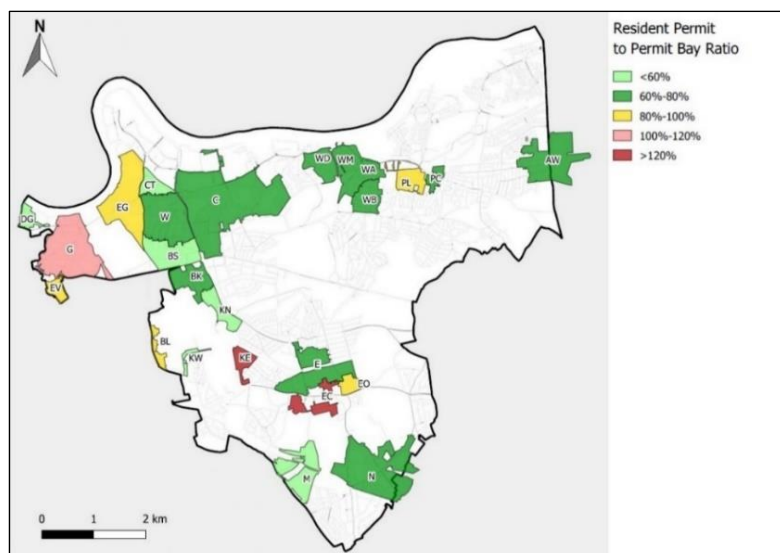
3.2.3 Parking in Royal Greenwich now

The Royal Borough currently owns and operates 10 off-street car parks across the borough, providing 1,002 parking spaces. The following figure shows the private and Council-owned off-street car parks across the Royal Borough. It demonstrates the extensive and wide existing parking provision available.

3.2.4 Controlled Parking Zones



⁴ Royal Borough of Greenwich's Third Local Implementation Plan 2019-20



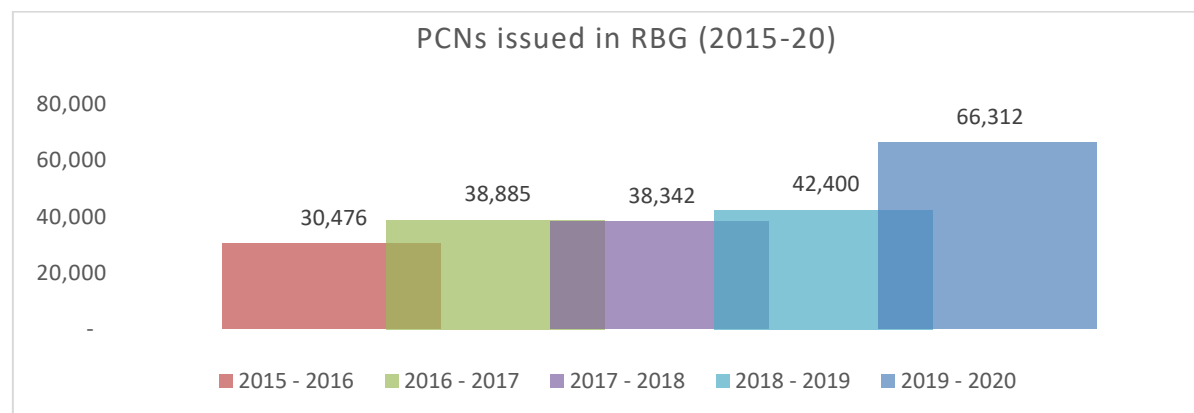
Controlled Parking Zones (CPZs) and permit parking areas are effective and widely used methods of managing demand for kerbside space in urban areas. CPZs work by restricting parking in an area during specific times. During these times, vehicles will generally need to have a valid permit or visitor voucher, pay to park or are only allowed to park for a limited amount of time.

Currently 30% of Royal Greenwich's roads are within a CPZ. Operating hours and restrictions vary significantly between zones.

The maps below show the proportion of properties with permits and the ratio of spaces to permits in existing CPZ areas:

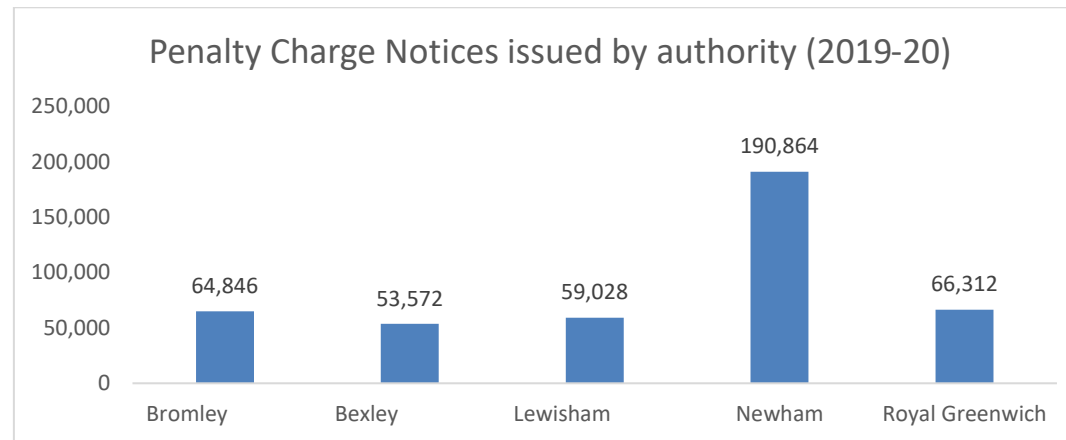
3.2.5 Illegal Parking in Royal Greenwich

Royal Greenwich enforces parking controls across the borough with a team of Civil Enforcement Officers (CEO's). Parking enforcement plays a crucial role in managing kerbside demand, keeping our roads safe and managing congestion. In recent years the number of CEOs and Controlled Parking Zones have increased, and parking demand has increased with the rapid pace of development. This has resulted in more penalty charge notices (PCNs) being issued. The graph that follows shows available data for whole financial years from London Councils pre pandemic.



It is worth noting that although number of PCNs issued in Greenwich has increased year on year in the above table, to sixty-six thousand in 2019/20, we ranked twenty seventh out of the thirty-three Parking Enforcement Authorities in terms of Parking PCN issuance for that year.

The average issuance across London for the same year (2019/20) was one hundred and twenty thousand. At the time we were also one of only two boroughs that had no CCTV enforcement whatsoever.



Steps were taken in the middle of 2020 to introduce CCTV enforcement across all there workstreams where its use is permissible, those being:

- Parking
- Bus Lanes
- Minor Moving Traffic Contraventions

Prior to this point the Council was not able to enforce either Bus Lanes or Minor Moving Traffic Contraventions (MTC's) and enforcement rested with the police. Pressures on police resource resulted in relatively little enforcement in these areas as the police rightly focused its resource on the most serious matters first.

Borough	2021/22			
	Parking	Bus Lanes	Moving Traffic	Total
Bexley	TBC	TBC	TBC	TBC
Bromley	TBC	TBC	TBC	TBC
RB Greenwich	78,213	8,818	39,098	126,129
Lewisham	TBC	TBC	TBC	TBC
Newham	TBC	TBC	TBC	TBC

By taking on these powers the council was able to bring focus to areas of non-compliance that have a real impact on public transport reliability, effective traffic flow across the borough road network and safety.

Borough	2020/21			
	Parking	Bus Lanes	Moving Traffic	Total
Bexley	41,495		8,245	49,740
Bromley	48,905	8,401		57,306
RB Greenwich	51,559	3,162	4,118	58,839
Lewisham	52,921	2,095	101,241	156,257
Newham	83,326	11,547	117,143	212,016

The tables below show our enforcement activity relative to neighbouring boroughs.





Borough	2019/20			
	Parking	Bus Lanes	Moving Traffic	Total
Bexley	53,572		14,083	67,655
Bromley	64,846	13,589		78,435
RB Greenwich	66,312			66,312
Lewisham	59,028	2,917	34,097	96,042
Newham	190,864	20,466	83,470	294,800

4. OBJECTIVES AND PRIORITIES FOR OUR KERBSIDE

The Royal Borough's Kerbside Management Policy Framework Action Plan will help it to meet its ambitious transport-related targets, Carbon Neutral commitment, and other objectives. This section explains how it will do this.

4.1 Aims and objectives

The Kerbside Management Policy Framework Action Plan builds on the objectives set out in the Royal Borough's adopted Local Implementation Plan for transport (LIP) and the evidence base for the Carbon Neutral Plan. The objective of the Parking and Kerbside Management Action Plan is to create:

	A healthier Royal Greenwich - Encouraging active travel and improving road safety
	A cleaner, greener Royal Greenwich - Reducing environmental impacts from transport
	A safer Royal Greenwich with Economic prosperity for all - Improving transport network quality, reliability & accessibility
	A great place to be – and a great place to be -Ensuring development is good for Royal Greenwich

All the tools and policies set out in this Action Plan will, to varying degrees, help to deliver these objectives.

4.2 Hierarchy of road users

Demand for kerbside space exceeds available capacity, so a hierarchy of road users helps the Royal Borough prioritise the allocation of this space.

Historically, car parking has been afforded significant priority, often without considering its impact on other modes or how our streets work as places. To achieve the step-change in travel choices the borough is seeking, walking, cycling and public transport must be top priorities for all transport related policies and strategies. Priority also needs to be given to other less polluting options, like low emissions vehicles, access for the goods we all need and people with limited mobility.

The Royal Borough will apply the Transport Strategy hierarchy below in deciding how to prioritise the use of kerbside space.

Hierarchy of Road Users
1. People with Mobility Issues (Such as Blue Badge Holders)
2. Pedestrians
3. Cyclists
4. Public transport (generally buses)
5. Freight and Servicing

6. 'Shared' transport such as coach, taxi, private hire, car club (<i>and in the future, demand responsive public transport and autonomous vehicles</i>)
7. Other 'Essential' kerbside usage in town centre / shopping areas (e.g. doctor and ambulance bays, unavoidable [temporary] construction and works, and electric vehicle charging)
8. 'Non-essential' local kerbside usage (local resident parking of private cars in residential areas, and short stay provision in town centres and shopping areas)
9. Other 'Non-essential' kerbside usage ('railheading' ⁵ and commuters from outside the local area)

Local needs and characteristics may mean that, from time to time, it may be necessary to vary from the hierarchy set out in the table. However, the hierarchy of road users will always be the starting point for the development of parking arrangements. Pedestrians, cyclists, public transport, and people with mobility issues are given the most priority, and long stay vehicle parking given the least priority.

Applying this hierarchy may often mean we consider providing fewer vehicle parking places, especially (but not only) if there is ample off-street parking or if parking occupancy is relatively low. That kerb space can be used to accommodate higher priority uses, such as: improving walking and cycling routes; cycle parking; refuse facilities; planting and parklets; and ensuring that our communities benefit from a healthier environment.

⁵ 'Railheading' refers to commuters driving from outside the local area to parking near train stations and transport hubs to continue their onward journey.

4.3 Targets

This section brings together some of the key targets the Policy Framework Action Plans aims to help us meet. They provide measurable indicators of progress towards the objectives set out above. They are drawn from the plans and policies summarised in Section 3: Context (above).

The Royal Borough's Local Implementation Plan for transport, sets out the Mayor's Transport Strategy's 'Outcomes Indicators' that boroughs must work towards achieving. These outcomes relate to the Mayor's priorities and include, walking, cycling and public transport modal share, car ownership, traffic reduction, improvements in air quality, public transport journey times and casualty reduction rates.

The relevant outcomes and targets for the Royal Borough are:

- For 75% of trips to be made on foot, by cycle or by using public transport by 2041
- For 70% of people in Royal Greenwich to do at least the 20 minutes of active travel they need to stay healthy each day, by 2041
- For 72% of people in Royal Greenwich to have access to a safe and pleasant cycle network by 2041
- For deaths and serious injuries from all road collisions to be eliminated from Royal Greenwich's streets by 2041
- For a reduction in car ownership to 75,200 in the Royal Borough by 2041 (current figure: 80,717) (despite population growth).
- For a reduction in pollutants from road transport (CO₂, NO_x, PM₁₀ and PM_{2.5}) by 2041

4.3.1 The Royal Borough's Carbon Neutral Plan





The Royal Borough declared a climate emergency in 2019 and set a target to reach net zero carbon emissions by 2030. This is ten years ahead of the Greater London target and twenty years ahead of the national target of 2050. The Carbon Neutral Plan sets out what actions are necessary to contribute to the ambitious target of becoming a carbon neutral by 2030. The most relevant actions to this Kerbside Management Policy Framework Action Plan are:

- Introduce new and extended Controlled Parking Zones, reaching borough wide coverage of Royal Greenwich by 2030.
- Introduce banded resident parking permits in proportion to emissions impact. This will be done in a way that mitigates disproportionate impacts on lower income residents, while still providing a strong incentive.
- Explore the introduction of a Workplace Parking Levy.
- Reduce/remove on-street parking places in new developments to reduce traffic and improve air quality.
- Reallocate existing parking spaces to car clubs to enable car sharing.
- Identify and introduce innovative car clubs to Royal Greenwich.
- Increase provision of both public access and business EV charge points rapidly, by 2030.
- Increase provision of cycle parking for residents and high-quality long-stay parking at key transport hubs with full implementation by 2025.
- By 2030, reduce the distance travelled by car in the borough by 45%

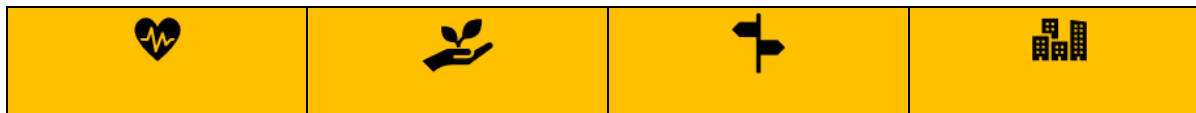
5. OUR ACTIONS

This section sets out the Royal Borough's priority actions for improving parking and kerbside space management, to meet the objectives set out in Section 4.

All the actions set out in this Action Plan will help to deliver the Transport Strategy's objectives to varying degrees. The degree to which each action contributes to an objective is indicated with a gold, silver or bronze status.

 A healthier Royal Greenwich	 A cleaner, greener Royal Greenwich	 A safer Royal Greenwich	 A Great Place to Be
Gold – Very strong relationship			
Silver – Strong relationship			
Bronze – Some relationship			

5.1 Providing for high priority users



Section 4.2 explains that to meet our objectives we need to prioritise the use of our valuable kerbside space carefully, according to our Hierarchy of Users. The diagram below shows the higher priority uses of kerbside space, which should be considered first (and space for lower priority uses only considered once their needs are met).

1. People with Mobility Issues
2. Pedestrians
3. Cyclists

Applying this hierarchy may often mean reallocating existing vehicle parking spaces to higher priority uses. This is especially (but not only) likely if there are significant levels of off-street parking or if parking occupancy is relatively low. This is a crucial part of our strategy and will be actively pursued.

The space required to expand provision for these users should be taken from space allocated to lower priority users when possible (not from other high priority users). This means seeking to place cycle parking, electric vehicle charging and other new infrastructure in existing vehicle parking space, not on our footways.

5.1.1 Cycle parking

This section provides specific information about providing parking for people who cycle.

The Royal Borough regularly installs cycle parking to support more cycling, more often and even more safely (one of the key objectives in the Council's Cycling Strategy). This cycle parking is divided into two main categories: origin parking; and destination parking.

Origin

The Council has installed secure cycle hangars for residents since 2013 on housing estates and since 2016 on residential streets. See below for an example image of a cycle hangar.

A typical cycle hangar will store six regular cycles and can be adapted to fit non-standard cycles such as trikes. With a small subsidy from the Royal Borough, residents pay a £36 annual fee for access. Since its inception, the Council has installed over 100 on-street secure cycle parking spaces.

The programme is shaped by resident demand, which has increased significantly since a dedicated cycle parking request form was launched on the Council website in 2019. Since the request form was launched, the Council has received an average of 16 requests



per month for secure cycle hangars. There are a range of other important factors that influence cycle parking prioritisation, such as proximity to the existing and planned future cycling network and, where possible, taking into account the type of dwelling and home space that could cause barriers to cycling.

Cycle hangars were historically often installed off the carriageway (e.g. on the pavement). The need for more walking space and less car parking space, described above, means it is now generally most appropriate to install them in car parking spaces.

Destination

Publicly available cycle parking (Sheffield stands, lamp post hoops, planters etc.) helps make cycling an attractive option for key destinations such as town centres, community facilities, workplaces and transport hubs. The Royal Borough commissioned a cycle parking review in 2019 which modelled existing cycle parking facilities with current and future demand for cycling in the borough's main town centres and neighbourhood parades. The review produced a prioritisation methodology for installing new cycle parking, based on current and future projected demand, and produced a list of priority sites for installation. The Council is using that prioritisation to shape its installation of public cycle parking.

In line with the Carbon Neutral Plan the Royal Borough will explore options for cycle parking hubs at key destinations, such as town centres and main public transport interchanges.

Where to place cycle parking

Cycle parking should be easy to use by anybody, regardless of age or physical condition. It should also be situated in a prominent, visible position as close to the origin or destination as possible, and preferably in a busy and well-lit area to minimise the risk of anti-social behaviour, vandalism, and theft. These principles often make placing cycle parking on the carriageway in former car parking bays the most suitable option.

Cycle parking should only be installed on the footway (or other area of the carriageway) where there are no other alternatives on the carriageway. In this instance, cycle parking installations should take extra consideration of visually impaired people and those with reduced mobility, mitigation measures may be required.

The approaches listed above are consistent with Chapter 8 of the London Cycling Design Standards and should be adopted as best practice.

The Actions therefore include:

- **We will install additional hangars on street to meet existing demand to meet the targets and details set in our Active Travel Policy Framework Action Plan**
- **We will develop a programme to react to new demand in a timely fashion**
- **We will reallocate kerbside space near key destinations to provide cycle parking to meet the demand identified in the 2019 Cycle parking review**

Areas closer to High Streets and other business areas tend to have a broader mix of permit bays and casual “Paid for Parking” bays in the form of Pay & Display or Cashless Parking.

CPZs are an essential tool in the management of parking, kerbside space and traffic. They are seen all over London, the UK, and most world cities. They allow valuable kerbside space to be allocated according to the hierarchy of users set out in Section 4.

The purpose of the CPZ is not to displace parking but to help control and manage parking pressure across a larger area.

ACTION: The Royal Borough will expand the coverage of CPZs and improve the way CPZs work to deliver its objectives. This will include an accelerated programme to introduce additional permit parking borough wide to help control and manage the level of off-street parking.

There are three key elements to this action, which are set out in the following subsections.

- 5.1.1 Making best use of kerbside space
- 5.1.2 Improving controls within CPZs
- 5.1.3 Delivering effectively

The price of permits to park in CPZ is considered in Section 5.4, which covers the value of parking more generally.

Royal Greenwich’s parking work programme falls in line with objectives of the Mayor and of the Council, as set out in the Mayor’s Transport Strategy and Royal Greenwich LIP respectively, and the emerging priorities for growth in the borough. Scheme selection

has also been aided by historic satisfaction surveys and informal consultations that have been carried out. Furthermore, detailed evidence from a variety of sources including planned parking stress surveys and the views of the community have helped develop the existing work programmes.

These help to add value to existing parking schemes in place, and to review existing Controlled Parking Zones to ensure that they are working effectively by controlling and managing on street parking to the benefit of residents and businesses.

5.2.1 Making best use of kerbside space

Reallocated kerbside space can be used to accommodate higher priority uses, such as improving walking and cycling routes, cycle parking, refuse facilities, planting, and ensuring that community at large benefits from a healthier environment.

5.2.2 Improving controls within CPZs

CPZs can be used to discourage unnecessary car trips by making it less attractive to make trips by car that could otherwise be carried out on foot, by public transport or by bicycle. This can be achieved by controlling the supply of spaces, the conditions attached to using a space, and/or passing more of the cost of inappropriate trips to the driver. Permit parking can also help to discourage multiple car ownership and as such, an accelerated CPZ programme with the goal of a borough wide CPZ can help achieve this objective.

Many existing CPZs have the minimum controls required to prevent parking by non-essential users such as commuters. Unfortunately, this also delivers the minimum benefits from our CPZs.

- Short operating hours: CPZs with short operating hours stop commuters but do little to discourage people from making short trips by car and do not release space for high priority uses (like walking, cycling and public transport). They also tend to be more difficult to enforce resulting in either higher costs of enforcement or lower levels of enforcement. Extensive variation in CPZ operational hours from one zone to the next is also confusing for the general motoring public and can unfairly affect areas on the borders of zones. A clearer and more consistent approach is required borough wide.
- Free Parking Bays: free unrestricted bays and time limited free bays are prevalent in several existing CPZs and in isolation borough wide. Those controls may have been appropriate when the zones were originally introduced ahead of the millennium but are generally no longer the most appropriate use of the space. In light of the climate emergency and the ongoing inability of free bays to discourage unnecessary car journeys or generate turnover of space, it is no longer appropriate that parking bays remain free of charge.
- Free bays located within existing CPZs should be amended to either permit parking, shared use parking bays or payment parking to help control car ownership and promote alternative modes of transport, especially in areas of high accessibility to public transport.
- Free bays can encourage trips by private cars, encourage car ownership and result in long term on street parking. In light of the climate emergency and the ongoing inability of free bays to discourage unnecessary car journeys or generate turnover of space, it is no longer appropriate that parking bays remain free of charge. When a new CPZ is designed or a review of an existing CPZ is carried out, careful consideration will occur regarding whether any free bays should be promoted with a preference for Payment Parking options. Furthermore, where appropriate free bays will be converted to alternative bay types.

- Parking schemes will be designed in such a way as to discourage unnecessary car journeys where possible and reduce the amount of kerbside space dedicated to car parking. This approach will be incorporated in to designs for new zones as part of the borough wide CPZ rollout and in design reviews of existing zones.
- Often large Controlled Parking Zones will also need to be split into smaller permit areas and/or different permit codes used throughout the area. When increasing the number of Controlled Parking Zones, one of the main concerns is inter zone commuting. This is whereby residents that have the same permits as other roads will drive closer to the town centre or railway station to park. The Royal Borough of Greenwich are historically very good at splitting permit codes and thus preventing such movements. Previous CPZ designs have included varying permit codes and smaller boundaries. This approach will continue with the design of new CPZ's borough wide.

ACTION: The Royal Borough will increase and standardise the controls applied to CPZs.

This will include:

- Beginning from the objective of offering the greatest level of controls appropriate, to deliver the greater benefits. This includes: the hours of operation; free, exempt, or non-standard bays; and other controls.
- Adopting a minimum number of standard CPZ conditions to cover the most common CPZ settings in Royal Greenwich.

Car-free Properties

Residents of developments and properties designated as 'car free' are not eligible for residential parking permits for parking on-street in CPZs. Royal Greenwich currently amends its Traffic Management Orders (TMO's) to reflect car free developments and prevent future permit allocations. This process of designating properties as car free is undertaken at the planning stage and it is the responsibility of the developer to notify any prospective buyers or tenants of this planning condition. We will continue to pursue this requirement through the planning process, in line with Core Strategy Policy IM c. Additionally to support this policy we will make it a condition of all permits that they cannot be issued to any property designated "Car Free" at the planning stage.

Residential Vehicle Crossovers (dropped kerbs)

A residential vehicular crossover comprises a ramp and strengthened section of the footway that enables a vehicle to access off-street parking. They are also known as dropped kerbs. Once created, they can effectively only be removed with the land-owner's consent.

Although there is no legal right for a householder to have a vehicular crossover to access off-street parking, there are only limited and specific grounds under which the council can refuse an application. Because they effectively privatise part of the kerbside, preventing it being used for higher priority uses, some Council's have a policy of refusing them where they would conflict with this wider strategy (e.g. in a CPZ).

The Hierarchy of Users affords residential car parking a lower priority than pedestrians, cyclists, public transport, freight and servicing, disabled access, shared transport (such as coaches, private hire vehicles, and car clubs), and essential kerbside usage (such as disabled bays in town/shopping areas, doctor and ambulance bays, and works access). This can mean that giving over (cumulatively) significant stretches of kerbside space for individual residents to park private cars would not be appropriate.

ACTION: The Royal Borough will start from the presumption that residential domestic crossovers are not an appropriate use of valuable kerbside space.

There will be individual circumstances where a residential domestic crossover may be appropriate and would not conflict with other higher priority demands on kerbside. In these exceptional circumstances, the provision of crossovers is governed by our Residential Domestic Vehicle Crossover Policy and subject to planning permission where required.

5.2.3 Delivering effectively

The Royal Borough's draft Carbon Neutral Plan includes a commitment to develop and strive towards a borough-wide Controlled Parking Zone. This is vital to allow us to control parking across the borough, to reduce car ownership and use.

To-date new zones have been added gradually, primarily to address residents' concerns about commuter and business parking. To meet our current objectives, of encouraging more sustainable travel, the Royal Borough needs to take a new approach to CPZs.

ACTION: An accelerated programme for the delivery of controlled parking zones. This will be an ambitious and challenging target of increasing CPZ coverage borough wide by 2030.

The accelerated programme will set out how the Royal Borough will move towards borough-wide controlled parking zone coverage in the following years. An annual CPZ programme will be agreed and published.

As a consequence of new investment across Greenwich and the emergence of new residential developments, there is a clear need for the parking across the borough to be assessed and for a long-term plan to address the parking issues and controls. As a result of some individual Controlled Parking Zones (CPZ) being installed borough wide over several years, there are clear 'gaps' that either remain unrestricted and thus unprotected or where on street parking has displaced further, creating further issues.

Whilst small Controlled Parking Zones could be installed or small extensions to existing CPZ's, there is a clear need for a more consistent and positive approach to parking across the Royal Borough of Greenwich. Controlled Parking Zones can provide a clear and consistent way to control and manage parking. Such zones can be of real benefit to those living within the town centre or railway station, but also help support the local economy by directing drivers to acceptable and suitable parking places. A consistent approach can also make it easier for parking enforcement to occur, reducing costs and resulting in schemes being easier to understand and appreciated by those living, working, and visiting the Royal Borough.

To assist in enabling the Council to deliver future parking strategies and services in a sustainable way, the work programme each year will also take into consideration the Kerb Side and Parking Management Strategy. The purpose of the strategy is to help shape future work programmes and to identify challenges and objectives in the future. It is vital that changes to on street parking arrangements are proposed which improve traffic management, parking provision and include charging consistency with effective turnover, as well as local enforcement by the Parking Services team. The introduction of new CPZ's and reviews of existing schemes will be accelerated to introduce new controls borough wide and to re-prioritise kerb side space.

Parking stress surveys are also carried out regularly by Royal Greenwich and these help to provide officers with additional information on parking levels which will help to design new schemes and shape future work programmes. Such surveys help identify areas of parking stress, where displacement has occurred from existing schemes and help to identify parking design options that can benefit residents and businesses. Developer contributions often help to fund such surveys.

The Parking Design work programme aims to prioritise the parking needs of residents and businesses through the operation of the changes, as well as to improve consistency across Royal Greenwich. The objective of setting an agreed work programme is to ensure that resources are identified and allocated to the delivery of the work programme, there is a fair and consistent

approach to parking design across the borough and to maintain the viability of the parking service in line with the Council's Parking Strategies.

5.2.4 Large Parking Scheme / CPZ – Implementation Plans

Parking zones are an essential tool in the management of parking and traffic and are widespread in their application in London and UK. Within the Royal Borough, only 30% of the borough's roads are within existing Controlled Parking Zones (CPZs). The Council aspires to increase the number of CPZs within the borough to help manage its parking provision due to the rapid pace of regeneration occurring in the borough as well as to help combat pollution concerns around the borough.

Current CPZ Work Programme Approach

The Council's current process for reviewing and implementing CPZs is underpinned by the Council's current parking strategy adopted in July 2014.

The current strategy to introducing CPZs is based on local support and expressly stipulates that

“New controlled parking zones (CPZs) or extensions to existing CPZs will not be progressed in the absence of local support for new controls”.

This approach is also heavily reflected in the Council's current CPZ process, which is a reactive and demand led approach, centred around local support. Although this approach is beneficial at responding to residents' concerns and shows that the Council are listening to residents' feedback, it is not always an accurate reflection of where there are key parking issues in the borough and can be quite time consuming

(especially there is lack of overall support from area) which in turn can slow down CPZ growth. It currently takes the Council an average of 12 - 15 months to introduce a CPZ.

Existing CPZ Implementation Plan

Currently larger parking schemes and CPZ's are subject to various Stages of consultation at Royal Greenwich. This includes a three-stage approach of informal and formal consultations before a scheme is installed.

The current format and timescales are outlined in **Appendix A.**

Going Forward - Proposed Approach

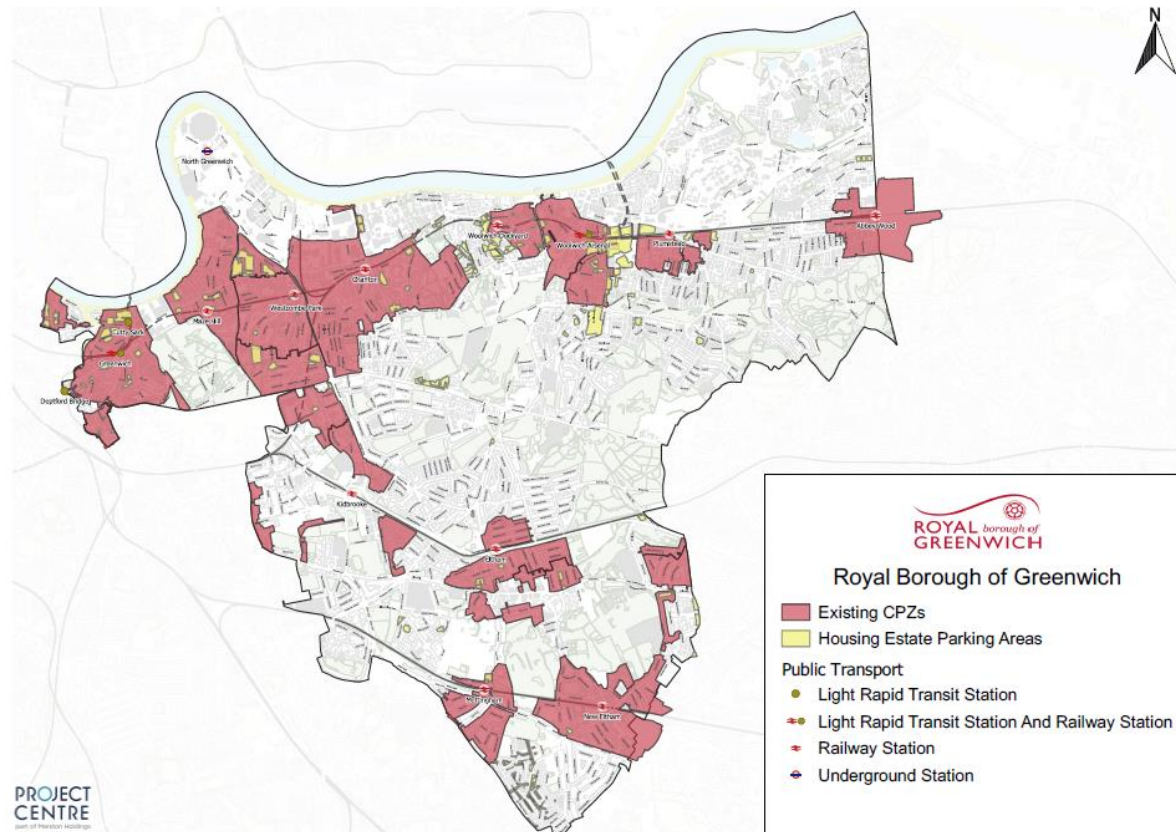
To progress an accelerated CPZ work programme, the Council also need to now adopt an accelerated approach to installing parking schemes. Previously all CPZ's have been resident led and the attitude surveys have been the basis of any scheme design, including the hours of operation and type of bays.

However – this has led to parking displacement and a more holistic approach is necessary. Controlled Parking Zones can help to control and manage parking across the borough and not just in isolated locations. There are currently approximately 26 different CPZ schemes, and various permit types. However – with an approach to start accelerating schemes and by introducing such schemes borough wide, a new consultation process will be necessary. Furthermore, in 2022, the Council's parking enforcement team have also taken over the management of several housing estates across Royal Greenwich. This has added more permitted

areas, many adjacent or within existing controlled parking zones. As a result, going forward, the design of expanded and new CPZ's is of greater importance.

To allow a balanced and efficient approach to delivering CPZs, it is proposed that RBG adopt a hybrid approach which will be both demand and data led to help formulate a quicker CPZ programme (short term and long term). Parking stress surveys will be used to analyse parking demand and identify areas which are currently suffering from high parking stress across the borough. This will be utilised alongside the residents' feedback to help the Council identify areas where parking stress currently exists or predict where it may spread following the introduction of parking in other areas. With the use of both demand and feedback data, the Council proposed CPZ growth across the borough can be implemented with an accelerated CPZ approach. How we propose and install a CPZ is set out in **Appendix A** within our CPZ Policy.

The existing CPZ's and housing estates that are now controlled and managed by the Council are shown below:



The amended CPZ implementation plan would be to simplify and split the consultation into two stage consultation as shown in **Appendix A.**

ACTION: A fit-for-purpose approach to consultation on CPZs that reflects our Transport Strategy objectives.

Engaging effectively with residents, workers, businesses, and other organisations is vital to making CPZs work well. To move towards an accelerated programme of borough wide CPZ coverage in the coming years, we need to adopt an approach to consultation that is fit for today's Royal Greenwich.

This means future CPZ consultations need to:

- Ask the right questions: consultation will not constitute a public referendum on whether a scheme is implemented. Borough-wide CPZs are required to meet our objectives, so we need to know how – not if - they should be implemented through one informal consultation. The design changes that can be made to assist making the CPZ work for those living and working in the area. CPZ consultations are to establish how the kerbside is used more generally (not just for private car owners) and therefore consultations will strive to be representative and include non-car owners who would benefit from better parking controls.
- Follow an effective process: the CPZ delivery process that was utilised previously will be refined to allow us to deliver the CPZs Royal Greenwich needs in a timely way. This will include reducing the number of informal consultation stages down from the previous two informal stages (followed by one statutory consultation) to one new, streamlined, informal design parameters consultation (followed by

the statutory consultation on necessary traffic orders)⁶. This will enable a far more streamlined and efficient approach, but still ensure that residents and businesses play a key role in understanding which controls will work best in their area.

- Offer the convenient, accessible, online methods that more people want to use. Clear online information, online engagement tools and social media allow us to share more about what we are doing and learn far more about what people think of our plans.

Minor Parking Schemes

In addition to major parking schemes – most notably the CPZ's, all requests for the introduction of waiting, loading, and stopping restrictions will continue to be reviewed and batched together for consideration. Where changes are deemed appropriate, the necessary Traffic Management Orders will be advertised to promote the changes.

This includes restrictions to junctions, Blue Badge holder bays and other waiting restrictions (yellow lines) to the benefit of access for emergency and refuse vehicles, road safety and/or the free flow of traffic.

Payment Parking / Cashless Options for kerb side parking

Payment parking is provided on street and off street in Council operated or privately managed car parks. This can be provided through a combination of Pay and Display and Cashless parking methods. Normally both options are provided, with cashless parking arrangements (Pay by Phone) allowing a reduction in machines required on street or within a car park. This can reduce

⁶ At the Royal Borough's discretion, this consultation process may need to be varied from time to time depending on local circumstances.

all associated collection costs, maintenance, damage, and theft that can be present with Pay and Display machines as well as reducing general infrastructure clutter on the kerbside.

ACTION: Progression of payment parking schemes will focus on the introduction of cashless parking in areas where Pay by Phone only parking bays may be beneficial.

This can dramatically reduce scheme costs and is an effective way to control and manage kerb side space.

The availability and effective management of parking spaces is a key component of our local economy, and the success and use of payment parking will often be because of four parking design variants:

- The cost / charge (the parking fee)
- Operational times
- Maximum Stay (how long a driver can park)
- Charging Structure (fixed or linear)

Royal Greenwich will continue to assess the options to encourage turnover where appropriate and to help local shops and businesses. Focussing on helping local parades and encouraging drivers to ‘stay local’ rather than out of town larger shopping. Comparisons with off street parking can be made to help ensure the objectives of both types of parking are being met and when a scheme area is reviewed, the off-street parking will also be subject to investigation and possible change.

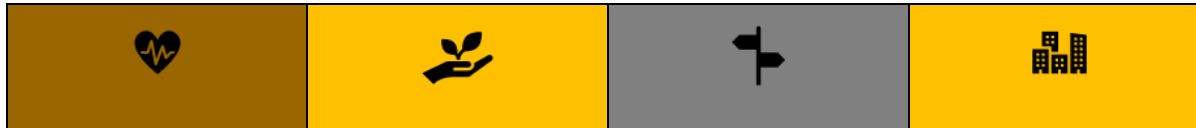
The Parking Design teams work alongside Parking Services to establish utilisation of Pay and Display and Payment Parking borough wide and work closely with other teams across RBG.

Any proposed payment parking schemes are always subject to consultation, including the advertising of Traffic Management Orders.

Parking Impacts – Covid-19

The impacts of Covid-19 on parking should not be underestimated. Not only in the short term but also the long-term parking patterns and behaviours across town centre locations and near the various Railway Stations across the borough. A new normal is likely, but the use of historic data pre 2020 has been important for the study and use for our Policy Framework Action Plans to compare to new surveys that will need to be carried out in the coming years to monitor parking levels before new schemes and proposing others.

5.3 Loading and servicing

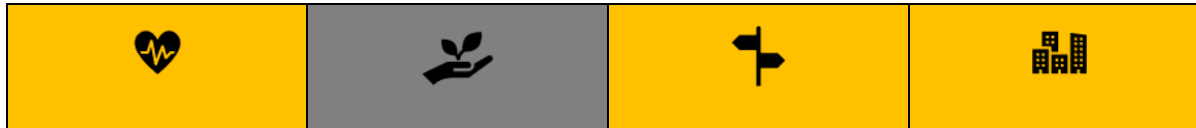


We all rely on freight to get the goods we want, and it is vital to our businesses. The Hierarchy of Users set out in Section 4.2 affords freight a relatively high priority for kerbside space and the Royal Borough will support high quality loading and servicing arrangements. However, loading and servicing can also have detrimental impacts on our streets, if not effectively managed.

The measures we will consider improving loading and servicing include:

- Area wide delivery and servicing plans.
- Priority loading for zero emissions vehicles.
- A delivery booking system, which would allow a reduction in overall capacity for loading and servicing by encouraging the most efficient use of the remaining capacity.
- Virtual loading bays that allow delivery companies and hauliers to pay for timeslots during which they can load or unload on otherwise restricted kerbside space.
- Consolidation and micro consolidation: collecting loads for 'last mile' delivery, to reduce the space needed in town centres for loading, possibly in collaboration with neighbouring boroughs.
- Cycle freight, particularly alongside consolidation measures.

5.4 Valuing our kerbside space



In the borough there is a growing population and a finite amount of available kerbside space, which has a variety of competing uses. Where used for parking, it is important the value of this space is properly captured. What and how the Council chooses to charge for parking spaces is key to prioritising our limited kerbside space to deliver the objectives set out in Section 4.

Why we set parking charges

Charges are set primarily to encourage better travel behaviour and not to generate income. Charges discourage unnecessary car journeys, encouraging more sustainable modes of transport such as walking, cycling and public transport. Charges and maximum stay restrictions also help improve the turnover and availability of parking space in commercial areas.



The revenue generated from charges covers the cost of managing parking; this includes enforcement, and maintenance of things like signs and road markings. If there is a surplus, this will be reinvested into transport, such as improving and maintaining Royal Greenwich's highways, or contributing to the cost of Freedom Passes for the borough's older and disabled residents.

When setting and reviewing fees and charges for its parking services, the Council will always seek to set a pricing level that balances the need to reduce car use and encourage more sustainable modes of travel. This strategy does not seek to set out particular levels of charge but the broad principles that will guide the setting of fees and charges.

How we set parking charges

Making private vehicle use cover more of the cost it imposes is essential to get more people walking, cycling and using public transport, and fewer people driving. The Royal Borough will set parking charges (including prices for permits) in a way which will encourage more walking, cycling and use of public transport.

In setting parking charges, the Royal Borough will seek to:

- Discourage car travel;
- Encourage the shift towards less polluting vehicles;
- Encourage walking, cycling and public transport use;
- Improve accessibility for all;
- Support local businesses;
- Reflect the way Royal Greenwich is growing and changing; and
- Keep parking charges at the right level over time.

This means setting charges that encourage people to own fewer and cleaner cars.

5.4.1 Fewer cars:

ACTION: The Royal Borough will develop a tiered pricing structure, which charges progressively higher prices for second, third and further cars in a household.

The 2011 Census shows that 42% of households in Royal Greenwich do not have a car and a further 43% have one car. Only 12% of households had two cars and only 3% had three or more cars. This small group of multi-car households have a disproportionate impact on our streets, taking up space that cannot be used for walking, cycling, public transport or living. A tiered pricing structure that reflects the value of our street space will encourage people to own fewer cars, making them more likely to walk, cycle or use public transport, and making our streets better places for everyone.

To tackle the ongoing climate emergency and reduce air pollution by delivering the targets set out in the Carbon Neutral Plan and Mayor's Transport Strategy a revised charging structure is needed that encourages reduced vehicle usage and ownership to maintain a safe and usable highway for all by protecting all modes of transportation, including those that walk and cycle.

The Royal Borough will investigate a Workplace Parking Levy.

A Workplace Parking Levy is a charge made by a local authority on (certain) employers who provide workplace parking for their employees. This discourages employers from providing excessive parking for staff. In turn, this encourages staff to walk, cycle or use public transport (and makes space for more productive uses).

The revenue collected would be used to fund transport improvements in the local area providing economic and social benefits for existing employees and residents whilst facilitating more growth.

As set out in the draft Carbon Neutral Plan, the Royal Borough will explore how feasible a Workplace Parking Levy is and whether it is a suitable option for businesses within all or part of the borough.

5.4.2 Cleaner cars:

ACTION: The Royal Borough explore how to adopt a CO₂ emissions-based parking charge structure, with owners of low emission vehicles paying less than they would if they owned a more polluting vehicle.

This will be done in a way that mitigates disproportionate impacts on lower income residents, while still providing a strong incentive for people to own cleaner cars.

As part of the transitional process this would include substantial discounts for zero or low emission vehicles (which would be applied upon application and the production of relevant documentation). This will encourage residents to switch towards less polluting vehicles, such as electric vehicles.

It is anticipated that CO₂ emissions-based charging would start with start with CPZ permits, for administrative reasons, and then be extended to on and off-street parking.

After any CO₂ emissions-based charges are adopted, in the longer term, they would be revised based on progress against the target trajectories for active travel, CO₂ emissions reductions and indicators of the other objectives set out in Section 4. As the vehicle fleet completes the transition from predominantly internal combustion engine based to Ultra Low and Zero Emissions vehicles, discounts offered to them will have to be reviewed to ensure demand is properly managed.

The Royal Borough will also consider what mechanisms can be introduced to take account of and discourage vehicles that emit high levels of nitrogen oxides.

Diesel vehicles can emit up to four times more nitrogen oxides and 20 times more particulate matter than petrol vehicles and these pollutants have been linked to respiratory diseases. The Royal Borough will investigate the impact of introducing a resident, business and visitor permit surcharge on diesel vehicles. This surcharge may also be extended to short-stay parking charges.

Charges may also be set to help deliver other objectives:

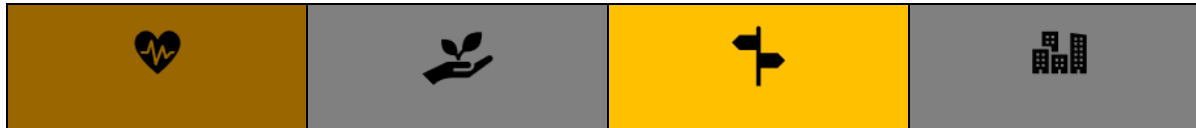
- To encourage the use of off-street car parks: freeing up valuable kerbside spaces for higher priority uses; and reducing vehicle movements in town centers and other sensitive areas.
- To manage peaks in parking demand and reduce the amount of land taken up by parking.

5.4.3 Blue Badge Holder Parking (Disabled Person Parking)

The Royal Borough does not charge Blue Badge holders for parking. Charging Blue Badge holders for parking is likely in some cases to displace this parking to double yellow lines and other restrictions, where Blue Badge holders are permitted to park for up to three hours. This could result in an adverse impact in terms of congestion and safety, as well as reducing options for Blue Badge users.

The Royal Borough places requirements on developers through the planning process, to provide stipulated numbers of dedicated off-street parking places for disabled residents, customers, staff and visitors in new developments. The Royal Borough encourages car park operators to provide designated 'free of charge' bays for drivers displaying valid blue badges.

5.5 Adopting new technology



The Royal Borough is keen to embrace new technology to assist parking management and to provide more efficient ways to pay for parking, find parking spaces and enhance customer journeys. Technology is advancing at a rapid pace, so we need to ensure that we are adopting the correct technology that will help to deliver our wider parking objectives, whilst not being overly costly for the Council.

This will include:

5.5.1 Cashless parking / Pay by Phone Parking:

Paying for parking by mobile phone is well established in London and already available in Royal Greenwich. This will continue to be supported and encouraged to pay in the years ahead and Pay and Display machines will become increasingly obsolete and unnecessary. Cashless parking payment systems are significantly more cost effective than traditional pay and display payment methods. They also allow easier updating of tariff arrangements, more efficient enforcement, more data on parking behaviour, more convenient auditing, and protection from theft.

5.5.2 Smart parking:

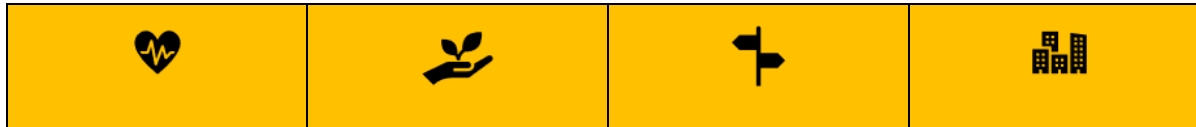
'Smart' technology enables drivers to immediately locate an available on-street parking space via an app on their mobile phone as opposed driving on the borough network trying to find one, which helps reduce congestion and the length of time spent driving on the road network.

This also has the potential to reduce the number of parking spaces required, by directing drivers to parking bays that are historically underused. Each parking bay contains a sensor, which can determine whether the parking space is occupied or available.

The data gathered from parking bay sensors is presented in the form of a 'real-time' parking map. Civil Enforcement Officers (CEO's) have access to the same map and the technology indicates when a parking violation is occurring. This enables the CEO to go directly to the scene of a parking violation to carry out enforcement that is proactive and intelligence led.

Importantly, the Council will be judicious in its use of new technology and will have a high degree of confidence that the technology is future proof and long lasting before engaging it. This technology must be applied in combination with other measures set out in this strategy, to prevent it making driving more attractive.

5.6 Enforcement



The ambitious objectives set out by the Royal Borough (summarised in Section 4) and the other Actions set out here in Section 5 will increase the need for effective enforcement.

The Royal Borough will provide the increasingly effective, transparent, and robust enforcement tools needed to make the best use of kerbside space and deliver the step change in behaviour it needs to make.

This will include:

- **Expanding the use of CCTV enforcement** to cover more streets and more offences.
- **Increasing the presence of Civil Enforcement Officers** patrolling the borough to reduce the level of dangerous parking across Royal Greenwich. This is vital to increase road safety and encourage walking and cycling.
- **Improving the control of on-street parking** through better enforcement and increasing the turnover in short stay, on-street parking spaces. This is important to increase the vitality of Royal Greenwich's town centres.
- **Footway Parking Review:** Footway parking makes walking unsafe and less attractive, particularly for those with mobility issues and people with pushchairs. However, Royal Greenwich's diverse Highway Network means that in some places parking on the pavement

has historically been allowed, as it was the only way to allow parking in area without obstructing emergency service vehicles and essential servicing vehicles.

With the increased priority given to other uses of kerbside space and the need to reduce the overall amount of parking in Royal Greenwich, set out in Section 4, the Royal Borough will explore how and where footway parking may still be appropriate.

The borough will undertake a review of existing footway parking, with the aim of prioritising the use of footways for pedestrians and other higher priority users. Options that may be considered in this review include:

- Borough-wide pavement parking restrictions, that make parking on the footway illegal, unless indicated otherwise.
- Formalising localised legal pavement parking in areas where on-street parking impedes traffic flows and the footway is wide enough to sustain partial or full pavement parking without impacting on the comfort or safety of all pedestrians. These areas can be clearly indicated to the motorist and CEO through the introduction of road markings and traffic signs on-street.

6. DELIVERING THE PLAN

This Kerbside Management Policy Framework Action Plan will be delivered in a range of different ways:

- **Through changes to parking controls, charges, and conditions**
- **By the Royal Borough's ongoing parking enforcement activity**
- **Through the Royal Borough's accelerated CPZ programme working towards borough wide coverage by 2030**
- **Improvements to facilities for higher priority users (such as pedestrians and cyclists) that allow us to improve the allocation of kerbside space (such as those funded through the Royal Borough's Local Implementation Programme)**
- **By shaping new development in Royal Greenwich**

The Transport Strategy and this Policy Framework Action Plan looks ahead to 2041, in line with the Royal Borough's Local Implementation Plan for transport. However, it is reasonable given the pace of change in Royal Greenwich and the nature of the actions set to be taken that this plan may need to be updated as the policies it delivers are updated.

It is also appropriate that periodically, the Transport Strategy and associated Plans are reviewed and assessed to determine how much progress is being made towards achieving its objectives and delivering on our commitments.

Royal Borough of Greenwich – Kerbside Management Policy Framework Action Plan**Appendix A - Controlled Parking Zones (CPZs) Policy****1.0 General****1.1**

A Controlled Parking Zone (CPZ) is an area where all kerbside space is controlled by either waiting restrictions (yellow lines) or parking places which generally have the same operational hours and days of control. A Controlled Parking Zone (CPZ) is where zone entry plates indicate the operational hours of the single yellow lines within the zone. A CPZ is where there are no entry signs and all single yellow lines within parking zones are accompanied by signs. In this document CPZ is used generically to describe all types of zones. CPZs may also apply to Housing estates that are now controlled, managed and enforced by Royal Greenwich.

1.2

Controlled Parking Zones are designed and implemented to assist areas suffering from parking stress, where demand for parking is close to or exceeds the supply of safe kerbside space. At moderate levels, parking stress can inconvenience residents and make it difficult for service providers to park near their destinations. Higher levels of parking stress can lead to double-parking and parking at junctions, which are road safety hazards and block the flow of traffic. However, CPZ's are also implemented to help meet the Council's high-level objectives of encouraging reduced car ownership, air quality and encouraging residents to consider alternative modes of transport, especially for short trips.

1.3

Environmental factors are also considered a significant influence in addition to the demands caused by parking stress when expanding current or introducing new CPZs. This reason alone can be a determining reason when considering our responsibility to promote a cleaner environment for the health of residents in the borough and top consider the objectives from Royal Greenwich's Transport Strategy and Carbon Neutral Plan.

1.4

When considering new CPZs, the Council must regard its statutory duties under the Road Traffic Regulation Act 1984 and the Councils priorities defined in the Transport Strategy and Kerbside Management Policy Framework Action Plan.

1.5

One of the main purposes of a CPZ is to effectively manage the supply and demand for on-street parking in an area and this purpose can, in part, be achieved by discouraging car use in favour of more sustainable forms of transport. In doing so, the Council helps to improve road safety, reduce congestion, improve the local environment, reduce carbon dioxide emissions, and improve local air quality.

1.6

CPZs help the Council to prioritise parking spaces according to need. The most common example is providing resident-only parking to protect residents parking needs from the non-local parking demands of commuters. This helps residents to park. The transport strategy also sets a road user hierarchy to assist when allocating kerb space and designing parking schemes.

1.7

A permit system is essential in a CPZ so that the Council can prioritise parking for local users, and enforcement of the system would not be possible without the issuing of Penalty Charge Notices (PCNs) to motorists parked in contravention. The sale of permits and revenue from enforcement activities offset the costs of implementation, enforcement, maintenance of lines, signs and posts, and the back-office support the service needs to function. Any surplus is used strictly in accordance with legislation.

1.8

CPZs can be tailored to meet the parking needs of disabled people and short-stay shoppers, as well as the essential waiting and loading needs of local businesses. CPZs assist the operation of local buses by preventing inconsiderate, obstructive on-street parking activity. They can also enhance the local environment by creating a safer, less cluttered street scene, free from dangerously parked and abandoned vehicles.

2.0 CPZ coverage

2.1

The Council has introduced a total of 26 main CPZs to date, with various permits. Permit holder parking signs include the name of the zone, and only permits are issued for the same zone can park there.

2.2

CPZs now cover approximately 30% of the borough and are focused in close proximity to main town centres and areas of extensive commercial use, areas close to commuter stations or public transport hubs and amenity areas such as parks and open spaces that attract large numbers of vehicles from outside the immediate area. This includes tourist attractions such as Greenwich Town Centre. Some parts of the borough, mainly centrally, south and the east, remain largely uncontrolled. These largely uncontrolled areas are now seeing increased demand. The programme of controlled parking zone delivery will identify further connectivity between existing zones, creating links and deal with displacement.

3.0 Identifying the need for a CPZ

3.1

Controlled Parking Zones help the Council fulfil its statutory duties in relation to parking management, congestion, road safety and air quality. There are policy reasons to extend parking controls: for example, the Mayor of London's Transport Strategy supports the expansion of CPZs in London where boroughs consider it to be beneficial. Furthermore, the Transport Strategy sets out how Royal Greenwich wish to accelerate CPZ implementation to assist meet its wider objectives. Nevertheless, the Council will not make changes without consulting the public.

3.2

Increased demand for parking comes from new residential and commercial developments, increased car ownership resulting from population growth in specific areas and displaced parking from existing CPZs. The expansion of CPZs in neighbouring boroughs increases

this pressure, as it can displace vehicles over the border. Improvements to the transport infrastructure can also increase these pressures, for example, the recent introduction of the Elizabeth line to Abbey Wood.

4.0 CPZ Implementation Plan – Design & Consultation

4.1

Royal Greenwich will conduct two stages of consultation before a CPZ is introduced.

Stage 1 involves:

- an initial design exercise for the introduction of new parking controls from the local community. The need for a logical boundary may also result in roads and areas receiving controls without majority support. The Council now follows this process when introducing new CPZs, without a clear majority.
- Where possible, the boundary of a CPZ will be set to utilise a main road or other barrier to discourage displaced parking. The area for inclusion in a CPZ will be set with regard to traffic management grounds and the need for a clear and logical boundary, which may mean that there is not majority support for the CPZ within that boundary.
- If the introduction of a CPZ is agreed following Stage 1, then to reduce the impact of displaced parking the Council may also consult and potentially re-consult roads outside of the agreed zone (this may include some of the roads that were also originally consulted).

Stage 2 involves:

- If a CPZ is to be introduced following the stage one consultation, a statutory consultation will also be necessary before any CPZ is approved. This involves a notice of proposals being published in the Council's free newspaper, other local newspapers as necessary in Greenwich, and the London Gazette advertising a proposed Traffic Management Order (TMO). There is the opportunity for the public to make objections to the order which must be made in writing giving the reasons for the objection. Any objections will be considered before a decision is made to implement the CPZ or publish further proposals. The order may be made by the relevant Council officer under delegated authority.
- The hours of control should prioritise local parking needs and reflect the characteristics of the area to protect local parking needs; for example, extending controls until the evening may be suitable for areas with a night-time economy. Where it is not possible or appropriate to use extended parking controls such as event day controls.
- While in some parts of Royal Greenwich there are circumstances that necessitate local hours of control, there are many areas that share characteristics and are suitable for similar hours of control. For example, residential areas are typically controlled from Monday to Friday 8.30am to 6.30pm.
- Similarly, where there is no clear preference for the proposed hours from the consultation results, the Council will take into consideration the stage 1 technical assessment of the parking stress in the area to determine the most appropriate hours of operation within a CPZ.

4.2

Engaging effectively with residents, workers, businesses, and other organisations is vital to making CPZs work well. To move towards an accelerated programme of borough wide CPZ coverage in the coming years, we need to adopt an approach to consultation that is fit for today's Royal Greenwich. This will be a streamlined 2 stage consultation process of informal and formal consultation. Extensive consultation will remain but reducing the stages will allow for faster implementation to help accelerate our CPZ programme so we can tackle our wider Transport Strategy objectives and targets.

The table below outline the existing standard process of CPZ stages from the Parking Strategy (2014) and the new two stage process for CPZ Implementation as part of the Kerbside Management Policy Framework Action Plan.

Previous CPZ Implementation Plan – Consultation Process (Existing 3 Stage Process)

Phase	Description	Timescales	Decision
Stage 1 (Attitude Survey)	<p>The first stage is to obtain information on the parking issues being experienced and whether residents would be supportive of new parking measures in their area.</p> <p>No plans are produced at this stage, as this is based purely on parking issues, driver behaviour and attitudes to parking in the consulted area.</p>	<p>3- 4 weeks of public consultation for comments, following scheme design.</p> <p>Approx. 5 months</p>	<p>No formal decision is required at this stage – as this is purely to assist design of a detailed parking scheme for Stage 2.</p>
Stage 2 (Informal Consultation)	<p>With support for changes to be introduced on street, a detailed scheme is designed and subject to consultation. This includes plans showing the proposed location of waiting restrictions (yellow lines) and parking bays.</p>	<p>3- 4 weeks of public consultation for comments.</p> <p>All comments from Stage 1 & 2 are now formally reported to the Director or Cabinet Member for a decision to progress to the formal stage.</p> <p>Approx. 4 months</p>	<p>The feedback from Stage 1 (Attitude Survey) and Stage 2 (informal consultation) are reported for a Council decision</p>

<p>Stage 3 (Formal Consultation)</p> <p>TMO Advertised</p>	<p>Following approval to formally advertise the scheme, a Traffic Management Order is promoted. Legally there is 21 days for comments and all directly affected are informed of the proposed scheme.</p>	<p>TMO Advertised.</p> <p>All comments / objections are now reported for a final decision</p> <p>Approx. 5 months</p>	<p>All comments received are reported to the Cabinet Member for a decision on whether to install the scheme, to make further amendments or for the scheme to be abandoned.</p>
<p>Total Time</p>	<p>From initial scheme inception to implementation.</p>	<p>Approx. 14 Months</p> <p><i>NB: Such timescales can result in CPZ schemes occurring across two separate financial years.</i></p>	

CPZ Implementation Plan – Consultation Process (Proposed 2 Stage Process)

Phase	Description	Timescales
Stage 1	Once an area has been identified either by parking stress surveys or as part of an extended scheme or borough wide approach, a CPZ design will be completed and subject to formal consultation.	<p>3- 4 weeks of public consultation for comments.</p> <p>All comments from the informal consultation are now formally reported to the appropriate Director or Cabinet Member for a decision to progress to the formal stage</p> <p>Approx. 4 months</p>
Stage 2 Statutory Consultation - TMO Advertised	Following approval to formally advertise the scheme, a Traffic Management Order (TMO) is promoted. Legally there are 21 days for comments and/or objections, and all directly affected are informed of the proposed scheme.	<p>TMO Advertised.</p> <p>All comments / objections are now reported to the appropriate Director or Cabinet Member for a final decision</p> <p>Approx. 5 months</p>

Total Time	From initial scheme inception to implementation. NB: This accelerated consultation process will allow a CPZ to be installed within one financial year. NB: If the progression of CPZ is rejected at any point during the decision process, this will need to be taken into consideration as part of the overall Controlled Parking Zone Programme, and unless there are exceptional circumstances this area would not be revisited for 24 months.	Approx. 9 Months (subject to sign off and associated governance)
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5.0 Displacement consultation

5.1

Where an area adjacent to an existing CPZ is experiencing or is expected to experience acute parking demand, measures to bring forward controls will be considered. This line implies that we may plan to consult before an area is affected.

5.2

Where there is no logical boundary between the affected area and the neighbouring CPZ, the Council will consult on the expansion of the existing zone to cover the affected streets, which is known as a displacement area.

5.3

Consultations on displacement areas are typically carried out in areas of high parking stress close to existing zones due to displacement parking. As such, a combined consultation process will typically be used to ensure that the residents and businesses in the area have the opportunity to have their say on parking controls as quickly as possible.

5.4

As displacement consultations relate to the proposed expansion of an existing zone, the area will automatically inherit the hours of operation of that CPZ and will not be consulted on the hours of operation for the area.

6.0 CPZ Review

6.1

After implementing new parking controls in an area, the Council reviews the CPZ to ensure that it is operating effectively and to assess the need for modifications.

6.2

Should a decision be made to exclude a road and/or area from being included within a CPZ, the area will not be considered again for 24 months, without exceptional circumstances. CPZ reviews include an assessment of displaced parking activity in the surrounding area; the decision is made according to need and there is no requirement to return to the same area.

6.3

If there are no indications that significant changes are required, the Council may not conduct a review. Other, smaller-scale issues brought to the Councils attention by residents and local businesses are addressed outside of the review process. Minor changes can be made using only the statutory consultation process for the economy of public funds and to avoid consultation fatigue.

7.0 Consultation on Housing Estates

7.1

Properties on housing estates and private roads are currently included in CPZ consultations even though they may have separate parking controls - or no controls at all. This is because residents will still be affected by controls – albeit often to a lesser degree. The Council will consider responses in the context of the supply and demand for parking in and around the estate and liaise with tenancy teams and any existing Housing Estate permit schemes in operation.

Where possible the delivery of Controlled Parking Zones, within housing and public highway areas will be simultaneous or considered within the programme to follow.