

# HEALTHY STREETS & PARKING CONTROLS

## FREQUENTLY ASKED QUESTIONS



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# WHAT IS THE KERBSIDE?

The kerbside is the space between the kerb and road, which is typically used for car parking. In Lambeth, the kerbside is the largest public space controlled by the Council and regulating parking currently takes up 94% of the kerbside. The Lambeth Climate Action Plan and the Lambeth Kerbside Strategy pledge to reallocate 25% of kerbside space to sustainable uses by 2030.

## WHAT DOES THE KERBSIDE STRATEGY AIM TO DO?

Lambeth's Kerbside Strategy pledges to reallocate 25% of kerbside space to sustainable uses by 2023. This will happen through 4 main priorities:

- Enable accessible and active travel
- Create places for people
- Increase climate resilience
- Reduce traffic and emissions from transport

## WHAT IS CLASSED AS A SUSTAINABLE USE OF THE KERBSIDE?

Sustainable uses of the kerbside include, but are not limited to:

- Planting and greening
- Wider pavements
- Cycle parking
- Car club spaces
- Places to stop and rest
- Parklets
- Electric vehicle charging
- Dockless e-scooter and cycle hire

## HOW IS THIS DIFFERENT TO A CPZ (CONTROLLED PARKING ZONE)?

Previously, parking controls were introduced in Lambeth as "CPZs" (Controlled Parking Zones). "CPZs" involved introducing parking controls, but no additional sustainable measures. This new set of healthy streets improvements seeks to introduce both parking controls and other sustainable uses of the kerbside to a particular area.

# WHAT ARE PARKING CONTROLS?

It means that there are enforced restrictions on parking which prioritise the needs of residents, their visitors, and local businesses. Residents and businesses in the zone are required to purchase permits if they intend to park on the public highway during the hours of operation.

## HOW DO PARKING CONTROLS HELP THE CLIMATE?

Parking controls play an important role in reducing traffic volumes and improving air quality by reducing vehicle emissions. In an area with parking controls, permit costs are dependent on the type of vehicle being parked, with those that produce the most carbon emissions having to pay the most.

There is a direct link between how many cars people own, and how often they drive. Parking controls help us influence the number and type of cars that people in Lambeth own.

We know that low emissions car ownership is higher in the areas that have parking controls and lowest in those that don't. By providing an incentive to own a greener vehicle, parking controls should help encourage residents to switch to low emission vehicles.

## HOW DO PARKING CONTROLS MAKE OUR ROADS SAFER?

More collisions happen at junctions than at any other place on our roads. Introduction of double yellow lines at junctions help to reduce road danger, by ensuring that people can see cars coming and drivers can also see if someone is crossing the road.

## HOW DO PARKING CONTROLS WORK?

All road space in an area with parking controls will have yellow lines and parking bays.

Parking bays are provided where safety, access and sight lines are not

compromised. Double yellow lines are required at key locations such as at junctions, bends, turning heads and along lengths of roads where parking would impede the passing of vehicles.

Single yellow lines (effective during the CPZ hours of operation) are introduced where the kerb is lowered, such as crossovers for driveways or dropped kerbs for pedestrians.

In an area with parking controls, only residents and businesses located within the zone are entitled to permits. Parking controls prevent long stay parking by people who do not live there. This gives parking priority to residents, their visitors and local businesses within the area.

The parking controls allow for short term paid parking to support other parking demands such as customers of businesses for example. Blue badge holders are also able to park in most bays with no charge or time limit.

### **WHERE AM I ALLOWED (AND NOT ALLOWED) TO PARK?**

During the hours of operation, permit holders may park in any signed bay that shows your zone identifier.

Any vehicle can park in limited stay bays during the times displayed on the sign or utilise the pay by phone option in any available pay by phone or shared use bay.

Yellow lines indicate where vehicles should not be parked. Single yellow lines operate only during the controlled hours of a zone unless signs indicate otherwise. Double yellow lines are always operational at any time.



Outside of the operational hours of the parking controls, you may park in permit parking bays, shared bays or on single yellow lines free of charge.

## HOW WILL I KNOW WHEN PARKING CONTROLS ARE IN FORCE?

The operational hours that apply are indicated on the “Controlled Zone” entry signs as you enter the zone. These will normally apply to any single yellow lines and permit parking bays within the zone.

The operational times and conditions for each parking bay are within an area with parking controls will be individually signed and will usually match with the CPZ entry signs. However, there may be exceptions where specific bays have different times and conditions. As a result, always check the signs when you park.

It is also possible for single yellow line waiting restrictions to operate at different times from the “Controlled Zone” entry signs and, if this is the case, then separate signs will show the operational times. Please note that double yellow waiting restrictions always apply “at any time”.

## WHAT ARE THE OPERATIONAL HOURS AND DAYS?

There are a range of operational times commonly used in areas with parking controls across the borough. They are designed to address the specific parking pressures in the area where a new scheme is proposed. These are summarised as follows:

- **All day controls (8.30am to 6.30pm)** – Provide the maximum protection to the residents by removing short and long-term parking. However, less



flexible for visitors who would either need a visitor's voucher from the resident they are visiting or pay by phone.

- **Part time controls (10am – 4pm)** – Offer fewer restrictions on residents and their visitors than 'all day' controls and typically aim to tackle long stay parking such as commuters near stations. However, they may encourage short-term parking by non-residents or businesses, such as shoppers outside the operating times.
- **Monday to Friday** – Most zones in the borough use this model of parking as it offers flexibility to residents and businesses over the weekend. However, visitors to the area might reduce parking availability for residents at weekends.
- **Monday to Saturday** – Protects residents parking access during the week and Saturday trading by businesses. However, more costly for visitors to park and could also be restrictive on businesses relying on weekend trade, as parking would only be free on Sundays. Guests of any residents would need to make use of a visitor voucher or pay by phone to park and customers of businesses in the area would also need to pay by phone for short term parking.
- **Monday to Sunday** – Protects residents parking access the most and is suitable if parking access is difficult all the time. However, it does make it more costly for visitors to park and can be restrictive on businesses who might rely on weekend trade. As with Monday to Saturday controls, guests would need to make use of a visitor voucher or pay by phone to park and business customers would also need to pay by phone for short term parking.

## WHY MUST I PAY TO PARK IN MY STREET?

Controlled parking is not a core service of the Council and government advice states that it should be financially self-sufficient. By law, any revenue generated from parking must be spent on transport related schemes. We charge those who park during the hours of operation to meet the cost of

installing, maintaining and enforcing the parking restrictions.

‘Free parking’ comes at a cost to everyone in terms of public health and the impact on our climate. Introducing parking controls which require a paid permit allow the Council to influence levels and types of car ownership within the borough.

As part of our Climate Action Plan, we need to reduce transport emissions by 27% by 2030 to meet our climate goals. Introducing parking controls and using the kerbside for more sustainable uses will help us to reach this target.

The proposed changes would allow reasonable kerbside access for local residents who drive, and better support our many residents who don’t own a car and who travel by walking, wheeling or public transport.

## **HOW MUCH DO PERMITS COST?**

Permit costs are dependent on the type of vehicle being parked, with those that produce the most carbon emissions having to pay the most.

Please visit our parking permits webpage for up to date permit pricing, <https://www.lambeth.gov.uk/parking/parking-permits/residents-parking-permit-e-permit/costs>

## **WHAT IS PAY BY PHONE?**

Pay by Phone has replaced pay and display. It requires users parking in marked bays to call, text or use a mobile phone application to pay using their debit or credit card. Further details on Pay by Phone can be found using the following link, [www.paybyphone.co.uk](http://www.paybyphone.co.uk).

You can also pay for and extend your parking session in local convenience stores using the PayPoint service. Just provide the shopkeeper with your vehicle registration details, as well as the location code for the bay where you have parked. To find your closest two PayPoint locations, you can text



CASH to 60075, and PayPoint will text back the details (nb. there is a 10p charge for this service).

### **HOW MUCH WILL 'PAY BY PHONE' COST?**

Please visit our parking charges webpage for up to date paid for hourly pricing, <https://www.lambeth.gov.uk/parking/parking-restrictions/where-you-can-park/parking-charges>

## **WHAT IS A SHARED USE BAY?**

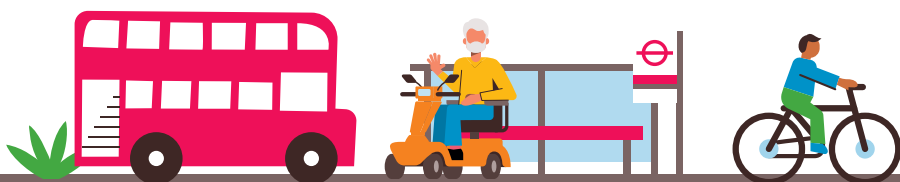
A shared use bay is a parking bay which can be used by permit holders or by non-permit holders who have purchased a valid 'pay by phone' session. These bays have a 'maximum stay' that applies to Pay by Phone users only.

For practical reasons, all parking controls need to make some provision for drivers from outside the zone to pay to park. Those wanting to pay-to-park can do so in any of the marked parking bays. We call this shared use.

Residents benefit because instead of having to buy an all-day visitor permit, their visitors can park for less if they are only staying for a short while. This is particularly helpful for short or unplanned visits when you may not have any visitors voucher to hand.

## **HOW ARE PARKING CONTROLS ENFORCED?**

Council appointed Civil Enforcement Officers (CEOs) enforce the controls by issuing Penalty Charge Notices (PCNs) to vehicles parked in contravention of the restrictions marked on-street as signs, yellow lines and parking bays. Outside the controlled times the restrictions are not in force and are uncontrolled.



CEOs can also issue PCNs for other parking contraventions such as parking on footways, and parking across crossovers without the property owner's consent.

The cost of a Penalty Charge Notice (PCN) is dependent on the specific offence/contravention being caused.

For a more detailed summary of the changes please go to the London Councils web site on <http://www.londoncouncils.gov.uk/services/parking-services/parking-and-traffic/parking-advice-members-public>

## **ELECTRIC VEHICLE PARKING**

### **WHO CAN PARK IN THE NEW DEDICATED EV RECHARGING BAYS?**

Only an electric vehicle (EV) which is actively recharging can use one of these dedicated these bays. If within a CPZ, you will also require a valid parking permit for the zone shown on the sign. If the EV is not actively recharging it would be liable to receive a PCN. Pay by Phone is not available in EV bays.

### **WHAT HOURS WILL THE EV RECHARGING BAY OPERATE AT?**

Bays operate at all times allowing a maximum stay of 24 hours.

### **WHY IS THERE A 24HR MAXIMUM STAY ON LAMP COLUMN CHARGEPOINTS?**

Analysis has been undertaken and the data indicates that 12-24 hours is sufficient to fully charge the majority of EVs. The bay has a maximum stay to avoid any one vehicle being left in the EV bay indefinitely, preventing others from accessing the charging point. It ensures a turnaround of the bays for all EV users.



## **WHAT IS THE RECHARGING SPEED OF THE LAMP COLUMN CHARGEPOINTS?**

Lamp-column chargepoints are low powered units (3.5kW), installed in residential areas to serve local EV owners, and are designed to recharge EVs while they are parked for an extended period, such as overnight.

## **WHAT IS THE RECHARGING SPEED OF THE FAST AND RAPID CHARGEPOINTS IN LAMBETH?**

The borough also has destination (7kW) and rapid (50kW) stand-alone chargers, which are intended for use by all EV drivers, and also have dedicated EV recharging bays adjacent to them. There is no additional charge for parking in these bays, but users must be actively recharging. The maximum stay varies from 1 hour to 3 hours, which is shown on adjacent EV parking signs.

## **IN A CPZ, CAN MY VISITORS WITH AN EV USE THE BAY TO RECHARGE?**

Yes, visitors and traders displaying a valid visitor voucher or trader permit for that specific CPZ with an EV can park in the bay. However, the vehicle must be actively recharging for all the time it is parked in the bay.

## **USEFUL LINKS**

**Find a chargepoint near you**

<https://www.zap-map.com/live/>

<https://streets.appyway.com/lambeth>

# **CYCLE HANGARS**

## **WHAT IS A CYCLE HANGAR?**

Cycle hangars provide on-street storage for cyclists to secure their bikes. They use cylindrical-like containers with a gas sprung locking door to ensure quiet operation. Inside, it has metal bike hoops to which one can lock a bike.

In order to support more people to cycle, the council is investing in on-street infrastructure to allow the safe and convenient storage of bikes. The hangers mean bicycles do not have to be stored inside peoples' homes, further reducing barriers for people to become active.

Each hangar has space for 6 bikes and takes up less space than 1 car. Annual memberships are available to apply for via the LockItSafe Bike Nest website <https://www.bikenest.co.uk/>

The existing demand for cycle storage in Lambeth is already extremely high. There are over 11,300 applications on the waiting list for hangar spaces.

The kerbside, the space between the kerb and road, is the largest public space controlled by Lambeth Council and parking takes up 94 percent. The Lambeth Kerbside Strategy pledges to reclaim 25 percent of this space to introduce new parks and green spaces, new infrastructure and climate resilient measures. It will also mean far more cycle hangars will be in place by 2030.

## **DISABLED PARKING**

### **I HAVE A DISABILITY AND HAVE A BLUE BADGE WHERE CAN I PARK?**

Blue Badge holders can display their badge and park:

- For up to three hours on yellow lines where there are no loading restrictions, providing the clock card is displayed and set to your time of arrival and the vehicle does not cause an obstruction;
- In permit and shared-use Pay by Phone bays, for an unlimited time;
- Free of charge in any parking bay within Lambeth Council-operated car parks, subject to the time limits that apply to the car park; and
- In 'Disabled' marked parking bays.

## WHAT ARE DISABLED PARKING BAYS?

These are parking bays for blue badge holders and are intended to assist disabled people, who because of their disability need to park as close to their property as possible.

## WHO CAN APPLY FOR A DISABLED PARKING BAY?

To apply for a new disabled parking bay you must meet the following requirements:

- Live in Lambeth
- Have a valid Blue Badge
- Not have off-road parking, such as a garage or driveway
- The provision of a bay will not have an adverse impact on road safety or traffic conditions

The Blue Badge Scheme is a nationwide arrangement that offers special parking provision for people with disabilities and enables parking for either drivers or passengers.

## HOW DO I APPLY FOR A DISABLED PARKING BAY?

You can apply for a disabled person's parking bay by using the on-line application form on our website at the following link <https://www.lambeth.gov.uk/parking/disabled-parking-badges-bays/apply-disabled-persons-parking-bay>

There is no charge for installing a disabled resident parking bay.

## WHY ARE DISABLED BAYS SO LARGE?

As described in the Department for Transport (DfT) guidance the prescribed minimum dimensions for on-street bays is 6.6m long.



## **CAN ANYONE ELSE PARK IN MY DISABLED BAY?**

Although Disabled Parking bays are installed at request, they are not provided for a specific use so anybody who currently holds a valid Blue Badge can park in any Disabled Parking Place that is vacant.

## **USEFUL LINKS**

### **Blue Badge Scheme**

<https://www.gov.uk/browse/driving/disability-health-condition>

### **Apply for a Blue Badge**

<https://www.lambeth.gov.uk/parking/disabled-parking-badges-bays>

### **Request removal of a Disabled bay**

<https://www.lambeth.gov.uk/parking/disabled-parking-badges-bays/removing-disabled-persons-parking-bay>

## **CROSSOVERS / DROPPED KERBS**

### **WHAT IS AN ILLEGAL CROSSOVER?**

This occurs when vehicles are driving over the footway to access a property without a formally approved dropped kerb in place to allow vehicle access. If your property does not have a dropped kerb and you are driving over the footway to park your vehicle/s off-street, if consulted on parking controls you may have a parking proposed bay and subsequently introduced at this location.

### **HOW CAN I APPLY FOR A DROPPED KERB?**

If you would like information about the installation of a dropped kerb you can



visit <https://www.lambeth.gov.uk/droppedkerbs> for the necessary information and to consider an application.

If a CPZ is already in place or installed, prior to your dropped kerb approval, it will require an amendment to the CPZ parking layout. The crossover cannot be constructed until the supporting CPZ Traffic Management Orders (TMOs) have been altered to reflect changes to the bay layout and/or adjacent yellow line restrictions. This is carried out through a formal consultation process.

The current charge @ February 2024 for the processing of an individual application is £4,000, which includes design costs, drafting of the TMOs, statutory consultation and implementation n.b. this charge is in addition to any costs paid for constructing the crossover, obtaining the relevant planning permission and utility clearances. The anticipated timescale for this is 4-6 months. However, if you are willing to wait for a period of 6-12 months a reduced charge of £2,000 is payable for processing with other similar applications as a batch.

These fees are non-refundable and must be received prior to the start of the TMO process.

