



Parking Management Proposals Streatham Common and Vale Area

Before the proposals were developed parking occupancy surveys were undertaken to establish the typical parking trends in the area during the week and at weekends. Site observations were also undertaken to identify and assess any local issues such as road safety, accessibility and traffic flow. This information has been considered in assessing the need for parking control measures in the area and the development of the proposals.

Parking occupancy surveys

The parking surveys undertaken on the 17th, 18th and 21st July 2024 and highlighted the following issues.

- The overall average maximum occupancy across the area on weekdays was 57%.
- Occupancy levels have been calculated on the basis of a design that locates parking bays in safe locations and that existing footway parking will be adjusted to provide a minimum footway width of 2 metres so they are fully accessible by pedestrians in accordance with the kerbside strategy objectives. Where this is not possible the footway bays will be redesigned and located in the carriageway.
- About 4% of vehicles parked off-street appeared to have an unauthorised vehicle access.
- The Council's kerbside strategy will reduce available kerbside space for vehicles by about 25% as other sustainable uses are introduced and at the current levels of on-street parking observed that would increase the average occupancy level to 81%.
- There was much higher occupancy and levels of parking stress observed in streets near Streatham Common station, near the A23 Streatham High Street, immediately south of the existing 'O' and 'U' CPZ zones and Streatham Station and also on the western side of the proposed CPZ area near Streatham Vale Park and Woodmansterne School.
- About 45% of vehicles observed during the week were also present at the weekend, this indicates that a significant proportion of the remaining 55% of weekday parking is likely to be non-residential and would be ineligible to park during the week in a controlled environment freeing up kerbside space for residents and their visitors.
- About 87% of vehicles were cars and 9% were light commercial vehicles.
- The fuel type of vehicles observed indicated that 64% used petrol, 24% diesel and only 4% were electric or hybrid electric, showing a low uptake of zero or low emission vehicles.
- The vehicle emission ratings of vehicles observed also showed that groups A to G (up to 150g CO₂) accounted for 42% of all vehicles with a higher proportion (54%) in more polluting groups H to M.

Local issues observed

The on-site observations by officers highlighted the following issues.



The street scape is dominated by vehicles and areas with a significant amount of formalised footway parking is narrowing footways for pedestrians. This creates difficulties for the mobility and visually impaired, people in wheelchairs, parents with children and prams and reduces the value of street space for non-car owners. Refuse bins further obstruct the footway.



There is heavy parking on sideroads adjoining the A23 Streatham High Road due to high demand for kerbside space in close proximity to local shops and businesses on the main road by customers and workers.



Both Streatham and Streatham Common stations, are known commuter hubs which have significant parking stress in surrounding residential streets.

There is also significant long-term parking close to the boundaries of the existing CPZ zones 'O' and 'U' south of Streatham Station and Neighbouring borough CPZ.

Planning Proposals

Permission has been granted to redevelop the Homebase site on Woodgate Drive to provide 237 new homes. These properties will be given 'car free' status, which mean they would not be eligible to acquire any parking permits to any potential CPZ.

However, the 'car free' status can only be enforced if parking controls are in place.

Construction of these homes is expected to commence during Summer 2025, with project completion anticipated towards the end of 2027.

Proposals

The evidence collected and assessment indicates that parking controls would help to address many of the issues highlighted that relate to parked vehicles and also support the delivery of the council's policies for transport, the kerbside, clean air and climate change.