Tulse Hill West Area Parking Study

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 were undertaken on the 19, 20 and 21 December 2024 and highlighted the following issues.

- The maximum overall average occupancy across the area on weekdays was 91%.
- Occupancy levels have been calculated on the basis of a design that locates parking bays in safe locations.
- The Council's kerbside strategy aims to repurpose 25% of the kerbside, currently used by parked vehicles, to provide more sustainable features, such as cycle parking, electric vehicle parking, parklets, disabled parking, seating etc. At the current levels of on-street parking observed a reduction of 25% kerbside space would increase the average maximum occupancy level to 121%.
- The high parking stress in the area is due to the proximity of Tulse Hill Railway Station, as well as multiple bus routes running through and near the area.
- This area is also affected by displacement of parking from neighbouring CPZs, such as the existing Tulse Hill 'H' CPZ, Brixton Hill 'F' CPZ, and the existing Streatham Hill East 'M' CPZ.

  Approval has been granted for an extension to the nearby Streatham Hill East CPZ and will become operational in April 2025 which could cause further displacement of parking
- About 63% of vehicles observed during the weekday daytime were also present at the weekend. This indicates that a significant proportion of the remaining 37% of weekday parking is likely to be non-residential and potentially would be ineligible to park during the week in a controlled environment freeing up kerbside space for residents and their visitors.
- About 86% of vehicles were cars and 10% were light commercial vehicles.
- The fuel types of vehicles observed indicated that 62% used petrol, 25% diesel and 12% were electric or petrol/electric.
- The 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 (58%) in the more polluting groups H to M.

Local issues observed

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

The streetscape is dominated by vehicles throughout the area. The kerbside in unrestricted roads closest to Tulse Hill Railway Station, such as Palace Road (eastern section) and Kinfauns Road, are very congested with many parked vehicles.

The proposed measures would reduce any non-residential long stay and commuter parking.

Photo shown is Palace Road.

Heavy on-street parking on Hillside Road impedes traffic flow on this bus route, particularly in the section between Palace Road and Lanercost Road.

The proposed measures will improve traffic flow for busses on Hillside Road.

Photo shown is Hillside Road

There are many instances where motorists park their vehicles too close to vehicle crossovers (dropped kerbs) restricting access to driveways.

The proposed measures would ensure parking bays are positioned a minimum of one metre away from the edge of vehicle crossovers to improve access and visibility.

Photo shown is Lanercost Road

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.