



## West Norwood 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 6, 7 and 8 March 2025 and highlighted the following issues.

- The overall average maximum occupancy across the area on weekdays was 67%.
- 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 parklets, seating etc. At the current levels of on-street parking observed a reduction of 25% kerbside space would increase the average occupancy level to 90%.
- Higher levels of parking stress, leading to significant Illegal parking, was observed in the main shopping streets of Knights Hill, Norwood Road and Norwood High Street. Higher occupancy and levels of parking stress were also observed in the residential streets closest to the town centre, West Norwood Station and in the commercial area around Beadman Street.
- About 68% of vehicles observed during the week were also present at the weekend, this indicates that the remaining 32% 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 84% of vehicles were cars and 12% were light commercial vehicles.
- The fuel types of vehicles observed indicated that 61% used petrol, 24% diesel and only 15% were electric or hybrid electric, showing a low uptake of zero or low emission vehicles.
- The emission ratings of vehicles observed also showed that groups A to G (up to 150g CO<sub>2</sub>) accounted for 43% of all vehicles with the more polluting groups H to M accounting for 57%.

## Local issues observed

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



There is heavy parking on side roads adjoining the A215, Knights Hill, Norwood High Street and Norwood Road due to high demand for kerbside space in close proximity to local shops and businesses on the main road, by both customers and workers.

Photo shown is Wolfington Road



West Norwood station is a known commuter hub resulting in significant parking stress in the surrounding residential streets.

The streetscape is dominated by vehicles throughout the area. The kerbside in unrestricted roads closest to the Station, such as Hannen Road, are very congested with many parked vehicles.



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

Photos shown are Hannen Street and Lansdowne Hill.



The Beadman Street industrial area experiences safety and access issues with parking on corners limiting visibility and creating traffic hazards. In nearby Knights Hill Square pedestrian safety is compromised by parking on footways which restricts footway width.

Ensuring clear and accessible pavements is a kerbside strategy priority.



Lambeth's Inclusive Design principles require the provision of a minimum footway width of 2 metres which would remove obstacles and barriers to safe and accessible walking.

Photos shown are Beadman Street and Knights Hill Square

## 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.