



Tilson Gardens & Forster Road 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 Forster Road and Tilson Gardens on weekdays was 140%.
- Occupancy levels have been calculated on the basis of a design that locates parking bays in safe locations. Occupancy over 100% indicates that the number of vehicles parked exceeds the available parking spaces
- 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 146%.
- The high parking stress these two roads is likely to be due to displacement from the introduction of Brixton Hill 'D' CPZ. Tilson Gardens and Forster Road were excluded from the CPZ originally, and it is anticipated that this area has been adversely affected by displacement from commuters and nearby residents avoiding charges in the existing CPZ.
- About 63% of vehicles observed during the weekday daytime were also present at the weekend. This suggests a high level of long-term or residential parking rather than transient vehicle use. High volume residential parking can lead to environmental issues like poor air quality and noise pollution, traffic congestion, and safety hazards for pedestrians and cyclists. It also strains urban infrastructure, reduces space for community amenities, and can affect community dynamics.
- About 85% of vehicles were cars and 15% were light commercial vehicles.
- Of the fuel types of vehicles observed 65% used petrol, 23% diesel and 10% were petrol/electric and 2% were fully electric. This suggests that petrol remains the dominant fuel type, with a small but growing presence of hybrid and electric vehicles.
- The emission ratings of vehicles observed also showed that groups A to G (up to 150g CO₂) accounted for 65% of all vehicles with a smaller proportion (35%) 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 Forster Road is unrestricted and very congested with parked vehicles.

Photo shown is Forster Road.

Tilson Gardens is heavily parked, one side of the road is largely restricted to prevent congestion and ensures smoother traffic flow.

Photo shown is Tilson Gardens



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 the kerbside, clean air and climate change.