

# Camberwell Community Council

Wednesday 15 July 2015

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UA

## Supplemental Agenda No. 1

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# CAMBERWELL GREEN IMPROVEMENTS

## Parking Study

09/03/2015

## Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Text clarifications		
Date	19 Feb. 15	9 March 2015		
Prepared by	I Dimbylow	I Dimbylow		
Signature				
Checked by	D Brimmer	D Brimmer		
Signature				
Authorised by	D Brimmer	D Brimmer		
Signature				
Project number	70009938	70009938		
Report number				
File reference				

# Camberwell Green Improvements

## Parking Study

09/03/2015

### Client

Southwark Council

### Consultant

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### WSP Contacts

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# 1 Introduction

## 1.1 Report Purpose

- 1.1.1 This report sets out the results of a parking survey undertaken on Camberwell Green as part of improvement proposals to the area. A survey has been undertaken to review parking availability and parking stress to ascertain the potential impact of removing some spaces on street as part of urban realm improvements.

# 2 Parking Survey

## 2.1 Survey Results

- 2.1.1 A parking beat survey has been undertaken for the area indicated on the Plan at Appendix A, on two days: Wednesday 4 February and Saturday 7 February 2015. Surveys were undertaken at 0100 AM to ascertain overnight parking and also between 1800 and 2100 PM to review evening parking.
- 2.1.2 The area has a number of different parking spaces available as set out below:

Parking Space Type	Number Available
Shared Use *	6
Permit Holders	6
Disabled	3
Doctor	4
Motorcycle	5
Single Yellow Line	36

\*\*Shared Use' means Permit Holders or Pay & Display

- 2.1.3 The survey results are set out in Appendix A. The survey finds that in total 60 legal parking spaces are available on Camberwell Green and during the survey times no more than 42 spaces were occupied. The overall maximum parking stress observed was 70%. No significant illegal parking was observed.

## 2.2 Design Proposals

- 2.2.1 The design proposals for Camberwell Green remove parking from the southern section resulting in the loss of 2 Disabled bays, space for 5 motorcycles in one bay and 6 permit holder bays (a total of 13 parking spaces).
- 2.2.2 The parking survey indicates that the existing parking demand would be able to be accommodated within the design proposals as with the reductions above, the maximum legal parking spaces would be reduced from 60 to 47, whilst the maximum parking level was observed as 42.

## 2.3 Design Recommendations

- 2.3.1 It is recommended that the disabled and motorcycle parking bays are relocated into the area of shared use parking. These uses both show that the spaces are being utilised and therefore should be retained. The availability of single yellow line parking provides flexibility for residents for overnight parking.

## 3 Conclusions

- 3.1.1 A parking survey has been undertaken on both a weekday and Saturday for overnight and evening peak parking. The survey indicates that the parking stress is not over 70% and illegal parking to a significant level was not apparent.
- 3.1.2 The design proposals result in the loss of 6 permit spaces, 2 disabled spaces and 5 motorcycle spaces. It is recommended that the 2 disabled spaces and motorcycle bay are relocated within the street.
- 3.1.3 Analysis of the parking level indicates that the design proposals can be accommodated without resulting in a parking stress of over 100%.

## 4 Appendices

## Intelligent Data Collection Limited Camberwell Green

Client: WSP  
Project Number: ID02197  
Date of Survey: 04.02.2015 & 07.02.2015  
Type of Survey: Parking Beat

## Quality Assurance

Revision	Rev A			
Date	17.02.2015			
Prepared by	Sanjay Munigeti			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID02197			
File Ref	ID02197 Camberwell Green Parking Survey			

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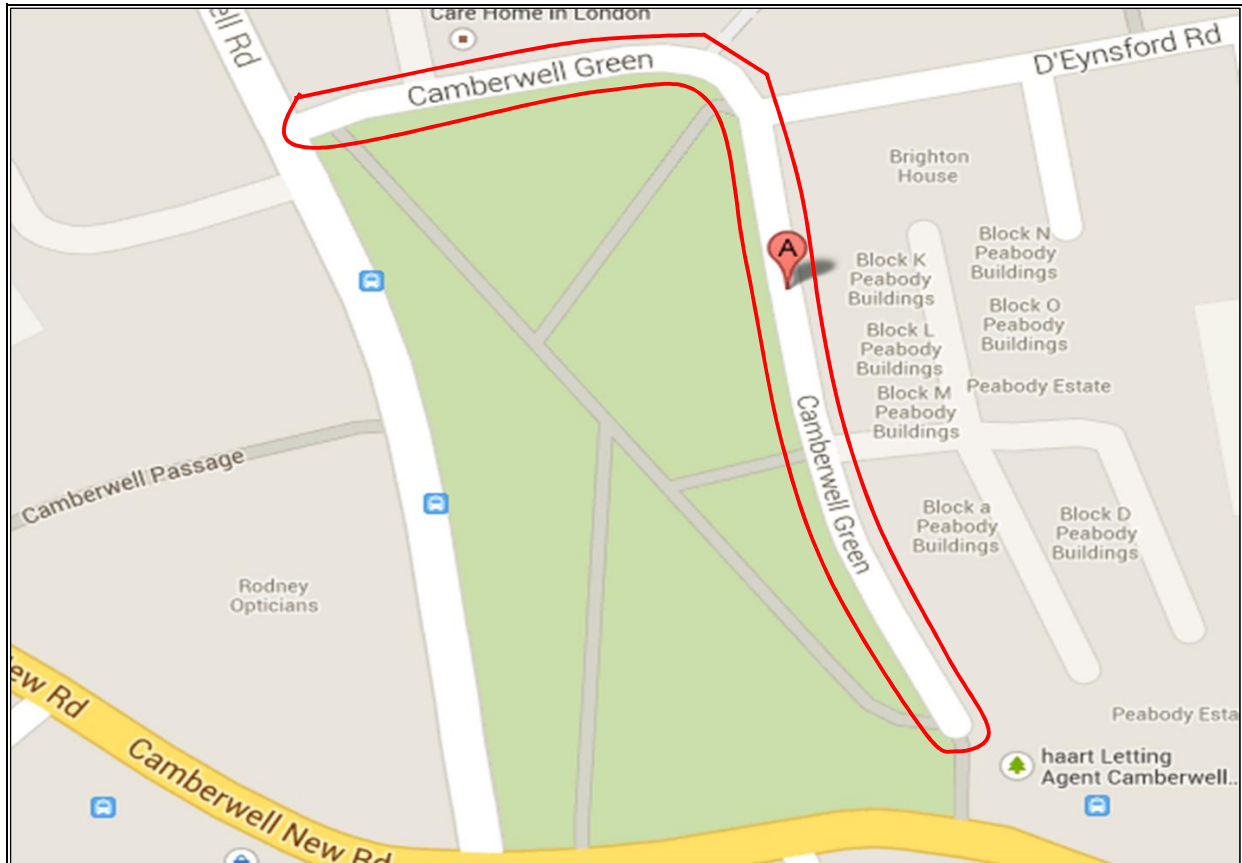
Location Plan  
Parking Beat Summary  
Parking Beat - 04.02.2015  
Parking Beat - 07.02.2015

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID02197  
 Date of Survey: 04.02.2015 & 07.02.2015  
 Type of Survey: Parking Beat

Location Plan:



Weather Conditions:	04.02.2015	07.02.2015
	AM Period: Dry and Clear PM Period: Dry and Clear	AM Period: Dry and Clear PM Period: Dry and Clear

## Parking Inventory Methodology:

Each unmarked space is based on an assumption 5.5 metres per vehicle. All measurements have been rounded down after being divided into 5.5 metre spaces.

If there is a single marked bay of less than 5.5 metres it has been included as a usable space.

The first 7.5m of kerb adjacent to any junction has been excluded from the calculation for safety reasons, as suggested in the Lambeth Methodology for parking surveys.

## Parking Stress Calculations:

Parking stress values are stated using two separate methods.

Firstly, a 'Legal Parking Stress' is presented which compares the total number of legally parked vehicles to the total number of available legal spaces.

In addition, a 'Total Parking Stress' is also calculated. This compares the total number of parked vehicles (both legally and illegally parked) to the total number of available legal spaces. Vehicles parked illegally can therefore result in a total parking stress value of over 100%.

Additional Notes (factors which may impact on survey results such as accidents, roadworks, special events):

# Intelligent Data Collection Limited



Client: WSP  
 Project Number: ID02197  
 Date of Survey: 04.02.2015 & 07.02.2015  
 Survey Type: Parking Beat

Prepared by: Sanjay Munigeti  
 Checked by: Luke Martin

## Legally Parked Vehicles

Survey Date	Legal Spaces	AM Peak Parking Beat		PM Peak Parking Beat												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	30	30	13	15	17	19	20	21	21	21	20	20	20	23	23
07.02.2015	60	36	36	42	38	36	36	38	34	32	28	29	27	27	26	42

## Legal Parking Stress

Survey Date	Legal Spaces	AM Peak Parking Stress		PM Peak Parking Stress												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	50%	50%	22%	25%	28%	32%	33%	35%	35%	35%	33%	33%	33%	38%	38%
07.02.2015	60	60%	60%	70%	63%	60%	60%	63%	57%	53%	47%	48%	45%	45%	43%	70%

## Total Parked Vehicles

Survey Date	Legal Spaces	AM Peak Parking Beat		PM Peak Parking Beat												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	30	30	13	15	17	20	20	21	21	21	21	20	20	23	23
07.02.2015	60	36	36	42	39	36	36	38	34	32	28	29	27	27	26	42

## Total Parking Stress

Survey Date	Legal Spaces	AM Peak Parking Stress		PM Peak Parking Stress												
		01:00	Max	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	20:00	20:15	20:30	20:45	Max
04.02.2015	60	50%	50%	22%	25%	28%	33%	33%	35%	35%	35%	35%	33%	33%	38%	38%
07.02.2015	60	60%	60%	70%	65%	60%	60%	63%	57%	53%	47%	48%	45%	45%	43%	70%

\*Maximum values are highlighted for each street, in each table, with a bold font.

# Intelligent Data Collection Limited

Client: WSP  
Project Number: ID02197  
Date of Survey: 04.02.2015  
Survey Type: Parking Beat  
Road Name: Camberwell Green

Prepared by: Sanjay Munigeti  
Checked by: Luke Martin

## Parking Restrictions:

Shared User: Mon - Fri 08:30 AM-06:30 PM Permit Holders or Pay at machine  
Display Ticket Maximum stay 4 hours  
Permit Holders: Mon - Fri 08:30 AM-06:30 PM  
Doctor Bays: Mon - Fri 08:30 AM-06:30 PM  
Loading Bays: No restrictions  
Single Yellow: No Loading Mon - Fri 08:30 AM-06:30 PM

## Notes (reasons for any overstress and details of 'Other' parking types):

Over capacity in Permit Holder bays is due to nose to tail parking

## Aerial View:



## Street View:



## Parking Inventory

	Legal Parking Areas														Illegal Parking Areas										
Parking Type	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop			
Number of Spaces	0	0	6	0	6	0	0	0	3	4	0	5	36	0	0	0	0	17	0	0	1	0			
Total Legal Spaces														60		Total Illegal Spaces								18	

## Parking Beat Data

Time	Legal Parking Areas														Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop				
01:00	0	0	5	0	6	0	0	0	0	4	0	2	13	0	0	0	0	0	0	0	0	0	30	50%	30	50%
18:00	0	0	5	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	13	22%	13	22%	
18:15	0	0	4	0	7	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	15	25%	15	25%	
18:30	0	0	5	0	6	0	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	17	28%	17	28%	
18:45	0	0	5	0	7	0	0	0	2	1	0	2	2	0	0	0	0	1	0	0	0	19	32%	20	33%	
19:00	0	0	6	0	6	0	0	0	1	2	0	2	3	0	0	0	0	0	0	0	0	20	33%	20	33%	
19:15	0	0	6	0	5	0	0	0	1	3	0	2	4	0	0	0	0	0	0	0	0	21	35%	21	35%	
19:30	0	0	6	0	5	0	0	0	1	3	0	2	4	0	0	0	0	0	0	0	0	21	35%	21	35%	
19:45	0	0	6	0	6	0	0	0	1	3	0	2	3	0	0	0	0	0	0	0	0	21	35%	21	35%	
20:00	0	0	6	0	6	0	0	0	1	3	0	2	2	0	0	0	0	1	0	0	0	20	33%	21	35%	
20:15	0	0	6	0	6	0	0	0	0	3	0	2	3	0	0	0	0	0	0	0	0	20	33%	20	33%	
20:30	0	0	6	0	7	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	20	33%	20	33%	
20:45	0	0	6	0	7	0	0	0	0	3	0	2	5	0	0	0	0	0	0	0	0	23	38%	23	38%	

# Intelligent Data Collection Limited

Client: WSP  
Project Number: ID02197  
Date of Survey: 07.02.2015  
Survey Type: Parking Beat  
Road Name: Camberwell Green

Prepared by: Sanjay Munigeti  
Checked by: Luke Martin

## Parking Restrictions:

Shared User: Mon - Fri 08:30 AM-06:30 PM Permit Holders or Pay at machine  
Display Ticket Maximum stay 4 hours  
Permit Holders: Mon - Fri 08:30 AM-06:30 PM  
Doctor Bays: Mon - Fri 08:30 AM-06:30 PM  
Loading Bays: No restrictions  
Single Yellow: No Loading Mon - Fri 08:30 AM-06:30 PM

## Notes (reasons for any overstress and details of 'Other' parking types):

Over capacity in Permit Holder bays is due to nose to tail parking

## Aerial View:



## Street View:

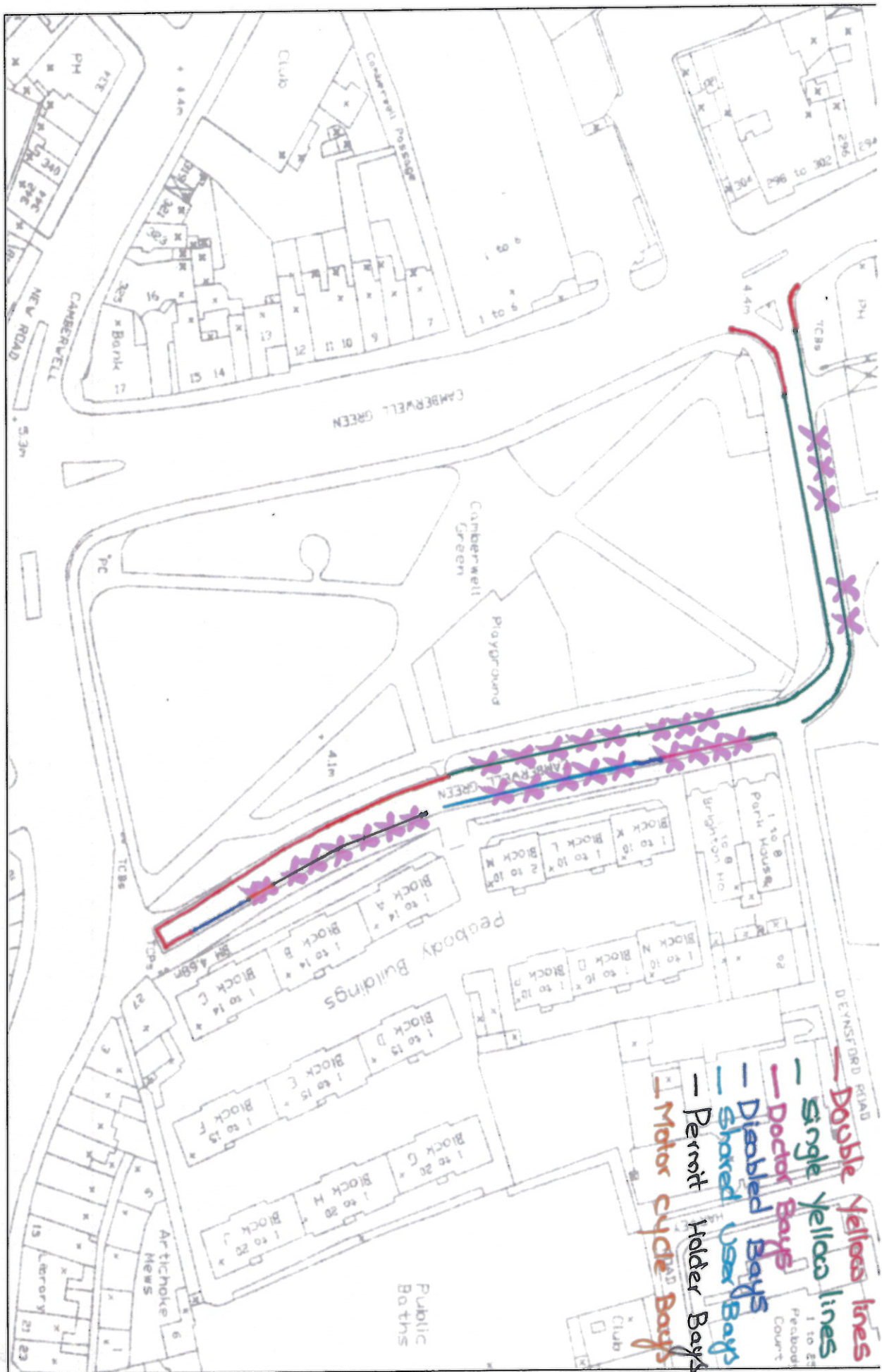


## Parking Inventory

	Legal Parking Areas														Illegal Parking Areas										
Parking Type	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop			
Number of Spaces	0	0	6	0	6	0	0	0	3	4	0	5	36	0	0	0	0	17	0	0	1	0			
Total Legal Spaces														60		Total Illegal Spaces								18	

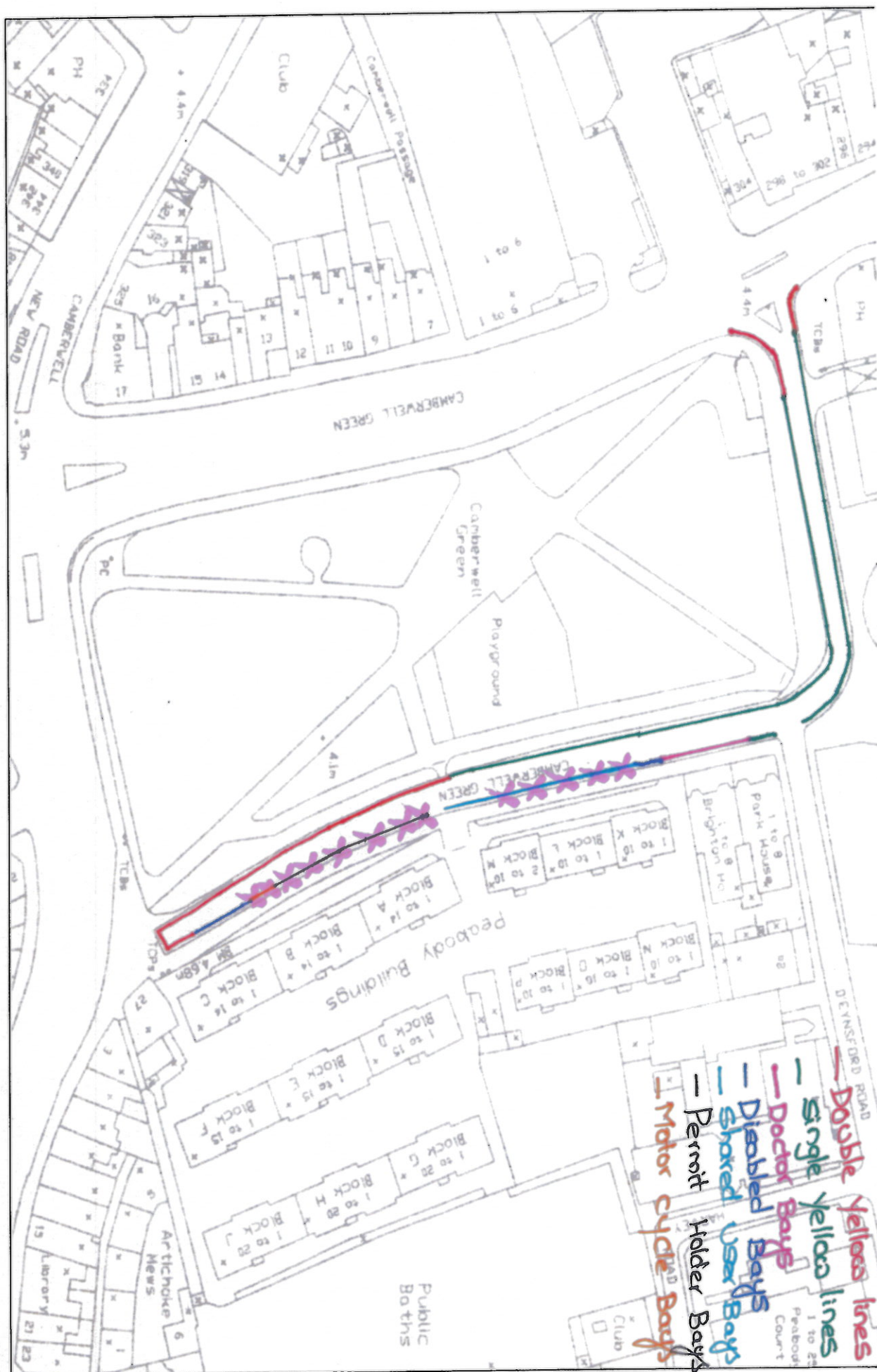
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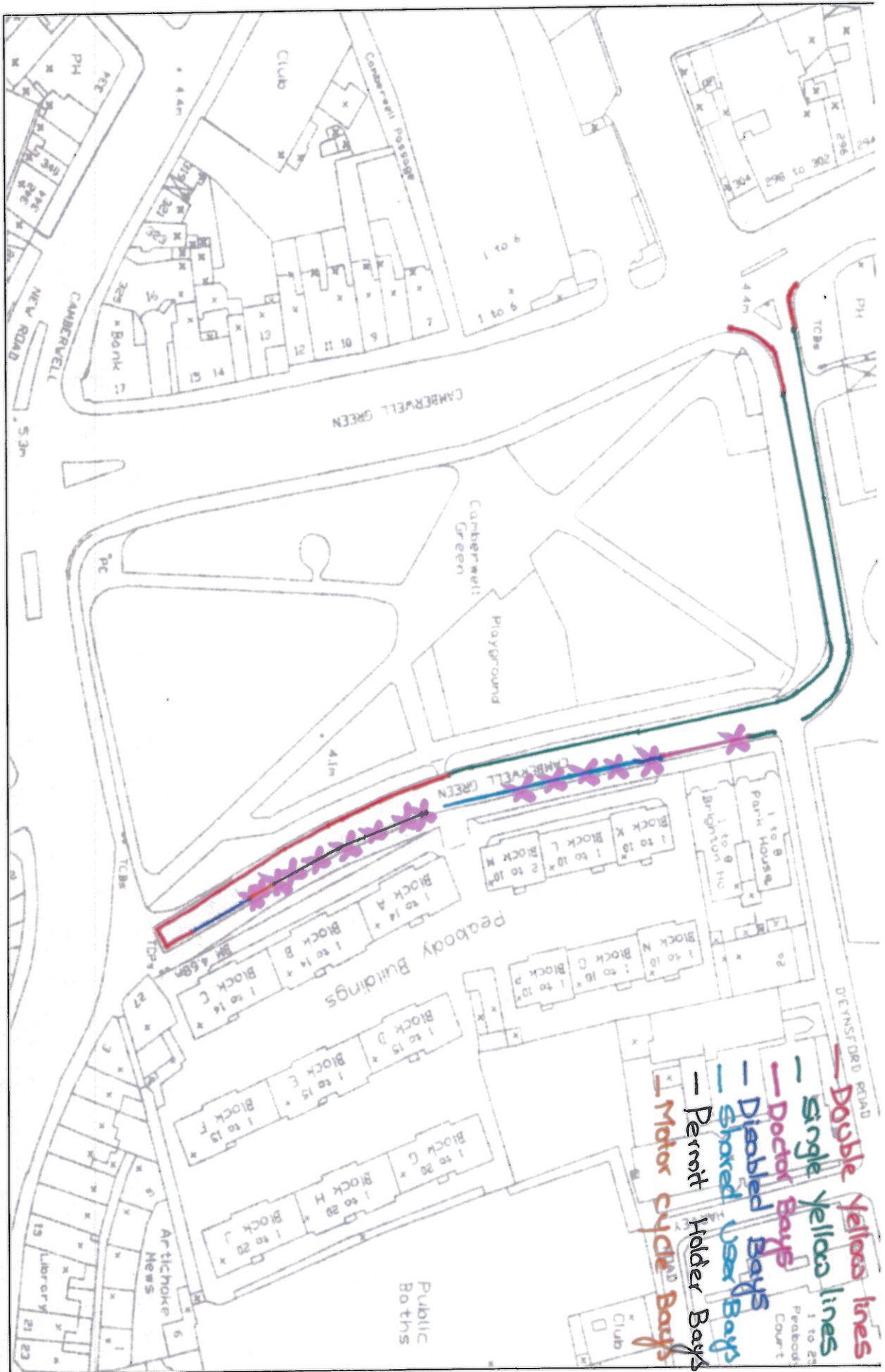
Time	Legal Parking Areas														Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	No Lines	Parking Bays	Shared User	Pay and Display	Permit Holders	Resident Permits	Free Bays	Car Club	Disabled Bays	Doctor Bays	Loading Bays	M/C Bays	Single Yellow	Other (Specify)	Driveway	Driveway / SYL	Single Yellow	Double Yellow	Single Red	Double Red	Keep Clear	Bus Stop				
01:00	0	0	6	0	6	0	0	0	0	4	0	3	17	0	0	0	0	0	0	0	0	0	36	60%	36	60%
18:00	0	0	5	0	7	0	0	0	2	4	0	2	22	0	0	0	0	0	0	0	0	0	42	70%	42	70%
18:15	0	0	5	0	5	0	0	0	2	4	0	2	20	0	0	0	1	0	0	0	0	0	38	63%	39	65%
18:30	0	0	5	0	4	0	0	0	1	4	0	2	20	0	0	0	0	0	0	0	0	0	36	60%	36	60%
18:45	0	0	6	0	5	0	0	0	0	4	0	2	19	0	0	0	0	0	0	0	0	0	36	60%	36	60%
19:00	0	0	5	0	6	0	0	0	0	4	0	2	21	0	0	0	0	0	0	0	0	0	38	63%	38	63%
19:15	0	0	4	0	6	0	0	0	0	4	0	2	18	0	0	0	0	0	0	0	0	0	34	57%	34	57%
19:30	0	0	5	0	5	0	0	0	0	4	0	2	16	0	0	0	0	0	0	0	0	0	32	53%	32	53%
19:45	0	0	4	0	5	0	0	0	0	4	0	2	13	0	0	0	0	0	0	0	0	0	28	47%	28	47%
20:00	0	0	5	0	6	0	0	0	0	4	0	2	12	0	0	0	0	0	0	0	0	0	29	48%	29	48%
20:15	0	0	5	0	5	0	0	0	1	4	0	2	10	0	0	0	0	0	0	0	0	0	27	45%	27	45%
20:30	0	0	5	0	5	0	0	0	0	4	0	2	11	0	0	0	0	0	0	0	0	0	27	45%	27	45%
20:45	0	0	5	0	4	0	0	0	0	4	0	2	11	0	0	0	0	0	0	0	0	0	26	43%	26	43%



04.02.2015 @ 01:00



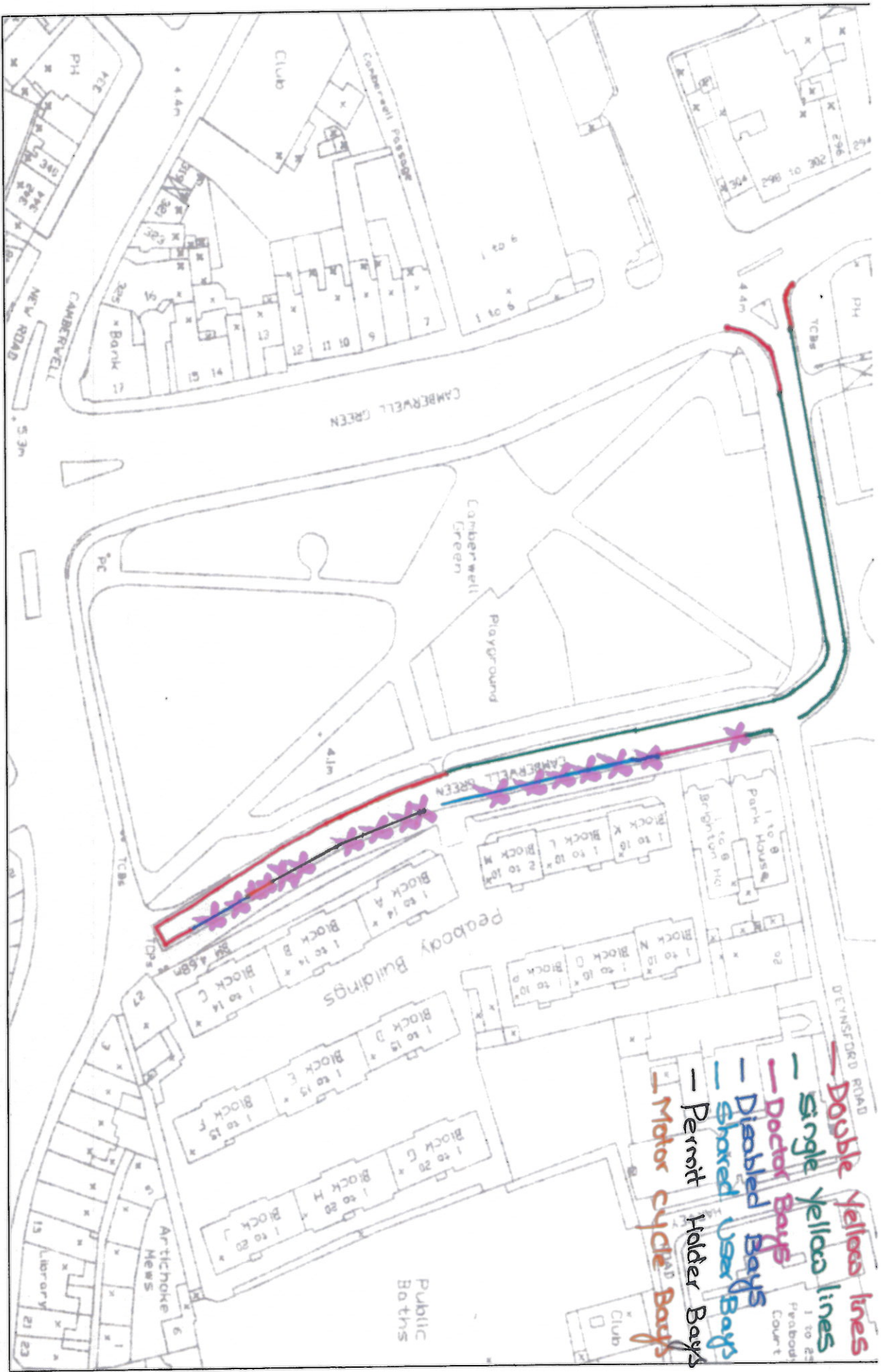


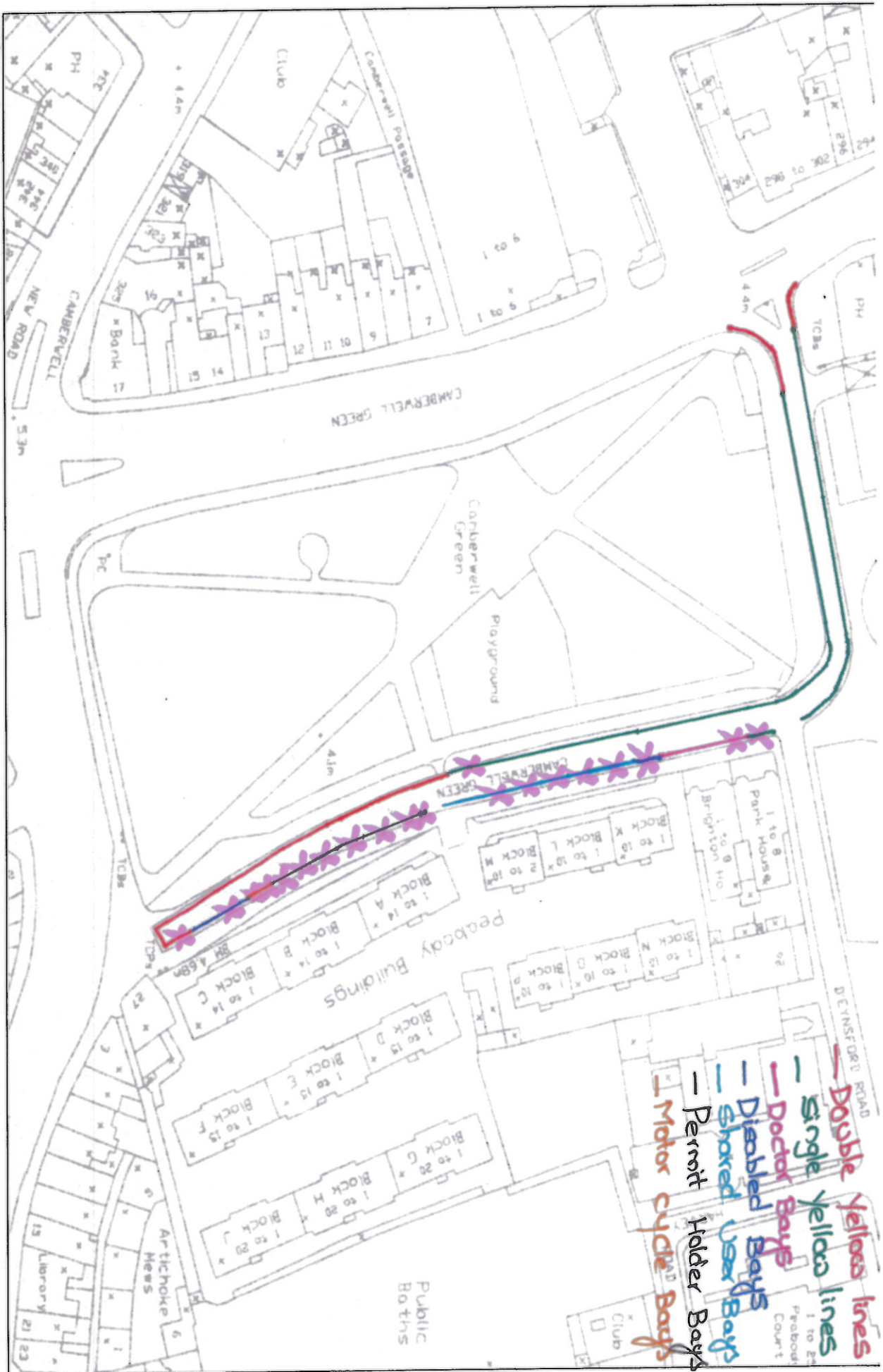


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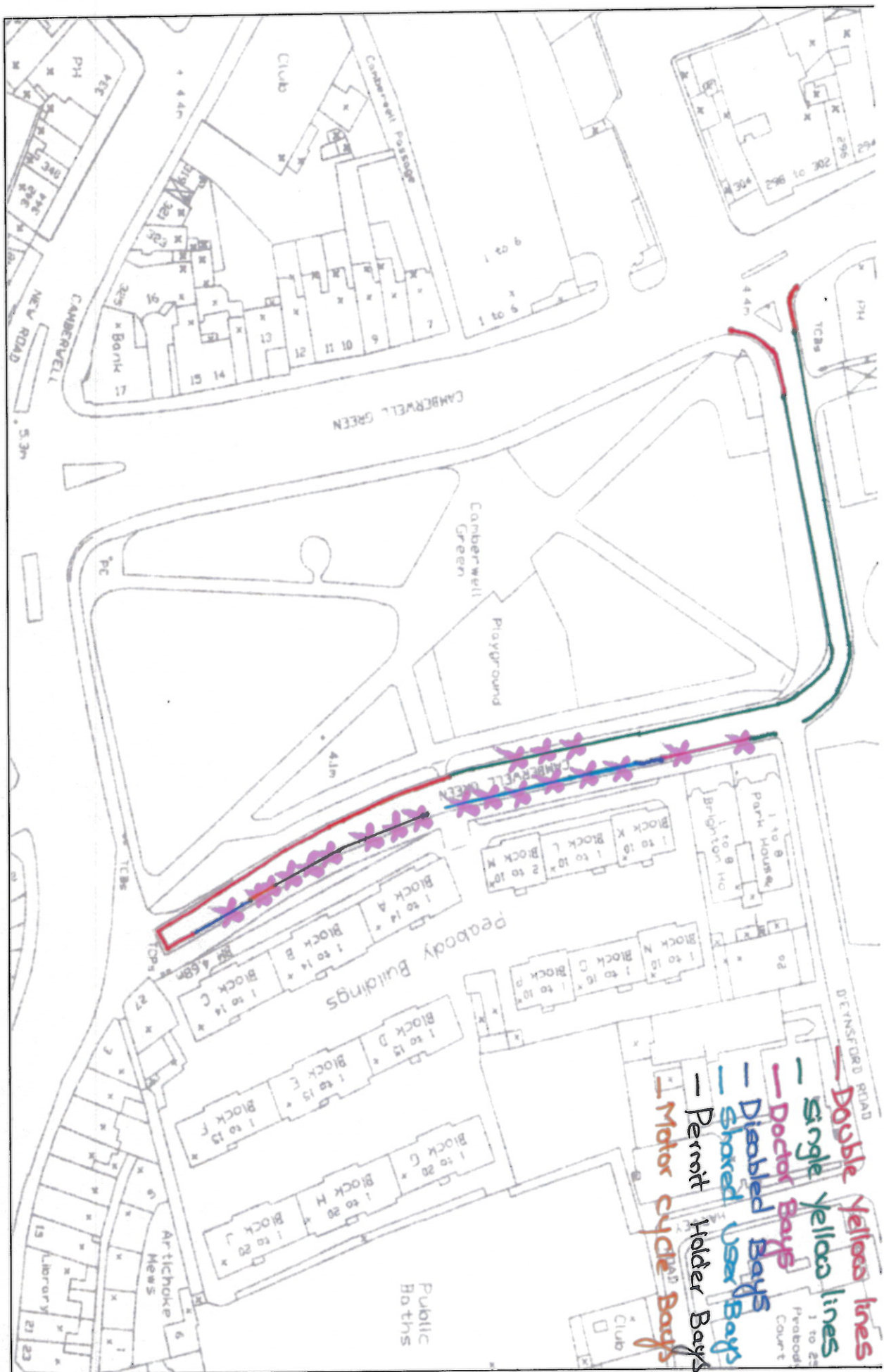
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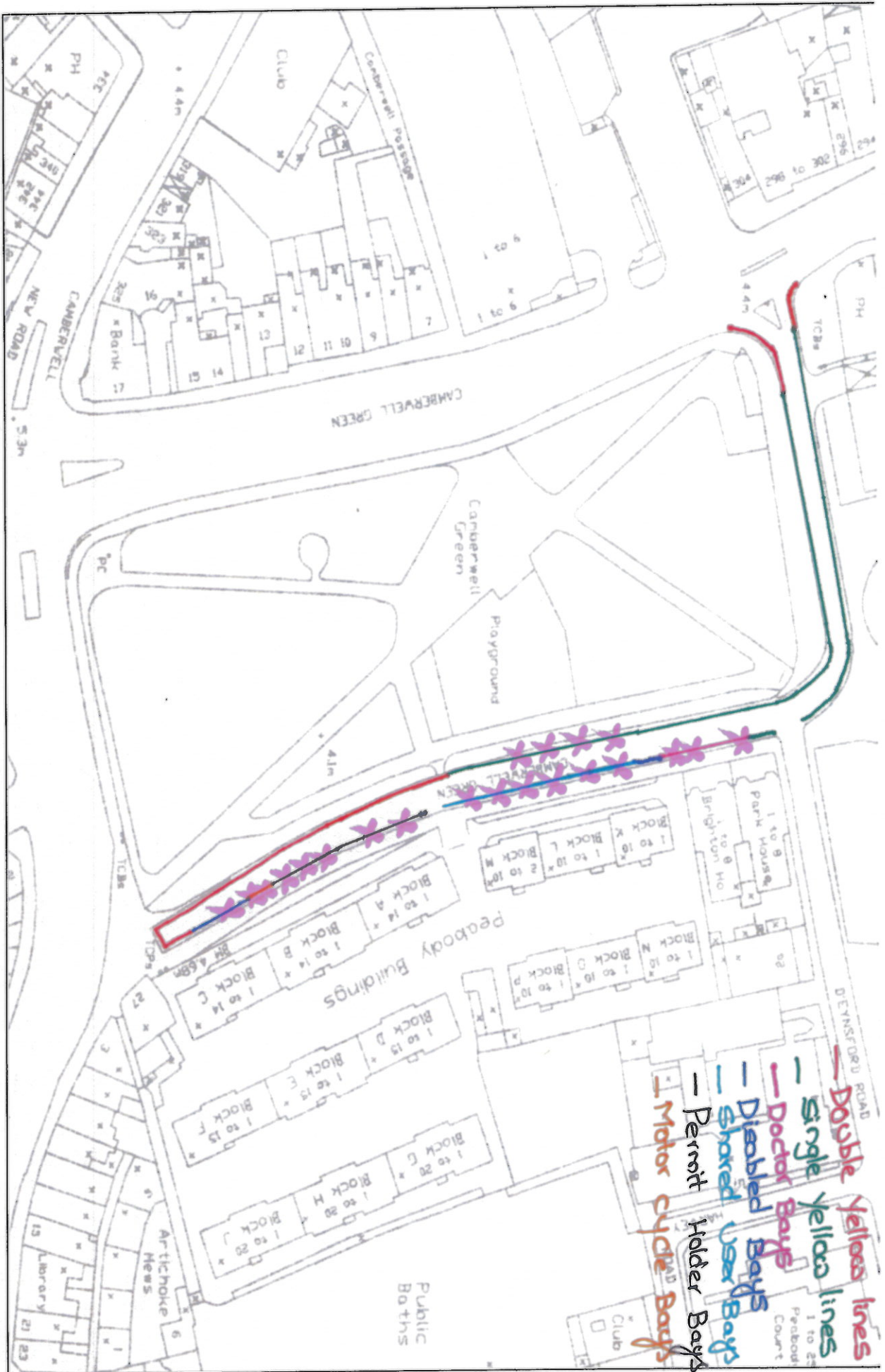




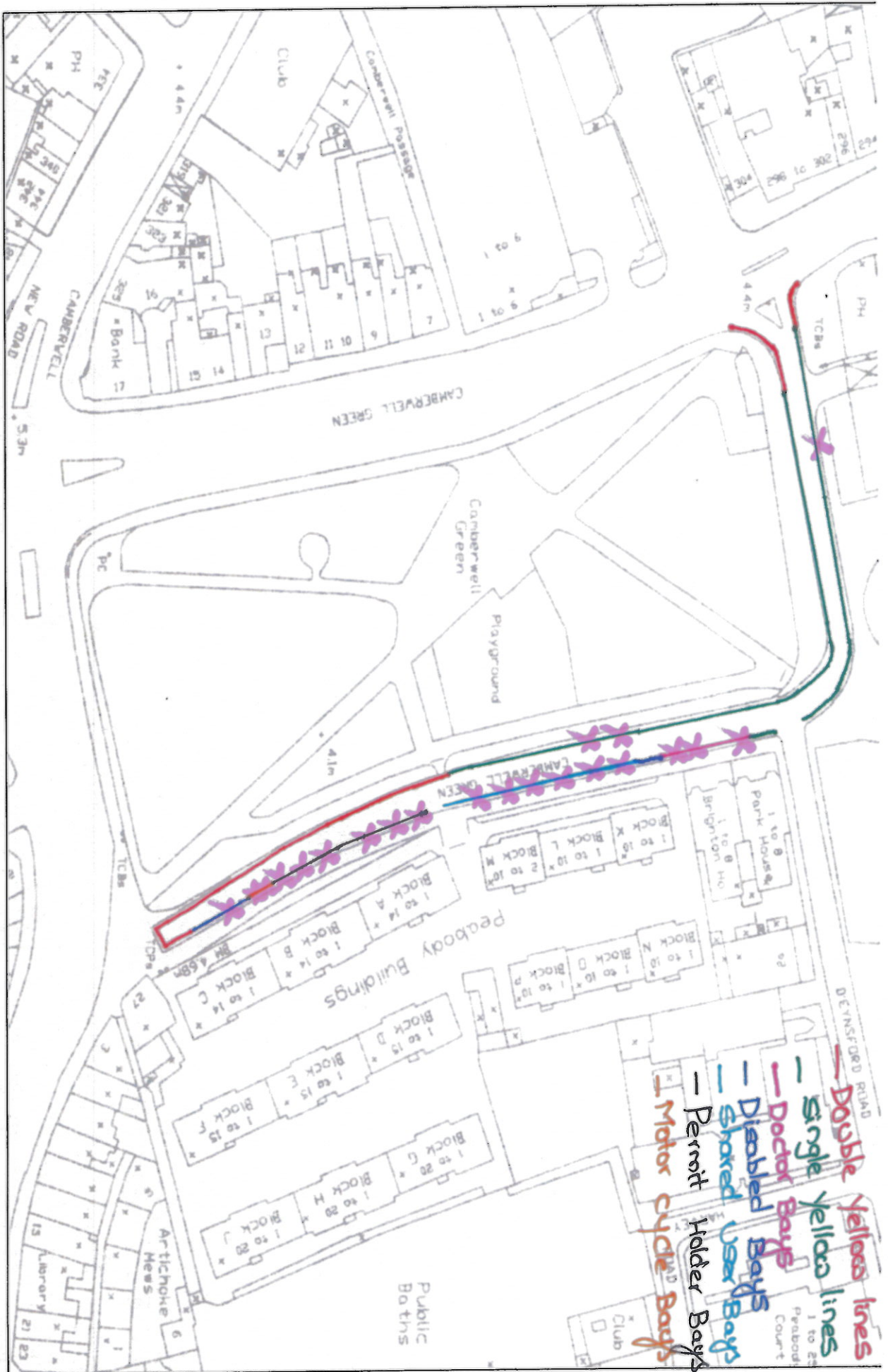
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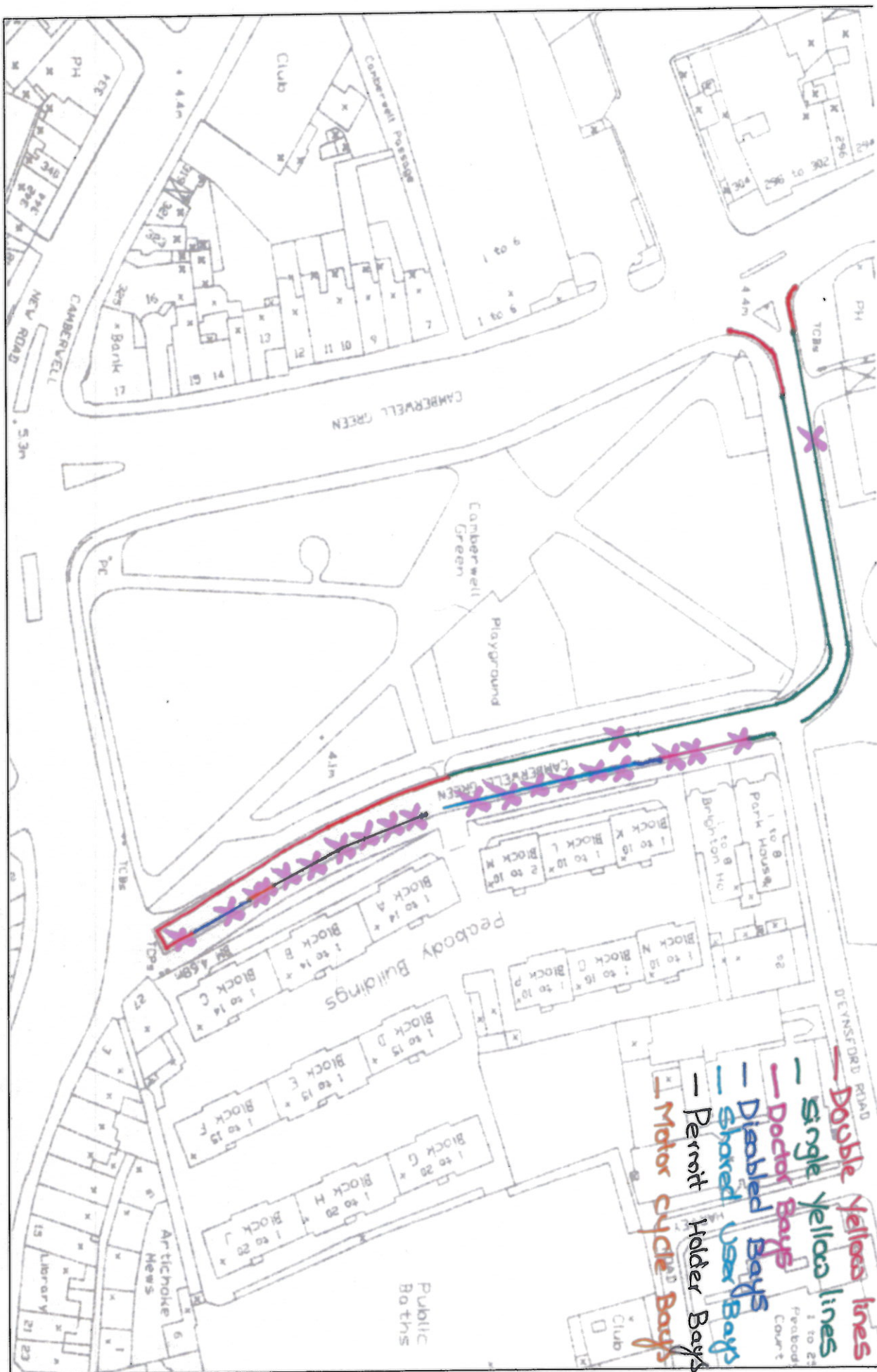


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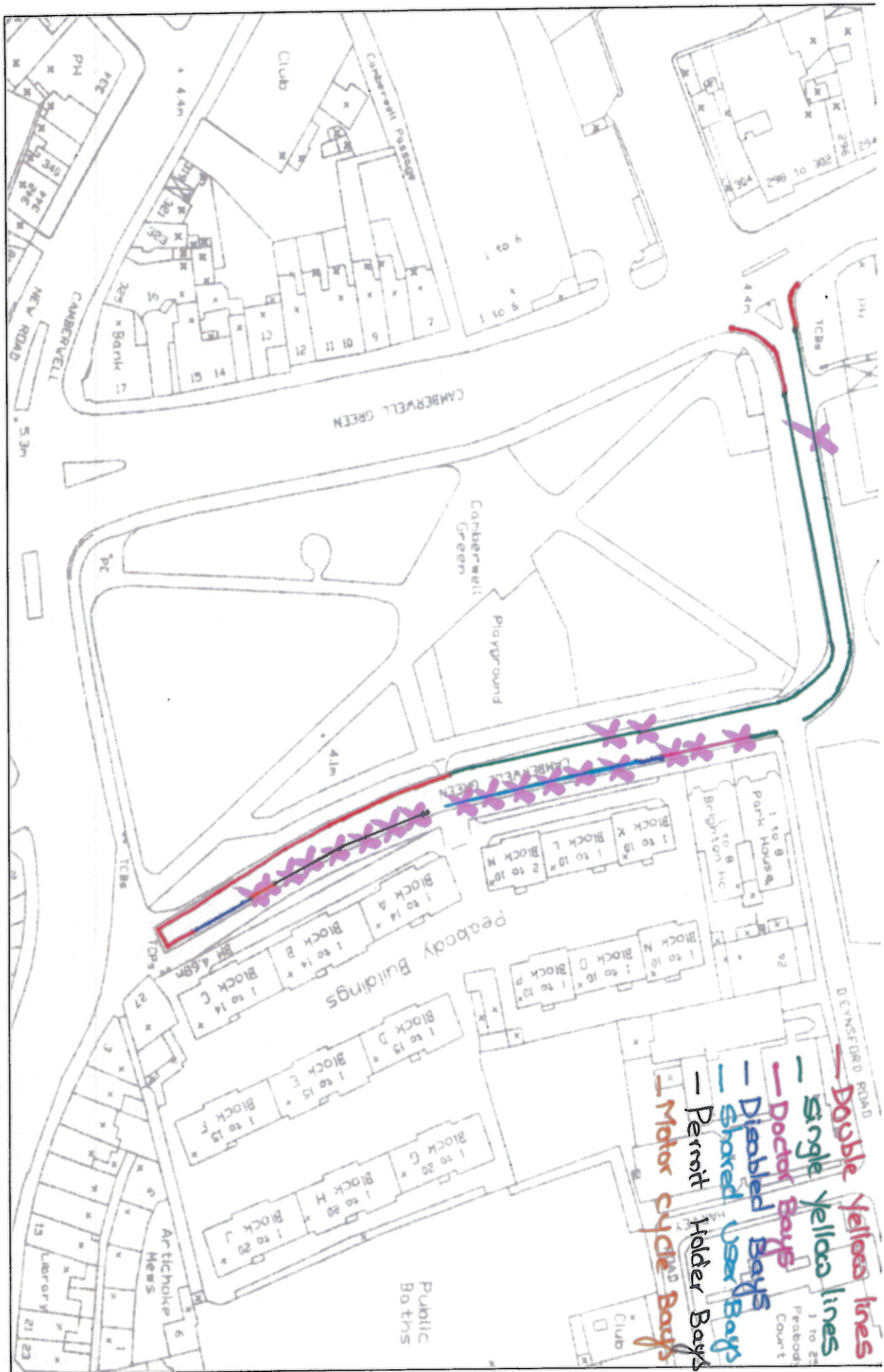


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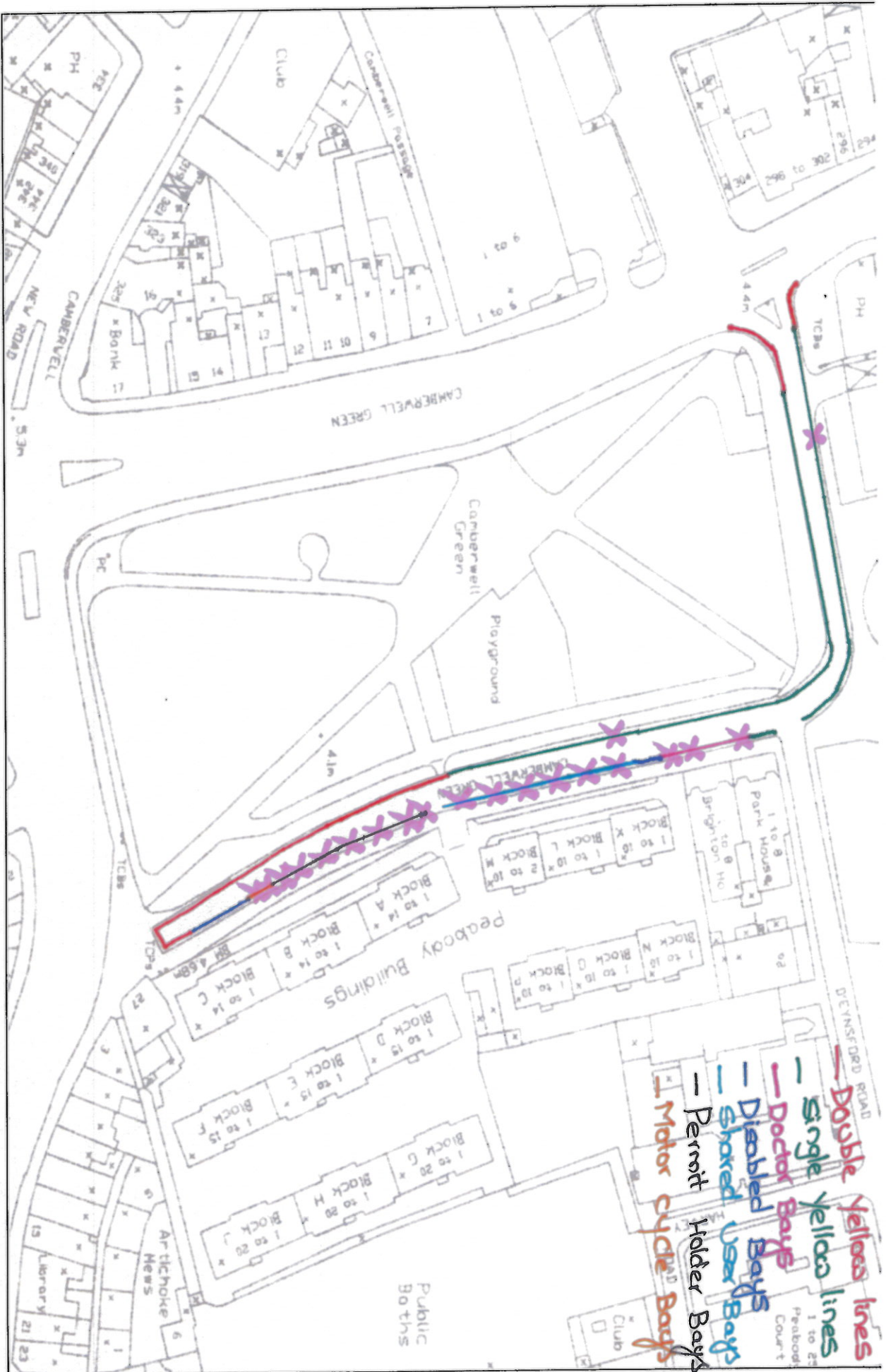


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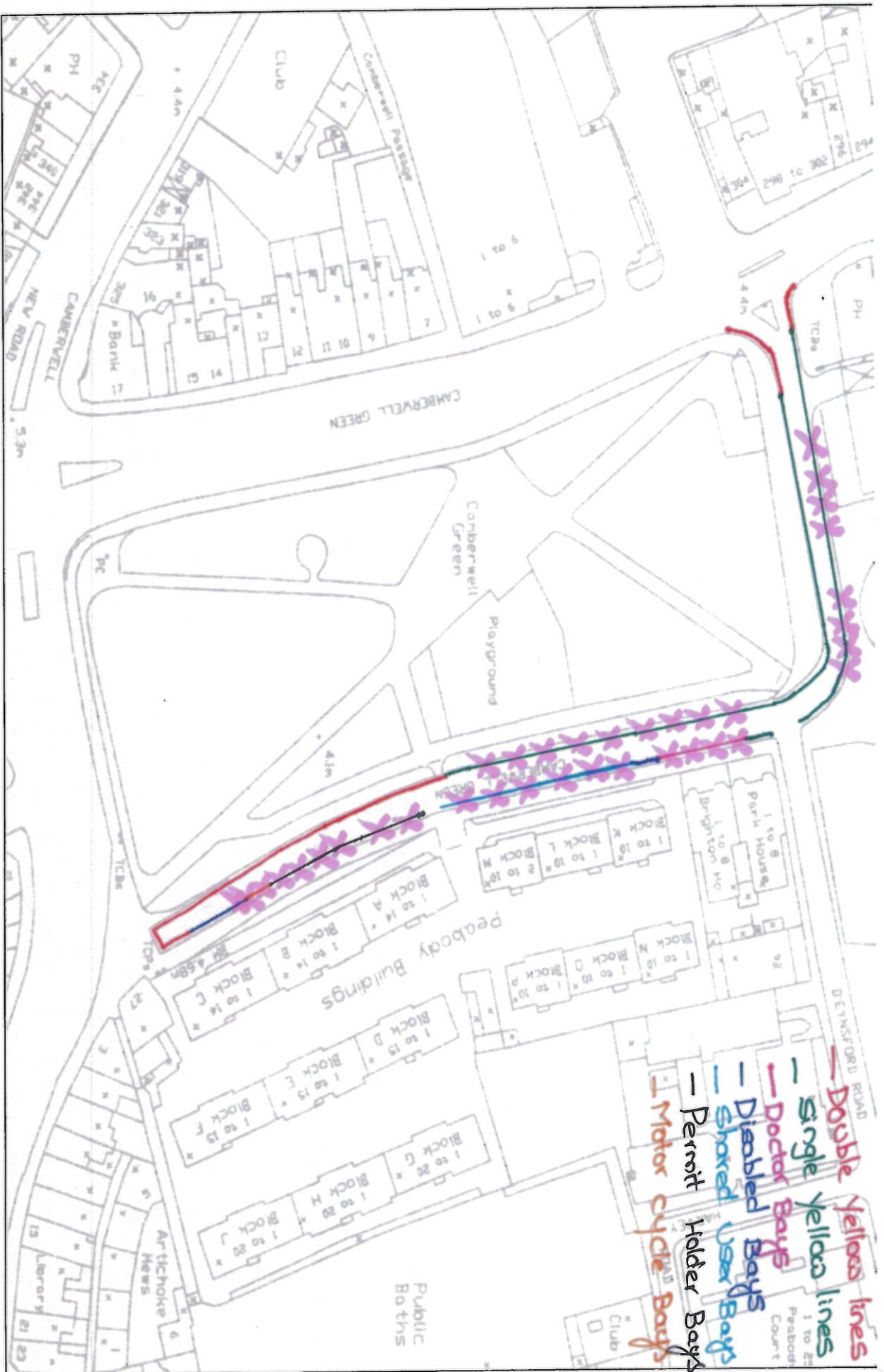




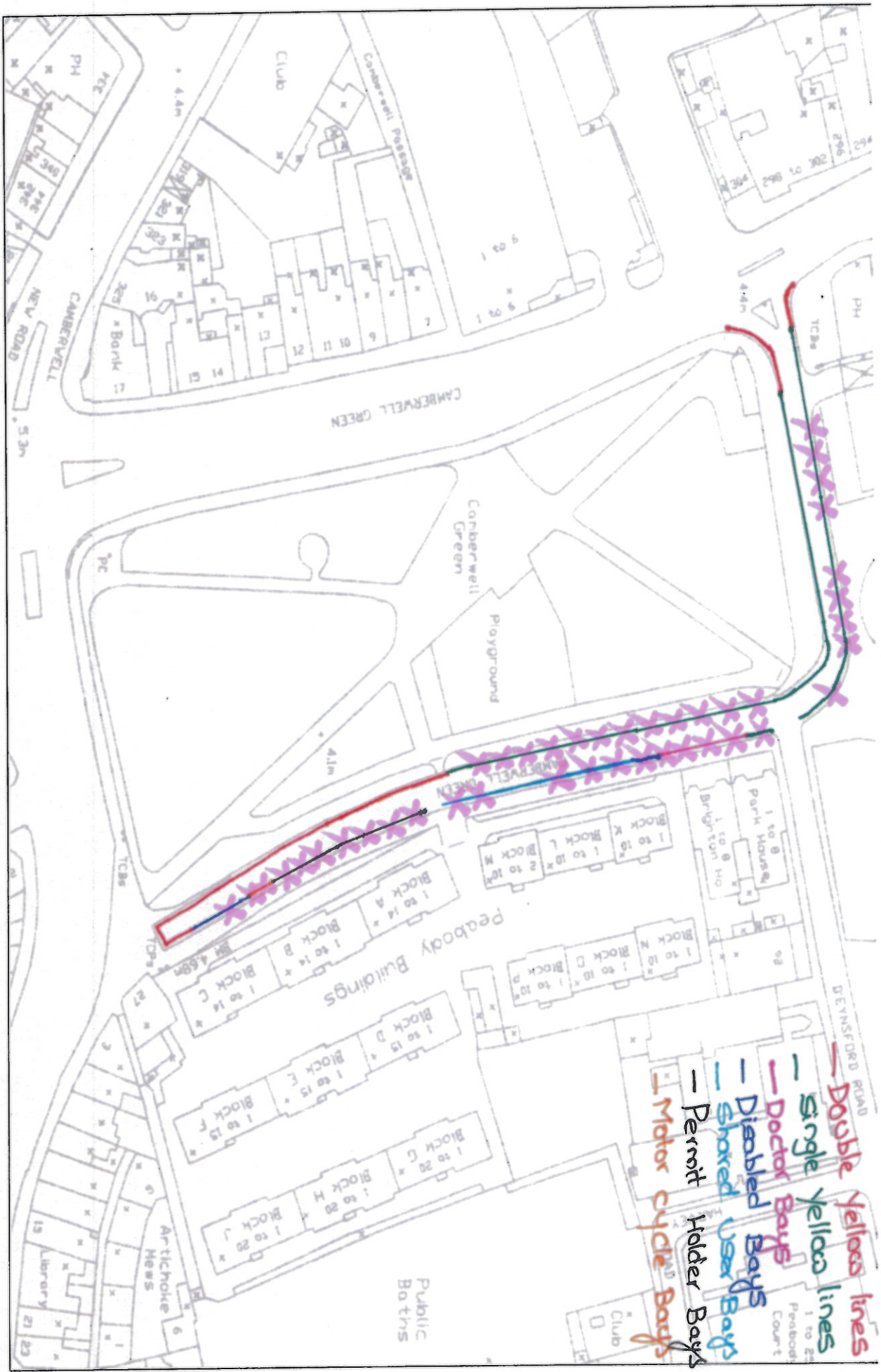
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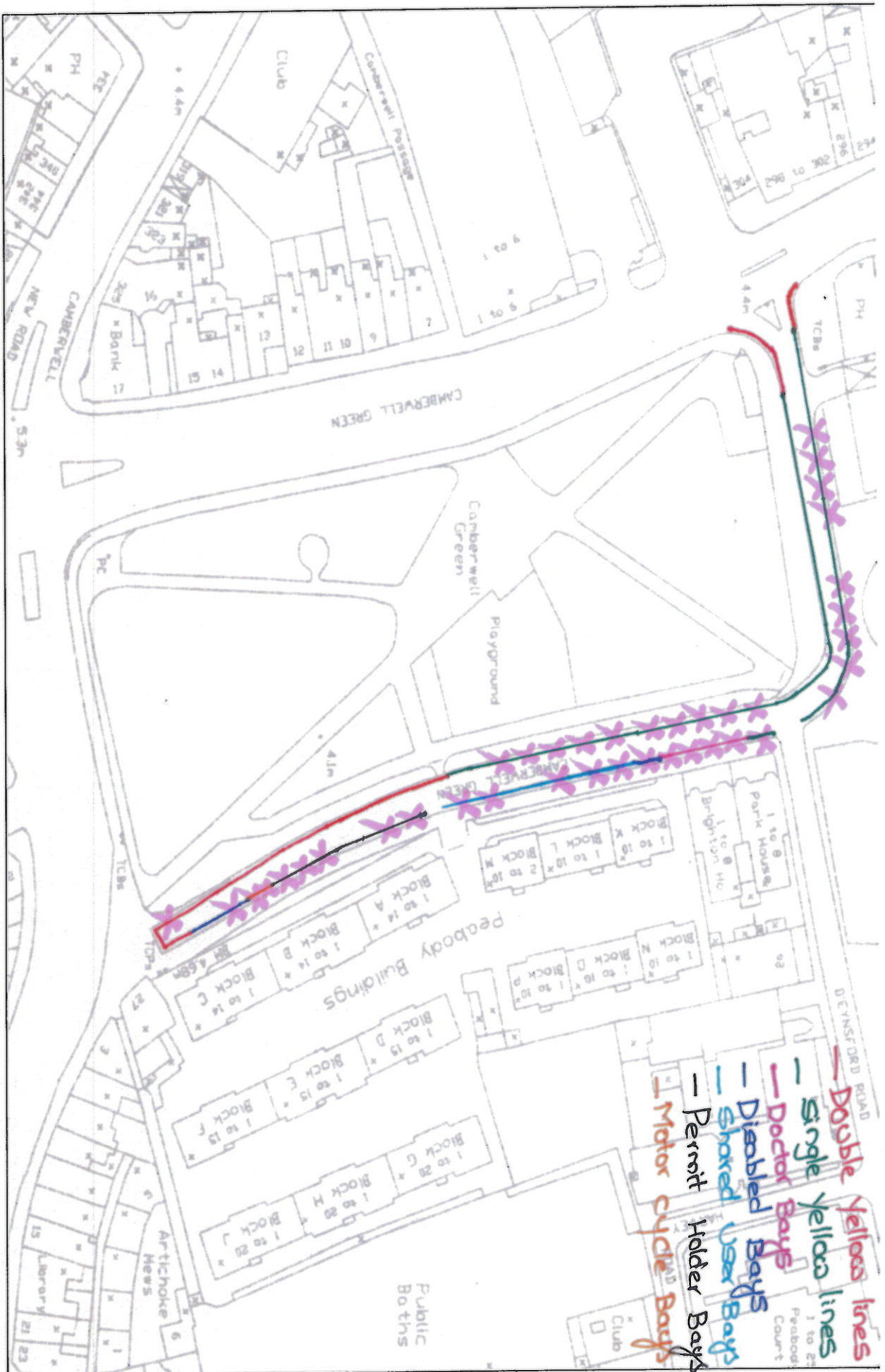


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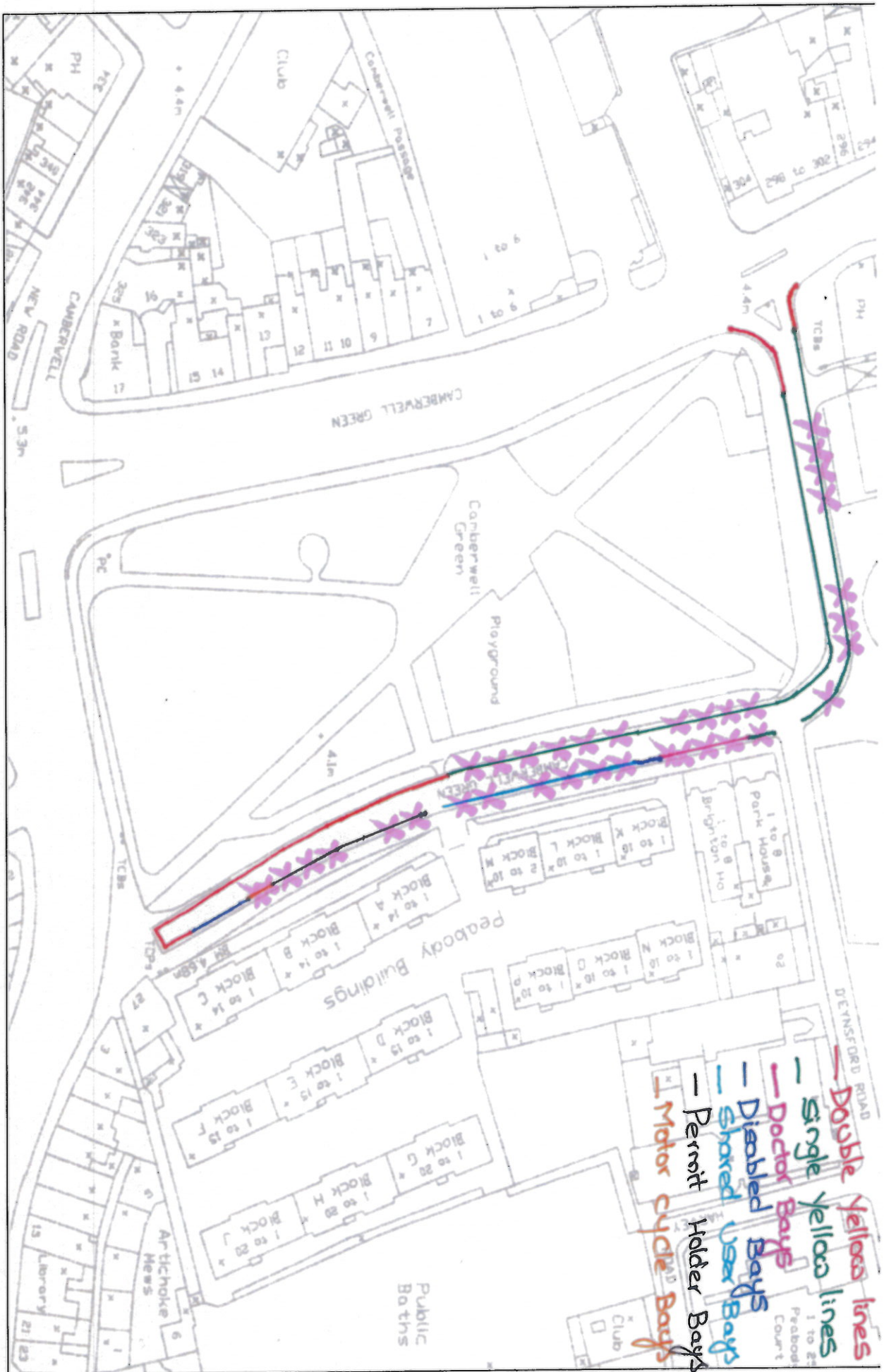




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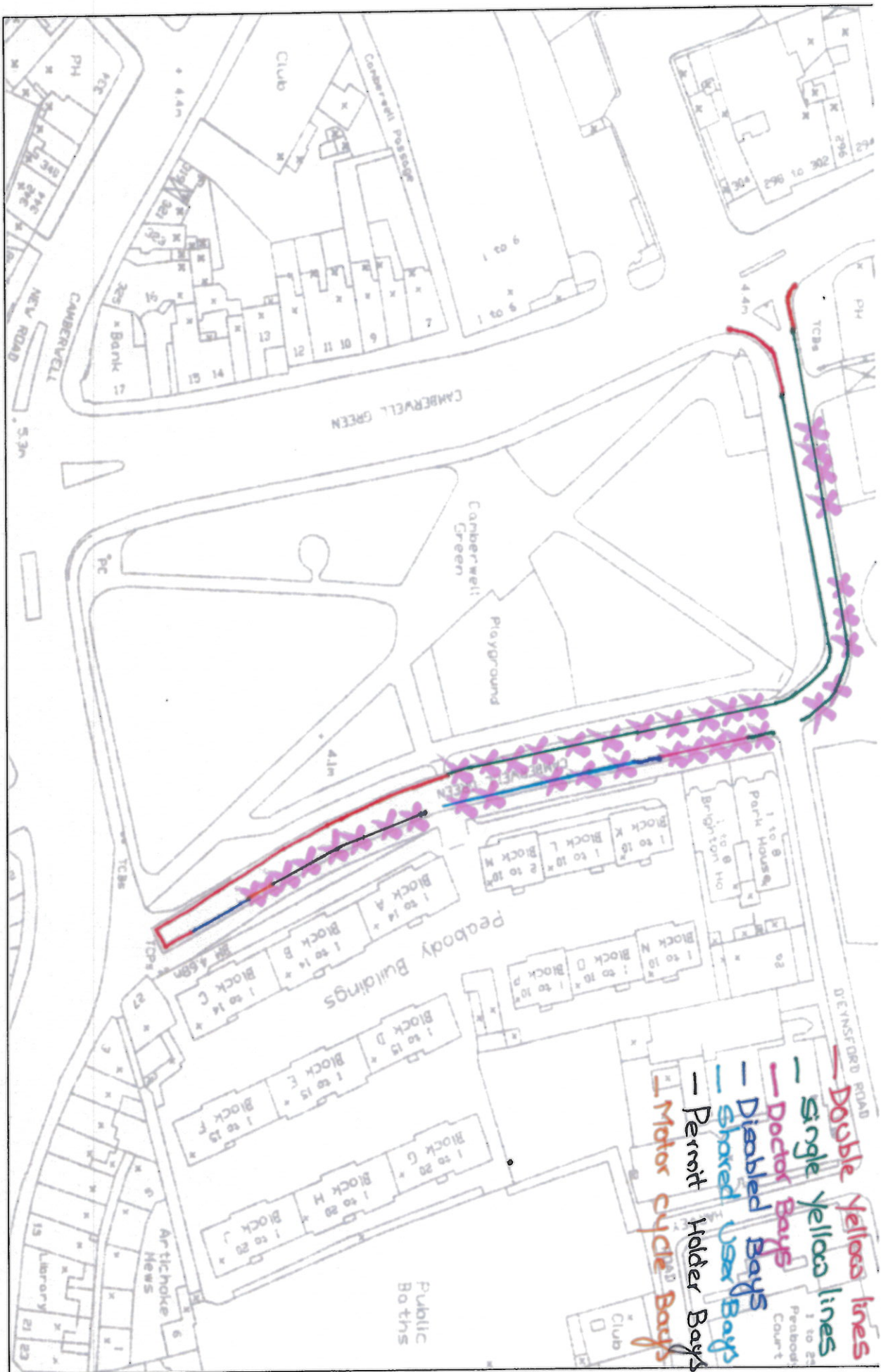






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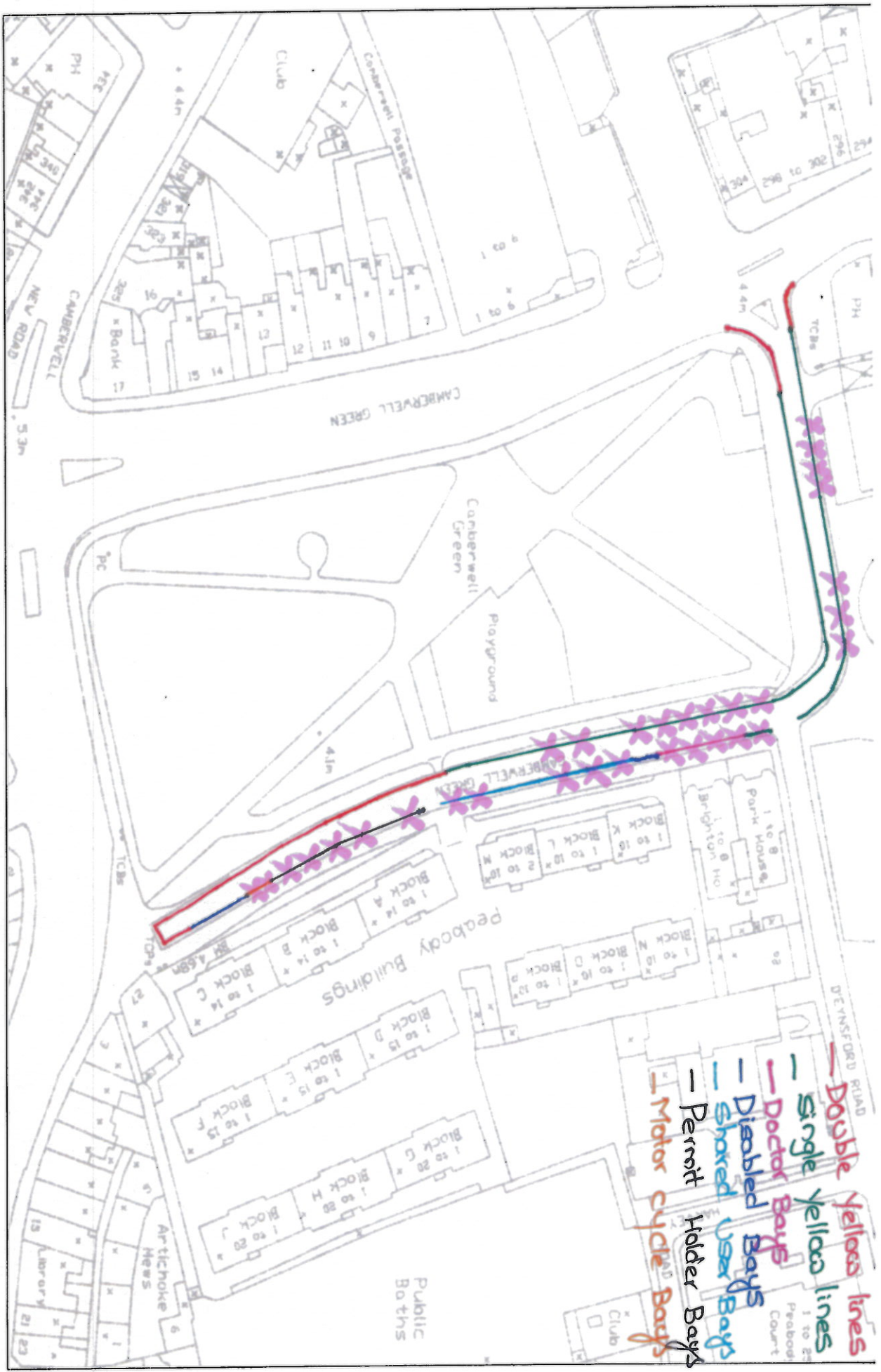




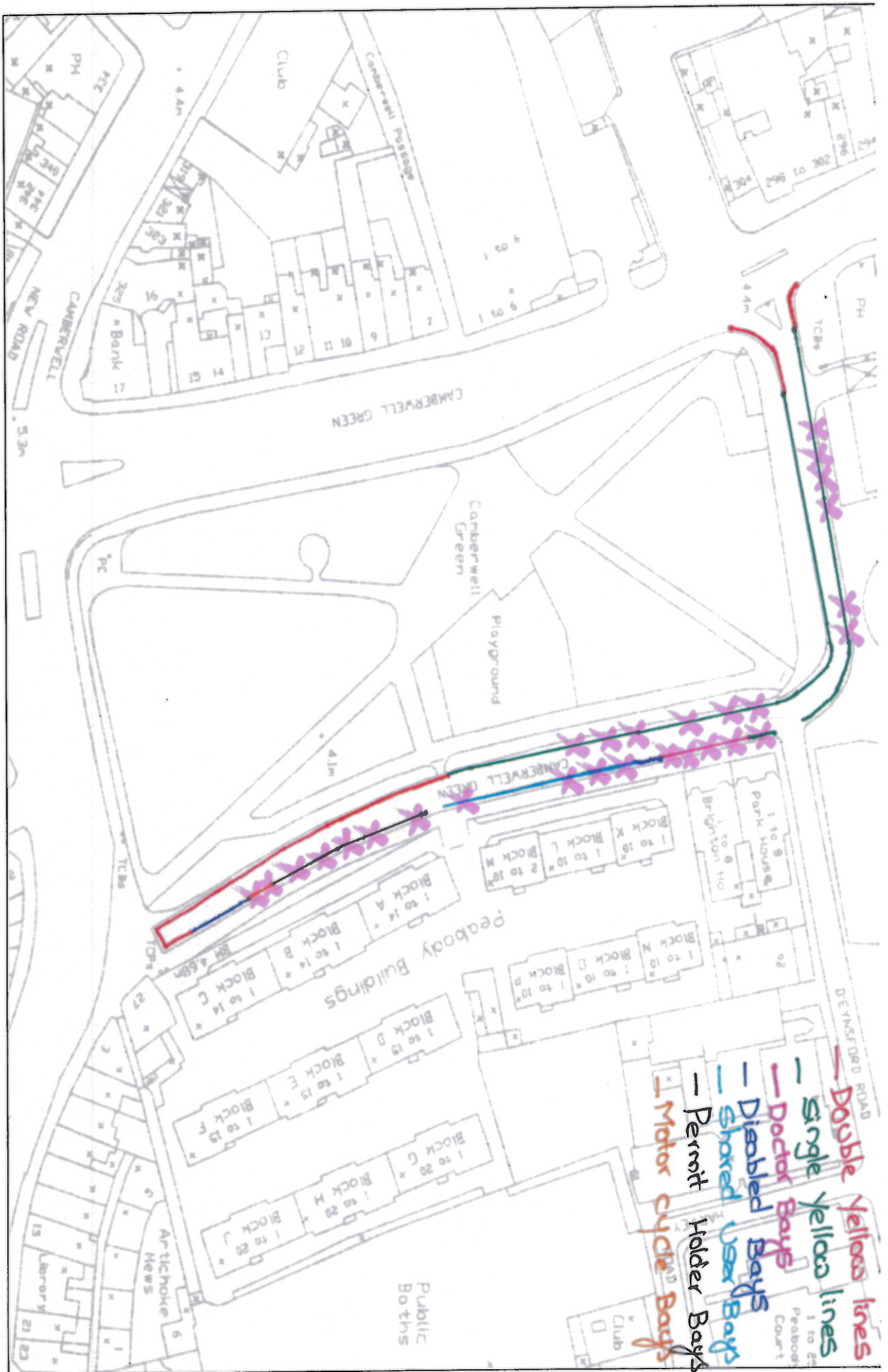
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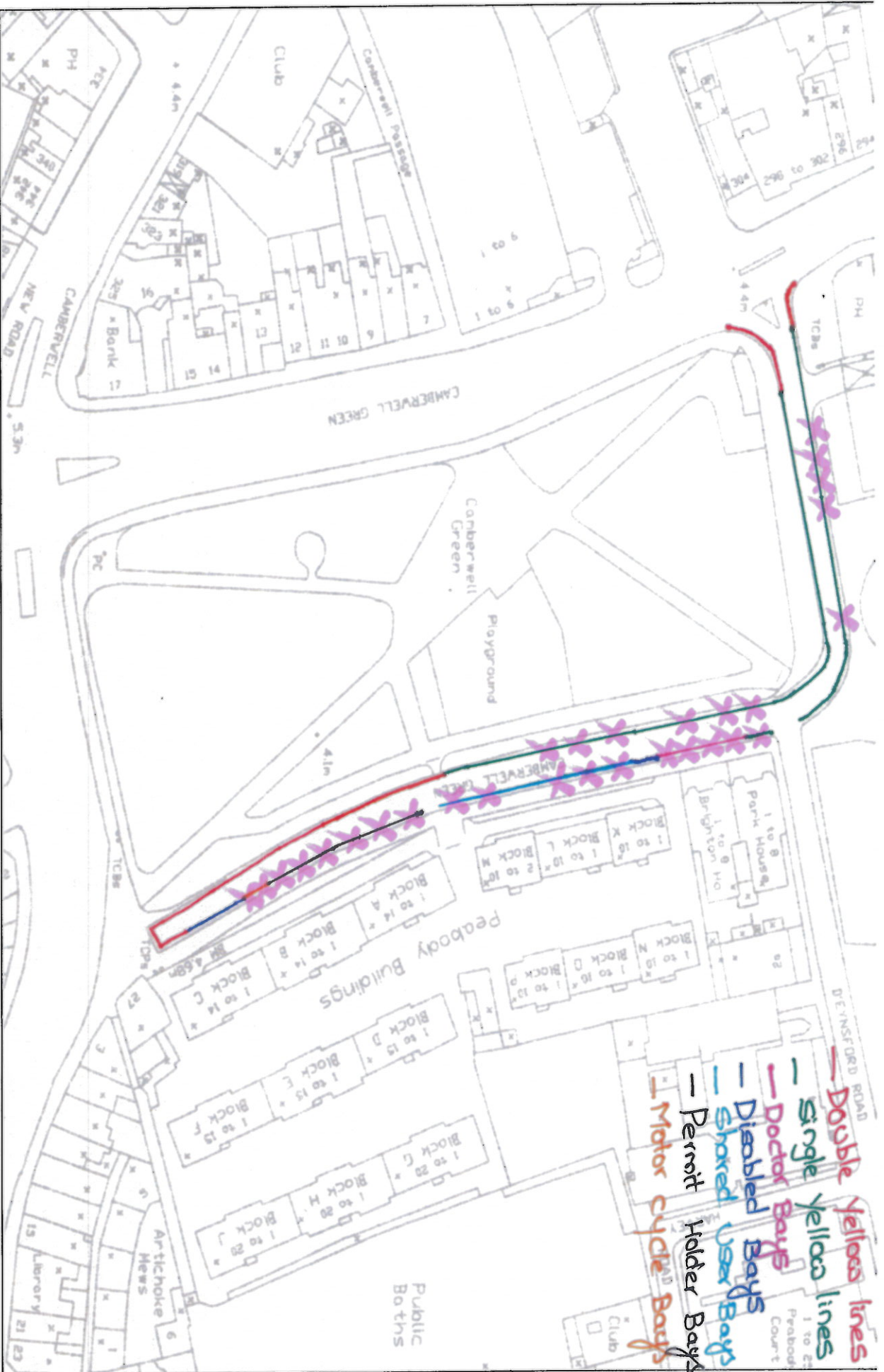


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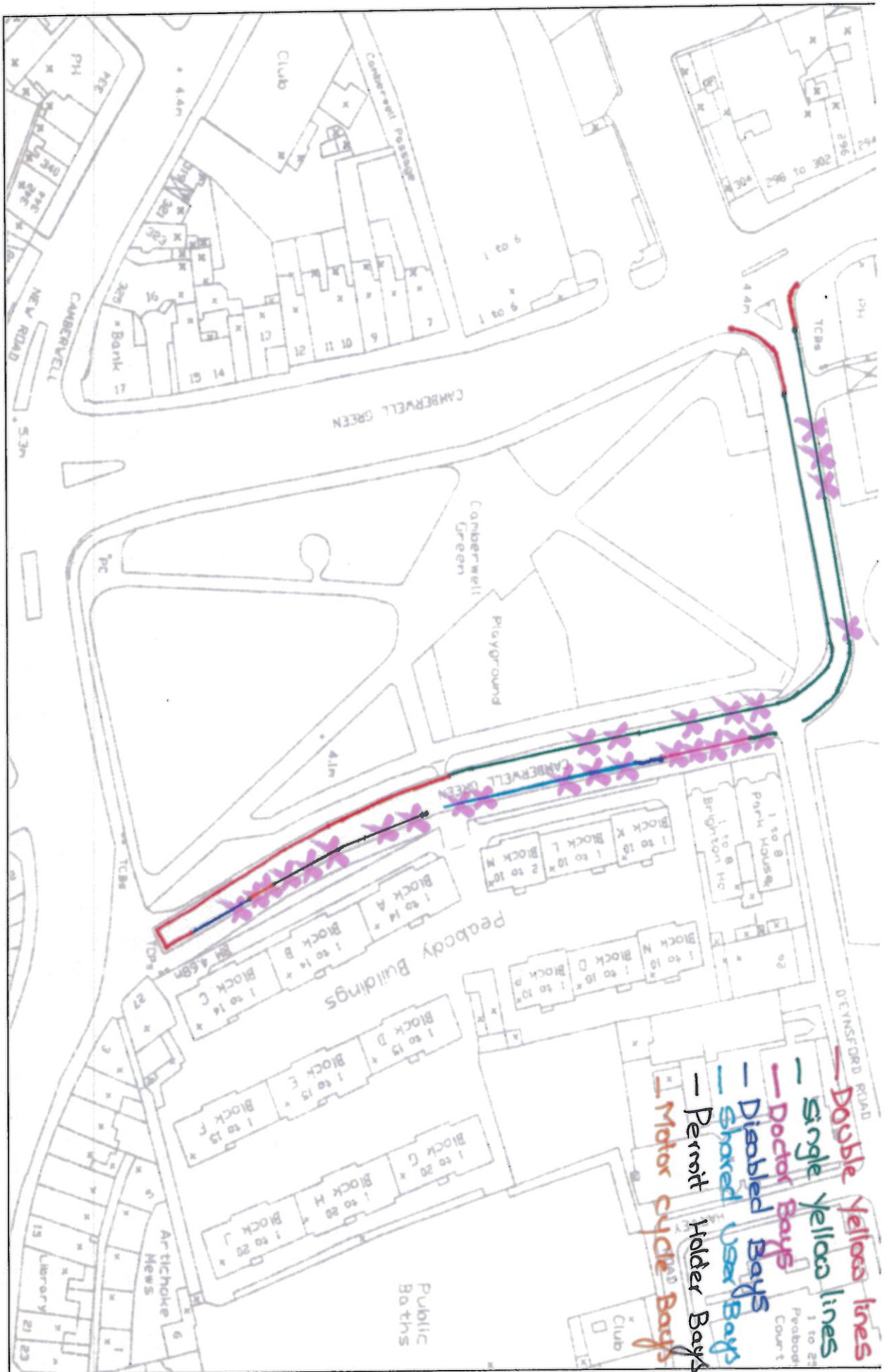
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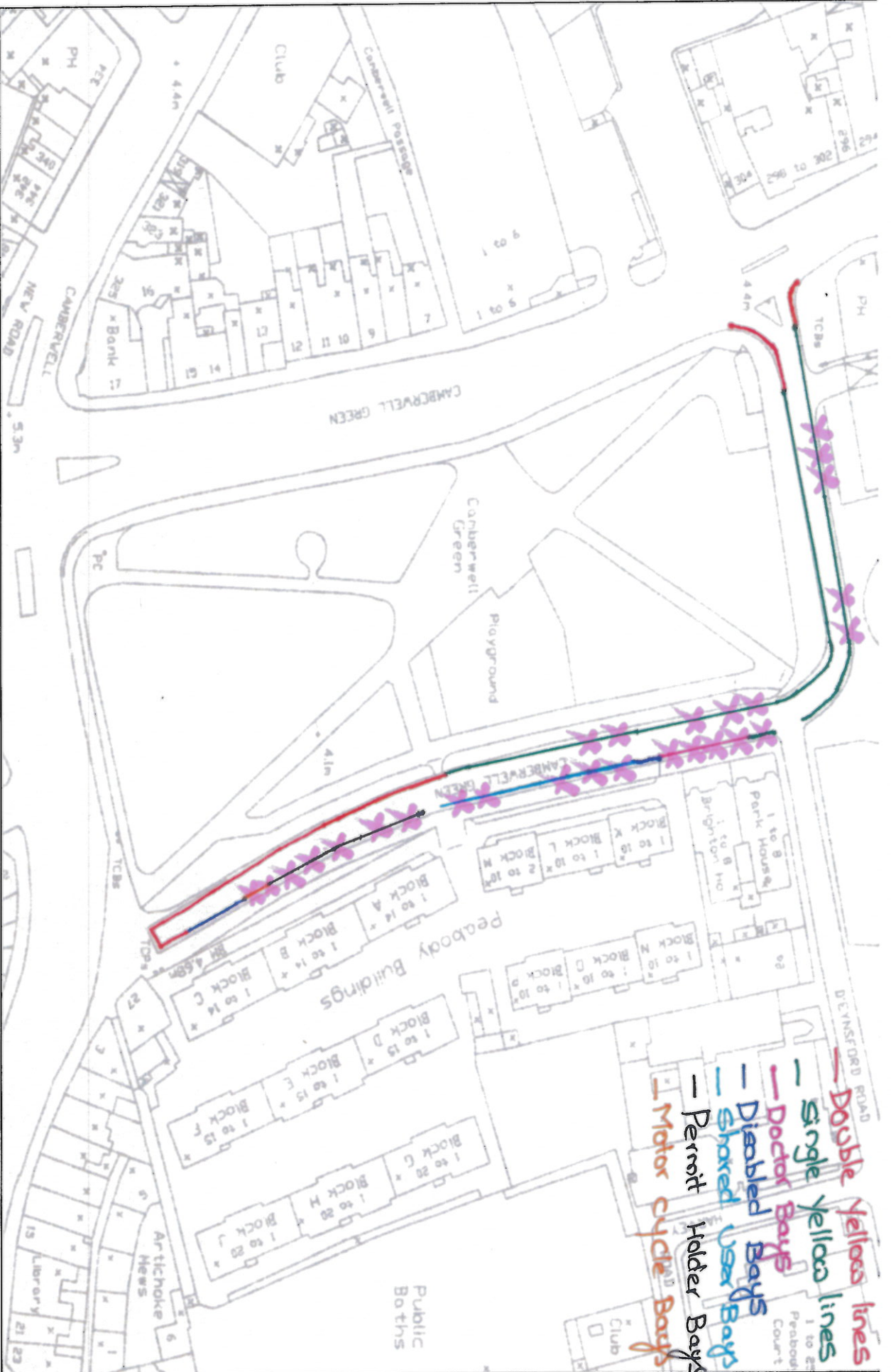


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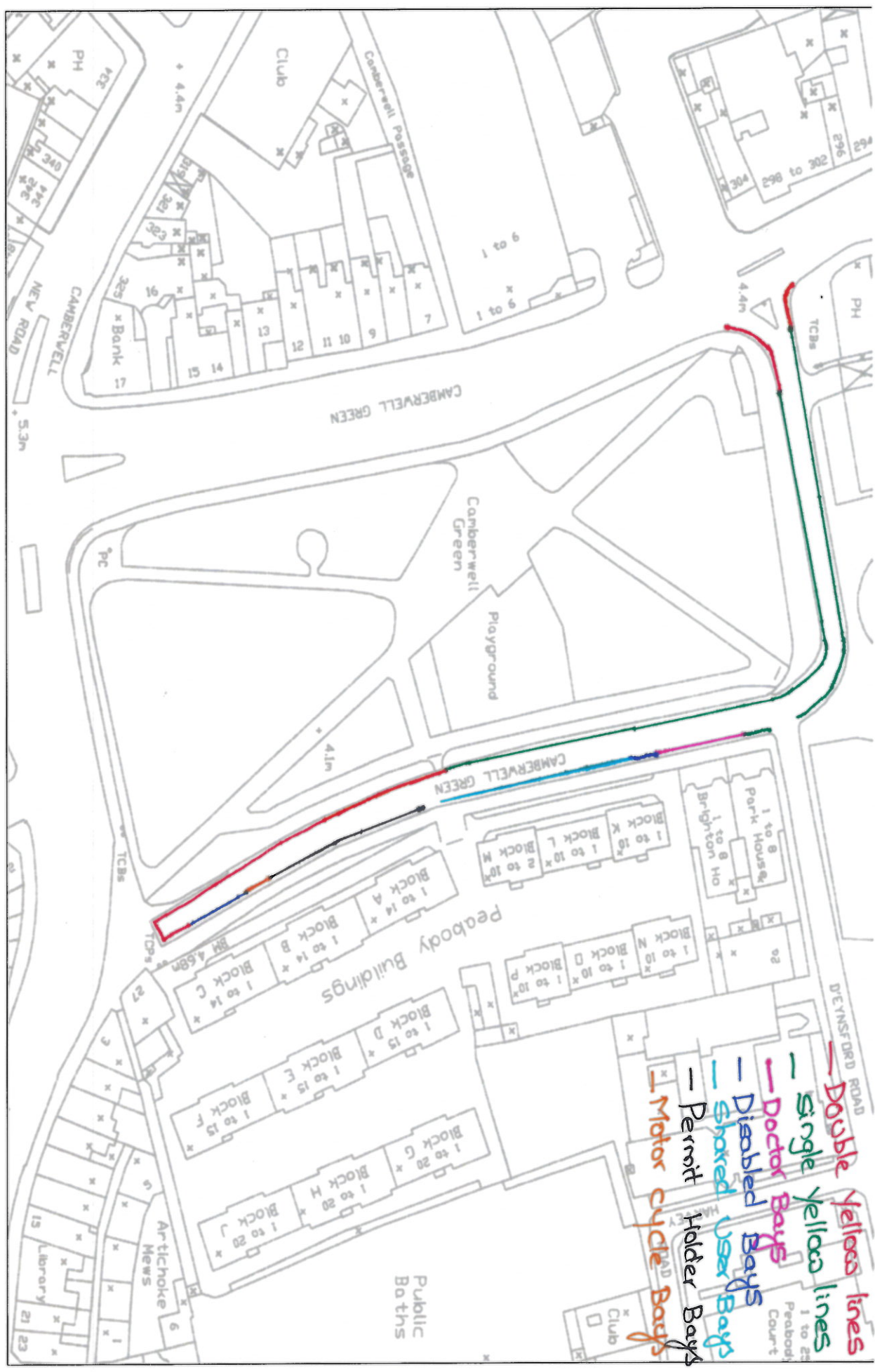


07.02.2015 @ 20:30





07.02.2015 @ 20:45





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# EAST CAMBERWELL (EC) PARKING ZONE REVIEW

Consultation approach and results of study 2014/15

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## Executive summary

Between 11 May and 5 June 2015, Southwark Council consulted on the possibility of changing the existing East Camberwell (EC) parking zone operational hours.

We received 204 responses to the consultation, representing a 6% response rate.

The consultation identified no overall support to change the hours or days of operation to the existing parking zone.

Area	Response rate	During what <u>hours</u> would you like the EC parking zone to operate?	During what <u>days</u> would you like the EC parking zone to operate?
<b>East Camberwell (EC) parking zone</b>	<b>6%</b>	<b>50%</b> - Remain the same <b>23%</b> - 10am-12noon <b>15%</b> - 10am-2pm <b>9%</b> - Specified other hours	<b>78%</b> - Remain the same <b>13%</b> - Monday to Saturday <b>6%</b> - Specified other days

Analysis on a street-by-street basis indicates that some could be considered for shorter hours, in particular Sansom Street and Sears Street. However, as these streets are not geographically connected they could not be considered as a separate subzone. It is not good parking practice to have various, isolated single streets operating at different times within a wider zone.

Having considered all responses to the consultation, the following is recommended:

- Not to make any changes to the existing hours of operation
- Not to make any changes to the existing days of operation
- To carry out detailed design issues (modifications to type/position of existing bays) in the following streets:
  - Bantry Street
  - Brisbane Street
  - Picton Street
  - St Giles Road

This document explains the process, responses and outcomes of this consultation.

## Consultation approach

### Background

1. East Camberwell (EC) parking zone was introduced, following public consultation, in 2009 and was extended in 2012 to cover Southampton Way, Wells Way and Parkhouse Street.
2. EC parking zone currently operates Monday to Friday, 8.30am to 6.30pm
3. In response to feedback from local residents, the council agreed to review the times of operation of the zone.
4. During February 2015, Camberwell community council<sup>1</sup> and Borough, Bankside and Walworth community council<sup>2</sup> approved the consultation methods and boundary for the review of the existing EC parking zone.

### Scope and process of the EC parking review

5. The scope of the EC parking zone review covered the following key issues:
  - the times of operation of the zone (consideration of lesser hours of controls);
  - the days of operation of the zone (consideration of Saturday controls);
  - detailed design issues (modifications to type/position of existing bays); and
  - the identification of opportunities to declutter parking signs.
6. The key stages and process of the project are outlined in the following table:

Date	Stage
<b>Autumn 2014</b>	Programme of strategic parking projects approved, including East Camberwell CPZ review project
<b>March 2015</b>	Detail of consultation area and methods agreed with Camberwell Community Council and Borough Bankside and Walworth Community Council
<b>11 May 2015</b>	Consultation commences
<b>5 June 2015</b>	Consultation closes
<b>July 2015</b>	Draft report to Camberwell Community Council and Borough Bankside and Walworth Community Council
<b>August 2015</b>	Final report to Cabinet Member for Environment and Public Realm
<b>If changes approved...</b>	
<b>September 2015</b>	Statutory consultation (traffic management orders)
<b>Nov / Dec 2015</b>	Implementation and changes go-live

<sup>1</sup><http://moderngov.southwark.gov.uk/mgAi.aspx?ID=35692>

<sup>2</sup><http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CId=350&MId=4819&Ver=4>

## Methodology

7. Informal consultation took place between 11 May and 5 June 2015.
8. A consultation pack containing a letter and a questionnaire (**Appendix A**) was sent to all properties (**Appendix B**) within the EC zone boundary, equating to 3626 properties. These were sent out as 2<sup>nd</sup> class post on 8 May 2015.
9. Key stakeholders (**Appendix C**) were also invited to comment on the general principles or the details of the proposals.
10. The letter included detail to inform the recipients of:
  - Why the consultation was being carried out
  - Details of the proposal including frequently asked questions
  - How recipients could have their say on the proposal
  - Contact details
11. The questionnaire sought the recipient's details and asked the following questions:
  - Q1: Are you a resident or business?
  - Q2: During what hours would you like EC parking zone to operate?
  - Q3: During what days would you like EC parking zone to operate?
  - Q4: Would you like us to consider replacing existing parking bays with any of the following?
  - Q5: Do you have any comments about the existing East Camberwell (EC) parking zone?
12. Additionally, a notice (**Appendix D**) was installed throughout the EC zone giving details of the live consultation and signposted the public to [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects) where an online form allowed for responses to be made to the consultation. The posters were erected in the area on 11 May 2015.
13. To further raise awareness that a consultation was taking place, a Twitter message was sent out on 13 May 2015 via @lb\_southwark to 15,000 followers. The message included a link to the council's parking project webpage.
14. The council's parking project webpage provided detail of the consultation, the process and how decisions would be taken. It also contained a:
  - link to the e-form to make response to the consultation
  - download of the consultation document
15. We received 204 replies from residents and businesses.
16. 15 responses have been omitted from the data, these include duplicate responses and responses received from addresses outside the EC zone.





## Key consultation findings

The following table summarises the key consultation findings for questions 1-5, the detailed street-by-streets response can be found in figures 1-6.

<b>Figure 1 - Response rate</b> <ul style="list-style-type: none"> <li>The consultation yielded a low response rate of 6%, but this is average when compared to similar zone review projects.</li> <li>The highest response rate was from Sansom Street (41%)</li> <li>There are 15 streets where no responses were received</li> <li>A response rate greater than 20% was received from 5 streets</li> <li>4 responses were received from addresses outside the consultation boundary and has been omitted from the data</li> <li>11 duplicate (multiple) responses were received and have been omitted from the data</li> </ul>
<b>Figure 2 – Q1: Are you a resident of business</b> <ul style="list-style-type: none"> <li>94% of responses were received from residents in zone</li> <li>6% of responses were from businesses in the zone, the majority of these were received from the Camberwell Business Centre of Lomond Grove and the Burgess Industrial Estate on Parkhouse Street</li> </ul>
<b>Figure 3 – Q2: During what hours would you like EC parking zone to operate?</b> <ul style="list-style-type: none"> <li>23% of respondents indicated support for 2 hours per day controls</li> <li>15% of respondents indicated support for 4 hours per day controls</li> <li>Therefore 37.2% of respondents supported part-day controls (those in support of either 2 hour or 4 hours combined)</li> <li>50% of respondents would like the controls to remain the same (10 hours per day).</li> <li>9% of respondents suggested other times, the majority of these were received from residents in Benhill Road and Vicarage Grove. Those in Vicarage Grove indicated a need for long controls and greater protection</li> <li>Only two streetshad a majority in favour (&gt;50%) of part day controls and a good response rate (&gt;20%): Sansom Street and Sears Street.</li> </ul>
<b>Figure 4 – Q3: During what days would you like EC parking zone to operate?</b> <ul style="list-style-type: none"> <li>The majority (78%) of respondents would like the operational days of the parking zone to remain the same (Monday to Friday)</li> <li>13% of respondents would like Monday to Saturday.</li> <li>Marianne Close was the only road where a majority would like the zone to operate Monday to Saturday, however it should be noted that the close is not public highway and has private, off-street parking.</li> <li>6% of respondents suggested other days, the majority of these suggested Monday to Sunday.</li> </ul>
<b>Figure 5 – Q4: Would you like us to consider replacing existing parking bays with any of the following?</b> <p><b>Policy 1.6 of Southwark’s Council’s Transport Plan 2011 states “When reviewing CPZs we will ask the community if they would support removal of parking spaces and the introduction of cycle parking, car club bays and/or street trees.”</b></p> <ul style="list-style-type: none"> <li>This questions aims to help us plan future projects in the area. Throughout EC zone there is support for parking bays to be replaced with on street bicycle parking, car club bays and trees.</li> </ul>
<b>Figure 6 – Q5: Do you have any comments about the existing East Camberwell (EC) parking zone?</b> <ul style="list-style-type: none"> <li>143 respondents included comments.</li> </ul>

## Street-by-street analysis

Response rate
20% +
10% - 19%
1% - 9%
0%

Figure 1 – Response rate

Street	No of properties	No of responses	Response rate	Ward
ADA ROAD	25	7	28%	Brunswick Park
ARTICHOKE PLACE	11	0	0%	Brunswick Park, Camberwell Green
BALLOW CLOSE	24	2	8%	Brunswick Park
BANTRY STREET	2	0	0%	Camberwell Green
BELHAM WALK	39	1	3%	Brunswick Park
BENHILL ROAD	150	17	11%	Brunswick Park, Camberwell Green
BRISBANE STREET	93	3	3%	Camberwell Green
BROOME WAY	20	0	0%	Camberwell Green
BRUNSWICK PARK	66	3	5%	Brunswick Park
BRUNSWICK VILLAS	20	4	20%	Brunswick Park
BULLACE ROW	6	0	0%	Camberwell Green
CAMBERWELL CHURCH STREET	148	3	2%	Brunswick Park, Camberwell Green
CAMBERWELL GREEN	261	9	3%	Camberwell Green
CAMBERWELL ROAD	250	4	2%	Camberwell Green
CASPIAN STREET	26	1	4%	Camberwell Green
CHISWELL STREET	20	1	5%	Camberwell Green
COLEBY PATH	32	1	3%	Camberwell Green
COLEMAN ROAD	2	0	0%	Brunswick Park
COTTAGE GREEN	14	0	0%	Brunswick Park
DATCHELOR PLACE	5	1	20%	Brunswick Park
DEYNSFORD ROAD	8	0	0%	Camberwell Green
DON PHELAN CLOSE	163	7	4%	Brunswick Park, Camberwell Green
DRAYCOTT CLOSE	40	2	5%	Camberwell Green
DURFEY PLACE	11	0	0%	Camberwell Green
EDMUND STREET	64	3	5%	Camberwell Green
ELMINGTON ROAD	135	14	10%	Brunswick Park, Camberwell Green
GABLES CLOSE	85	8	9%	Brunswick Park
HARRIS STREET	45	1	2%	Brunswick Park
HARVEY ROAD	1	0	0%	Camberwell Green
HAVIL STREET	102	5	5%	Brunswick Park
HOPEWELL STREET	96	0	0%	Camberwell Green
HOUSEMAN WAY	54	0	0%	Camberwell Green
JAGO WALK	8	0	0%	Camberwell Green
KIMPTON ROAD	59	2	3%	Camberwell Green
LOMOND GROVE	325	17	5%	Camberwell Green
MARIANNE CLOSE	21	3	14%	Brunswick Park
MARY DATCHELOR CLOSE	125	1	1%	Brunswick Park
NEW CHURCH ROAD	95	5	5%	Camberwell Green
NOTLEY STREET	2	0	0%	Camberwell Green
OWGAN CLOSE	46	0	0%	Camberwell Green
PARKHOUSE STREET	38	6	16%	Brunswick Park, Faraday
PECKHAM ROAD	211	6	3%	Brunswick Park
PICTON STREET	98	0	0%	Camberwell Green
SANSOM STREET	46	19	41%	Brunswick Park
SEARS STREET	45	10	22%	Camberwell Green
SOUTHAMPTON WAY	188	9	5%	Brunswick Park, Camberwell Green, Faraday
ST GILES ROAD	130	9	7%	Brunswick Park
STACY PATH	12	1	8%	Brunswick Park

VICARAGE GROVE	113	14	12%	Brunswick Park
WELLS WAY	46	5	11%	Brunswick Park, Faraday
<b>TOTAL</b>	<b>3626</b>	<b>204</b>	<b>6%</b>	<b>ALL</b>

Figure 2 – Q1: Are you a resident or business?

Street	Business	Resident	Grand Total
Ada Road		7	7
Ballow Close		2	2
Belham Walk		1	1
Benhill Road		17	17
Brisbane Street	1	2	3
Brunswick Park		3	3
Brunswick Villas		4	4
Camberwell Church Street		3	3
Camberwell Green		9	9
Camberwell Road	1	3	4
Caspian street		1	1
Chiswell Street		1	1
Coleby Path		1	1
Datchelor Place		1	1
Don Phelan Close		7	7
Draycott Close		2	2
Edmund Street		3	3
Elmington Road	1	13	14
Gables Close		8	8
Harris Street		1	1
Havil Street	1	4	5
Kimpton Road		2	2
Lomond Grove	3	14	17
Marianne Close		3	3
Mary Datchelor Close		1	1
New Church Road		5	5
Parkhouse Street	3	3	6
Peckham Road		6	6
Sansom Street		19	19
Sears Street		10	10
Southampton Way	1	8	9
St Giles Road		9	9
Stacy Path		1	1
Vicarage Grove	1	13	14
Wells Way		5	5
<b>Grand Total</b>	<b>12</b>	<b>192</b>	<b>204</b>



Figure 3 – Q2: During what hours would you like the EC parking zone to operate?

Majority - Part day
Majority - All day
No majority - split opinion

Street	10am to 12 noon (two hours per day)	10am to 2pm (four hours per day)	TOTAL PART DAY	Remain the same (10 hours per day)	TOTAL ALL DAY	Other (Please specify)	TOTAL OTHER	Not Answered	Grand Total
Ada Road	2	1	43%	1	14%	3	43%		7
Ballow Close	1		50%	1	50%		0%		2
Belham Walk	1		100%		0%		0%		1
Benhill Road	4	2	35%	7	41%	4	24%		17
Brisbane Street	1	1	67%	1	33%		0%		3
Brunswick Park	1	1	67%	1	33%		0%		3
Brunswick Villas	2		50%	2	50%		0%		4
Camberwell Church Street	2		67%	1	33%		0%		3
Camberwell Green	1		11%	8	89%		0%		9
Camberwell Road		1	25%	2	50%	1	25%		4
Caspian street			0%	1	100%		0%		1
Chiswell Street			0%	1	100%		0%		1
Coleby Path	1		100%		0%		0%		1
Datchelor Place			0%	1	100%		0%		1
Don Phelan Close	2	1	43%	3	43%		0%	1	7
Draycott Close		1	50%	1	50%		0%		2
Edmund Street			0%	1	33%	2	67%		3
Elmington Road	3	3	43%	6	43%	1	7%	1	14
Gables Close		3	38%	5	63%		0%		8
Harris Street			0%	1	100%		0%		1
Havil Street	2		40%	3	60%		0%		5
Kimpton Road			0%	2	100%		0%		2
Lomond Grove	2	3	29%	10	59%	2	12%		17
Marianne Close	1		33%	2	67%		0%		3
Mary Datchelor Close			0%		0%		0%	1	1
New Church Road	2		40%	3	60%		0%		5
Parkhouse Street			0%	5	83%		0%	1	6
Peckham Road	3	1	67%		0%		0%	2	6
Sansom Street	8	2	53%	9	47%		0%		19
Sears Street	2	4	60%	4	40%		0%		10
Southampton Way		1	11%	8	89%		0%		9
St Giles Road	3	1	44%	4	44%	1	11%		9
Stacy Path		1	100%		0%		0%		1
Vicarage Grove	2		14%	7	50%	5	36%		14
Wells Way		3	60%	2	40%		0%		5
<b>Grand Total</b>	<b>46</b>	<b>30</b>	<b>37%</b>	<b>103</b>	<b>50%</b>	<b>19</b>	<b>9%</b>	<b>6</b>	<b>204</b>

**Figure 3 – Q2: During what hours would you like the EC parking zone to operate? – Other suggested hours**

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**Ada Road**

12.00 -4.00 p.m.

12-2pm

As many hours as possible.

**Benhill Road**

12 noon to 2pm

24 HOURS

8am to 2pm

If hours are reduced I would expect to receive a refund on the current all-day visitor permits I have purchased

8-10

**Camberwell Road**

7AM TO 7PM

**Edmund Street**

10am to 5pm (9 hours per day)

MON - SAT 10 HOURS PER DAY

**Elmington Road**

PLEASE SEE DETAILS IN COMMENTS

PREFERABLY REVERT TO FREE PARKING AT ALL TIMES

**Lomond Grove**

8.30am-11.00pm Lomond grove

extend 8 - 8

**New Church Road**

12-2

**St Giles Road**

Noon to 2pm

**Vicarage Grove**

10am to 5pm (8 hours per day)

24 HOURS A DAY

8.30am to 8.30pm 6 days a week

8-10pm

Parking zone should extend as long as possible to discourage short trips being made by car that could be made on foot or by bike

Figure 4 – Q3: During what days would you like the EC parking zone to operate?

Majority - Remain the same (Monday to Friday)
Majority - Monday to Saturday
No majority - split opinion

Street	Remain the same (Monday to Friday)	% Remain the same (Monday to Friday)	Monday to Saturday	% Monday to Saturday	Other (Please specify)	Not Answered	Grand Total
Ada Road	6	86%		0%		1	7
Ballow Close	2	100%		0%			2
Belham Walk	1	100%		0%			1
Benhill Road	14	82%		0%	2	1	17
Brisbane Street	3	100%		0%			3
Brunswick Park	2	67%	1	33%			3
Brunswick Villas	4	100%		0%			4
Camberwell Church Street	3	100%		0%			3
Camberwell Green	7	78%	1	11%		1	9
Camberwell Road	4	100%		0%			4
Caspian street	1	100%		0%			1
Chiswell Street	1	100%		0%			1
Coleby Path	1	100%		0%			1
Datchelor Place	1	100%		0%			1
Don Phelan Close	5	71%	1	14%	1		7
Draycott Close	2	100%		0%			2
Edmund Street	2	67%	1	33%			3
Elmington Road	12	86%	1	7%		1	14
Gables Close	7	88%	1	13%			8
Harris Street	1	100%		0%			1
Havil Street	5	100%		0%			5
Kimpton Road		0%	1	50%		1	2
Lomond Grove	12	71%	2	12%	3		17
Marianne Close		0%	2	67%	1		3
Mary Datchelor Close	1	100%		0%			1
New Church Road	3	60%	2	40%			5
Parkhouse Street	3	50%	2	33%		1	6
Peckham Road	5	83%		0%		1	6
Sansom Street	18	95%	1	5%			19
Sears Street	8	80%	2	20%			10
Southampton Way	6	67%	2	22%	1		9
St Giles Road	8	89%	1	11%			9
Stacy Path	1	100%		0%			1
Vicarage Grove	7	50%	4	29%	3		14
Wells Way	3	60%	1	20%	1		5
<b>Grand Total</b>	<b>159</b>	<b>78%</b>	<b>26</b>	<b>13%</b>	<b>12</b>	<b>7</b>	<b>204</b>



**Figure 4 – Q3: During what days would you like the EC parking zone to operate? – Other suggested days**

---

**Ada Road**

As many days as possible

**Benhill Road**

MONDAY TO SUNDAY

Sundays when it is impossible to park in the street

**Don Phelan Close**

remain the same Monday - Friday and Sunday free

**Elmington Road**

PREFERABLY FREE PARKING AT ALL TIMES.

**Lomond Grove**

7 Days due to the camberwell court / church's etc in the business centre in lomond grove  
all week

MONDAY TO THURSDAY

**Marianne Close**

8 - 17.30PM

**Southampton Way**

MON - THURSDAY

**Vicarage Grove**

7 DAYS A WEEK

Mon-Sun

Why not 7 days a week? Traffic on Sundays is often much faster flowing and more intimidating to other road users, coupled with the added parking available on red routes, so why not try to discourage short trips by making zones 7 days a week?

**Wells Way**

Weekends

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**Figure 5 – Q4: Would you like us to consider replacing parking bays with any of the following?**

Street	Count of responses		
	On street bicycle parking	Car club bay	Trees
Ada Road	0	0	1
Ballow Close	0	0	0
Beckwith Road	0	0	0
Belham Walk	1	1	1
Benhill Road	3	3	2
Brisbane Street	0	1	0
Brunswick Park	0	0	1
Brunswick Villas	1	1	1
Bushey Hill Road	0	0	1
Camberwell Church Street	1	0	0
Camberwell Green	1	1	4
Camberwell Road	0	0	1
Caspian street	0	0	0
Chiswell Street	0	0	0
Coleby Path	0	0	0
Datchelor Place	0	0	0
Don Phelan Close	1	2	1
Draycott Close	0	0	0
Edmund Street	0	0	0
Elmington Road	4	2	3
Gables Close	6	0	2
Harris Street	0	0	0
Havil Street	1	0	0
Kimpton Road	1	1	1
Linden Grove	1	1	1
Lomond Grove	4	1	1
Marianne Close	1	0	2
Mary Datchelor Close	0	1	0
New Church Road	1	0	1
Parkhouse Street	1	2	2
Peckham Road	1	0	0
Sansom Street	7	4	7
Sears Street	4	0	5
Shenley Road	0	0	1
Southampton Way	1	1	2
St Giles Road	1	1	1
Stacy Path	1	0	0
Vicarage Grove	6	2	2
Wells Way	0	1	2
<b>Grand Total</b>	<b>49</b>	<b>26</b>	<b>46</b>

**Figure 6 – Q5: Do you have any comments about the existing East Camberwell (EC) parking zone?**

Comments made generally mirrored the views expressed by the respondents answer to Q2-Q4.

**Appendix E** contains all comments made.



## Correspondence and representation received outside the consultation

The consultation only generated 3 pieces of correspondence during the consultation, all pieces of correspondence were received from residents in Vicarage Grove.

The comments made are summarised in the table below with officer's response to each point.

Comment	Officers response
Information on the new virtual permits should have been included in the consultation.	<p>The council introduce virtual parking permits in June 2015.</p> <p>The consultation document did mention that new virtual permits are planned but we do acknowledge that the section is not extensive. This is because the operational details of parking permits (type and costs) are not a matter for this consultation and we want stakeholders to focus upon they key issue that we are consulting on – the option of reduced zone hours.</p> <p>As mentioned in the document, any reduction in zone operating hours will not correspond with a decrease in the cost of resident permits. Again, it is important that we avoid implying that permit costs are a matter for this consultation.</p> <p>A case could be made that a variety of other parking operational matters could have been included in this document but we have tried to find the right balance of information without it becoming overloaded. In our experience, an overload of facts will often detract from the intended focus of the consultation.</p> <p>Virtual permits are not just going to be available in EC zone but in each of Southwark's 21 zones and that a separate communication plan is in place for this. Our colleagues in Parking Operations will be contacting all resident permit holders (who have supplied an email address) with details about virtual permits, including how they work, what they need to do to transfer and the costs. Residents will also be posted a similar letter prior to their permit coming up for renewal.</p>
General concerns that shorter hours wouldn't work in Vicarage Grove as it's a busier part of the zone compared to other streets.	<p>Officer's professional opinion is that shorter operating hours wouldn't be effective in a street such as Vicarage Grove.</p> <p>Due to its close location to Camberwell Church Street and the town centre, all-day parking protection is</p>

	required for residents.
There should be consideration for longer hours in Vicarage Grove.	This is something we are consulting upon and it is noted that some respondents did indicate in their questionnaire response that Vicarage Grove would benefit with longer hours and even weekend controls.
Concerns that the consultation was instigated by few residents in streets that do not suffer the same sort of parking problems as Vicarage Grove.	One of the main triggers for a consultation on the operating times of the EC parking zone, was a public deputation made to Camberwell Community Council on 20 November 2013. The deputation was received from the Brunswick Park Neighbourhood Tenants and Residents Association (BPNTRA) who asked the council to consult local residents about the hours of operation of the zone. View the deputation <a href="#">here</a> .

### Parking occupancy spot survey

During the consultation, officers carried out a parking 'spot' occupancy survey. This compared a count of parked vehicles to the available parking capacity throughout the entire zone.

The survey was carried out on Thursday 28 May 2015.

The survey revealed that the overall parking occupancy of EC zone is very low at 37%.

Camberwell Green, Deynsford Road, Harvey Road and Kimpton Road demonstrated high parking occupancy (70%>) in parking bays allocated to EC permit holders only.

The 22 remaining roads in the zones have a very low to medium parking occupancy (<70%) in parking bays allocated to EC permit holders only.

Parking occupancy data has been produced for all EC streets (**Appendix F**).

## Detailed design issues

During the study officers have identified the following locations where detailed design issues should be considered:

Location and proposal	Rationale
<p><b>Bantry Street</b> To make Bantry Street a pedestrian zone (no vehicles except for access and no waiting at any time)</p> <p>Pedestrian zones are areas reserved for pedestrian-only use and in which some or all automobile traffic may be prohibited.</p>	<p>This street is in the middle of the EC zone yet there aren't any waiting restrictions for it.</p> <p>Presumably because it was thought not to be highway (or deemed unnecessary because it is a cul-de-sac with a gate)</p> <p>However, the gate is sometimes open and parking sometimes occurs within Bantry Street.</p>
<p><b>Brisbane Street</b> The removal of an EC permit holder parking bay just south of Draycott Close and install a section of double yellow lines.</p>	<p>If the permit bay is occupied, northbound traffic is forced into southbound path. This results in almost no visibility for the motorist, in either direction, due to the bend in the road.</p> <p>Parking occupancy is recorded as very low in Brisbane Street. The removal of the bay would therefore not have an impact on parking provision.</p>
<p><b>Picton Street</b> As part of the review we have identified an illogical boundary between housing and highway that is leading to unenforceable parking which is inconvenient to pedestrians.</p> <p>The section sits between the EC parking zone and the Elmington Estate (Drinkwater House) housing parking area.</p> <p>Footway works are programmed for 16/17 in the area and this provides an opportunity to build out the footway and remove the layby.</p>	<p>With parking currently taking place between to separate parking areas (the EC parking zone and the house estate parking scheme) it results in the footpath being inaccessible and can have a major impact for those with mobility difficulties.</p> <p>Parking occupancy is recorded as very low in Picton Street, with many of the existing parking places often unoccupied.</p>
<p><b>St Giles Road</b> To remove a section of the shared use (EC permit holders + paid) parking bays that run across a dropped kerb access to Marianne Close and install double yellow line to protect the access</p>	<p>To maintain vehicle access to Marianne Close at all times.</p>

Detailed design drawings for the above locations can be found in **Appendix G**.





## Conclusions

The overall consultation result (and response rate) indicates that there is little mandate to make a strategic decision to change the times of operation of EC zone.

Based upon individual street responses, there are some streets that could be considered for shorter hours, in particular Sansom Street and Sears Street. However, as these streets are not geographically connected they could not be considered as a separate subzone. It is not good parking practice to have various, isolated single streets operating at different times within a wider zone. This invariably leads to confusion over parking controls and accusations of entrapment. The authority has a responsibility to ensure that parking controls are simple to understand.

Residents in some streets (e.g. Vicarage Grove) have raised concerns that part day controls would not meet the objectives of the zone. The consultation responses reflected this with some residents indicating that longer operating hours are required and even on weekends. This is to be expected when considering the location adjacent to other 'parking generators' (town centre, shops, other important destinations and adjacent zones that operate all-day).

### Operating hours

When looking at the EC zone as a whole, there is no clear support for shorter operating hours. When combining the support for shorter operating periods (2 hours + 4 hours) this only equates to 37% support.

10 streets demonstrated a majority in favour of part day hours

13 streets demonstrated a majority in favour in the hours remaining the same

11 streets demonstrated no clear majority and with a difference in opinion

### Operating days

78% of respondents would like the Monday to Friday operating days to remain. There was no clear support to extend the operating days to a Saturday.

### Replacing parking bays

As parking occupancy is recorded as very low in the EC zone, there is certainly scope to consider replacing existing parking bays with on street bicycle parking, car club bays and trees. These comments will be reported to Transport Planning for consideration as part of future projects.

## Recommendations

Taking into consideration all responses to the consultation, currently parking occupancy levels and officers professional view, the following is recommended:

- Not to make any changes to the existing times of operation
- Not to make any changes to the existing days of operation
- To carry out detailed design issues (modifications to type/position of existing bays) in the following streets:

- Bantry Street
- Brisbane Street
- Picton Street
- St Giles Road

The review has also identified the following:

- A need to refresh worn and faded road markings at some locations in the EC zone
- An opportunity to declutter some parking signage within the EC zone

## Version control

**Version:** V2

**Date:**22/6/15

**Author:**Paul Gellard

**Checked by:** Tim Walker

**Approved by:**

## Appendices

**Appendix A – Consultation document**

**Appendix B –Map of EC zone**

**Appendix C – Stakeholder addresses**

**Appendix D – Street notice**

**Appendix E – Questionnaire comments**

**Appendix F– Parking occupancy data**

**Appendix G – Initial designs**





FREEPOST RSDT-BHXX-SCAJQ  
Public Realm Projects (Parking Design)  
Floor 3, Hub 1  
Southwark Council  
Public Realm Division  
PO BOX 64529  
London, SE1P 5LX

020 7525 7764

[parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk)

# East Camberwell (EC) parking zone review

**Consultation – May 2015**

[www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)

Dear resident / business owner / occupier,

## **Review of East Camberwell (EC) parking zone**

EC parking zone was introduced, following public consultation, in 2009 and was extended in 2012 to cover Southampton Way, Wells Way and Parkhouse Street.

In response to feedback from local residents, the council has agreed to review the times of operation of the zone.

### **Have your say on proposals to change the times of operation in your parking zone**

EC parking zone currently operates all day Monday to Friday from 8.30am to 6.30pm.

We would like to know if you are happy with the operational times of your zone or if you think that changes could be made, such as reducing the zone from all day to part day (e.g. for two hours per day) or operating on a Saturday.

Your views are important to us even if you do not own a vehicle or park in your street.

The council does not have any preference for any particular proposal and any changes would only be introduced if there was a broad consensus in favour.

### **To help you understand what is being proposed this letter contains**

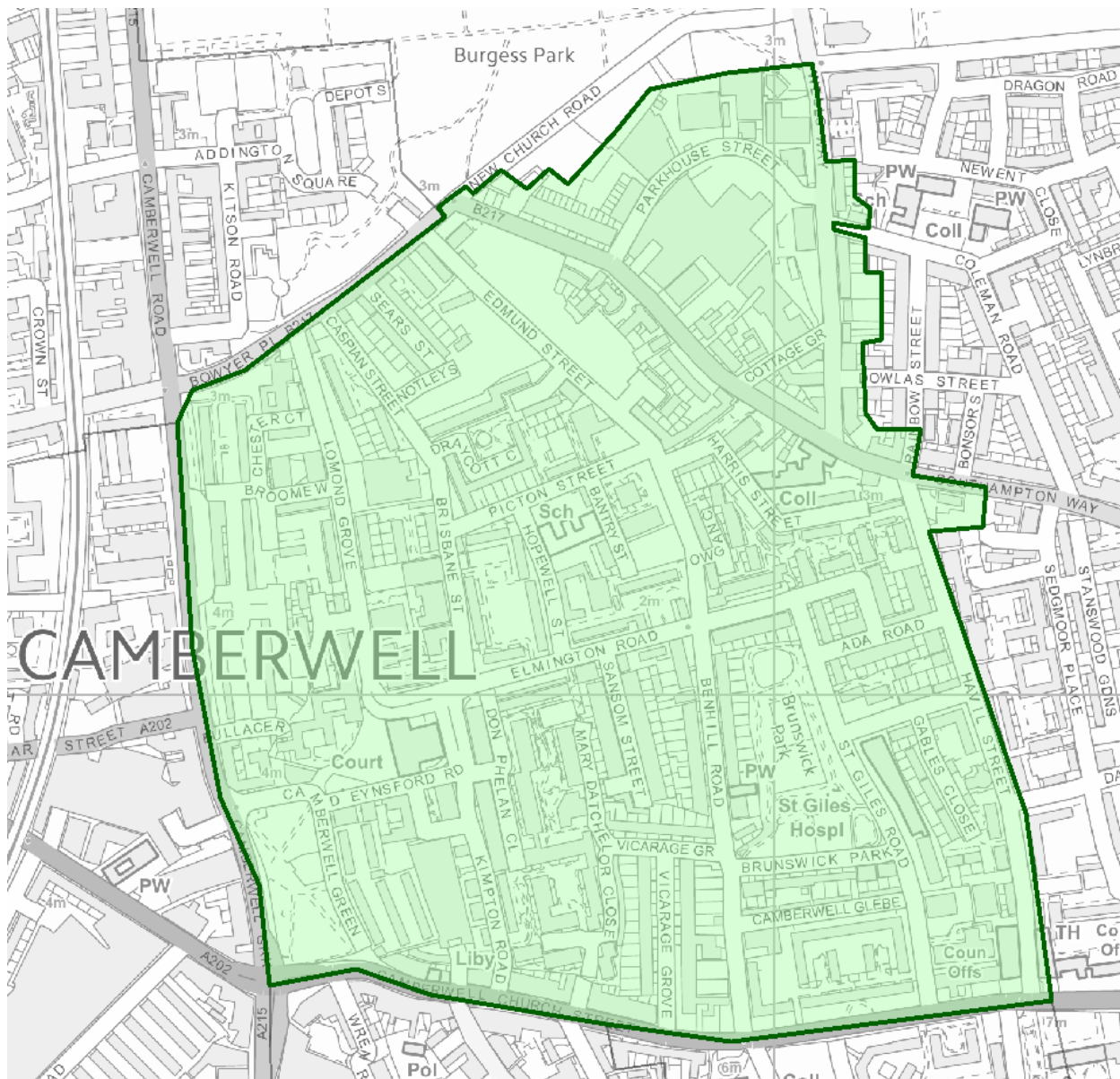
- A map of the existing parking zone and the next steps in the project (page 2)
- Frequently asked questions (FAQs) (page 3)
- A questionnaire for you to complete so that you can have your say (page 5-6)

### **How to have your say**

- **Online** – complete the questionnaire online at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)
- **Post** – complete and return the attached questionnaire in an envelope (our FREEPOST address means you don't need to put a stamp on the envelope)

**The closing date to return your completed questionnaire is Friday 5 June 2015.**

## East Camberwell parking zone



The map above shows the area being consulted.

We will also be using this review as an opportunity to:

- identify potential changes to the type and position of existing parking bays
- reduce and clarify the provision of parking signs.

### East Camberwell parking zone review – next steps

Phase	Expected dates
Draft consultation findings and recommendations reported to Community Council	July 2015
Final decision to be taken by Cabinet Member for Regeneration, Planning and Transport	Summer 2015
Statutory traffic order consultation	Autumn 2015
Implementation of any changes approved for the parking zone	

## East Camberwell (EC) parking zone – Frequently asked questions

### Why are you consulting us?

The council's 2014/15 parking design programme was approved in September 2014 by the Head of Public Realm in conjunction with the Cabinet Member for Regeneration, Planning and Transport.

In February 2015, the relevant community councils agreed with the consultation methods and boundary for this consultation.

### What is the difference between all day and part day parking zones?

#### All day parking zone (e.g. 8.30am to 6.30pm)

All day controls are successfully used in areas that have a high demand for parking throughout the course of day and with pressure from a variety of sources. This includes streets that are close to town centres, leisure attractions and public transport hubs etc.



These zones give a high degree of priority for local residents, businesses and their visitors; reducing the negative effects of commuter parking. Of course, longer hours of operation also mean that residents and visitors who want to park on street will need a permit or to pay for parking more frequently.

#### Part day parking zone (e.g. 12 noon to 2pm)

Part day controls are most successful in areas that have a sudden surge on demand for parking once a day, such as streets that are close to a commuter rail station. An example of this would be Herne Hill (HH) parking zone.



Outside of operational hours (i.e. most of the day) then parking is free and unrestricted. This can offer greater flexibility to residents and their visitors but it is also likely to result in higher pressure upon parking and fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

### What hours and days will East Camberwell (EC) parking zone operate?

The operational days of the week and hours of proposals will depend on the feedback the council receives from residents/businesses during this consultation process, as well as objective analysis of parking data with the aim of finding the best balance possible.

### Would shorter operating hours result in cheaper parking permits?

Shorter operating periods would not result in lower permit prices; although you might need fewer visitor permits per year which would save you money. The council takes the view that parking permits should be the same price in all zones within Southwark because the service that we provide (prioritising parking to certain groups) remains the same, irrespective of any operational details.

### What are virtual parking permits?

The Council will be operating a **virtual permit** system from June 2015. With virtual permits you apply for your permit online and it is issued to your vehicle immediately. They replace paper permits that had to be posted to you and then displayed in your windscreen.

#### Further information

Telephone: 020 7525 7764

Email: [parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk)

For further information on parking in Southwark can be found online by visiting [www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)

#### Postal responses should be sent to the following address:

FREEPOST RSDT-BHXX-SCAJQ  
Public Realm Projects (Parking Design)  
Floor 3, Hub 1  
Southwark Council  
Public Realm Division  
PO BOX 64529  
London, SE1P 5LX

# East Camberwell (EC) parking zone review

## Consultation questionnaire

### Have your say about parking

We would like to hear your views on the option of changing the existing operational times of your parking zone. Please read the documents, FAQs and consider the proposal before completing the questionnaire online or by returning it to us via the freepost address, by Friday 05 June 2015

The quickest way to respond is online at [www.southwark.gov.uk/parkingprojects](http://www.southwark.gov.uk/parkingprojects)

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXX-SCAJQ, Public Realm Projects (Parking Design), Floor 3, Hub 1, Southwark Council, Public Realm Division, PO BOX 64529, London, SE1P 5LX.

### SECTION A – About you

It is important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details.

#### 1. Are you a resident or business?

☐ Resident

☐ Business

Name (required)	
House / flat number and street name (required)	
Postcode (required)	
Email (optional)	

### SECTION B – The East Camberwell parking zone

#### 2. During what hours would you like EC parking zone to operate?

☐ Remain the same (10 hours per day)

☐ Other (please specify) \_\_\_\_\_

☐ 10 am to 12 noon (two hours per day)

☐ 10 am to 2pm (four hours per day)

#### 3. During what days would you like EC parking zone to operate?

☐ Remain the same (Monday to Friday)

☐ Other (please specify) \_\_\_\_\_

☐ Monday to Saturday

#### 4. Would you like us to consider replacing existing parking bays with any of the following?

*This will help us plan future projects in your area. Tick all that apply.*

☐ On street bicycle parking

☐ Car club bay

☐ Trees

*If you have ticked any of these responses please provide more detail in your comments in question 5.*

Please use this page to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the parking zone.

Please use this page to make any comments on the consultation process and/or suggestions for how we can improve the parking layout (position and type of parking bay) in the parking zone.

[illegible]

Replies will be used for the analysis of parking requirements in the area and for no other purpose. The information you provide will be used fairly and lawfully and Southwark Council will not knowingly do anything which may lead to a breach of the Data Protection Act 1998.

This document contains information about parking services in Southwark. If you require help with translation or other formats such as audio or large print, please visit the address below.

Bengali

এই ডকুমেন্টটি সাউথওয়ার্কে রাস্তা উন্নতির সম্বন্ধে তথ্য ধারণ করে। যদি আপনি অন্যান্য অনুবাদ অথবা অন্যান্য বিন্যাস যেমন অডিও অথবা বড় লেখা প্রিন্টের সঙ্গে প্রয়োজন বোধ, দয়া করে নিচে সম্বোধন করা ঠিকানায পরিদর্শন করুন।

French

Ce document contient des informations concernant des améliorations dans les rues de Southwark. Si vous avez besoin d'aide avec la traduction ou autre formats tel que audio ou en gros caractères, s'il vous plaît visitez l'adresse ci-dessous.

Spanish

Este documento contiene información sobre el mejoramiento de las calles en Southwark. Si desea ayuda con la traducción u otros requiere otros formatos como audio o letra mas grande, por favor visite la dirección que se indica.

Turkish

Bu belge Southwark'taki sokak düzenlemeleri hakkında bilgi içermektedir. Tercüme veya seslendirme konusunda yardım almak, ya da bu yazının büyük harflerle yazılmış biçimini elde etmek için lütfen aşağıdaki adresi ziyaret ediniz.

Arabic

تتوفر هذه الوثيقة على معلومات حول تحسين شكل الطرقات في سادك، وإذا كنت بحاجة للمساعدة بخصوص الترجمة أو أي تنسيقات مثل نسخة صوتية أو طباعة بأحرف أكبر فالمرجو الاتصال بالعنوان المذكور أدناه.

Chinese

这篇文件包含关于在 **Southwark** 的街道进行信息。如果您需要一份关于您自己的语言的翻译文本或另外形式的出版例如录音带或大字本, 请查看下面的地址。

Vietnamese

Tài liệu này chứa thông tin về việc cải tiến đường phố ở Southwark. Nếu bạn cần giúp đỡ về dịch thuật hoặc các định dạng khác như âm thanh hay in chữ lớn, xin vui lòng truy cập vào địa chỉ dưới đây.

Somali

Dokumiintigaan wuxuu ka hadlayaa macluumaad ku saabsan horumarinta waddooyinka Southwark. Haddii aad u baahan tahay in lagaa caawiyo in lagu tarjumo ama haddii aad u baahatid qaabab kale sida cajalad ahaan ama nuqul ballaaran, fadlan booqo cinwaanka hoos ku qoran.jumoa di

Walworth  
376 Walworth Road  
SE16 2NG

Bermondsey  
11 Market Place  
Southwark Park Road  
SE16 3UQ

Peckham  
122 Peckham Hill Street  
Ground Floor  
SE15 5JR



**Show more on the map**

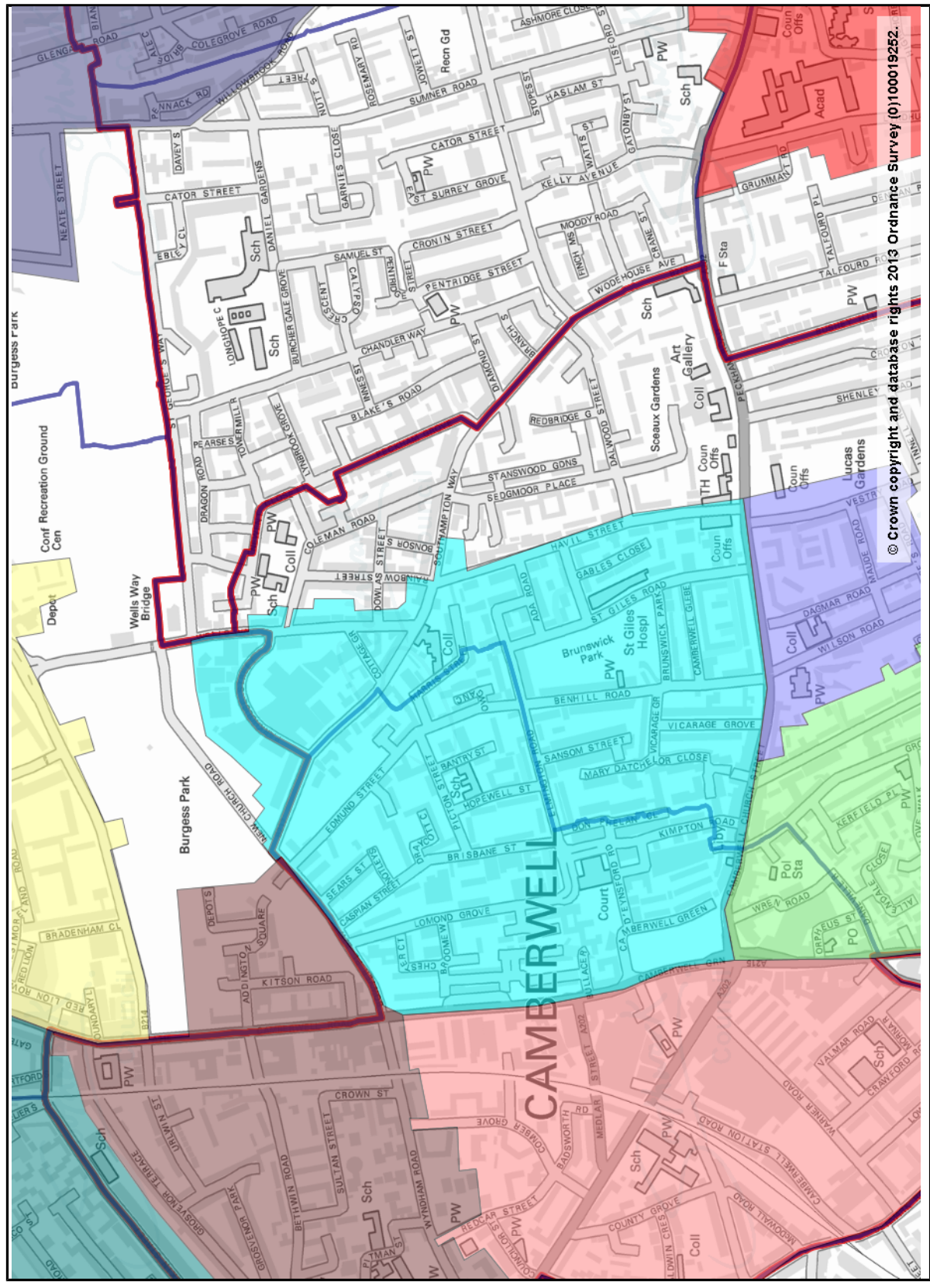
**CPZ**

Ind. Value with Zone

B	C1	C2	D	E	EC	F	G	GR	H	HH	J	K	L	LG	M1	M2	N	NC	SB	T
---	----	----	---	---	----	---	---	----	---	----	---	---	---	----	----	----	---	----	----	---

**Wards**

- Wards and councillors
- Community Councils
- Community Council boundaries



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## Appendix C – Stakeholder List

Organisation	Title
Freight Transport Association	
London Fire Brigade	
London Travel Watch	
Road Haulage Association	
Southwark Council	Business Unit Manager Asset Management
Southwark Council	Business Unit Manager Road Network and Parking
Southwark Council	Head of Planning
Southwark Council	Parking Services Manager
Southwark Council	Public Realm Programme Manager
Southwark Council	Relevant cabinet member
Southwark Council	Relevant ward members
Southwark Council	Traffic Manager
Southwark Council	Transport Planning and Policy
Southwark Council	
Southwark Council	
Southwark Cyclists	
Southwark Disability	
Southwark Disablement Association	
Southwark Living Streets	
Southwark Living Streets	
Sustrans	
Transport for London	
Transport for London	
Transport for London	
Veolia Waste Management	





### Ada Road

As a resident who lives within the East Camberwell (EC) parking zone, I feel I pay a lot of money for the annual resident's parking permit. It is not as if Southwark Council uses the money to improve the roads. They are in a shocking condition. I feel very strongly about the all day parking restriction imposed. When we initially completed the first Consultation we were promised a review after 18 months. A broken promise which the Brunswick Residents Association has fought a long and valiant battle to get this review. I think it is truly pernicious to penalise the residents by making them pay huge sums for the parking ticket booklets. If we have to have a repair man for a hour and he needs his van nearby to bring in heavy equipment - we have to pay for a whole day. When we have friends around for lunch during the week, we are financially punished. Then, it is truly punitive if we have to have builders - very difficult to find in the first place - and part of the agreement is that we provide parking tickets for the. It amounts up very, very quickly indeed. We just need to stop working people parking their cars around the area all day and using the nearby buses. The 2 hours from 10 am to noon would do the trick. I am sure the empty streets don't really pay the wardens' salaries. If the Council won't consider the two-hour ban then perhaps they should consider issuing parking booklets for a hour, half a day and a whole day and at sensible, fair prices.

I don't understand why there is permit parking in east Camberwell. There has never been a problem with parking in the area. Is it just a money making idea for the council.

I have lived here for 50 years and have never had any problems with parking on my road.

I do think that there should be a Permit card that we have that can be given to people to visit my home, instead of vouchers which I find hugely expensive for someone to visit I have to give them a whole day voucher for a couple of hours visit.

Not Fair!

INT. WE DID FIGHT HARD TO GET PERMITS IN OUR ROAD. BEFORE THEN, I HAD HEAVY SHOPPING AND 2 CHILDREN TO UNLOAD AND HAD TO PARK ON ANOTHER STREET. IN THE LAST COUPLE OF YEARS, WITH PERMITS, THE SITUATION HAS NEARLY COME TO THAT, I WOULD RATHER THE SITUATION DID NOT BECOME ANY WORSE SO I WOULD LIKE THE EC PARKING ZONE TO OPERATE FOR AS LONG AS POSSIBLE. THANK YOU.

INT. The existing parking zone has transformed the area very much for the better. The pre-zone conditions were truly awful.

Motorcycle parking facilities are poor. The bays that exist near Brunswick Park are poorly lit with nothing to secure the motorbike to so using these facilities would probably increase the risk of theft.

Parking consultation process has been a long time coming but very welcome now it's finally here. It has been reported that several parking bays are under used during the day and if there is any chance of them being put to another use, I'd be in favour of trees. The new Camberwell library seems rather short of trees despite what was said at the consultation. Perhaps we can make up the deficiency elsewhere.

### Ballow Close

INT. SOMETIME YOU HAVE FAMILY AND FRIENDS OVER FOR A SPECIAL OCCASION AND THE ESTATE CAR PARK IS FULL, SO THEY HAVE TO GO SOMEWHERE ELSE TO PARK THEIR CAR THEN WALK BACK. IF PARKING WAS REDUCED TO 2HRS A DAY IT WILL BE MUCH BETTER. EXISTING PARK ON ELMINGTON ROAD SHOULD NEVER HAVE GONE AHEAD, IT'S NOT NEAR TO ANY SHOPPING CENTRE OR MARKET SO WHY ENFORCE IT SO THE COUNCIL CAN MAKE MORE MONEY.

### Belham Walk

Most streets in the East Camberwell zone were never busy before the restrictions were brought in, except for a few flash points.

This was partly down to Southwark Council Town Hall staff having their offices in the area!

I think reducing the times to two hours will stop commuters parking all day, but a good balance to allow visitors, trade and other people to park here freely.

It will also help reduce the costs of monitoring and controlling the zone.

If the controlled times were different to other zones, say 2-4pm, you could use the same staff to control different zones, and this should reduce staffing costs.

### Benhill Road

1. Some provision must be made for residents who are not on line to register and obtain visitors parking by telephone. These people are likely to be vulnerable, elderly, disabled and may be housebound and unable to get to a library to use the facilities..

Can we have some parking meters in Benhill Road please - currently we have none. The best place for them would be at the St Giles church end, next to the back gardens of Vicarage Crescent, as they would not be in front of anyone's house there.

Also, have you considered making permits available for tradesmen in the area? We found it very difficult - and expensive - when we were having a new kitchen and bathroom fitted. Because of their tools etc they need to park nearby, but often they only stay for a couple of hours. If the decision is made to retain all day restrictions, could you please consider half day permits instead?

Currently Benhill Rd is fairly quiet during week-days so it has helped from the previous situation when we had a lot of non-resident week-day parking. However, as I do not have a car, so am not using road space, it's frustrating and expensive to have to purchase visitor permits for family members who wish to drop by to visit for a short time during the day. In fact it acts as a deterrent to having visitors during weekdays! Same for when workmen come to the house for just an hour call-out but I have to use an all-day permit.

I strongly feel that the council should offer 'shorter' parking vouchers. The vouchers are expensive and if I have delivery or a builder coming by for 1-2 hours it is insane I have to give him/her as full day voucher. Please check with Islington council. They offer booklets with different length timed vouchers.

Benhill Road/Edmund Street have become very busy. With several hundred people moving in down in Edmund Street in a few months it will get much busier. We should consider closing it at one end and making it for cycles only and parking.

I also think you should put parking metres at the end of Benhill Road towards Camberwell Church Street on the stretch where there are no houses (only backend of peoples gardens). We need further parking opportunities for house guests.

We should encourage cycling. I personally have to take my bike into the house which is a mess. Onstreet bicycle parking would be very handy.

Please can we also get some electric car charging stations.

The trees on Benhill road are great but in some of the other streets we could have more trees to create avenues for future generations. We have allowed for big 'holes' to appear in the tree rows. Please ensure that a new tree is planted where olds have fallen. I'm thinking of: Edmund Street, Vicarage Grove, Hopewell Street, D'eynsford Street and St Giles Street.

I support a reduction in operational hours within the parking zone only to give access to essential services - eg plumbers, electricians.

However, the more parking that is provided, the more cars there will be. Central Camberwell already has one of the highest levels of air pollution in the UK and the council should do everything in its power to reduce CO2 emissions, including planting more trees.

Streets such as my own (Benhill Road) which are part of designated quiet routes for cyclists should have domestic cycle parking installed as a priority to encourage more residents to cycle.

I support a substantial increase in the number of car club bays. I would like the council to do more to raise awareness of car clubs for those people who need to use a car.

I would be in favour of maintaining the status quo. I have been a resident since 17th April 2015 and have been impressed about how effectively the scheme works.

INT. EVEN THE AREA SUPPOSED TO BE FREE AT ALL TIMES, WHY DID YOU CHARGE FOR ALL THESE AREAS WHICH THE TENANTS ARE STILL PAYING COUNCIL TAX BUT THEY DID NOT ENJOY THE BENEFITS BUT THEY ARE ALWAYS IN STRESS. SO I BELIEVE THE AREA HAS TO BE FREE AT ALL TIMES MON-SUN IF YOU CAN TAKE THIS INTO CONSIDERATION. MANY THANKS.

INT. WHEN THE PARKING ZONE STARTED IT WAS A GOOD THING. PEOPLE WHERE PARKING THEIR CARS HERE EARLY IN THE MORNING AND RETURNING LATE IN THE EVENING ALTHOUGH THIS STOPPED PEOPLE PARKING HERE IT RESTRICTED FRIENDS AND FAMILY TO VISIT. I AM AN ELDERLY PERSON AND NEED ASSISTANCE FROM FAMILY MEMBERS. THE PARKING ZONE MEANT THAT THEY WERE RESTRICTED TO VISITING AFTER 6.30 OR WEEKENDS, I HOPE SOUTHWARK COUNCIL TAKES INTO CONSIDERATION ALTERING OPERATIONAL TIMES 8.30 TO 6.30PM TO A SHORTER TIME. WE ARE SURE MANY RESIDENTS WILL BE PLEASED WITH THIS. THE PARKING BAYS ON VICARAGE GROVE CAN BE DANGEROUS AT TIMES IF BIG VEHICLES PARK YOU HAVE TO COME RIGHT OUT INTO THE ROAD TO SEE IF ANYTHING IS COMING

INT.THE CURRENT ARRANGEMENT MEANS THAT STREET RESIDENTS HAVE TO PAY FOR PARKING ALL THE TIME BUT ALLOWS VISITORS TO THE CHURCHES ON OUR ROAD TO PARK FREE ALL DAY ON SUNDAYS - MAKING IT DIFFICULT FOR RESIDENTS AND THEIR GUESTS / VISITORS TO PARK. THIS IS CLEARLY UNFAIR AND UNREASONABLE. HOWEVER, A SOLUTION TO THIS DEPENDS ON WHETHER THE PARKING ZONE ARRANGEMENTS AND THE CONSULTATION ARE INTENDED TO MAXIMISE INCOME TO THE COUNCIL OR TO MAKE LIFE EASIER FOR LOCAL RESIDENTS. EXTENDING PARKING DAYS / HOURS WOULD PRESUMABLY DO BOTH - BUT THERE SHOULD BE NO INCREASE IN COSTS TO RESIDENTS.

My area is not as close to any stations as others so there has been no problem there. I feel there is a need to extend parking bays or offer free permits for each households first car like other boroughs in London, as it is not fair for the man council tax payer to pay even again for the privilege of parking. We have an issue in our estate where neighbors opposite come over to our side as there are more flats than parking spaces. It gets even worse when builders or contractors need to park.

Residential parking only between 8-10am prevents city workers from leaving their cars during work hours as a majority start at 9am. But would alleviate pressure from parents dropping and picking up children, families throwing parties and engineers making housecalls. It creates a more relaxed environment and numbs down the fear of receiving a £60 PCN for parking in your own household!

My street has a good balance of parking measures as-is and I don't see a reason to change them.

More could be done generally to balance the needs of residents and churchgoers on Saturdays and Sundays. There is congestion during church services due to the filling of all parking spaces and double parking/waiting.

The placement of the car club bay at the corner of Benhill Road and Vicarage Grove, currently used by Zipcar, is awkward. It is too close to a lamp-post and the pavement is currently particularly narrow because of a building site box that has been erected adjacent to it. The parking bay should be moved north by at least one parking position or suspended until works have completed.

On-street bicycle parking would be beneficial.

There are currently no meter bays for visitors in Benhill Road and it would be helpful if say 2, 4 hour meters were provided.

#### Brisbane Street

INT. Satisfactory as they are.B73 to Southwark Council

Remove the tree outside our building driveway, as it is blocking our way into our building. we have complained about this in the past and nothing has been done.



<b>Brunswick Park</b>
INT. MORE TREES MEAN - CLEANER AIR, QUIETER NEIGHBOURHOODS, PLEASANT ENVIRONMENT, MORE TREE HUGGING :)
INT. YES MY COMMENTS ARE, I FEEL IT IS TOO EXPENSIVE FOR RESIDENTS TO PAY THE AMOUNT OF £125 PER YEAR, IT SHOULD BE MUCH CHEAPER, PEOPLE THAT ARE NOT RESIDENTS BUT WISH TO PARK THERE THEY SHOULD PAY THE FULL AMOUNT, NOT THE LOCAL RESIDENTS. ALSO I AM REGISTERED DISABLED, I FEEL THAT A DISABLED BAY SHOULD BE MADE AVAILABLE OUTSIDE OF MY HAVING THE OTHER DISABLED BAY WAS ALL THE WAY ROUND THE CORNER AND WAS ONLY FOR A FEW HOURS. I DID NOT REALISE THIS AND I WAS CHARGED FOR IT THIS IS NOT GOOD MORE DISABLED BAYS SHOULD BE MADE AVAILABLE.
<b>Brunswick Villas</b>
Due to the fact that that southwark town hall operations have been moved, there is no longer the build up of parked cars on Havil Street, Brunswick Villas, St Giles Road or Brunswick Park that was horrendous.
There are very few visitors to that particular area, and on these grounds I would ask that the authority seriously consider scrapping it in those areas ..... The problem with parked car and traffic build up diminished with the closing of the town hall.
There are very few residents using any of the bays in EC during the day, so I would prefer the 2 hour time enforcement. I work freelance from home and find that it's very isolating and difficult for me to have friends and clients come visit me-kind of crazy when the streets are empty and the permits are ridiculously expensive. In the evening, everyone wants to park outside their own house on the same side of the road as their house, and on my side, there isn't quite enough room at our end of the street- we just need about 4 ft extra. No-one wants to park on the other side of the road where there is plenty of space because cars are often damaged when left parked in the bays opposite. Also, I often go to work at night, and have to load a van, or unload a car at 3 in the morning- if I have to park on the other side of the road, i'm often stuck with really heavy items crossing back and forth across the road, just for the sake of a few feet in extra space in the parking bay. Maybe there could be one designated space per house.
To be honest, paying to park on your own road is a joke seeing as only two roads away parking is free.
The residents of these roads do not have to pay anything. How is that fair or justified?
To try & potentially reduce these hours or extend to a Saturday is no more than an insult to all residents that have to pay for a permit already. (An obscene £125 a year).
By reducing hours Monday to Friday; you will allow all comers to park free of charge whilst we have to pay.
If hours are extended to a Saturday; friends & family will have to pay. How is any of this fair?
You may say that they can use a visitors permit. However, these we have to pay for & they are limited.
What an absolute joke!!!
To then go on & say you may replace existing bays so that there are fewer bays is a further insult to all that currently have to pay for a permit.
Please do not insult me. Use the roads that have no permits to put Bicycle parking, trees or whatever else you want to think of to take up road space.
The best thing you can do to make this fair throughout the borough is to permit everywhere.
That is the ONLY way to make things fair & equal!!!
<b>Camberwell Church Street</b>
INT. VIRTUAL PARKING PERMITS WILL NOT ASSIST PERMIT HOLDERS (RESIDENTIAL OR BUSINESS) WHEN THE WARDEN COMES TO CHECK THE PERMITS HE DOES NOT GET OFF HIS SCOOTER SO HE CANNOT POSSIBLY CHECK THE WINDSCREENS. THERE ARE CARS AND VANS PARKED WITHOUT PERMITS SO WE WOULD NOT KNOW WHO IS PARKED LEGALLY.
<b>Camberwell Green</b>
INT. AT PRESENT I FIND IT VERY DIFFICULT TO FIND AN EMPTY BAY, SO NOW IF I DO GET ONE I AM RELUCTANT TO USE MY CAR AS I LOSE MY SPACE. ALSO THERE ARE FAR TOO MANY SPACES FOR DOCTORS AS THERE ARE MANY LEFT EMPTY AND I THINK IF ONE HAS A EC PERMIT AND DOCTORS BAYS ARE EMPTY WE SHOULD BE ABLE TO USE THEM.
INT. I HAVE LIVED AT THIS ADDRESS SINCE 2001 AND ALTHOUGH I AM NOT A CAR OWNER YOUR DECISIONS WILL HAVE A DIRECT IMPACT UPON ME. IN MY VIEW IF YOU CREATE MORE SPACES IT WILL ENCOURAGE MORE VEHICLES IN THE AREA. I WAS HOPING THAT WITH THE NEW LIBRARY OPENING ADJACENT TO WHERE I LIVE THE AREA SPECIFICALLY, AND CAMBERWELL AS A WHOLE, WOULD BECOME MUCH MORE PEDESTRIAN FRIENDLY. I FEEL STRONGLY ABOUT THIS AND URGE YOU TO THINK HARD AND TAKE ALL VIEWS INTO ACCOUNT BEFORE MANY ANY DECISION.
INT. PLEASE KEEP THE PARKING AS IT IS - IT WORKS WELL. I WOULD LIKE THE PAPER PERMITS TO STAY IN USE, AS I HAVE VISITORS AND FAMILY MEMBERS THAT VISIT ME. HOW DO THE VIRTUAL PERMITS WORK FOR THEM?
INT. TO REITERATE RICHARD BRANSON'S OBSERVATION, 'LONDON IS A CITY THAT HAS BEEN RUINED BY CARS'. THE RUINATION OF THE ENVIRONMENT BY NEEDLESS AND EXCESSIVE CAR USE IS NOWHERE MORE EVIDENT THAN IN CAMBERWELL AND COMPOUNDED BY OVER-POPULATION IS PROBABLY THE BOROUGH'S MOST SIGNIFICANT PROBLEM, FOR NUMEROUS OBVIOUS REASONS NOT LEAST OF WHICH ARE THE EFFECTS OF POLLUTION ON INDIVIDUAL HEALTH AND GLOBAL CLIMATE, THE COUNCIL MUST DO ALL IT CAN TO REDUCE THIS DESTRUCTIVE UNNECESSARY, YET ESCALATING, USE OF CARS.
<b>Camberwell Road</b>
INT. THE PAVEMENTS OPPOSITE THE SHOPS KIPLING HOUSE HAS BECOME A PARKING AREA FOR CARS BOTH DURING THE DAY AND AT

NIGHT. THE PAVEMENT SERVES THE MEDLER STREET BUS STOP. PASSENGERS ALIGHT FROM THE BUSES AND WALK STRAIGHT INTO THE PARKED CARS. IT IS NOT A DESIGNATED PARKING AREA, YET CARS PARK DAILY - ALL DAY AND NIGHT. CARS PARK ON THE SPACE MARKED WITH YELLOW BOXED LINES BETWEEN KIPLING HOUSE AND KEATS HOUSE, SE5, ESPECIALLY IN THE EVENING AROUND 6PM ONWARDS.
It is good the way it is, otherwise traffic would become heavy in the area and people would start parking there and getting the bus to stations like elephant and denmark hill. Especially if we get the underground at camberwell, there'll be too much congestion.
It works fine for myself and any visitors
<b>Caspian street</b>
I live on caspian street and have had many concerns about random people parking right outside the front of my property although it is supposed to be private/residents parking only!! After many complaints to the traffic wardens who are unable to do anything as its private property it is now about time something wAs put into place to stop this.
As a full paying rent/ council tax resident I feel that I should be able to park outside my property when necessary.
Many thanks.
<b>Chiswell Street</b>
There is a used car sales shop nearby on southampton way/burgess park, some of their cars are parked on double yellow lines most of the time and they also park on the nearby residents bays during controlled hours. reducing the controlled hours will only make this worse.
<b>Datchelor Place</b>
I would like the parking zone to include D'Eynesford Estate. I'm not sure why estates are excluded . I can not park in my street which is fine but there us parking literally 4 foot from my house on the estate. It would be really helpful for us all but also for my elderly mother. We've also had problems when we've had a courtesy car getting help from your call centre
<b>Don Phelan Close</b>
INT. FAMILIES ARE NOT ABLE TO VISIT DURING SCHOOL HOLIDAYS DUE TO PARKING RESTRICTIONS. THE COST OF VISITORS PERMITS ARE UNFAIR, £15 FOR 1 PERMIT OF 10 DAYS IS EXPENSIVE.
INT. PARKING ZONE IS A WONDERFUL IDEA WILL PLEASE RECONSIDER THE PRICE OF PARKING FOR THE COMMUNITY OF CAMBERWELL GREEN, THANKS FOR YOUR UNDERSTANDING.
INT. PLEASE WE NEED FREE PARKING FROM SATURDAYS AND SUNDAYS. IMPROVE THE PARKING LAYOUT. THE PLACES LIKE LANE BESIDE THE COURT THE TIME SHOULD BE 5PM BUT NOT 7PM THE OTHER DAY A COUSIN OF MINE VISIT ME BECAUSE MY MOTHER HAS PASSED AWAY THEY GAVE A TICKET TO HER AND THEY TOLD HER TO SEND EMAIL STILL THEY HAVE NOT GOT BACK TO HER. PARKING TICKET AT FIRST THEY GAVE IT OUR HOUSING OFFICERS IN THE SHELTER UNIT NOW YOU HAVE STOP BECAUSE US NO COMPUTERS AND PLEASE I AM PLEADING TO YOU TO REVERSE EVERYTHING TO THE NORMAL WAY PLEASE.
INT. THIS KIND OF EC PARKING IS A VERY GOOD IDEA, THE COMMENTS HAVE TO MAKE IT EASY FOR US TO ACCURIED BY MAKING OR LESSING THE MONEY TO LOW COST TO ACQUIRE.
INT. WHY DO LBS CHANGE THE EXISTING OPERATION TIMES OF PARKING ZONES? WE LIVE ON A LBS HOUSING ESTATE WHERE TENANTS AND THEIR VISITORS PARK ON YELLOW LINES OVERNIGHT WITH NO RESPECT FOR THE RESIDENTS WHO LIVE HERE, PLAY LOUD MUSIC AND DOUBLE PARK A NIGHTMARE FOR RESIDENTS WHO LIVE ON THE FRONT LINE OF THIS PROBLEM. AT LEAST WHEN WE GET VISITORS SATURDAYS AND SUNDAY THEY CAN PARK OFF THE ESTATE IN PLACE OF ME PROVIDING A PARKING PERMIT, PARKING RESTRICTIONS ARE STRICT WITH NO RESPITE IF CAUGHT NOT SHOWING A PERMIT DURING THE DAY.
<b>Draycott Close</b>
INT. EAST CAMBERWELL (EC) PARKING ZONE, CAN ONLY SERVE IT'S DESIGNING PURPOSE, IF THE RESIDENTS ARE GIVEN FREE PARKING PERMITS ON THE STREETS OUR ESTATES NO LONGER ACCOMMODATE OUR CARS, MORE HOUSES ARE BEING BUILT WITHOUT PARKING CONSIDERATIONS. PLEASE, CONSIDER RESIDENTS TO PARK ON THE STREETS WHEN THEY COME BACK HOME AND CANNOT FIND A PLACE TO PARK. THANKS. CURTIS.
<b>Edmund Street</b>
INT. MARK INDIVIDUAL BAYS TO STOP PEOPLE PARKING OVER TWO BAYS.
INT. MY ONLY CONCERN IS THAT ALL THE NEW HOUSES THAT THEY ARE NOW PUTTING UP AT EDMUND STREET, I FELT THERE IS NOT GOING TO BE ENOUGH PARKING SPACE IF THEY DON'T HAVE PARKING GARAGES IN THEIR BUILDINGS, I WOULD RATHER PREFER TO STAY WITH THE 8.30-6.30PM MONDAY - FRIDAY.
Is there anywhere one can see how much was raised through parking permits? Secondly, I would like to see how money raised from parking permit is used to improve parking in the Borough.
Finally, it seems to me that transparency is necessary to build trust into the system of parking permit receipts.
<b>Elmington Road</b>
I believe the current operating hours (08.30 - 18.30) to be far too excessive for the residential streets that make up the EC zone. It is a particular problem for residents in my position who drive to and from work in a company vehicle that periodically changes i.e. with different vehicle registrations I cannot take advantage of longer period permits and so can work out quite expensive. Instead I have to dodge the over zealous enforcement at either end of the restricted period (I usually leave for work just after 8.30 and am often back home by 5.30) or park my vehicle north of Southampton Way which as you will be aware is taking much of the parking stress of the area partly for this reason. If I do need to come back home at any time during the week, even just to load into my van it is sometimes very difficult to avoid a penalty charge outside my house partly because the enforcement officers only seem to allow 2 minutes loading - maybe this is something that could also be addressed. It is obvious from the weekend that there is plenty of available on street parking for residents and so a reduced part day zone would seem adequate to me in order to prevent weekday all day commuter parking and possibly allow for all or some of the alternative uses as listed in 4 (knowing what the area is like at the weekends I believe there is spare capacity). At the moment it appears the EC zone is being enforced as if it was part of a main commercial route and not a quiet residential area.
INT. 1) I DO NOT OWN A CAR BUT PROVIDING PARKING TICKETS FOR MY VISITORS IS NO LONGER SIMPLE SINCE ORDERING ON LINE AS I DO NOT HAVE A COMPUTER. 2) I HAVE ALREADY HAD A FINE FOR ONE VISITOR WHO WAS CONFUSED BY THE INSTRUCTIONS AND FAILED

TO SCRATCH AWAY THE DAY OF THE WEEK. 3) I AM 70 AND PLAN TO LIVE IN MY HOUSE AS LONG AS POSSIBLE. I WOULD LIKE MY FAMILY TO BE ABLE TO PARK DURING THE DAY IN ORDER TO HELP ME IN MY HOME. I THINK PAYING FOR THIS EVERY TIME CAN BE VERY EXPENSIVE. 4) I AM CONCERNED FOR BUSINESSES IN THE AREA BECAUSE IT IS IMPOSSIBLE FOR CUSTOMERS TO PARK FOR SHOPPING WITHOUT KNOWING THE SYSTEM. 5) HAVING RESTRICTED PARKING IN ONE AREA JUST PRODUCES A KNOCK ON EFFECT IN THE NEIGHBOURING AREAS.

INT. I NO LONGER DRIVE OR HAVE A CAR SO CANNOT MAKE ANY SUGGESTIONS.

INT. IF THE PARKING ZONE BECOMES PART DAY CONTROLS THEN IT IS ONLY FAIR AND RIGHT THAT RESIDENTS PARKING IS REDUCED! (FEE).

INT. I'M ALL WAY BEING SATISFIED WITH THE AREA WHERE I LIVE. THANK YOU.

INT. IT IS RIDICULOUS TO EXPECT PEOPLE TO PAY THE SAME FOR SHORTER HOURS PARKING AND HAVE PERIODS WHEN THEY MAY BE UNABLE TO PARK CLOSE TO THEIR HOME WHEN THEY HAVE PAID TO PARK THERE. REDUCING THE PRICE SIGNIFICANTLY (EG 50%) WOULD COMPENSATE. PEOPLE HAVE TO PAY FOR THE WHOLE OF ELMINGTON ROAD; THE MAJORITY OF WHICH IS NOWHERE NEAR SHOPS OR COMMERCIAL FACILITIES. THERE SHOULD BE A SIGNIFICANTLY REDUCED FEE CHARGED ONLY IN AREAS CLOSE TO SHOPS. NO CHARGE ELSEWHERE.

INT. IT WOULD BE HELPFUL TO HAVE SOME ON STREET BICYCLE RACKS, AS THERE ARE CURRENTLY FEW PLACES IN WHICH BICYCLES CAN BE SECURED. I AM PLEASED THE COUNCIL IS MOVING TO AN ONLINE PERMIT SYSTEM - THE CURRENT PROCESS TO GET VISITORS PERMITS IS AN ABSOLUTE NIGHTMARE! I AM HAPPY WITH THE OPERATING HOURS OF THE SCHEME AND DO NOT THINK IT SHOULD BE CHANGED.

INT. PLEASE ENSURE MY DETAILS ARE NOT PASSED ONTO ANYONE OR ORGANISATION, MY DETAILS ARE PURELY FOR COUNCIL USE. I FEEL I HAVE TO SPEND TOO MUCH MONEY ON VISITORS PERMITS. THE FACT THAT YOUR SECOND BOOK WITHIN A YEAR COST £45 IS TOO MUCH. COULD THERE BE A VOUCHER THAT DOES NOT COST SO MUCH WHERE A VISITOR COULD PARK FOR AROUND 2 HOURS RATHER THAN USING A WHOLE DAY PERMIT? COULD THERE BE A REDUCTION IN PAYMENT FOR SPECIAL CIRCUMSTANCES E.G I HAVE A PHYSIO VISIT ONCE A FORTNIGHT WHICH USES A LOT OF VOUCHERS, BUT I NEED HIM TO VISIT. FEEL FREE TO EMAIL ME TO DISCUSS. THANKS.

INT. WITH NEW HOUSES ON EDMUND STREET I AM CONCERNED PARKING WILL BECOME A PREMIUM, THEREFORE, ANYTHING THAT MEANS I CAN STILL PARK OUTSIDE MY HOUSE WILL BE GOOD. I NOW HAVE A BABY SO IT IS EVEN MORE IMPORTANT THERE IS SUFFICIENT SPACE OUTSIDE MY HOUSE. PLEASE DO NOT CHANGE THE RESTRICTIONS FOR THE PARKING ZONE.

INT. WITH THE PROPOSED LOSS OF TREES FROM ELMINGTON ROAD (OPP 130) AND LOSS OF GREEN SPACE WE HAVE A REAL NEED FOR SOME TREES. DON'T WANT IT TO LOOK AS AWFUL AS THE REGENERATION AT OVAL QUARTER WITH NO GARDENS, NO GREENERY AND NO TREES. QUITE HORRID. NEW TREES COULD ALSO MAKE BETTER TRAFFIC CALMING THAN SPEED BUMPS.

Parking zones are fine but I think the hours could be reduced, the roads aren't that busy usually. Something needs to be done about the car club bay on benhill road, it's covered with some sort of road works and needs a temporary fixed place.

#### Gables Close

Any attempt to enable the safe storage of bicycles in such a densely populated area would be very welcome. The vast number of bikes currently stored on balconies, walkways, staircases and hallways presents a significant fire hazard in many buildings.

I would really like to see more secure cycle hangers, especially for residents. I have seen these in Lambeth and wonder whether Southwark can follow suit.

INT. BICYCLE PARKING ON STREET SEEMS TO OFFER USEFUL OPTION WITH SECURITY FOR BIKE OWNERS IN NEARBY ZONES WOULD BE GOOD TO SEE SIMILAR WITHIN AREA USING SOME PARKING BAYS. HOWEVER SECURITY WOULD HAVE TO BE ASSURED IN THIS AREA IF PEOPLE WERE TO TRUST THESE SHELTERS. HOWEVER, A FAR MORE IMPORTANT AND ESSENTIAL INVESTMENT SHOULD BE SORT TREE ROOT EMERGENCE ON PAVEMENTS ON STREETS SUCH AS VICARAGE GROVE. THIS IS VERY DANGEROUS FOR PEOPLE ESPECIALLY WITH POOR MOBILITY/AT NIGHT. I'VE HELPED 2 PEOPLE RECENTLY WHO TOOK A FALL ON THIS STREET ONE WHO HAD TO HAVE AN AMBULANCE AS ELDERLY AND SUSTAINED INJURY.

Please can you enforce the parking restrictions in Gables Close? Very often cars are parked so heavily, on the yellow lines, such that we can't drive up the close to our own home. There is ample driveway parking space for residents.

Thank you.

Reducing down the restricted parking time will give more flexibility for genuine visitors

Secure on street bicycle parking (much like in Lambeth) is URGENTLY needed. Increasing numbers of cyclists and steady numbers of bicycle theft.

is it 8 clean, green bicycles one can park in the space of one car?

There are a number of parking bays in St Giles Road that rarely appear to be used. If some of these or alternatively some of the yellow line space in Gables Close could be converted to secure bicycle parking it would be a great benefit to local residents as there doesn't appear to be anything provided locally for private sector residents.

There is a secure bike parking scheme in operation in Lambeth that appears to be working successfully.

#### Havil Street

As a small charity, and business, restrictive parking prevents our staff from being able to travel to work easily. We also have a van that is parked on the street for most of the week, as it is used to transport materials to venues only on weekend's. If parking is restricted we will no longer be able to park our van within easy access to our office's and venue.

INT. I'VE BEEN HERE A YEAR AND EVERYTHING RUNS SMOOTHLY SO WOULD NOT LIKE TO MAKE ANY CHANGES IN THAT RESPECT OF PERMIT PARKING. I WOULD LIKE TO SEE SOME SECURE CYCLE SHEDS AS I LIVE SOME DISTANCE FROM MAJOR LARGE SUPERMARKETS AND WOULD LIKE TO CYCLE THERE INSTEAD OF USING MY CAR. THIS WOULD BENEFIT MY HEALTH AND THE ENVIRONMENT. AS I LIVE IN A FIRST FLOOR FLAT HAVING TO CARRY A BIKE UP AND DOWN STAIRS IS NOT PRACTICAL.

#### Kimpton Road

INT HAVE TRAFFIC WARDENS ON STREET MORE OFTEN.

INT. FOR SMALL ??????IT IS WISE TO TRADE OF SATURDAYS. MAYBE FOR FOUR HOURS OTHERWISE RECOURSE TO EXISTING TIMESCALE.

## Lomond Grove

Hi,

I have lived in Southwark all my life, 55 years.

I can only comment on Lomond Grove in detail as its my street. I live opposite the business centre and about 100 yards from the Magistrates court. Most days when I return from work I cannot park near my home and I have a residents permit which is very frustrating .

The spaces are taken mostly by poor parking, out of hours use e.g. party's, schools ,living?, church activity in The Business Centre. This creates a heavy burden on the parking spaces when it is added to the amount of House / Flat residents with cars in this street. This does not ease up at any time, day or night and is as difficult to park at midnight as it is at midday some days.

Personally I suffer with Asthma and I am now on High Alert Medication I have other leg conditions also ,I have tried for a Disabled permit but was not successful ,

I need to park outside Home it is causing me stress every day I come home I don't know where I can park.

I will re apply for a Disabled Permit.

Other points..

.Car club great in the New build areas streets.

.Bicycles bays may work but I think they will just get interfered with.

.More trees are always nice.

.More Disabled Bays.

.More Loading Bays.

.No mention in your proposal for Motorcycle Bays.

.More ticket machines near the court.

.Over keen wardens /I have had tickets outside my home for half a wheel out, because of others poor parking.

...Southwark is a great Borough with a lot to do ,keep up the good work.

INT. I THINK ALL THE RESIDENTS SHOULD BE ALLOWED TO PARK THEIR CARS ON THE ROAD AROUND THEIR ESTATES.

INT. IL LIKE TO CYCLE AND GET ME OUT OF THE CAR, BUT LACK OF PARKING FACILITIES FOR BICYCLES IN SOUTHWARK IS A DETERRENT. PLEASE CONSIDER FOR FUTURE PARKING FOR CYCLES! THANK YOU.

INT. IT IS EXTREMELY HARD FOR MY VISITORS TO FIND SPACES ON THE ESTATE, WHICH PREVENTS THEM FROM VISITING ME. I WOULD BE VERY GRATEFUL IF MY VISITORS COULD USE A VISITORS PARKING PERMIT IN EC PARKING ZONE ALSO. NOT JUST FOR RESIDENTS.

INT. MORE DISABLED BAYS

INT. THE CURRENT SIGNS DO NOT SPECIFY ABOUT BANK HOLIDAYS ET, ARE THEY FREE ON THOSE DAYS (WHEN RELATIVES VISIT) OR NOT? CLEARER SIGNS WOULD BE MUCH BETTER.

INT. THE PARKING SHOULD REMAIN AS IT IS WHICH IS MON TO S 8,.30 TO 6.30PM. AS IT IS AT THE MOMENT WHEN IT'S OUT OF OPERATIONAL TIMES THERE IS NO PARKING FOR US RESIDENTS HERE ON SATURDAYS, COMMUTERS TAKE THE PLACES LIKEWISE SUNDAYS CHURCH GOERS AND WHY SHOULD WE PAY £125 PER YEAR JUST FOR 2 HOURS PARKING PER DAY. IT DOESN'T MAKE SENSE REALLY, THE PROBLEM WE HAD BEFORE WOULD SIMPLY COME BACK AT US RESIDENTS. 1) MAYBE YOU COULD INTRODUCE MORE PAY AND DISPLAY BAYS FOR THOSE WHO WISH TO USE THEM 2) ANOTHER OPTION THAT COULD BE DONE IS TO REDUCE THE TIME WHERE BUSINESSES ARE IN OPERATION DIFFERENT FOR RESIDENTIAL ROADS.

The Council should be deterring car use, including visitors to the area, through restricting opportunities to park and to address the negative impacts of motor vehicles - ie, pollution and air quality, carbon emissions, congestion, road safety. Sustainable travel should be prioritised: more opportunities for cycle parking, particularly for residents is needed, and especially for residents of blocks of flats where it is difficult to carry a bike upstairs. The resident bays in front of my flat are hardly ever used, including by residents; if the parking pressure surveys confirm this, then the Council should take the opportunity to convert these bays to carriageway cycle parking, including the use of covered, secure, lockable bike hangars which are used extensively in Lambeth and Camden. 12 bike spaces can replace 2 car parking spaces - a much more efficient use of the carriageway!

The current hours of operation should not be reduced in any way. This would clearly result in more competition for already limited bays.

Other areas have highly successful on street bicycle parking, and with the rapidly increasing number of cyclists I really do think you should be looking into this. To cater for residents who drive cars but not those who cycle is simply not acceptable. A car club bay should also be an essential component of any parking strategy. By making it easier for residents to both cycle and gain access to shared vehicles then the overall number of people owning and therefore parking cars may be reduced.

The existing East Camberwell (EC) parking zone drives away our customers (existing and potential) because of the parking restriction. The proposed restriction of 10.00 am to 2.00 pm will have eliminate the City and West End Workers that would have left their vehicles with EC zone for full (all) day.

Between 2.00 pm and 6.00 pm, allow to park for 1hour 30 minutes (90 minutes) without return for the next 2 hours.

THE EXISTING PARKING IS REALLY YIELDING GOOD RESULTS. I WOULD LIKE TO ADD THAT RESIDENTS OF ELMINGTON ESTATE SHOULD BE ALLOWED TO PARK ON LOMOND GROVE. WITH THE NEW DEVELOPMENTS COMING UP ON THE ESTATE THE PARKING FACILITIES ON THE ESTATE IS NO MORE ADEQUATE.

The existing parking zone is very good, before this it was impossible to park with non-residents coming into the area to park. It would not be a good idea to reduce the parking bays because it would be difficult to find a space, on Saturdays with the restrictions removed it can be hard to find somewhere to park.

The introduction of the parking zone was a god send you could never get a parking space as people would park there cars in the street then go off to work by bus which can still be a problem on a Saturday many thanks

#### Marianne Close

INT. COMMUNAL BIN AREAS AND LANDSCAPING IN SOME STREET SO THE FOOTPATH DOES NOT GET BLOCKED BY 10 BINS OUTSIDE EACH HOUSE, I.E VICARAGE GROVE. WE ALSO FEEL WE SHOULD BE ABLE TO OBTAIN A PARKING PERMIT WHICH WE HAVE TRIED TO BUT AS OURS IS A NEW DEVELOPMENT THE SYSTEM DOES NOT RECOGNISE OUR POSTCODE. ALSO CAN YOU LOOK AT ALLOWING PARKING ACROSS OUR GATES WHICH IS OUR ONLY ACCESS AS OTHER GATES ARE BROKEN, OUR GATES HAVE BEEN THERE FOR OVER 100 YEARS OBVIOUSLY THIS IS A MISTAKE BUT CAN YOU TRY TO GET IT RECTIFIED - WE HAVE ASKED SEVERAL TIMES.

INT. WE NEED DISABLED BAY IN ST. GILES ROAD. WE HAVE 2 THEY BOTH HAVE 3 HRS ON IT. IF POSSIBLE CAN IT BE CHANGED TO MONDAY TO FRIDAY 8.30AM TO 5.30PM. NOW IS ON 6.30PM. WE HAVE DOCTORS IN ST GILES ROAD. WE HAVE A PARK, WE HAVE KIDS PLAYING AREA. WE NEED IT FROM 05.30PM.

#### Mary Datchelor Close

INT. CAR CLUB BAYS ARE A GOOD WAY TO PROVIDE AFFORDABLE ACCESS TO CARS TO THE AREA. THE MORE CARS THERE ARE, THE MORE CHANCES OF BEING ABLE TO BOOK ONE AT PEAK TIMES.

#### New Church Road

I strongly believe that residents should be entitled to at least one free parking space .

INT. MARK BAYS INDIVIDUALLY TO STOP PEOPLE PARKING INCONSIDERATELY LEAVING BIG SPACES. I WOULD ALSO LIKE TO KNOW WHAT WE ARE PAYING FOR PERMITS TO PARK IN EDMUND STRET, WHICL IT IS OK FOR THE WORKMEN ON THE BUILDING SITE TO PARK ON THE PAVEMENTS BOTH SIDES OF THE ROAD EVERY DAY AND NOT GET ANY PARKING TICKETS! WHY IS IT CHEAPER TO HAVE A PARKING PERMIT TO PARK ON THE ESTATE THAN IT IS TO PARK IN THE ROAD.

There should be more bicycle stands to welcome those regularly using

bikes and to encourage others to cycle.

I support the growing of trees and would

like to see more open planters on the street.

Southwark should also consider more

traffic free streets - especially from Walworth to Camberwell.

As more housing goes up the Council run the risk of making

an already congested area unuseable.

#### Parkhouse Street

A bit more of control on illegal parking on Parkhouse street. Day after day most of parking bays are occupied by illegally parked cars, mostly from the car wash.

INT - COULD CAUSE PROBLEMS FOR BUSINESS AND VEHICLES DELIVERING TO PREMISES.

INT. IF CHANGED BUSINESS OPERATIONS WOULD SUFFER.

INT. IF THE PARKING ZONE WAS CHANGED IT WOULD BE DETRIMENTAL TO BUSINESS OPERATIONS IN PARKHOUSE STREET, AS 40FT AND 56FT TRUCKS OPERATING AND DELIVERING TO VARIOUS BUSINESS COMPANIES WOULD BE AFFECTED.

I've lived at 9 Parkhouse Street for over 26 years. I have a long term health condition that affects my back and it is very important to me that I can park as near as possible to my flat. Parking is very limited and the car wash business on Parkhouse St often has many vehicles parked on the small section of the street outside properties 1-13. I fear that if parking restrictions were relaxed I would experience even more parking problems. I'm also aware of increased local housing developments on Southampton Way that will potentially raise the demand for parking - so I feel it is essential to keep the parking controls in place in order for local residents to park.

The car parking spaces on my street, directly adjacent to my house, are occupied without permit by the car wash business across the street most of the daytime, seven days a week. This is particularly an issue on weekends and does not appear to be monitored. The car wash also puts a placard over one car parking space during its 8am-7pm operational hours, 'booking' the space for customers. The business is noisy and the constant coming and going of cars, occupying our car parking spaces, is a nuisance. I would ask for southwark to confirm the car parking requirements of the car wash and monitor permit-less parking, enforcing adequate fines where necessary.

#### Peckham Road

good idea to consult.

#### Sansom Street



allow a few spaces per road where not directly outside property to be unrestricted parking to assist Camberwell Town Centre business and local residents with deliveries etc.
Guest pass? not sure how you would be able to 'police' that and stop it from being abused. I do think the idea of the online day passes is great so you can pay and print out that day and it stops the problem of running out. Mainly its if you have builders in doing work its a problem needing weeks and weeks of permits. Ideally all would be available at the usual 'nominal rate' as the idea is not to penalise residents but to stop non residents from parking in the street.
Good luck and thank you for doing the review
I am happy with the parking time and allocation of bays as now. I do not wish to see the hours reduced as this will encourage 1) parking by people who do not live in this street and find it hard to park close to their own home 2) people visiting nearby who cannot park where they are going
Extra to this survey, thus I understand the point may not be considered; I would appreciate shorter time slot for visitor parking permits, so thus cheaper too for residents to buy. Say could be for a morning, AM, or afternoon PM.
I would also be happy to not have parking restrictions.
I would like to see each resident being able to buy a year long visitors permit to give to their visitors - for example my mother who looks after my kids every week and it is costing us a lot.
More car club bays would be good
I would like to see an easier scheme to get a visitor permit for regular visitors. Often now homes have more than one car or regular visitors, such as grandparents for childcare.
I would also like more transparency over the costs of permits/visitor booklets. The costs have shot up but I have not seen any breakdown of what this costs goes towards.
I would very much like the parking restrictions to be as short as possible - ie 2 hours- although I recognise that a short restriction is helpful in terms of preventing commuter traffic. IHowever, if the majority of people would like to retain the current restrictions can I request that residents are able to by an additional transferable parking permit for guests (as is the case of other boroughs). This would save a huge amount of hassle and transactional costs in ensuring that we always have a pass for visitors and childcare.
It is important that it stays the same. Before the street was used for parking by people attending the law courts and there was free spaces for residents.
It would be great to adopt some of the flexibility that Wandsworth have for CPZs, for example to have the option to buy weekly visitor permits, or get 10 free 1-hr visitor permits on a rolling 12-month basis. Their website with details is here <a href="http://www.wandsworth.gov.uk/info/200457/parking_permits/300/resident_visitor_permits">http://www.wandsworth.gov.uk/info/200457/parking_permits/300/resident_visitor_permits</a>
On street bicycle parking would be amazing if it was covered and lockable, like the bike parking in Urlwin Street SE5. We all have very narrow hallways and it is difficult to get the bikes through.
Overall it works well, however, more flexibility is required for residents. The current regime places undue financial stress on residents, e.g. when carrying out building work. We have spent in excess of £500 this year on visitor parking passes as our builders and those coming to quote work are required to utilise visitor permits. Parking restrictions are right for the area given limited supply, however, more flexible options and a service via APCOA that actually works and delivers permits on time is necessary. Parking services is easily one of the worst areas of service for Southwark Council.
Prior to the introduction of the EC Parking Zone, Sansom Street suffered detrimentally from parking congestion, caused in my opinion by transients to the area, who could have been, amongst other reasons, employees / attendees to the nearby Magistrates Court, Camberwell's local businesses and leisure facilities. This congestion often resulted in residents being unable to park their vehicles within reasonable distance of their homes which caused considerable inconvenience, especially for residents who are infirm, disabled, elderly and for families with young children.
Whilst I have concerns about the cost of a Residents Parking Permit as a result of the Parking Zone, I can see a certain value and appreciate its role in reducing parking congestion, allowing local residents to park their vehicles conveniently near their homes.
I therefore support the status quo and would like the EC Parking Zone to remain as it currently stands: Mon - Fri for 10 hours per day.
The CPZ has worked well since its implementation as can be seen by the lack of vehicles in the overall area (with the exception of streets near Camberwell Church Street.
It was my experience before the CPZ that many of the extra cars seemed belonged to those commuting to work and therefore I think a shortening of the restricted hours to the middle of the day would not cause an significant increase in non-resident parking.
I think we would greatly benefit from an increased number of pay-and-display areas within the CPZ (especially if the hours of operation remain unchanged).
For instance, the north side Elmington Road, between Brisbane Street and Benhill Road could be made all pay-and-display. The residents to the north have their own parking on the Elmington estate. Those to the south have the same on the D'Eynsford Estate. Therefore there is little need for residents' parking on this section of the street.
Currently, the pay-and-display areas seem to be on the edges of the CPZ and therefore offer little alternative for short stay visitors. An increased number of pay-and-display areas in the heart of the CPZ would help this situation.
I would also be in favour of a permanent visitor parking permit (1 per household) which could be transferred between visitors - I believe Wandsworth have operated a similar system in the past, of a similar cost to the current residents permit, to run alongside the current

single-ticket system.
The existing parking controls work. As a long time resident I have experience of the issues that occurred before the current controls were introduced and believe the controls have succeeded in markedly reducing vehicle traffic in the area during the day.
Having day long restrictions stops the issues that arise from users of the magistrates court and the hospital seeking to park in the area which will return if part time restrictions are introduced. These motorists will not be deterred by the mid day suspension period, it will encourage more vehicle use and produce added congestion and pollution and the potential for pedestrian injuries especially as there are a number of primary schools within the East Camberwell Zone.
These issues are particular to Camberwell, Kings hospital and the Camberwell court users will not be deterred by the midday restrictions as both places have separate morning and afternoon sessions.
The alternative hours operation suggested in 2 above do not address the hospital out-patient and court hours problem, they only address the "generic" issue of "commuter" parking which is not the main factor in Camberwell.
The retail offer in Camberwell is now entirely "convenience" shopping so any relaxation in hours will have no discernible affect on the viability of local businesses.
In conclusion I would strongly support the retention of the existing controls.
would like it extended to the other side of camberwell church street so that it would allow parking on streets such as camberwell grove, grove lane (or at least the lower part of these streets) and wren road. thanks.
<b>Sears Street</b>
Definitely NOT on a Saturday!
we are already in consultation with the council about a bicycle bay and are in the process of getting some raised beds etc to be positioned at the end of Sears St as it is a dead end and we want to discourage cars thinking it is a through road and driving down, only to have to reverse back.
INT. I THINK A PARKING PERMIT SHOULD BE VALID IN THE WHOLE OF SOUTHWARK NOT RESTRICTED TO SUCH A SMALL AREA. THIS WOULD FACILITATE USING MORE OF SOUTHWARK'S GREAT PARKS AND SHOPPING AREAS.
<b>Southampton Way</b>
At present the controlled parking for ec in this area is ok but if you was to introduce other parking hours it would be chaotic the reason Southampton way park house street is a very busy hub to introduce other parking methods would be bad to emphasise up until the controlled parking zone ec was introduced three years ago when I left for work at around 6.00 am every day there were cars waiting to park in my space and they would not move until the evening about 6.00pm this has now stopped so the parking charge which I have just paid £125.00 for gone year should be always enforced now and always thank you mr t foreman
I would like the parking restrictions to include Sunday's as its not visitors that are the problems its the people using the numerous churches and park any and anywhere regardless. Also I do not agree with the option 10-2.00pm parking as it will cause a lot of friction with residents where more than 1 car belongs to 1 house and also what needs to be taken into account with the new building works its going to get even harder with parking.
INT. I SUGGEST THAT THE PARKING BAYS BE NUMBERED ACCORDING TO HOUSE NUMBER, EG 44, 46, 48 ETC. IT WOULD ALSO BE NICE IF A REGULAR WARDEN KEPT VISITING THE AREA AND ACTUALLY CAUGHT ILLEGAL PARKERS.
INT. I THINK FOR RESIDENTIAL PARKING ON THE STREET YOU'RE CHARGING TOO MUCH, IS NOT THEIR FAULT THAT THEIR HOUSE OR FLAT IS NEAR THE STREET, YOU NEED TO CONSIDER PEOPLE LIVING NEAR THE STREET IN TERMS OF HOW MUCH YOU CHARGE THEM FOR PARKING.
INT. I WOULD LIKE EC PARKING ZONE TO BE EXTENDED FURTHER ALONG RAINBOW STREET. FOR THE 8 FLATS IN 133 SOUTHAMPTON WAY OUR FRONT DOOR IS ON RAINBOW STREET BUT THE ONLY PARKING ON THIS STREET WITHIN EC PARKING ZONE IS THE LOADING BAYS. I WOULD LIKE A SECURE BIKE STORAGE ON HAVIL STREET NEAR SOUTHAMPTON WAY TO REPLACE XI PARKING BAY. THE CURRENT ON PAVEMENT CYCLE STANDS DO NOT PROVIDE ENOUGH SECURITY ON SOUTHAMPTON WAY.
INT. MAKE MORE EFFORT TO STOP AVS CARS OF SOUTHAMPTON WAY USING RESIDENT PARKING BAYS AS A CAR SALESROOM.
INT. THERE IS NOT ENOUGH PARKING SPACES AS IT STANDS AND WHEN THE NEW HOUSES/FLATS ARE OPENED ON SOUTHAMPTON WAY AND EDMUND STREET, I FEAR THAT THE PROBLEM WOULD INCREASE.
rainbow street. bonson street. coleman road. into the parking zone
<b>St Giles Road</b>
INT. BETTER PROVISION IS NEEDED FOR MOTORISTS WISHING TO PARK IN CAMBERWELL TOWN CENTRE. THE COSTS OF USING ASDA'S CAR PARK ARE RIDICULOUS. LOCAL SHOPS ARE LOSING PASSING TRADE, WHICH GOES TO PETROL STATIONS. ALSO, BETTER PROVISIONS FOR PARKING MOTORBIKES/MOTOR SCOOTERS, PLEASE. AGAIN, LOCAL SHOPS AND SERVICES ARE LOSING PASSING TRADE.
INT. MORE STREET LIGHTS NEEDED FOR PROTECTION OF VEHICLES PARKED ON THE STREET, MORE CCTV'S NEEDED AS WELL FOR THEFT ON VEHICLES TO REDUCE.
INT. THE REDUCED HOURS WOULD PREVENT COMMUTER PARKING WHILST GREATLY ASSISTING LOCAL RESIDENTS WITH FRIENDS/FAMILY VISITS AND CONTRACTOR VISITS (PLUMBERS, ELECTRICIANS ETC) WHO WOULD HAVE TO PAY AND CAN SOMETIMES HINDER EMERGENCY WORKS TO A HOUSE. ALSO - AS THE STREET IS USUALLY EMPTY OF CARS EXCEPT FOR RESIDENT PARKING PERMIT HOLDERS THIS WOULD NOT MAKE ANY DIFFERENCE TO PARKING FEES COLLECTED BY THE COUNCIL.
Now the clinic and the town hall are no longer in use I feel the hours of parking should be reduced as I have stated. The hours 10am-2pm would stop commuters from parking all day and clogging the streets and be fair to residents
There were never any problems with parking before restrictions were brought in.
Until Camberwell gets better public transport (i.e. a tube station!), the area needs as much help as it can get commuting to and from other parts of London.

'On Street Bicycle Parking' and 'Car Cub Bays' would certainly help out with this.

#### Stacy Path

It would be great to have some of the covered shared bike containers that are all around Lambeth.

#### Vicarage Grove

1. Vic Grove has pressure on parking still so we have to park in Benhill road at peak times.
  2. We need the current hours to remain.
  3. Its a town centre location - people will park here, Benhill Road and Brunswick Park again and go into London.
  4. it will encourage car usage again rather than public transport use.
  5. All neighboring 'town centre' streets - Camberwell Grove/Grove Lane/Wilson Street will be keeping same hours of operation and they are more similar to our street - so why try to change ours
  6. We campaigned long and hard for a CPZ and are concerned that newer residents will have no idea how bad it once was.
  8. There will be displaced parking returning to then Street and then no one can park, whether with a permit or not. No chance to load/unload shopping/kids/elderly etc
  9. If they do change hours of access then we should request that VG, Benhill Road Top half) and Brunswick remain as a 'town Centre Zone' and not reduce hours.
  10. Camberwell Fields development in Edmund Street could potentially bring 100's of more cars to the EC Parking area - That needs to be raised as an issue they should consider as well. They could park on the Quieter streets.
1. My wife, 2 children and I have been living at our home at Vicarage Grove for 21 ½ years. We have during this period had one car for our family of 4 (now grown-up children). I therefore have had experience both before the introduction of the CPZ in 2009 and thereafter.
  2. After careful reflection I have firmly come to the conclusion that the East Camberwell Parking Zone hours should remain the same.
  3. I note the consultation is as a consequence of representations made by local residents. I would be interested to know how many of those seeking a change are able to contrast the pre-CPZ and post- CPZ advantages.
  4. I note that the "Deputation" made to the Camberwell Community Council included an assertion that a survey had been undertaken "last year" (2012?) and "found that the majority of local residents appeared to favour a variation in the hours from the current 8.30 AM-6.30 p.m." I was not aware or indeed consulted as part of this "survey" and have significant cause to question the validity of the assertion made.
  5. Since the introduction of the CPZ zone the following issues have arisen:-
    - a. A significant reduction in parking congestion in Vicarage Grove and the immediate vicinity.
    - b. Instantly after the introduction of the CPZ residents were invariably able to park close to their homes where previously this ranged from difficult to impossible.
    - c. A reduction in traffic passing along Vicarage Grove. I assume as a consequence of people knowing that they will not be able to park in this area (probably enhanced by the CPZ signs clearly displayed at regular intervals in the adjoining streets).
    - d. A significant enhancement in the quality of residence own use of their "home Street" by easing traffic particularly late at night and during the day.
    - e. A noticeable decrease in cars arriving early in the morning and departing in the late afternoon /early evening perhaps those "commuting" by parking up and using the numerous and frequent buses into central London.
  6. All the above clearly indicates that the issues arising since the introduction of the CPZ conclusively indicated that in broad terms the system is fit for purpose and achieving what it was designed to do.
  7. I refer to a document dated 20 November 2013 in relation to the Camberwell Community Council Meeting. I note Under "Supplementary Advice from Other Officers/Comments of the Strategic Director of Environment and Leisure" the following:-
    - a. In November 2010 the Strategic Director of Environment and Leisure approved that the zone be made permanent. "The decision was taken having considered the evidence of whether the zone had achieved its initial objectives as well as considering any comments or objections made during the experimental period." I note that there is now a complaint that there was an "expectation" that a 2nd consultation would occur after the initial "bedding in" period. Whilst I raise no comment on this from my own experience and observations I would have categorically endorsed the decision made in November 2010 to make the CPZ permanent.

b. Paragraph 14 of the document quotes statistics I assume compiled between the introduction of the zone in April 2009 and the decision in November 2010. I note in particular that:-

- i. The zone “reduced parking occupancy levels from 98% to 45% (on average) by eliminating commuter parking”.
- ii. “The reduction resulted in less dangerous parking”
- iii. priority of parking spaces have returned “back to residents”
- iv. a contribution “to the economic viability of the town centre”

Given the above I struggle to see any justification for revisiting the current arrangements absent any significant empirical statistical justification to the contrary.

8. Any change to the timing of the operation of the CPZ zone would inevitably undermine its current success for a number of reasons but in particular:-

- a. By increasing traffic flow into the streets by people “cruising” for parking spaces.
- b. People parking to commute into town for the afternoon/early evening possibly returning late to collect their cars after a night out.
- c. Inevitably causing parking displacement on a “ripple” effect i.e. by cars utilising the spaces closest to the bus stops on Camberwell Church Street during the course of the afternoon and thereafter fanning out down the parking zone.

9. The introduction in or about June 2015 of the visitors permits and virtual payment will greatly ease any current perceived or real difficulties for visitors, health professionals and/or business visitors to residents, within our zone and indeed borough wide. In particular I am pleased to note the introduction of One Hour Stay Visitor Permits and Five-Hour Stays at affordable levels.

10. Surely these visitor permits would go a long way to address the muted desire in the “deputation” to “see more flexibility” in relation to the CPZ without undermining its core elements.

11. On my cycle/walk to work each day I have watched the Edmund Street Development progress. It is clearly very near completion and some of the units have already been occupied. This will have a profound impact upon our CPZ zone:-

a. I understand that the 279 residential units will provide in effect 2062 beds. The developers have only been required to provide 117 car parking spaces in a mixture of “on-site and off-street parking bays”. Therefore leaving a substantial shortfall between, even on a conservative estimate the possibility of say 1500 car owners with a fraction only being able to use any “on-site” facility. Quite properly the developers were required to provide 28 disabled parking bays and “car club” spaces. It would appear that only 16 of these spaces would be within the current development therefore 12 would need to be provided from within the current on street parking thereby further reducing the potential spaces available for the 1500 odd potential car owners.

b. Immediately once this development becomes occupied, if the parking restrictions are relaxed in effect allowing from Friday midday until early Monday morning unrestricted parking and weekday afternoon unrestricted, this will encourage a huge influx of traffic into the area.

c. I understand the new residents’ ability to apply for a CPZ permit is being carefully monitored. In the short term the new residents without permits may be encouraged to purchase cars and/or encourage visitors to drive into the zone in the belief that for at least a part of the day/night parking would be available. However if not immediately certainly within the foreseeable future a significant increase of “new” zone residents will successfully apply for CPZ permits thereby increasing the legitimate demands on the existing spaces.

d. Given this significant shortfall between what will be provided within the development and the likely number of vehicles this will cause a ripple effect across most of our CPZ zone.

12. The area of our zone abutting Camberwell Church Street is a residential area on the threshold of major transport links. It is also close to; the many shops and amenities of Camberwell and the Art College. Any change in the CPZ will inevitably overload the existing parking facilities. This is illustrated by the marked and significant increase of traffic on Saturdays and Sundays having many echoes of the significant difficulties we experienced on a 7 day a week basis pre-CPZ.

13. Any change in our CPZ area would inevitably have a knock-on effect with those Zones abutting us. Potentially justifying further (and no doubt costly) reviewing processes.

14. I understand that there are now available several mobile phone apps specifically designed to locate “free” parking spaces. A Google search conducted this morning suggests there are at least half a dozen available covering Greater London. If the times are altered to permit unrestricted parking during part of the day this will inevitably cause an increase of traffic into our CPZ by motorists seeking out the parking spots using this technology.

15. In conclusion any change I suggest would offend against The Transport Plan 2011 by:-

- a. increasing overall traffic,
- b. significantly reducing the enjoyment of residents and visitors to the zone

c. encourage private motor vehicle traffic into the area and

d. increase the opportunity for on street commuter parking.

16. I strongly urge that the current regime remains in place.

A change of the style of parking bays for example those bays that are facing the kerb whereas motorists either back in or drive forward are a nuisance as majority of the time the motorist is backing out and does not have a clear view and cannot see oncoming traffic either coming down or going up the road, if it is the case that motorist back into the bay all-be-it that they can have some sort of vision it is again not having a clear view and they cannot see clearly the oncoming traffic either coming down or going up the road,

This style of parking bays (as above) should be scrapped completely and there should be only be the one style of parking bays on the road like the ones at the upper end of Vicarage Grove adjacent to Camberwell Church Street, there should also be more disabled parking bays installed as my one that I applied for some years ago is always full of disabled people working in the area

Thanking you in anticipation

Given the rising popularity of all the restaurants and bars on Camberwell Church Street, reducing the current parking hours which will allow non-resident permit holders to park in the area, will have a considerable negative effect on those that do hold permits. During the later half of the week, Wednesday-Friday especially, I find it increasingly harder to find a free parking space on my street when I come back from work in the early evening. Perhaps it might be worth considering increasing the parking restriction to 8pm to benefit permit paying residents?

I do not support any changes of hours to the parking in Vicarage Grove.

There is already high usage of the parking on Vicarage Grove, at times my flat mate and I have needed to park in Benhill Road. Therefore there should be no changes to the current hours of parking that are already established.

Vicarage Grove is a town centre location where people will park on Behill Road or Brunswick park and go into London. Changing the parking will encourage car usage rather than using public transport.

All neighbouring streets, Camberwell Grove, Grove Lane and Wilson Street will be keeping the same hours of operation and they are similar to Vicarage Grove so I do not agree with the suggested changes.

There was a lot of campaigning for a CPZ which newer residents may not be aware of difficult it was. I do not wish to see a situation arise where no one is able to part, whether with or without a permit. There are new developments ie Edmund Street has the potential of brining hundreds of cars to the area which if plans go ahead will have a direct impact on parking in Vicarage Grove.

There for I again state do not support any changes of hours to the parking in Vicarage Grove.

INT. I AM VERY CONCERNED THAT YOU MIGHT CONSIDER REDUCING (OR REMOVING) THE CPZ THAT PROTECTS THE RESIDENTS OF VICARAGE GROVE. THE PROXIMITY OF CAMBERWELL GREEN SHOPS AND RESTAURANTS AROUND THE HIGH STREET MEAN THAT THIS ROAD WAS OFTEN USED AS FREE PARKING FOR PEOPLE ENJOYING THE AMENITIES. ARE YOU CONSIDERING CHANGING THE CPZ ON CAMBWERWELL GROVE? MY UNDERSTANDING IS YOU ARE NOT, AND THE ONLY EXPLANATION FOR THAT IS THAT THE RESIDENTS ARE MORE AFFLUENT, ARTICULATE, ASSERTIVE ABOUT THEIR RIGHTS. YOUR ACTIONS FEEL LIKE AN ATTEMPT TO DENY THE PEOPLE OF VICARAGE GROVE RIGHTS YOU APPLY AFFORD TO THOSE ON CAMBERWELL GROVE. THEY HAD A CPZ YEARS BEFORE WE DID, WHY???

INT. I WOULD LIKE PARKING RESTRICTIONS 7 DAYS A WEEK, 24 HOURS AS COME 6.30PM IT'S VIRTUALLY IMPOSSIBLE TO PARK AND WEEKENDS YOU JUST DON'T WANT TO MOVE YOUR VEHICLE AS YOU CANNOT FIND A SPACE WHEN YOU RETURN, WE HAVE CONTRACTORS BLOCKING US IN THE BAYS THERE THEY'RE PARKING ON YELLOW LINES AND BLOCKING YOU IN. I THINK £125 FOR 5 DAYS A WEEK IS A BIT MUCH.

INT. ON MY ROAD PARKING IS DIFFICULT ALREADY. DURING THE CONTROLLED HOURS I RARELY GET PARKED ON MY ROAD. THE SECOND THE CONTROLLED HOURS END THE ROAD IS INSTANTLY FULL. OVER THE WEEKENDS I PARK HUNDREDS OF YARDS FROM MY HOUSE. I HAVE CHILDREN AND AGED PARENTS TO CONSIDER. I WOULD LIKE SATURDAYS TO BE ADDED TO THE EXISTING SCHEME. I AM PERFECTLY HAPPY WITH THE PRESENT VISITORS PERMITS AVAILABILITY AND COSTS. IN SHORT THE EC PARKING ZONE HAS MADE A HUGE DIFFERENCE TO THE RESIDENTS AND BUSINESS PERMIT HOLDERS, ONLY A FOOL, CHEEPSKATE OR A NEWCOMER WOULD CHANGE IT. ON A SEPARATE NOTE, DO THOSE WHO WILL MAKE THE DECISION, AND THOSE WHO WANT CHANGE KNOW THAT THERE ARE "APPS" AND WEBSITES THAT GUIDE THOSE LOOKING TO PARK FOR FREE IN CENTRAL LONDON TO AVAILABLE PARKING. IF NOT I SUGGEST CONSIDERING HOW TECHNOLOGY SMARTPHONES WILL EFFECT ANY ROAD THAT LEAVES THE SCHEME OF SHORTENS THE CONTROLLED HOURS. SMARTPHONES WERE NOT AVAILABLE WHEN THE SCHEME STARTED.

INT. STAY THE SAME, WITH SATURDAY ADDED. NOT ABLE TO PARK YOUR CAR ON YOUR OWN STREET ON SATURDAY BECAUSE OF OTHER CARS PARKING WITHOUT PERMITS. SO NOT FAIR, PAY A LOT OF MONEY TO PARK YOUR CAR AND NOT ABLE TO GET A PARKING SPACE.



#### On-street bicycle parking:

Southwark seems to lag behind other boroughs, e.g. Lambeth, in introducing on-street cycle parking with secure lockers replacing car parking space. This area of Camberwell has a large number of Victorian houses converted into flats with little or no space for cycle parking. Why not take this opportunity to introduce a decent number of cycle lockers for local residents with a fair distribution policy and rental charges that ensure the facility is available to all but not hogged by people who do not use the lockers?

#### Car club bay:

Consider cooperating with other providers, e.g. City Car Club, to introduce some competition. Currently ZipCar have a monopoly (partly because they do a good job!).

#### Trees:

The more green space the better, by why stop at trees? Consider making streets permeable to pedestrians and cyclists but removing through traffic. Vicarage Grove, for example, has speed humps, but drivers use it as a rat run and regularly drive at eye-watering speeds.

#### General comment:

The fact that Southwark is even considering taking a step which would encourage greater road use for short journeys beggars belief. How about far more flexible thinking and grasping the opportunity to improve Camberwell residents' lives rather than giving them more congestion and encouraging them to sit in a car when they could use public transport, walk or cycle? I'd encourage the council to look at the London Cycling Campaign's "Space for Cycling" campaign and to open a dialogue with the LCC to tap their expertise in making livable streets (I am a member but not otherwise affiliated with the LCC). Don't waste this chance!

Residents should be charged cheaper visitor parking permits and should be given free parking for 1 car.

The introduction of individual resident parking zone as many neighbours have more than one car and cause issues parking outside your property, it will offer security and safety to on street car.

Vicarage Grove being very close to a number of religious venues and the high street is inundated with visitors parking outside of the current hours. This makes it very difficult to park in the evenings at weekends. I would like to see the parking extended.

#### Wells Way

Cycle path required and we have space! Saturday and Sunday are the busiest for parking round here, theres more people about generally on a weekend. A part day scheme all week could work. We need all the spaces we have too as you reduced them considerably recently.

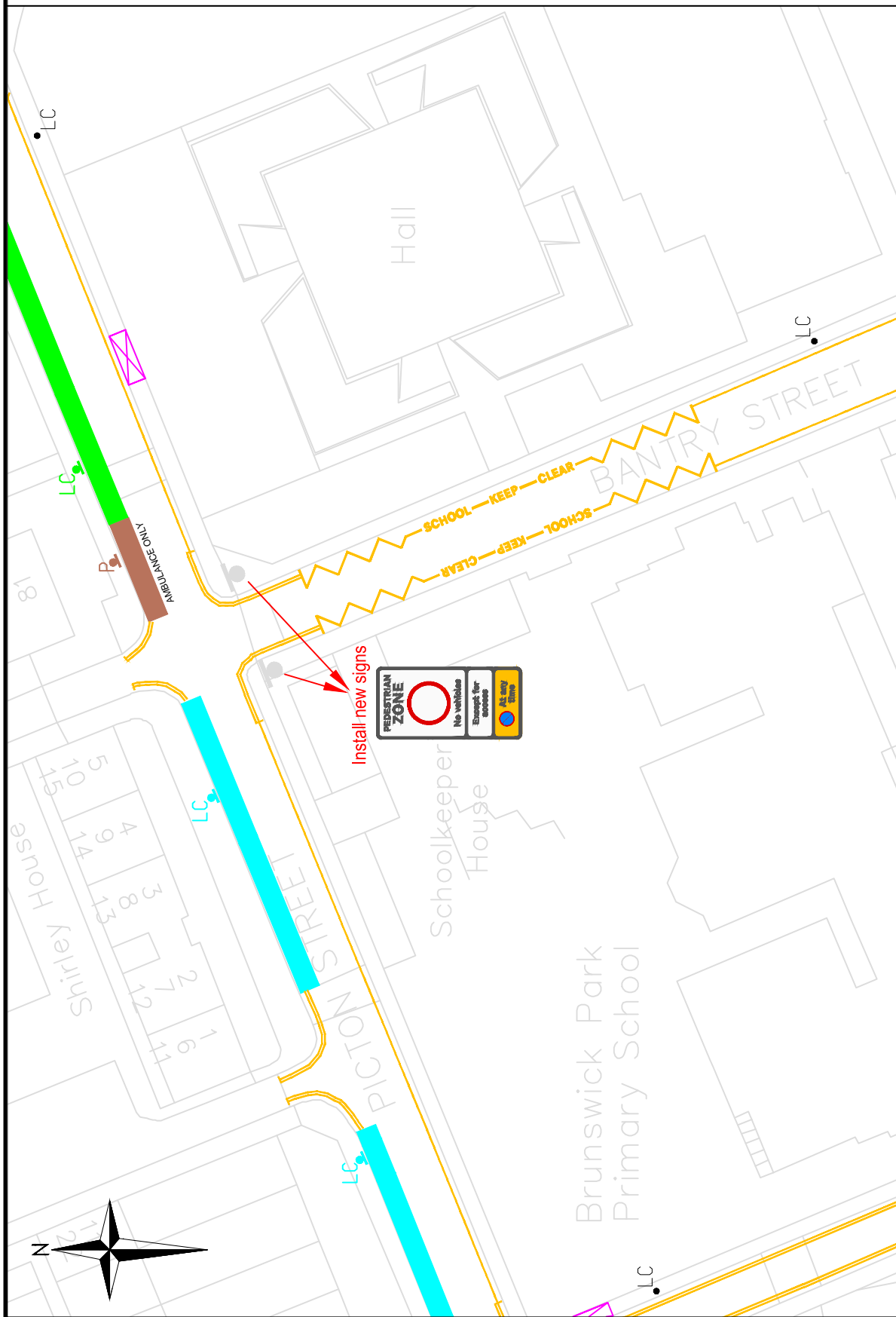
People parking without permits are almost never given parking tickets, I rarely see anyone patrolling during the week, this is very frustrating given that residents are paying the council for the privilege of parking outside their own homes.

I cannot go out in my car on Saturdays, as things stand if I do go out in my car on Saturday I cannot park when I return, this limits what I can do at the weekend as I'm elderly and disabled so reliant on my car to get out of the house. I strongly prefer extending the permit days to include Saturday.

East Camberwell parking occupancy survey - 28 May 2015

Parking occupancy	
Very low	0%-50%
Low to medium	50%-70%
Medium to high	70%-80%
High	80%-90%
Very high	90%+

	Ambulance		Car club		Disabled		Disabled (short stay)		Doctor		Motorcycle		Paid (phone or cash)		Permit holders only		%	Permit holders or paid (phone or cash)		Short stay		TOTAL		
	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked	Spaces	Parked		Spaces	Parked	Spaces	Parked	Spaces	Parked	% OCC
ADA ROAD					1	0									22	13	59%					23	13	57%
BENHILL ROAD			1		3	1									115	29	25%					119	31	26%
BRISBANE STREET															33	11	33%					33	11	33%
BRUNSWICK PARK			1	1											42	20	48%					43	21	49%
BRUNSWICK VILLAS					1	0									24	9	38%					25	9	36%
CAMBERWELL GREEN					1	0	2	2	4	0	5	4			7	7	100%	6	6			25	19	76%
CASPIAN STREET					0	0	1	0							14	7	50%	15	6			30	13	43%
COTTAGE GREEN															3	0	0%					3	0	0%
DEYNSFORD ROAD					2	2			3	1	1	0	10	2	10	7	70%					26	12	46%
EDMUND STREET					1	0									33	8	24%					34	8	24%
ELMINGTON ROAD	1	0			3	0	2	0			4	0	9	4	99	12	12%					118	16	14%
HARRIS STREET							1	0			3	0			7	0	0%	9	0			20	0	0%
HARVEY ROAD															13	10	77%					13	10	77%
HAVIL STREET			1	1	4	3	1	0							38	13	34%	17	5			61	22	36%
HOPEWELL STREET					1	0									13	4	31%					14	4	29%
KIMPTON ROAD															16	12	75%					16	12	75%
LONDON GROVE					1	1			1	0	5	0			84	22	26%					91	23	25%
NOTLEY STREET															6	0	0%					6	0	0%
PARKHOUSE STREET					1	1							7	2	9	4	44%					17	7	41%
PICTON STREET	2	0													15	3	20%	7	1			24	4	17%
SANSOM STREET			1	1	0	0									46	15	33%					47	16	34%
SEARS STREET															32	19	59%					32	19	59%
SOUTHAMPTON WAY													5	3	41	25	61%			2		48	30	63%
ST GILES ROAD					1	1	3	0			4	0			44	25	57%	34	7			86	33	38%
VICARAGE GROVE					3	2					5	2			59	39	66%	3	1			70	44	63%
WELLS WAY					0	0									16	8	50%					16	8	50%
Grand Total	3	0	4	4	23	11	10	2	8	1	27	6	31	11	841	322	38%	91	26	2	2	1040	385	37%

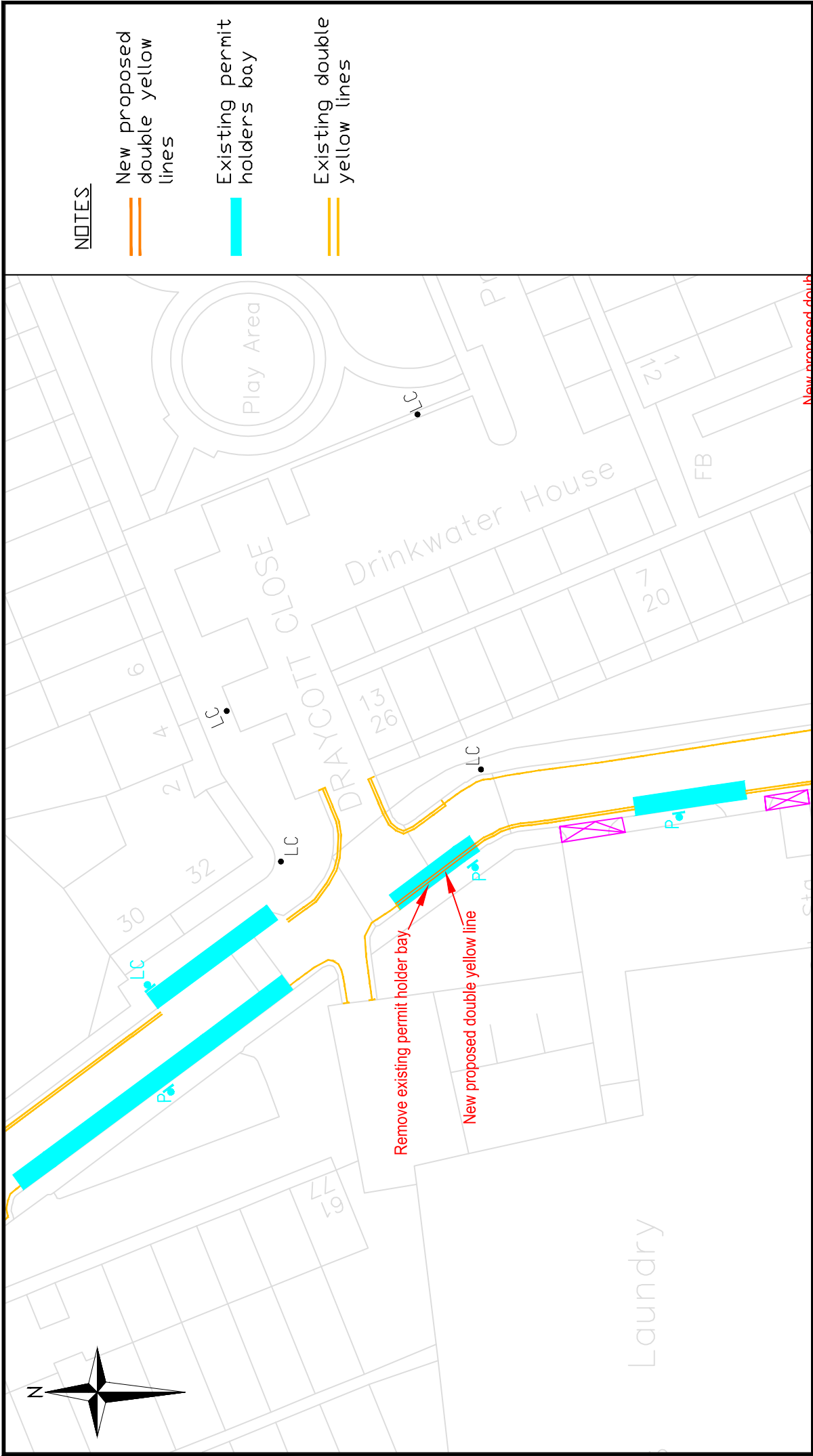


New proposed sign

Existing shared  
used bay

Existing double  
yellow lines


[illegible]



New proposed double yellow line

NOTES


- New proposed double yellow lines
- Existing permit holders bay
- Existing double yellow lines

<div>Public Realm Projects Parking Design</div> <div>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX <a href="http://www.southwark.gov.uk/parkingprojects">www.southwark.gov.uk/parkingprojects</a></div>		<div>Project</div> <div>(EC) PARKING CHANGES</div> <div>Drawing Title</div> <div>Brisbane Street</div> <div>Removal of existing permit holder bay</div>	Community Council CAMBERWELL										Ward(s) BRUNSWICH PARK										Date 19/06/15										Scale 1:500 @ A4										Dwg No. ISF										Status DETAILED DESIGN										Rev A										Date										App										Rev										Description										Dm										Chk										App																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			



The diagram illustrates three types of yellow lines used for parking bays:

- New proposed double yellow lines:** Represented by two parallel orange lines.
- Existing double yellow lines:** Represented by two parallel yellow lines.
- Existing permit holders bay:** Represented by a single solid cyan line.

<div>Public Realm Projects Parking Design</div> <div>Environment and Leisure Floor 3, hub 1 Southwark Council 160 Tooley Street PO Box 64529 London, SE1P 5LX</div> <div>www.southwark.gov.uk/parkingprojects</div>	<div></div>	<div>Project</div> <div>(EC) PARKING CHANGES</div> <div>Drawing Title</div> <div>Picton Street</div> <div>Removal of existing double yellow lines</div>	Community Council CAMBERWELL												
			Ward(s) BRUNSWICH PARK												
			Date	Scale	Dm	Chk	App								
			19/06/15	1:500 @ A4	DA	DA	DA								
			Dwg No.	ISF				Rev							
			Status	DETAILED DESIGN				A	Rev	Date	Description	Dm	Chk	App	





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