

Camberwell Community Council

Wednesday 9 September 2015

7.00 pm

Employment Academy, 29 Peckham Road, London SE5 8UB

Supplemental Agenda No. 1

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	This supplemental agenda includes the Appendices of the report. The report for this item is contained in the main agenda.	

North Dulwich and Denmark Hill

Parking project - September 2015 Community councils

www.southwark.gov.uk

North Dulwich and Denmark Hill parking zone consultation

We are carrying out a parking study in this area and welcome your comments about the possible introduction of a parking zone.

For further information and to complete an online questionnaire, please visit:
www.southwark.gov.uk/parkingprojects

Consultation closes on Friday 12 June 2015



North Dulwich and Denmark Hill Parking project

September 2015 – Community councils

www.southwark.gov.uk

In response to feedback from local residents, the council has agreed to consult within the North Dulwich and Denmark Hill area to determine if a parking zone should be provided to meet local need.

Roads included within the project area		Consultation type
<ul style="list-style-type: none"> ▪ Ardbeg Road ▪ Arnould Avenue ▪ Basingdon Way ▪ Beckwith Road ▪ Blancedowne ▪ Casino Avenue ▪ Champion Hill ▪ Crossthaite Avenue ▪ Danecroft Road ▪ Denmark Hill ▪ Domett Close ▪ Dowson Close ▪ Dylways ▪ Elfindale Road ▪ Elmwood Road ▪ Frankfurt Road 	<ul style="list-style-type: none"> ▪ Green Dale ▪ Gylcote Close ▪ Half Moon Lane ▪ Henry Dent Close ▪ Herne Hill ▪ Monclar Road ▪ Nairne Grove ▪ Red Post Hill ▪ Royal George Mews ▪ Sunray Avenue ▪ Village Way ▪ Wanley Road ▪ Woodfarrs ▪ Wyneham Road 	<p>New zone – Consultation on the possible introduction of a new parking zone</p> <p>Resident and businesses in this area will be asked whether or not they support a parking zone and what times they would like any possible zone to operate.</p>

Document history

Project areas			Document ref:			
Revision	Purpose/description	Originated	Checked	Reviewed	Authorised	Date
0.1	1st draft	JF	PG	TW		4/8/15
1.0	Issued – Community Council	JF	PG	TW	LC/MH	26/8/15

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1 Executive summary

1.1 Methodology

1.1.1 During May and early June 2015, a consultation was carried out in the North Dulwich and Denmark Hill area. All properties within the project area were consulted on whether they wanted a new parking zone, and if so, which times and days of operation would be preferred.

1.2 Headline consultation results

1.2.1 The consultation responses are summarised in section 5 with a detailed analysis presented in section 6 of this report.

1.2.2 The response to the headline question is summarised in Table 1. This shows that, when the overall result is considered, there is a justification to consider a new parking zone in the project area.

Response rate	Do you want a parking zone to be introduced in your street?		
	Yes	No	Undecided
23%	59%	32%	9%

Table 1 - Headline consultation results

1.3 Proposed parking zone options

1.3.1 Detailed street by street analysis, as well as the parking stress survey, identifies that there is justification to consider a parking zone within part or all of the project area and that the following options may be considered:

- **Option 1** – To introduce a parking zone in the entire project area
- **Option 2** – To introduce a parking zone in the North Dulwich and Denmark Hill area only
- **Option 3** – To introduce a parking zone in the North Dulwich area only
- **Option 4** – Do not introduce a parking zone within the project area

1.3.2 The rationale, risks and benefits of each of these options is discussed in section 7.

1.4 Summary of consultation results

Road	No. of properties	No. of responses	Response rate	What time of day do you have difficulty parking*	Do you want a parking zone to be introduced in your street?			If parking controls were introduced which of the following...		Average weekday parking stress
					Yes	No	Undecided	...hours would you like the parking zone to operate?*	...days would you like the parking zone to operate?*	
Ardbeg Road	53	17	32%	Monday - Friday, daytime	82%	6%	12%	Part day controls	Monday - Friday	89%
Arnould Avenue	20	2	10%	No clear majority	50%	50%	0%	No clear majority	No clear majority	88%
Basingdon Way	234	20	9%	Monday - Friday, daytime	50%	40%	10%	Part day controls	Monday - Friday	92%
Beckwith Road	126	43	34%	Monday - Friday, daytime	65%	28%	5%	Part day controls	Monday - Friday	99%
Blanchedowne	50	9	18%	Monday - Friday, daytime	67%	22%	11%	Part day controls	Monday - Friday	107%
Casino Avenue	130	41	32%	Monday - Friday, daytime	56%	32%	12%	Part day controls	Monday - Friday	70%
Champion Hill	40	4	10%	No clear majority	50%	50%	0%	No clear majority	Monday - Friday	42%
Crossthwaite Avenue	34	7	21%	Never	29%	71%	0%	No clear majority	Monday - Friday	72%
Danecroft Road	81	34	42%	Monday - Friday, daytime	79%	12%	9%	Part day controls	Monday - Friday	79%
Denmark Hill	198	14	7%	Never	21%	64%	21%	Part day controls	Monday - Friday	-
Domett Close	32	5	16%	No clear majority	40%	40%	0%	All day controls	Monday - Friday	60%
Dowson Close	28	2	7%	Never	0%	100%	0%	No clear majority	No clear majority	50%
Dylways	123	23	19%	Monday - Friday, daytime	57%	35%	9%	All day controls	Monday - Friday	91%
Elfindale Road	113	51	45%	Monday - Friday, daytime	82%	14%	4%	Part day controls	Monday - Friday	98%
Elmwood Road	91	27	30%	Monday - Friday, daytime	48%	37%	15%	Part day controls	Monday - Friday	77%
Frankfurt Road	95	38	40%	Monday - Friday, daytime	68%	24%	8%	Part day controls	Monday - Friday	89%
Green Dale	21	4	19%	Never	0%	100%	0%	Part day controls	Monday - Friday	-
Gylcote Close	23	6	26%	Never	33%	50%	17%	Part day controls	Monday - Friday	34%
Half Moon Lane	34	14	41%	Monday - Friday, daytime	79%	21%	0%	No clear majority	Monday - Friday	107%
Henry Dent Close	7	0	0%	NA	NA	NA	NA	NA	NA	-
Herne Hill	59	15	25%	Monday - Friday, daytime	60%	40%	0%	Part day controls	Monday - Friday	80%
Monclar Road	33	7	21%	Monday - Friday, daytime	14%	71%	14%	No clear majority	Monday - Friday	84%
Nairne Grove	24	8	33%	Monday - Friday, daytime	38%	63%	0%	All day controls	Monday - Friday	58%
Red Post Hill	137	34	25%	Monday - Friday, daytime	56%	26%	18%	Part day controls	Monday - Friday	56%
Royal George Mews	3	0	0%	NA	NA	NA	NA	NA	NA	-
Sunray Avenue	147	25	17%	Monday - Friday, daytime	28%	56%	16%	Part day controls	Monday - Friday	50%
Village Way	3	0	0%	NA	NA	NA	NA	NA	NA	-
Wanley Road	42	4	10%	Never	50%	50%	0%	No clear majority	Monday - Friday	46%
Woodfarrs	68	12	18%	Monday - Friday, daytime	50%	42%	8%	No clear majority	Monday - Friday	67%
Wyneham Road	44	12	27%	Monday - Friday, evening	75%	8%	17%	Part day controls	Monday - Friday	91%
OVERALL	2093	478	23%	Monday - Friday, daytime	59%	32%	9%	Part day controls	Monday - Friday	74%

Table 2- Summary of consultation results *most common response

2 Introduction

2.1 Parking projects programme 2015/16

- 2.1.1 Southwark Council has 21 parking zones in operation which have been introduced over a period of forty years. This time frame reflects the historical and continuing challenge faced by every local authority in matching the demand to park with a finite supply of on-street spaces.
- 2.1.2 The council's strategic parking design programme, shown in Table 5, includes a consultation on the possible introduction of a new parking zone in the North Dulwich and Denmark Hill area. This consultation has been included within the programme following representations by local residents, via their resident associations and ward councillors. Streets around Champion Hill have been included based on correspondence, parking stress data, parking policy and a commitment to undertake a parking project associated with planning permission for a nearby development.

Area	Activity	Date
East Camberwell (EC) zone CPZ review	Consultation Commenced	11 May 2015
	Consultation closed	5 June 2015
North Dulwich and Denmark Hill parking project	Consultation Commenced	18 May 2015
	Consultation Closed	12 June 2015
Canada Water parking study	Consultation Commenced	1 June 2015
	Consultation Closed	19 June 2015

Table 3 – Strategic parking design programme approved 2014

- 2.1.3 The council's constitution sets out that, before consulting on a parking zone, we will discuss the consultation boundaries and methods with the local community council. For this project we reported to [Dulwich Community Council on 17 March 2015](#) and [Camberwell Community Council on 21 March 2015](#).

2.2 Project inception

- 2.2.1 Consultation methods and boundaries were discussed with both Dulwich and Camberwell community councils in March 2015.
- 2.2.2 Two separate consultation areas were recommended at those meetings, with different timeframes. The two boundaries focussed upon (a) the North Dulwich area where substantial representations had been made and (b) the Champion Hill area where the s106 development funding was sourced. The areas did not include the streets between those two areas (eg Dylways, Crossthwaite, Sunray Avenue etc.)
- 2.2.3 At the meeting, Dulwich Community Council asked that all roads up to the ward boundary be included in the consultation. Camberwell Community Council asked that additional roads in their area be added in response to Dulwich Community Council's request.
- 2.2.4 As a result of the changes requested by the community councils, the consultation boundary was amended to reflect the streets listed at the outset of this document. This larger consultation area also enabled the programme for the Champion Hill area to be brought forward.

2.3 Roads in the project area

2.3.1 The North Dulwich and Denmark project area includes the roads listed in Table 4 and shown in Figure 1.

Road Name	No. of properties	Ward(s)	Notes/comments
Ardbeg Road	53	Village	
Arnould Avenue	20	South Camberwell	
Basingdon Way	234	South Camberwell	
Beckwith Road	126	Village	
Blanchedowne	50	South Camberwell	
Casino Avenue	130	Village	
Champion Hill	40	South Camberwell	
Crossthwaite Avenue	34	South Camberwell	
Danecroft Road	81	Village	
Denmark Hill	198	South Camberwell, Village	Lambeth are highway authority.
Domett Close	32	South Camberwell	
Dowson Close	28	South Camberwell	
Dylways	123	South Camberwell	
Elfindale Road	113	Village	
Elmwood Road	91	Village	
Frankfurt Road	95	Village	
Green Dale	21	South Camberwell	Part not public highway
Gylcote Close	23	South Camberwell	
Half Moon Lane	34	Village	
Henry Dent Close	7	South Camberwell	Not public highway
Herne Hill	59	Village	Lambeth are highway authority.
Monclar Road	33	South Camberwell	
Nairne Grove	24	South Camberwell	
Red Post Hill	137	South Camberwell, Village	
Royal George Mews	3	Village	Not public highway
Sunray Avenue	147	South Camberwell, Village	
Village Way	3	Village	Only partially within project area
Wanley Road	42	South Camberwell	
Woodfarrs	68	South Camberwell	
Wyneham Road	44	Village	

Table 4 – Roads in project area

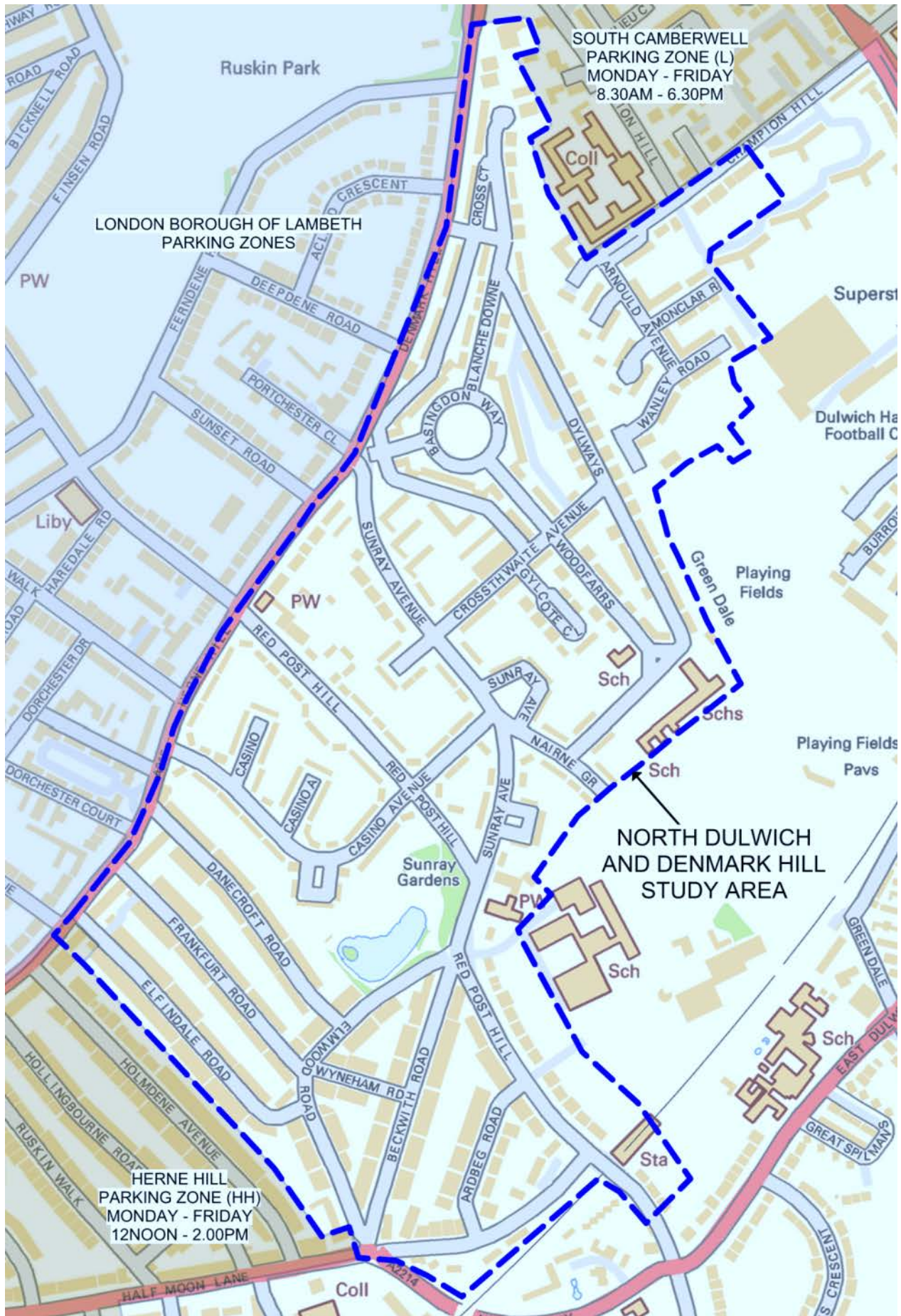


Figure 1 – North Dulwich and Denmark Hill project area

2.4 History of parking in the project area

2.4.1 A timeline showing the history of previous consultations and parking zones in and around the North Dulwich and Denmark Hill area is shown in Table 5.

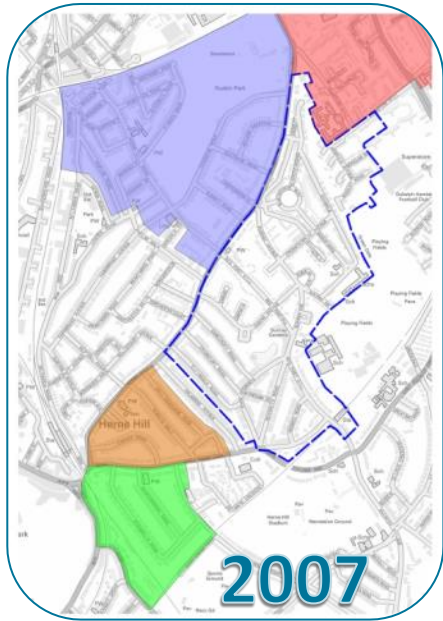
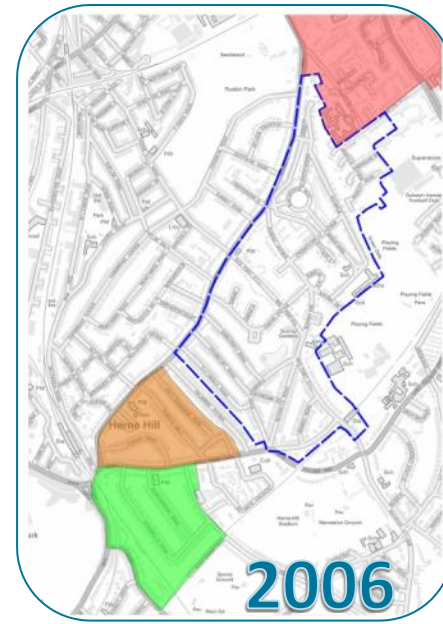
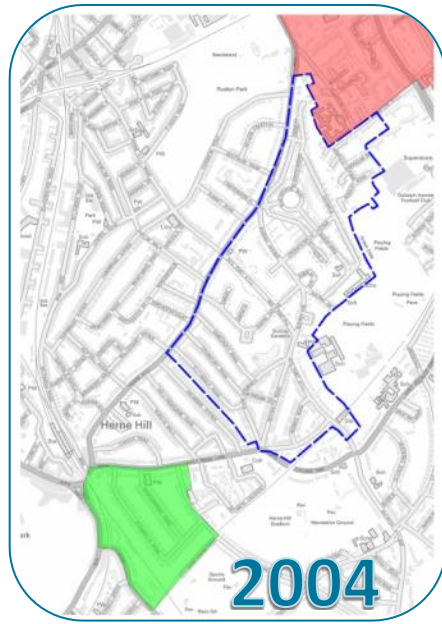
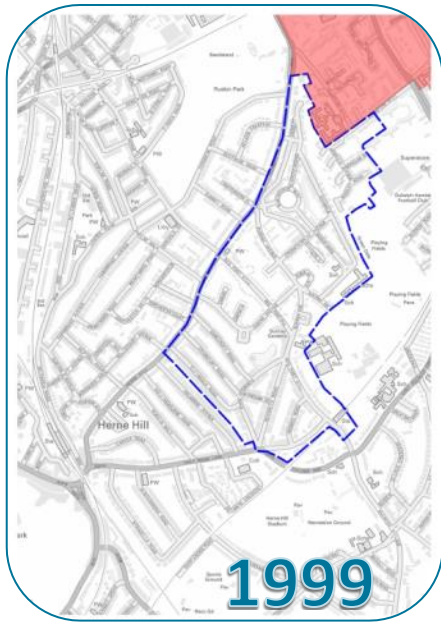
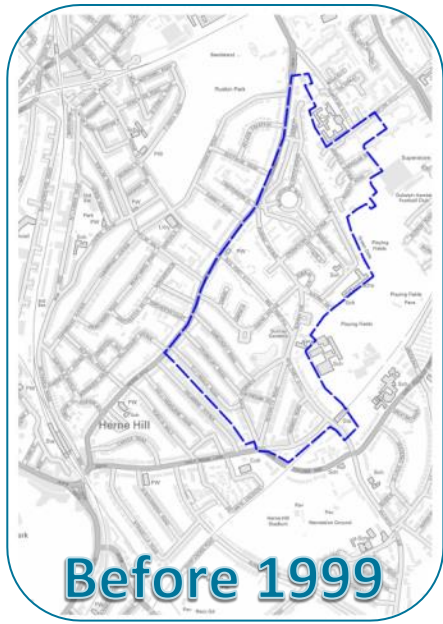
Date	Consultation	Outcome
2002/2003	1st stage consultation, extending approximately from Herne Hill station to East Dulwich station.	Decision to progress to 2nd stage consultation in supportive areas.
2004	2nd stage consultation in those areas identified in support during 2002/03 1st stage consultation.	HH CPZ is introduced on an experimental basis in the following streets: Burbage Road, Croxted Road, Half Moon Lane (west), Stradella Road, Norwood Road and Winterbrook Road.
2005/2006	3rd stage review of HH CPZ.	Experimental CPZ considered successful. Almost 60% thought parking situation was better. Local parking layouts amended. HH CPZ operational hours amended from 10hrs to 2hrs (Noon – 2pm) per day.
2005/2006	Combined 1st/2nd stage consultation with: Streets adjacent to HH CPZ Streets close to North Dulwich station bounded by Red Post Hill (south), Ardbeg Road, Half Moon Lane (east), Beckwith Road, Wyneham Road	CPZ extended to include the supportive streets of Carver Road, Ruskin Walk, Hollingbourne Road, Howletts Road and Warmington Road. No clear support in North Dulwich area.
2009/2010	1st stage consultation, extending from existing HH CPZ to Red Post Hill	Overall 71% of responses against a parking zone in the project area. Support for a parking zone identified in Holmdene Avenue where 74% of respondents were in favour of a parking zone.
2010/2011	2nd stage consultation with residents in Holmdene Avenue on proposed parking layout	Proposed parking layout supported HH CPZ extended to Holmdene Avenue in January 2011.
Late 2013*	Introduction of CPZ in Lambeth, in some streets to north west of Herne Hill	
Early 2014*	Lambeth CPZ extended to cover all streets to the north west of Herne Hill and Denmark Hill	

* These CPZs were consulted on and implemented by the London Borough of Lambeth.

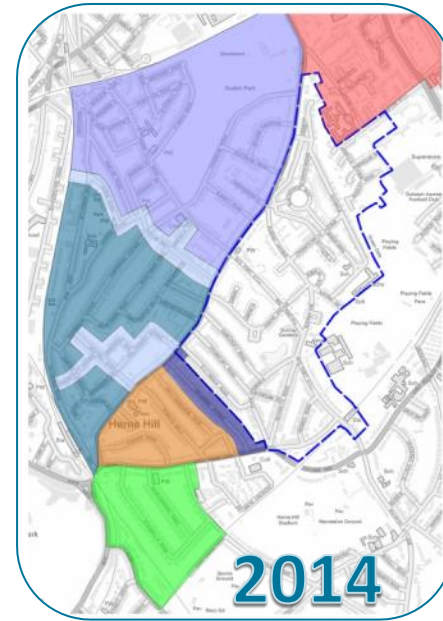
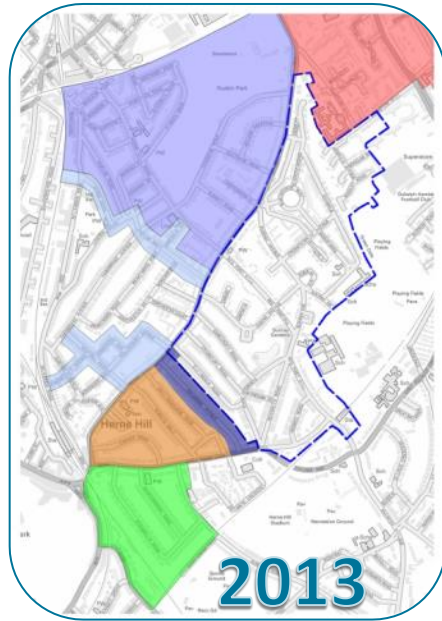
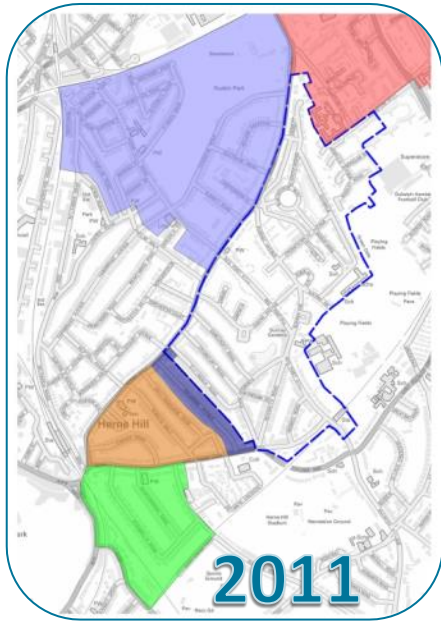
Table 5 – Timeline for project area

2.4.2 The installation of parking zones in the Herne Hill and North Dulwich area are illustrated in Figure 2. Since 1999 the area has seen parking zones implemented or extended on seven occasions.

2.4.3 A plan showing the locations and times of operation of all current parking zones in Southwark is included in Appendix 1.



2009 – North Dulwich parking study



2015 - Current parking study

Figure 2 - Timeline for implementation of parking zones adjacent to the North Dulwich and Denmark Hill study area

2.5 Representations from residents

2.5.1 Prior to this project, Southwark Council received representations from residents in the project area requesting a parking zone and/or consultation on a zone. The number of representations is summarised for each street in the area in Table 6.

Road name	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015*	Total
Ardbeg Road			1	1	2					2	1	7
Arnould Avenue									1			1
Basingdon Way										1		1
Beckwith Road									2	13	5	20
Blanchedowne				1		1			1	2		5
Casino Avenue									2	5		7
Champion Hill							1	1		1		3
Crossthaite Avenue									1	4	2	7
Danecroft Road					1				1	25	4	31
Domett Close							1		1		1	3
Dylways	1					2			1	1	1	6
Elfindale Road							2		12	33	3	50
Elmwood Road										6	2	8
Frankfurt Road										13	4	17
Half Moon Lane					1					1		2
Herne Hill										1	1	2
Nairne Grove											1	1
Red Post Hill		1			1	1			3	4	2	12
Sunray Avenue					1						2	3
Wanley Road										1		1
Woodfarrs								1		1		2
Wyneham Road											1	1
Grand Total	1	1	1	2	6	4	4	2	26	113	30	190

*Responses for 2015 shown until March 2nd 2015

Table 6 - Representations from residents 2005 - 2015

2.5.2 The number of requests for a parking zone received from residents in the project area has increased substantially since parking zones were introduced and extended in London borough of Lambeth during 2013-14. The majority of request were received from the following streets:

Road name	Number of requests between 01/01/2011 and 03/03/2015
Elfindale Road	50
Danecroft Road	30
Beckwith Road	20
Frankfurt Road	17

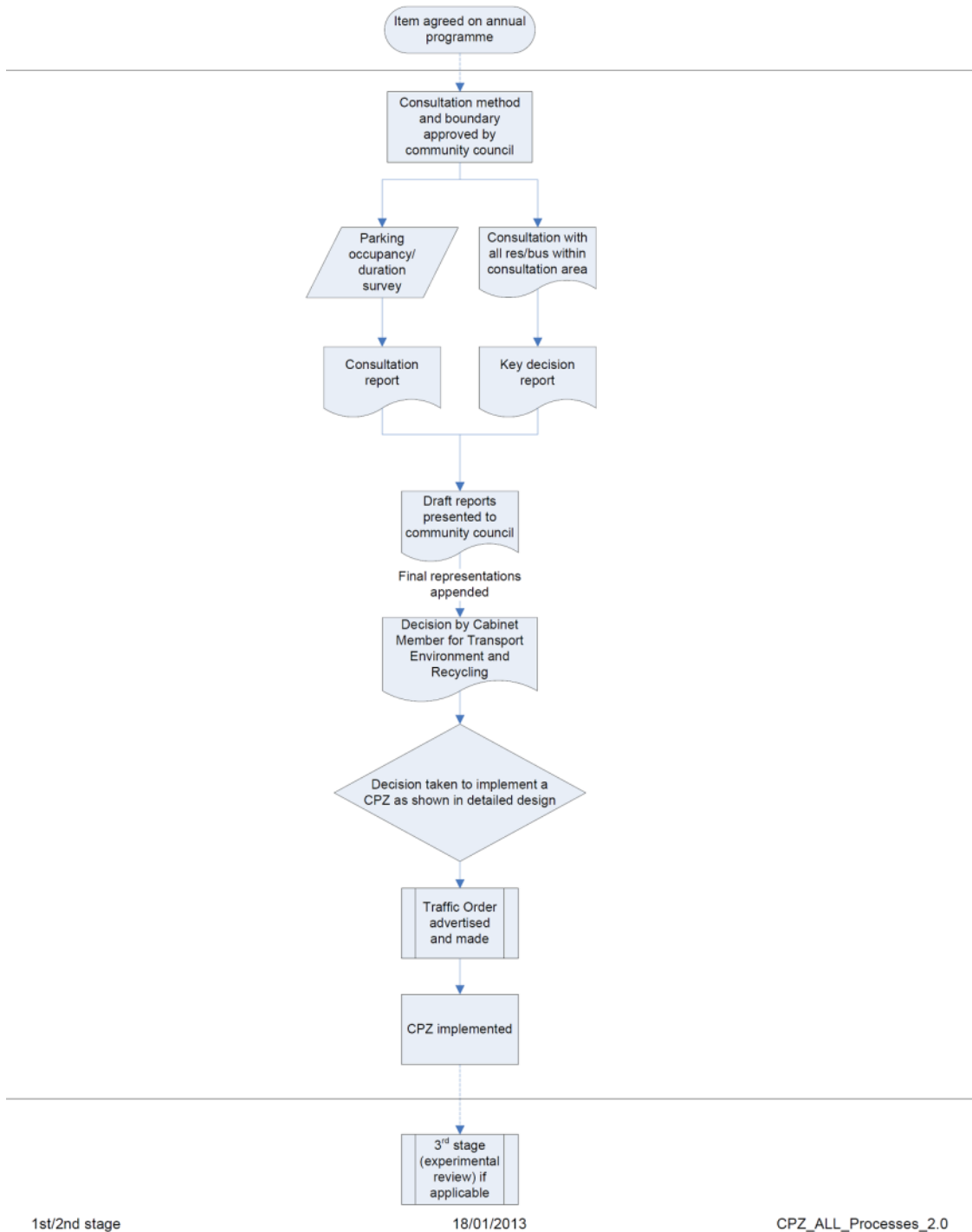
Table 7 - Requests for parking zones 2011- March 2015

2.6 Project process

2.6.1 The consultation is being carried out in accordance with Southwark's consultation and implementation process for parking zones.

2.6.2 The consultation process is summarised in Figure 3.

CPZ – 1st and 2nd stage combined (in principle and detailed design) consultation and study process



1st/2nd stage

18/01/2013

CPZ_ALL_Processes_2.0

Figure 3 - Southwark CPZ process

2.7 Key dates of the consultation

2.7.1 The key dates of the consultations are detailed in Table 8.

Date	Consultation summary
17 March 2015	Dulwich community council – report presenting project methods and boundary
21 March 2015	Camberwell community council – report presenting project methods and boundary
15 May 2015	Consultation materials and questionnaire sent out to all properties within the project area and published on Southwark website
4 June 2015	First exhibition held at Herne Hill Methodist Church Hall, between 6pm and 9pm
6 June 2015	Second exhibition held at Herne Hill Methodist Church Hall, between 2pm and 5pm
12 June 2015	Consultation closed
9 September 2015	Dulwich community council – report presenting the consultation findings and recommendations
9 September 2015	Camberwell community council – report presenting the consultation findings and recommendations

Table 8 – Consultation key dates

3 Methodology

3.1 Parking occupancy and duration surveys

- 3.1.1 Streetwise Services Ltd undertook the Parking Stress Surveys. Surveys were planned to avoid data collection during Mondays, Fridays, on school holidays or Bank Holidays as traffic characteristics on these days can be untypical.
- 3.1.2 A parking beat is a series of parking surveys of the same streets in an area, undertaken over the course of an extended period. The surveys are repeated hourly to ensure periods of high demand are captured and any parking patterns are identifiable.
- 3.1.3 The parking surveys recorded;
- the amount of safe parking spaces within the survey area; and
 - the number of vehicles parked within the survey area during each beat.
- 3.1.4 These two aspects are combined to determine the level of parking stress by dividing the number of available spaces by the number of parked vehicles. This is expressed as a percentage of space used.
- 3.1.5 For the purposes of this study, levels of parking stress have been categorised as follows:
- Very Low 0 to <=50%
 - Low to Medium 50 to <70%
 - Medium to High >=70 to <80%
 - High >=80 to <90%
 - Very High >=90%
- 3.1.6 It is possible for parking stress to exceed 100% where vehicles are parked illegally, or where compact vehicles (such as smartcars) result in a higher than expected density of parking.
- 3.1.7 Parking beat surveys of on-street parking activity were undertaken in the project area on:
- Thursday 15 January 2015, from 06:00 to 21:00
 - Saturday 24 January 2015, from 06:00 to 21:00
- 3.1.8 These days generally have different travel and parking patterns and so provide a good variation of data to inform the project.
- 3.1.9 Streetwise Services Ltd used hand-held surveying devices to record data from the walked parking beats at hourly intervals throughout each day. Surveys recorded partial vehicle registration marks (VRM) and parking space usage, along with any other unusual observations such as suspended Traffic Management Orders (TMOs), the presence of skips on the highway or temporary traffic management etc. The location of existing parking, waiting and loading restrictions were also noted down in each area as these provide vital information when calculating parking stress on each street.
- 3.1.10 Instances where parking space was not used correctly i.e. cars parked across driveways or vehicles causing an obstruction, and the specific locations were recorded and are considered key to the surveys. Vehicles parking in contravention to existing parking restrictions, such as vehicles parking in loading bays and the specific locations of such, were also recorded.
- 3.1.11 The parking beat surveys were used to classify duration of vehicle stay by identifying parking location, time and vehicle registration mark (VRM). Each type of parking activity was categorised into the sub-categories defined in the client brief:

- Resident – vehicles parked at 6am or 7am are assumed to be resident overnight stay.
- Short-stay visitor – vehicles staying for no longer than 3 hours.
- Long-stay visitor – vehicles staying between 3 and 6 hours.
- Commuter – vehicles arriving after 6am and staying for more than 6 hours.

3.1.12 The results of the parking occupancy and duration surveys are summarised in section 3.7 with further information on the parking occupancy and duration survey methodology in Appendix 2.

3.2 Consultation document

3.2.1 2093 postal addresses are located within the North Dulwich and Denmark Hill project area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

3.2.2 Distribution of the consultation documents was made on 15 May 2015 by way of a blanket, 2nd class, Royal Mail postal delivery to all properties (residential and commercial) within the project area. Appendix 3 to this document includes a copy of the consultation materials sent to addresses in the project area.

3.2.3 The document was designed to present information on:

- Why the consultation was being carried out
- How recipients could contribute / decision making
- What the parking consultation was about
- A feasibility design, showing the proposed type and positions of parking bays and restrictions
- Frequently asked questions
- Website link to the consultation document, online questionnaire, feasibility design and parking stress data.

3.2.4 By way of a questionnaire, the document sought the recipient's details and views on:

- Their address
- How many vehicles they park on street
- When they experience difficulty parking
- Whether they want a parking zone introduced in their street
- Would they change their mind if an adjacent street were in favour of the zone
- What operational days and times they would prefer if a zone were introduced
- Any other comments

3.2.5 Responses could be made by completing and returning the 'hard copy' of the questionnaire or by completing the questionnaire on-line.

3.2.6 Details of the consultation and a link to the on-line questionnaire were made available on the Southwark website at www.southwark.gov.uk/parkingprojects and street notices and a banner were displayed on-street.

3.3 Street notices and banner

3.3.1 41 street notices were erected evenly within the consultation area.

3.3.2 The notice, shown in Figure 4, provided contact details (telephone and email) for more detail on the consultation, details of the exhibitions and advice on what to do if a consultation pack had not been received.

Figure 4 – Street notice

3.3.3 Throughout the consultation period a banner was on display centrally in the project area to remind the community that a consultation was taking place. This banner was located on the railings of Sunray Park on Red Post Hill. A picture of the banner is shown in Figure 5.



Figure 5- Banner at Sunray Park

3.4 Website and social media

3.4.1 The council's parking projects page¹ and the new consultation portal² provided details of the consultation, the process and how decisions would be taken. A selection of frequently asked questions relating to the specific consultation (and parking zones in general) provided an additional source of information.

3.4.2 The consultation portal for Southwark Council included the following PDF downloads:

- The consultation document
- The questionnaire
- Feasibility drawing
- Parking stress data
- A direct phone number and email address to the parking projects team was made available to allow those wishing to making enquires via those methods. Officers provided advice and also encouraged the callers to complete their questionnaire.

3.4.3 The council sent out messages on social media to raise awareness of the consultation and exhibitions. This included a tweet to Southwark's 15,000 followers (Figure 6) and a message on Facebook. This provided a link to the project page on the Southwark Council website.

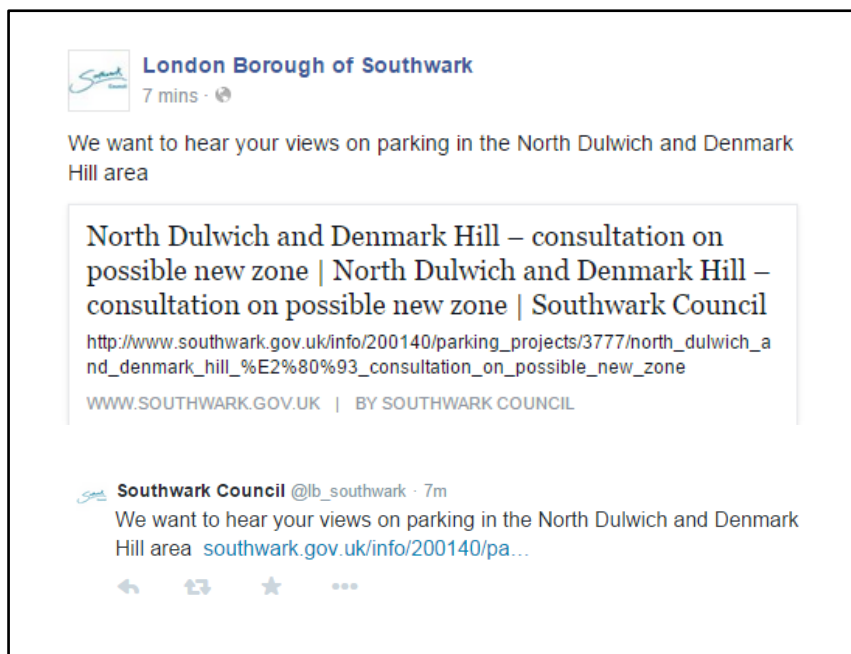


Figure 6 - Social media

¹ www.southwark.gov.uk/parkingprojects

² <https://consultations.southwark.gov.uk/environment-leisure/north-dulwich-and-denmark-hill-consultation>

3.5 Exhibitions

- 3.5.1 During the consultation, two public exhibitions, staffed by council officers, were held at the Herne Hill Methodist Church Hall on Half Moon Lane on the following dates:
- Thursday 4 June 2015, between 6pm and 9pm
 - Saturday 6 June 2015, between 2pm and 5pm
- 3.5.2 The exhibitions were well attended, with residents providing feedback and comments on the design. Attendees were present from all areas within the project boundary.
- 3.5.3 A summary of comments recorded at the exhibition (either to officers directly or on the comment forms provided) can be found in section 6.12.

3.6 Key stakeholders

- 3.6.1 The stakeholder organisations shown in Table 9 were also contacted to inform them of the consultation and provide the opportunity to comment.

Organisation name
Metropolitan Police Service
London Ambulance Service
London Fire Brigade
Road Haulage Association Ltd
Freight Transport Association Ltd
Internal departments within Southwark Council
Transport for London
Southwark Cyclists
Living Streets
Sustrans
Southwark Disability Forum
Southwark Disablement Association
London Travel Watch

Table 9 - Stakeholder organisations

4 Parking occupancy and duration surveys

4.1 Summary of parking occupancy and duration survey results

4.1.1 The methodology for the survey is discussed in section 3.1, the final report (excluding the mapped data) is provided in Appendix 2 and the weekday results are summarised in Table 10.

4.1.2 The mapped data can be found on our website³.

Street Name	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident	
						all survey period 06:00-21:00	daytime 08:00-18:00
A215 Denmark Hill	-	-	-	-	-	-	-
A215 Herne Hill	80%	200%	19:00	0%	08:00	88%	54%
A2214 Village Way	69%	94%	10:00	13%	06:00	47%	25%
Ardbeg Road	89%	100%	17:00	78%	06:00	49%	35%
Arnould Avenue	88%	105%	07:00	65%	15:00	43%	31%
Basingdon Way	92%	101%	14:00	72%	20:00	46%	33%
Beckwith Road	99%	104%	12:00	93%	15:00	70%	48%
Blanchdowne	107%	116%	12:00	87%	20:00	55%	50%
Casino Avenue	70%	80%	11:00	58%	19:00	73%	67%
Champion Hill	42%	50%	07:00	27%	18:00	57%	45%
Crossthwaite Avenue	72%	93%	10:00	45%	20:00	58%	42%
Danecroft Road	79%	85%	06:00	69%	20:00	60%	46%
Domett Close	60%	80%	12:00	40%	17:00	60%	29%
Dowson Close	50%	59%	08:00	36%	18:00	52%	39%
Dylways	91%	100%	10:00	82%	16:00	52%	36%
Elfindale Road	98%	105%	11:00	85%	16:00	77%	67%
Elmwood Road	77%	86%	14:00	67%	06:00	75%	60%
Frankfurt Road	89%	94%	07:00	79%	18:00	61%	42%
Gylcote Close	34%	41%	09:00	25%	17:00	53%	50%
Half Moon Lane	107%	124%	17:00	54%	06:00	67%	50%
Monclar Road	84%	100%	07:00	69%	16:00	68%	28%
Nairne Grove	58%	84%	09:00	33%	06:00	65%	49%
Red Post Hill	56%	71%	12:00	32%	19:00	59%	32%
Sunray Avenue	50%	60%	11:00	31%	06:00	56%	31%
Unnamed Road	50%	62%	12:00	33%	17:00	65%	53%
Wanley Road	46%	52%	14:00	40%	15:00	52%	26%
Woodfarrs	67%	76%	10:00	52%	17:00	57%	37%
Wyneham Road	90%	97%	10:00	82%	18:00	64%	47%
Zone Average	74%	90%	N/A	54%	N/A	60%	43%
Zone Max	107%	200%	N/A	93%	N/A	88%	67%
Zone Min	34%	41%	N/A	0%	N/A	43%	25%

Table 10 - Revised weekday parking stress levels

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

³ http://www.southwark.gov.uk/download/downloads/id/11991/parking_stress_survey_-_north_dulwich_and_denmark_hill_-_appendices

4.2 Review of survey data

4.2.1 It is noted that a draft of the survey data was published when the consultation commenced. This data has subsequently been reviewed and a number of small adjustments have been made in the final report. These adjustments reduced the number of safe parking spaces in four streets, which resulted in an increase of occupancy rate as shown in Table 11. This affected the overall parking stress level for the entire project area 70% to 74% for weekdays and from 53% to 55% for weekends.

Road	Weekday		Weekend	
	Original occupancy	Revised occupancy	Original occupancy	Revised occupancy
Champion Hill	26%	42%	32%	36%
Crossthaite Avenue	49%	72%	29%	42%
Dylways	47%	91%	79%	79%
Wyneham Road	85%	90%	66%	66%

Table 11- Revised occupancy

5 Summary of consultation results

5.1 Consultation returns

5.1.1 The consultation closed on **12 June 2015**. Public access to the online form was removed at close of play on this date. Questionnaires submitted by post were accepted up until the end of 17 June 2015.

5.1.2 Once all questionnaire responses were inputted, officers then verified the data to ensure that only one response per household was received and that all responses received were from an address within the project area. As a result 54 responses have been omitted from the data

5.1.3 Table 12 summarises the consultation returns.

Detail	Result
Number of properties consulted	2093
Number of responses	532
Number of duplicate responses	40
Number of responses received from outside the consultation boundary	14
Number of responses included in the analysis	478
Response rate	23%
Method of response	50% by post; 50% online

Table 12 – Analysis of consultation returns

5.2 Response rate

5.2.1 A total of **478** responses were received from the consultation. Based on the delivery of 2093 leaflets, this represents a **23%** response rate.

5.2.2 The overall response rate for the project area is shown in Table 13. A street-by-street analysis showing the number of properties can be found in Table 2 at the end of section 6 .

5.2.3 It should also be noted that not all of the respondents answered all of the questions within the questionnaire and that some questions allowed for multiple answers. Therefore the total number of responses for each question will not always be the same.

North Dulwich and Denmark Hill project area	Total returned	Total delivered	Overall response rate
TOTAL	478	2093	23%

Table 13 - Overall response rate

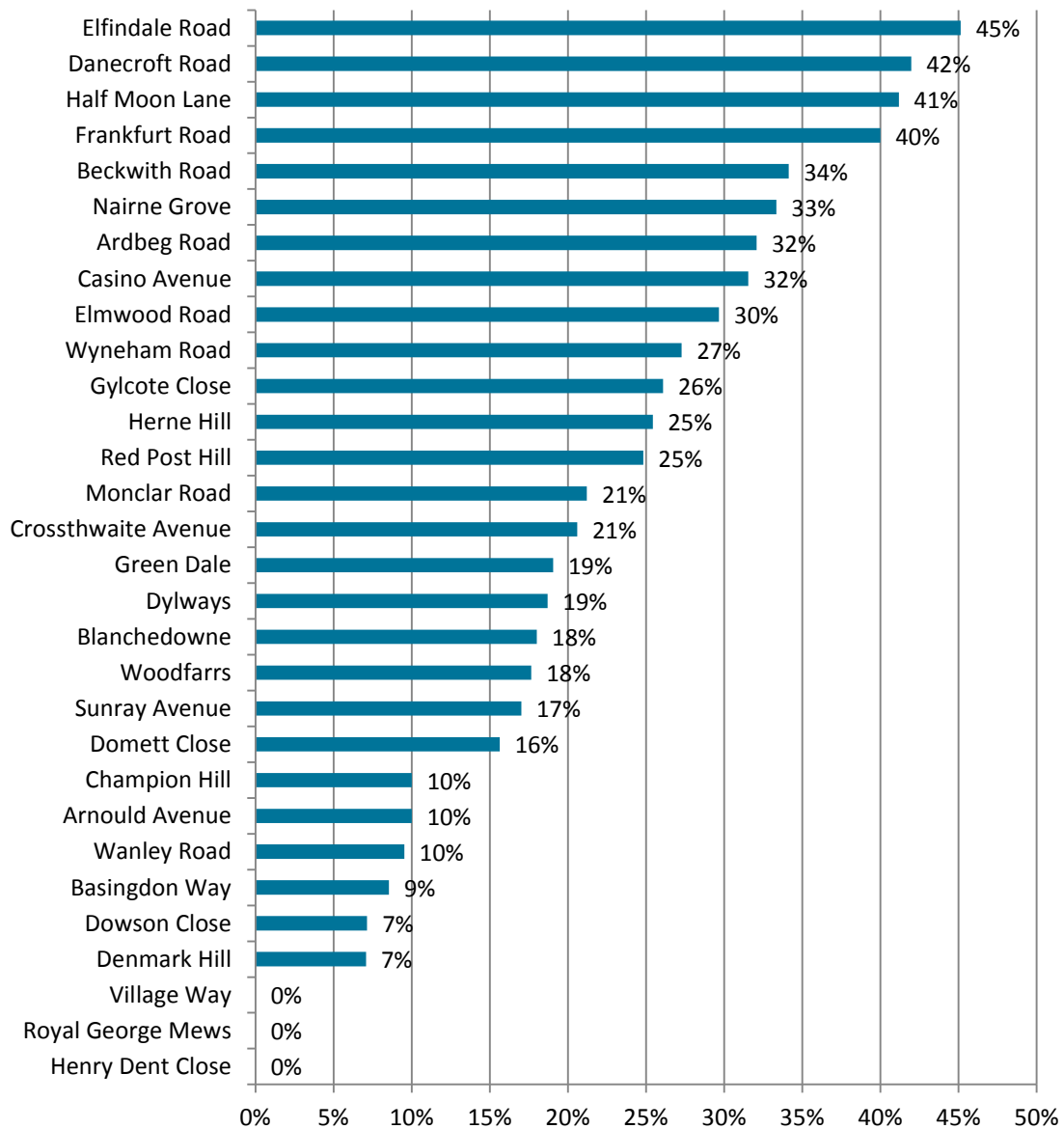


Figure 7 - Response rate by street

5.3 Omitted responses

- 5.3.1 During analysis, certain responses were omitted. These included duplicate responses and responses from outside of the area.
- 5.3.2 40 duplicate responses (responses from the same address) were removed.
- 5.3.3 13 responses were also received from properties situated outside the project boundary. These responses generally expressed concerns about being excluded from the consultation and the potential parking displacement that could be caused should a parking zone be introduced. The majority of these responses were received from Calton Avenue, Village Way and Woodward Road.
- 5.3.4 While some responses were received from Village Way, these were from properties outside of the consultation area, and have therefore not been included in the results.

5.4 Responses to questionnaire

5.4.1 Table 14 summarises the responses to each of the questions in the questionnaire.

Table 14 - Analysis of consultation responses

Question	Response
Q1. Are you a resident or business?	<p>The majority of responses were from residents, with a small number of businesses or properties with both residents and businesses:</p> <ul style="list-style-type: none"> • <i>Resident</i> 98% • <i>Business</i> 1% • <i>Business and resident</i> <1% <p>Streets with responses stating that they were businesses included Basingdon Way, Crossthwaite Avenue, Frankfurt Road, Herne Hill and Red Post Hill</p>
Q2. How many vehicles does your household regularly park on the street?	<p>The majority of respondents stated that they own one vehicle. Approximately 17% of respondents stated that they either did not own a vehicle or park off street.</p> <ul style="list-style-type: none"> • <i>1 vehicle</i> 64% • <i>2 or more vehicles</i> 16% • <i>None (don't own a vehicle)</i> 11% • <i>None (park off street)</i> 6% • <i>No answer provided</i> 3%
Q3. What time of day do you or your visitors have difficulty parking?	<p>You</p> <p>The majority of respondents indicated that they had difficulty parking during the day on weekdays.</p> <ul style="list-style-type: none"> • <i>Never</i> 21% • <i>Monday to Friday (daytime)</i> 62% • <i>Monday to Friday (evening)</i> 31% • <i>Saturday</i> 14% • <i>Sunday</i> 11% <p>Your visitors</p> <p>The majority of respondents also reported that their visits had difficulty parking during the day on weekdays.</p> <ul style="list-style-type: none"> • <i>Never</i> 17% • <i>Monday to Friday (daytime)</i> 63% • <i>Monday to Friday (evening)</i> 27% • <i>Saturday</i> 16% • <i>Sunday</i> 10% <p>(Note that respondents were able to provide more than one answer to this question)</p>
Q4. Do you want a parking zone to be introduced in your street?	<p><i>This was the key question for the project.</i></p> <p>Overall, the majority of respondents were in favour of the introduction of a new parking zone within the project area</p> <ul style="list-style-type: none"> • <i>Yes</i> 59% • <i>No</i> 32% • <i>Undecided</i> 9% <p>Analysis on a street-by-street basis indicates some variation within the project area and this is presented in more detail in section 6.5.</p>

Question	Response
<p>Q5. If you answered “No” or “Undecided” to question 4, would you change your mind if a parking zone was to be proposed in only part of the project area? (i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)</p>	<p>This question is only of particular relevance where the road does not have a majority in favour of a zone but is adjacent to a road (or group of roads) that does. This criteria applies in the roads listed below;</p> <ul style="list-style-type: none"> • Elmwood Road • Gylcote Close • Sunray Avenue • Woodfarrs <p>A detailed analysis of the responses to this question can be found in section 6.7.</p>
<p>Q6. If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?</p>	<p>Where respondents replied “No” or “Undecided” to question 4 above, the majority (77%) stated that the reason for their answer was the cost of permits</p> <ul style="list-style-type: none"> • There is not a parking problem 47% • <i>The cost of parking permits</i> 77% • Parking controls do not guarantee me a parking space outside my property 56% • Too much additional street clutter (road markings and signs) 25% • There is a parking problem, but a parking zone will not fix it 18% • Other (please specify) 24% <p>(Note that respondents were able to provide more than one answer to this question)</p>
<p>Q7. If a parking zone was introduced, which of the following hours would you like the parking zone to operate?</p>	<p>The most popular time selected was for a zone operating between 12 noon and 2pm</p> <ul style="list-style-type: none"> • 10am to 12 noon (two hours per day) 13% • <i>12 noon to 2pm (two hours per day)</i> 38% • 10am to 2pm (four hours per day) 12% • 8.30am to 6.30pm (all day) 25% • Other 13% <p>It is noted that the total support for controls operating for just part of the day is 63%.</p>
<p>Q8. If a parking zone was introduced, which of the following <u>days</u> would you like the parking zone to operate?</p>	<p>Most respondents (70%) selected Monday to Friday as their preferred option for operational days if a parking zone were to be introduced.</p> <ul style="list-style-type: none"> • <i>Monday to Friday</i> 70% • Monday to Saturday 13% • Other 10%
<p>Q9. Do you have any comments about the proposal or the consultation?</p>	<p>Comments received during consultation are presented in detail in section 6.10.</p> <p>The table shows a comment for and a comment against parking controls from each street.</p> <p>Generally comments made mirror the respondents’ response to the headline question “Do you want a parking zone to be introduced in your street?”</p> <p>Any comments made about the proposed parking design have been considered and the detailed design drawing has been revised if there is justification to do so.</p>

5.5 Overall summary

- 5.5.1 A detailed analysis of the consultation results can be found in section 6. Table 2, presented in the Executive Summary, provides a summary of the headline figures of the consultation on a street-by-street basis.

6 Detailed analysis of consultation results

6.1 Introduction

6.1.1 This section provides detailed analysis of the responses to the questionnaire.

6.2 Q1. Are you a resident or business?

6.2.1 The majority of responses were from residents, with a small number of businesses or properties with both residents and businesses:

- Resident 98%
- Business 1%
- Business and resident <1%

6.2.2 Streets with responses from businesses included Basingdon Way, Crossthwaite Avenue, Frankfurt Road, Herne Hill and Red Post Hill.

6.3 Q2. How many vehicles does your household regularly park on the street?

6.3.1 The majority of respondents (80%) indicated that they parked at least one vehicle on street.

6.3.2 17% of respondents indicated that either they do not own a vehicle, or do not park a vehicle on street.

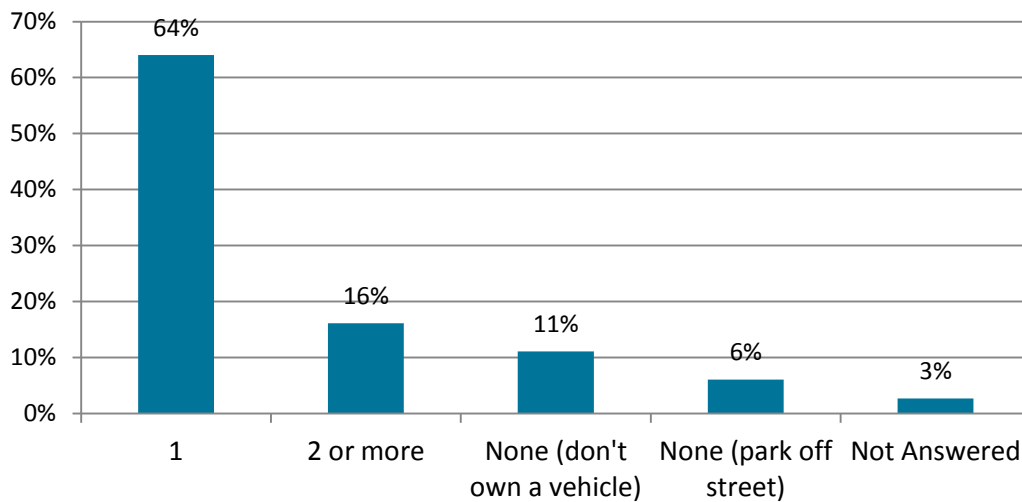


Figure 8 – How many vehicles does your household regularly park on street

6.4 Q3. What time of day do you or your visitors have difficulty parking?

6.4.1 Results indicate that residents and their visitors have greatest difficulty parking during the daytime on weekdays.

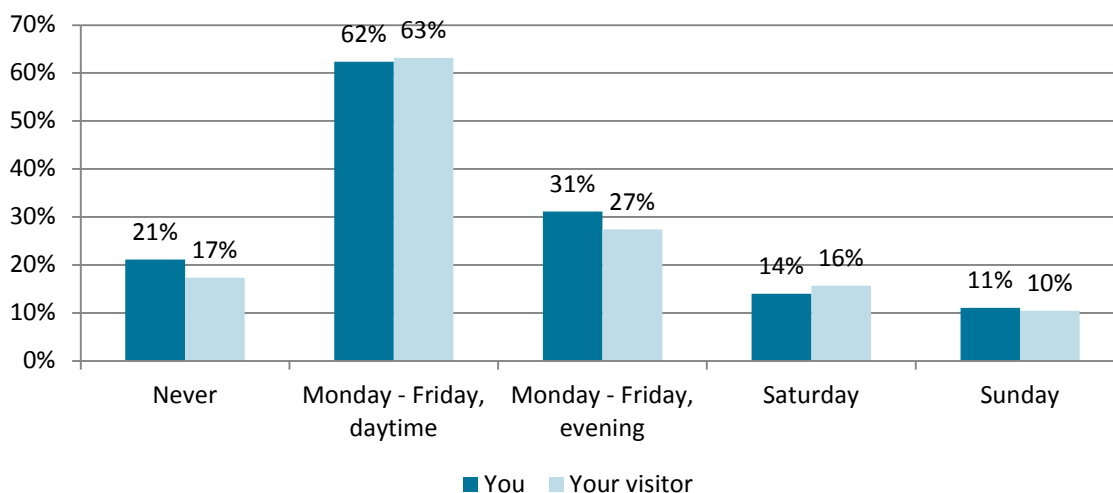


Figure 9 – What time of day do you or your visitors have difficulty parking?

6.4.2 Responses about “you” and “your visitor” are generally aligned.

6.4.3 The most common response for each street is shown in Table 15.

6.4.4 The majority of streets identify greatest difficulty with parking occurring during the day between Monday and Friday. Streets where the majority of respondents state that they never have difficulty parking are located to the north and east of Sunray Avenue. Only Wyneham Road has a majority of respondents in favour of controls during the weekday evenings.

Monday to Friday, daytime	Monday to Friday, evening	Never	No clear majority
Ardbeg Road	Wyneham Road	Crossthwaite Avenue	Arnould Avenue
Basingdon Way		Denmark Hill	Domett Close
Beckwith Road		Dowson Close	
Blanchedowne		Green Dale	
Casino Avenue		Gylcote Close	
Champion Hill		Wanley Road	
Danecroft Road			
Dylways			
Elfindale Road			
Elmwood Road			
Frankfurt Road			
Half Moon Lane			
Herne Hill			
Monclar Road			
Nairne Grove			
Red Post Hill			
Sunray Avenue			
Woodfarrs			

Table 15 - Question 3 by street

6.5 Q4. Do you want a parking zone to be introduced in your street?

6.5.1 The key question of “Do you want a parking zone to be introduced in your street” is tabulated (Table 16) and graphed (Figure 10) for the entire consultation area.

6.5.2 The result for the ‘headline’ question shows that a majority of residents in the project area want parking controls to be introduced in their street (Yes 59% v No 32%).

6.5.3 The response rate to the consultation is 23% overall. When examining the results on a street by street basis, the response rate peaked at 45% for Elfindale Road. There were no responses received at all from three streets – Henry Dent Close and Royal George Mews are private and a parking zone wouldn’t apply in these streets. Only 3 properties were consulted on Village Way as they border/face Half Moon Lane (see section 5.2 for further detail regarding the response rate).

Road Name	Yes	Undecided	Not Answered	No	Total returned	Total delivered	Response rate
Ardbeg Road	82%	12%	0%	6%	17	53	32%
Arnould Avenue	50%	0%	0%	50%	2	20	10%
Basingdon Way	50%	10%	0%	40%	20	234	9%
Beckwith Road	65%	5%	2%	28%	43	126	34%
Blanchedowne	67%	11%	0%	22%	9	50	18%
Casino Avenue	56%	12%	0%	32%	41	130	32%
Champion Hill	50%	0%	0%	50%	4	40	10%
Crossthaite Avenue	29%	0%	0%	71%	7	34	21%
Danecroft Road	79%	9%	0%	12%	34	81	42%
Denmark Hill	21%	14%	0%	64%	14	198	7%
Domett Close	40%	0%	20%	40%	5	32	16%
Dowson Close	0%	0%	0%	100%	2	28	7%
Dylways	57%	9%	0%	35%	23	123	19%
Elfindale Road	82%	4%	0%	14%	51	113	45%
Elmwood Road	48%	15%	0%	37%	27	91	30%
Frankfurt Road	68%	8%	0%	24%	38	95	40%
Green Dale	0%	0%	0%	100%	4	21	19%
Gylcote Close	33%	17%	0%	50%	6	23	26%
Half Moon Lane	79%	0%	0%	21%	14	34	41%
Henry Dent Close*	0%	0%	0%	0%	0	7	0%
Herne Hill	60%	0%	0%	40%	15	59	25%
Monclar Road	14%	14%	0%	71%	7	33	21%
Nairne Grove	38%	0%	0%	63%	8	24	33%
Red Post Hill	56%	18%	0%	26%	34	137	25%
Royal George Mews*	0%	0%	0%	0%	0	3	0%
Sunray Avenue	28%	16%	0%	56%	25	147	17%
Village Way*	0%	0%	0%	0%	0	3	0%
Wanley Road	50%	0%	0%	50%	4	42	10%
Woodfarrs	50%	8%	0%	42%	12	68	18%
Wyneham Road	75%	17%	0%	8%	12	44	27%
Grand Total	59%	9%	0%	32%	478	2093	23%

*No responses received from these streets

Table 16 - Do you want a parking zone in your street?

Key

Yes – Majority in favour

Undecided – No clear majority

No – Majority not in favour

6.5.4 The chart in Figure 10 shows the results for the project area as a whole. Figure 11 is a breakdown of the results for each street within the project area, in order of the number of “Yes” responses.

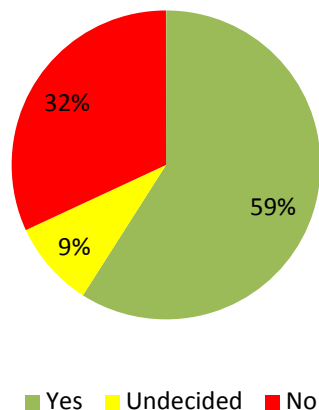


Figure 10 – Question C4 chart

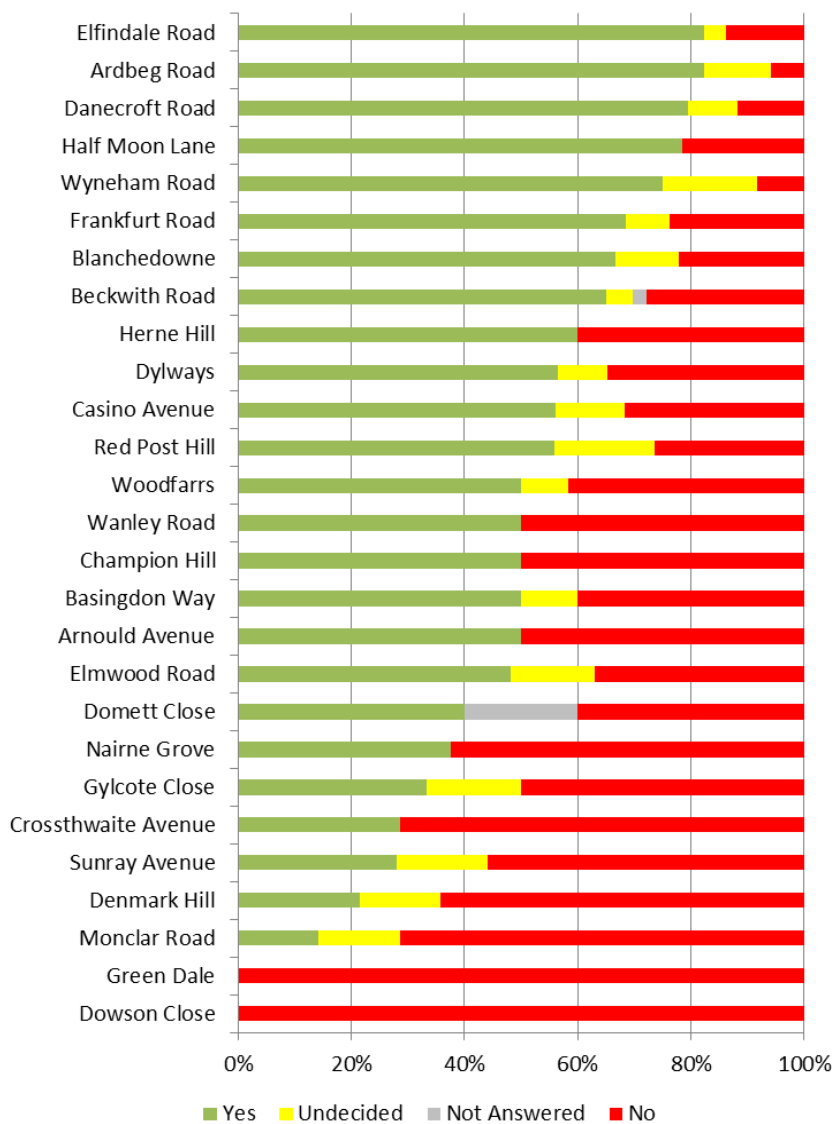


Figure 11 - Do you want a parking zone to be introduced in your street

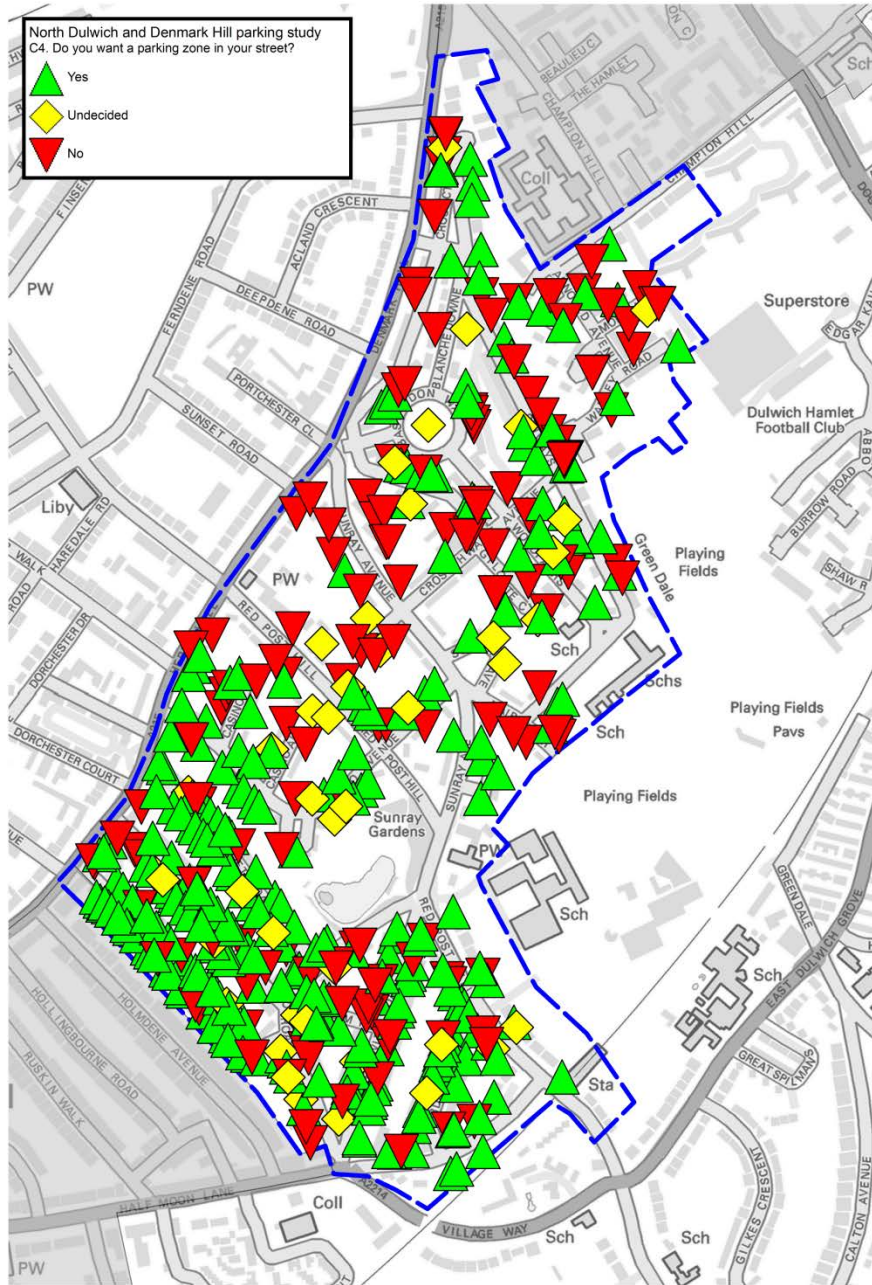


Figure 12 - Distribution of responses to question C4

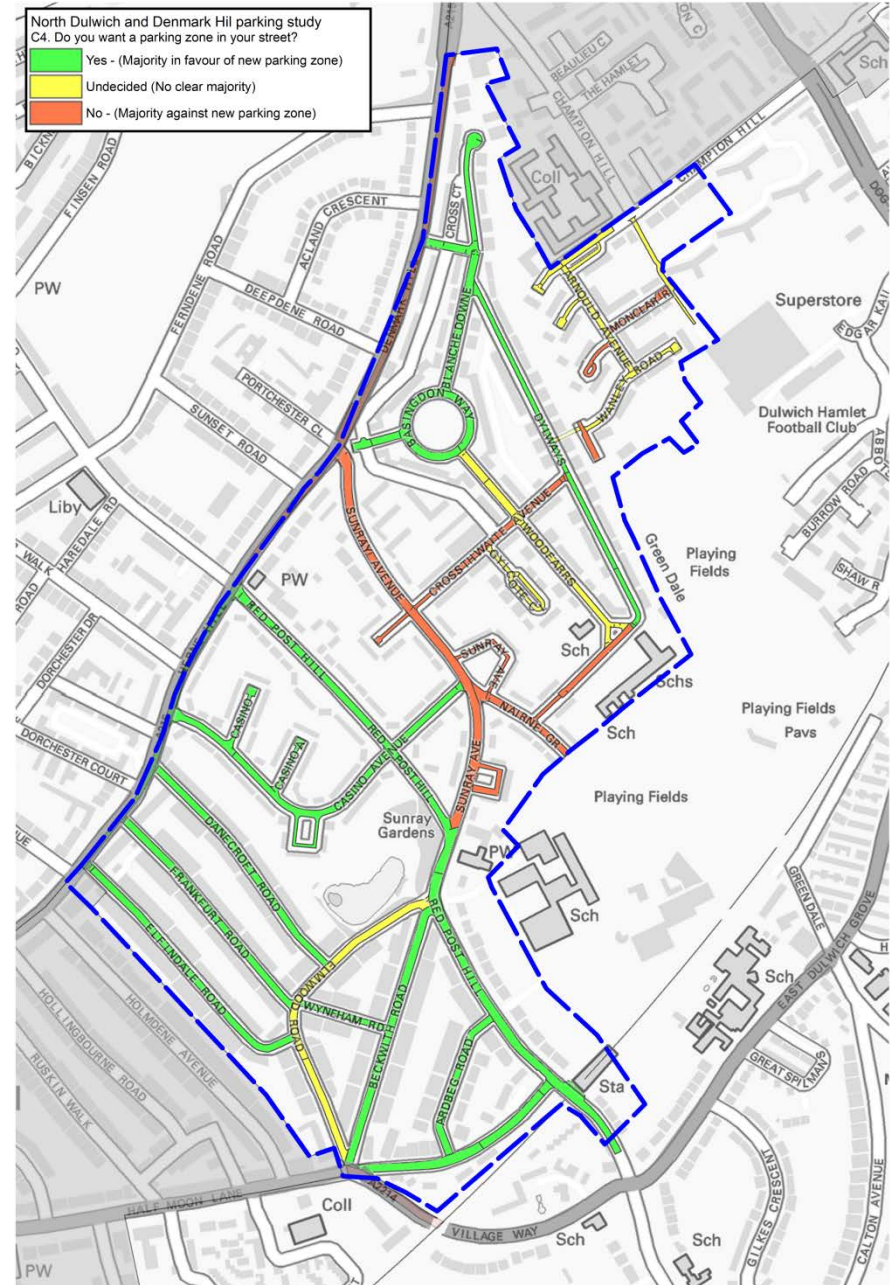


Figure 13 - Responses to question C4 by street

6.6 Q5. If you answered “No” or “Undecided” to question 4, would you change your mind if a parking zone was to be proposed in only part of the project area?

(i.e. if a neighbouring road was in favour, would you then want parking controls to be introduced in your street?)

6.6.1 Table 17 shows the number of responses to the question “would you change your mind if a parking zone was to be proposed in only part of the study area?” only from those answered “No” or “Undecided” to question 4 (“Do you want a parking zone in your street”) . Responses from persons that said “Yes “ to question 4 have been omitted from this table.

Row Labels	Yes	No	Undecided	Not Answered	Total
Ardbeg Road	1	1	1		3
Arnould Avenue		1			1
Basingdon Way	2	5	2	1	10
Beckwith Road	3	7	4		14
Blanchdowne	1	2			3
Casino Avenue	4	11	1	2	18
Champion Hill	1	1			2
Crossthaite Avenue		4		1	5
Danecroft Road	3	4			7
Denmark Hill	2	6	2	1	11
Domett Close		1	1		2
Dowson Close		2			2
Dylways	2	5	3		10
Elfindale Road	2	6	1		9
Elmwood Road	4	9	1		14
Frankfurt Road	3	3	4	2	12
Green Dale	1	1	1	1	4
Gylcote Close	1	2	1		4
Half Moon Lane		3			3
Herne Hill		5	1		6
Monclar Road	1	4	1		6
Nairne Grove		4		1	5
Red Post Hill	3	5	7		15
Sunray Avenue	6	10	1	1	18
Wanley Road		1	1		2
Woodfarrs	1	5			6
Wyneham Road	1	2			3
Total	42	110	33	10	195

Table 17 - Would you change your mind?

6.6.2 Where a response to question 5 was “Yes”, it is understood that the respondent would change their mind if a parking zone were to be implemented in a neighbouring street. Further analysis has been carried out to see what effect these respondents have upon the result to question 4.

6.6.3 Where a response to question 5 was “No” or “Undecided” it is understood that their response would have no effect on the result of question 4.

6.6.4 Table 18 lists roads that:

- **Do not** have a majority in favour of a parking zone according to question 4
- Area **adjacent to a road** that does have a majority in favour of a parking zone according to responses to question 4
- Would **change to a majority** in favour of a parking zone if a zone was introduced in an adjacent road, according to responses to question 5

Road Name	Response to question 4 "Do you want a parking zone in your street?"			Effect of responses to question C5 "Would you change your mind?"	
	Yes	Undecided	No	Adjusted "Yes" % for C4	% increase to C4 "Yes" total
Elmwood Road	48%	15%	37%	63%	15%
Gylcote Close*	33%	17%	50%	50%	17%
Sunray Avenue	28%	16%	56%	52%	24%
Woodfarrs	50%	8%	42%	58%	8%

*Adjusted figures for Gylcote Close show no clear majority for or against a parking zone

Table 18 - Effects of response to question 5 on question 4

6.6.5 The chart in Figure 14 shows the original percentages in favour of a parking zone from question 4 and the effect of the adjusted totals calculated above.

6.6.6 Note that the response from Gylcote Close after adjustment shows no clear majority in favour of a new parking zone with only 50% in favour. Also, Gylcote Close is not directly adjacent to a street that responded in favour of a new zone in question 4.

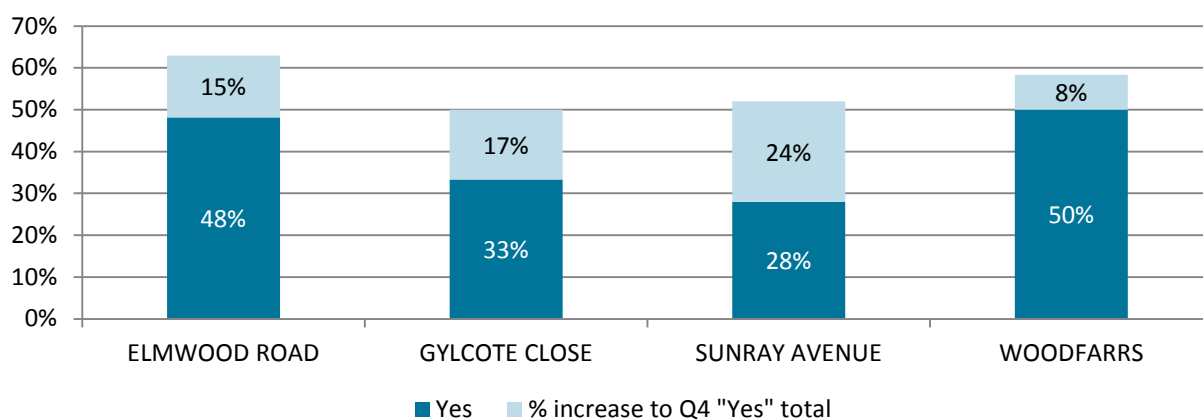


Figure 14 - Roads where responses to question 5 affect result

6.6.7 The effect of the adjustments to the responses to question 4 provided in Table 18 are shown in the map presented in Figure 15.



Figure 15 – Adjusted responses to question C4 by street

6.7 Q6. If you answered “No” or “Undecided” to question 4 of this section, please can you tell us why?

- 6.7.1 Those respondents who said “No” or “Undecided” to a new parking zone were asked to select a reason for their answer from a list, or to provide their own reason under “Other”.
- 6.7.2 Figure 16 shows the number and percentage of respondents to this question that selected each answer. Note that respondents were able to select more than one response.

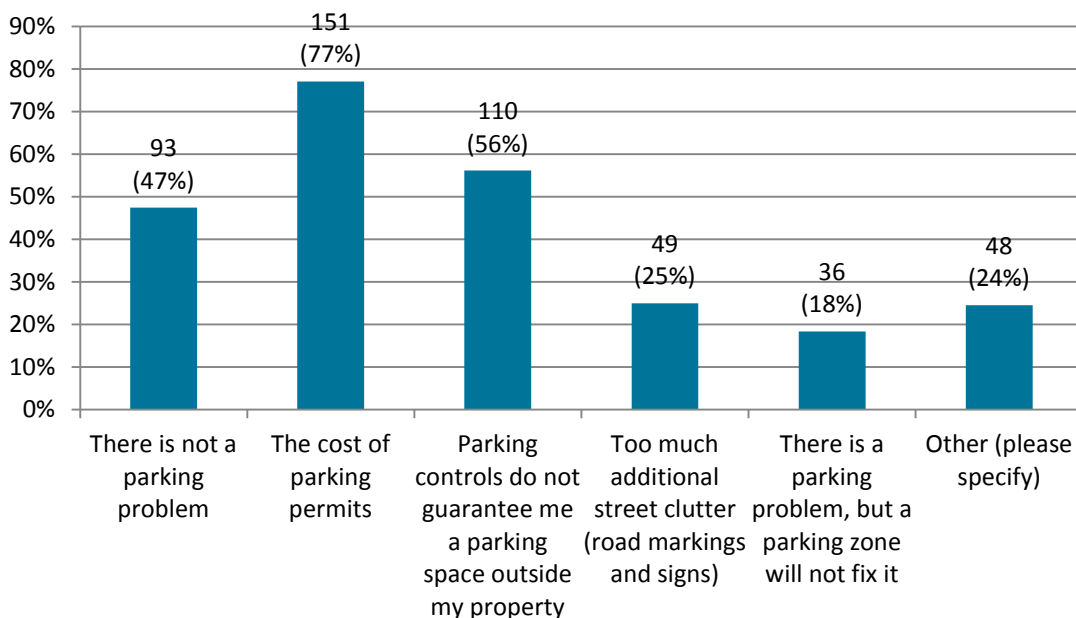


Figure 16 - If you answered "No" or "Undecided" to question 4, please explain why

6.7.3 The major concerns appear to be related to cost or guaranteeing a parking place near to their own property. Other issues, such as street clutter, were less of a concern.

6.7.4 Those who selected "Other" could then provide additional reasons as to why they said "No" to new parking controls. A selection of comments is given below:

- *"You have no right to tax me to park outside my own house."*
- *"Parking controls would reduce chance of visitors finding a space."*
- *"Parking zones do not solve parking problems they merely pass it on to someone else."*
- *"Inconvenience of having to arrange parking permits for visitors."*
- *"I only need to use the car a few times during the weekdays."*
- *"We manage our parking on a first come first serve basis; we do not need parking control zone."*
- *"Doesn't mean residents will get to park as others may pay to park."*
- *"It is antisocial and causes issues for neighbouring streets."*
- *"Currently, poor parking in the estates are not policed. People double park, park on pavements and grass verges without comeuppance."*
- *"There is some pressure on places in the morning, and after school, but I don't consider this a problem. I can park outside or very near my house 90% of the time which seems pretty good!"*
- *"The Sunray Estate is a conservation area and the introduction of a CPZ would in my view encourage people to transform their front gardens into a parking, causing profound transformation to the look and feel of this cottage like area."*

6.8 Q7. If a parking zone was introduced, which of the following hours would you like the parking zone to operate?

6.8.1 Figure 17 shows the percentage breakdown of responses to this question. The majority of respondents (38%) selected 12noon to 2pm. Overall, the total percentage of respondents that preferred part-day controls was 63%.

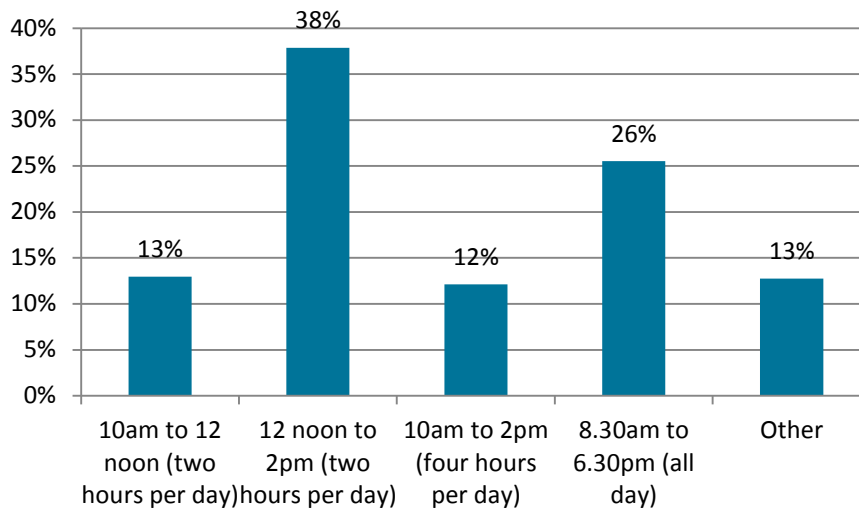


Figure 17 - Which hours would you like the parking zone to operate?

6.8.2 A breakdown of the times preferred by each street is shown in Table 19. This shows that the majority of respondents from streets south of and including Red Post Hill would prefer that any new zone operate for two hours, from 12noon to 2pm.

8.30am to 6.30pm	10 am to 2 pm	12 noon to 2 pm	No clear majority
Domett Close Dylways Half Moon Lane Nairne Grove Woodfarrs	Monclar Road	Ardbeg Road Basingdon Way Beckwith Road Casino Avenue Danecroft Road Elfindale Road Elmwood Road Frankfurt Road Gylcote Close Herne Hill Red Post Hill Sunray Avenue	Arnould Avenue Blanchdowne Champion Hill Crossthwaite Avenue Denmark Hill Dowson Close Green Dale Wanley Road Wyneham Road

Table 19 - Breakdown of preferred times by street

6.8.3 13% of respondents indicated that they would prefer another time to those presented as options. Where respondents had indicated in response to question C4 that they did not want a parking zone, answers given here reflected that – e.g. No time, do not want a parking zone etc.

6.8.4 Suggestions for other times of operation included:

- "24 hours a day, 7 days a week (3 responses)"
- "6 am to 10 pm"
- "8am to 4pm"
- "8.30 am to 4pm"
- "8am to 10am"
- "Either of the two hour options"

- *“Please include evenings for Elfindale road. Major problem in the evening with people travelling in to attend Dee Dee's bar.”*
- *“More than parking zone required in Nairne Grove.”*
- *“12 – 12.30 as short as possible”*
- *“12:00 to 13:00”*
- *“Except outside shops on Crossthwaite Avenue – must be free for 30 mins or so.”*
- *“Don't know which I prefer, if any!”*

6.9 Q8. If a parking zone was introduced, which of the following days would you like the parking zone to operate?

6.9.1 Figure 18 shows the percentage breakdown of responses to this question. The majority of residents in the project area (70%) would prefer that any new zone operate from Monday to Friday. On a street by street basis, only Arnould Avenue had a majority in favour of a parking zone operating from Monday to Friday, while there was no clear majority for Dowson Close.

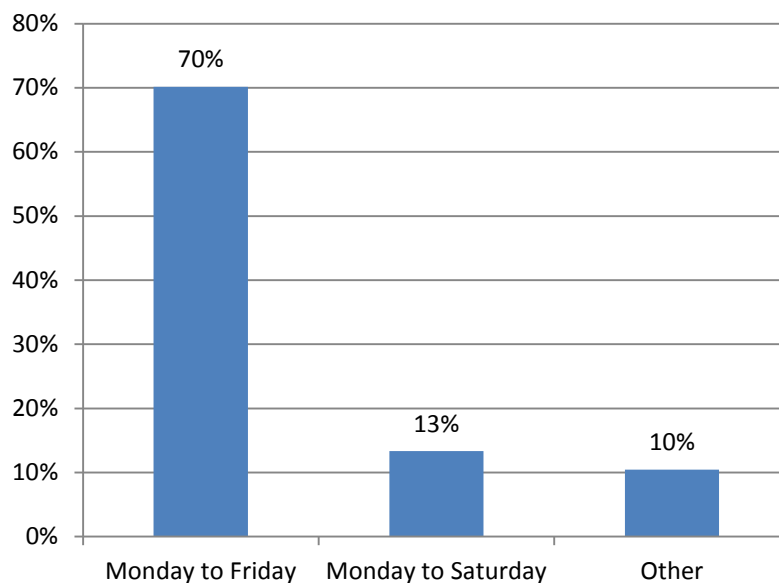


Figure 18 - Preferred days of operation for a parking zone

6.10 Q9. Do you have any comments about the proposal or the consultation?

6.10.1 Table 20 shows a selected comment for and against parking controls from each street.

6.10.2 A total of 380 comments were received; comments raised generally mirrored the view expressed to the key question, Question 4 “do you want a parking zone”. As well as this, comments were made about the feasibility design, which have been considered when revising the design drawing for this report.

6.10.3 All comments can be found in Appendix 4.

Table 20 - Comments

A comment from...	... in favour of parking controls	... against parking controls
Ardbeg Road	<i>“Over the past 12 years we have noticed that parking has become increasingly difficult near our home. I like the proposals and strongly support the introduction of a controlled parking zone.”</i>	No comments
Arnould Avenue	No comments	<i>“Currently around Arnould Avenue area it is the keepmoat contractors and their containers/cars have taken a fair number of parking spaces during the day. Parking restrictions will not solve the parking problem, however, it will mean residents with cars and their visitors have to pay for their parking. It is not fair for drivers to pay for road tax and also pay for parking in their own residential areas. Proposing (if the need be) residents to be given free parking permits including free permits for their visitors.”</i>
Basingdon Way	<i>“Restricted parking 12-2 would be ideal - similar to scheme opposite near ruskin park. My son and daughter have difficulty finding a parking space when visiting me. When I get up in morning the roads on this estate are already filling up with commuters.”</i>	<i>“I do not see the need for parking zone in this area, this a residential area.”</i>
Beckwith Road	<i>“I think that the area badly needs the introduction of a parking zone. My wife and I frequently find it impossible to park on our road on weekdays. The problem is much less acute on weekends, which leads us to conclude that commuters are parking their cars on our road before getting their train to work, thus leaving no parking spots for the people who actually live there.”</i>	<i>“The worst parking time is Sunday evening. This is not from commuters; more affluent residents have two cars. The problem could be solved along with visibility issues at junctions if permits were sold 1 per household with the second car permit at £1,000 or more. This could drive car ownership down. The introduction of permits will result in front gardens being turned into drives.”</i>
Blanchedowne	<i>“Very difficult to find parking spaces - disabled space in my street is often abused. I really would not mind paying a reasonable tax if it means that myself and my visitors would be able to park, students from king's college halls, staff from king's college hospital and lots of other people use all available parking spaces often having to drive quite a long way away in order to park.”</i>	<i>“I don't think permits are the answer. I think in order to utilise the space better, marked parking bay would work, at least in on a preliminary basis. Currently, you see cars parked with huge gaps between them, but not big enough for another car. By using permits you do limit the amount of parking for vehicles that are not registered to the street. Although I don't use parking in this way, many people on the street that live here do.”</i>
Casino Avenue	<i>“As well as problems with parking on Casino Avenue Monday to Friday, there are problems on Red Post Hill which make it very difficult for buses, particularly the stretch from Sunray Avenue to Herne Hill.”</i>	<i>“If the restricted parking zone is being proposed because of people using cars to travel to Kings College hospital then I suggest Southwark should provide more parking facilities at the hospital instead. This is NOT the way to do it. It will be expensive for residents and cause a HUGE headache for visitors, tradesmen etc. PLEASE: NO. NO. NO.”</i>

A comment from...	... in favour of parking controls	... against parking controls
Champion Hill	No comments related to consultation	<i>"I have been here 4 years I had 2 car before and I never had car park problem. I don't mind someone just come and park end of the day I will find front of my house car space in my front of flat house, 8 car space and 9 personal, lives this flat they all find space at front of their house no need parking zone:) thanks."</i>
Crossthwaite Avenue	<i>"We run a business and as people park in front of our shop and leave to go elsewhere, we are losing a lot of customers whom may shop around for an hour or so. If we could have a time limited bay, zone assigned in front of our shop for 2 cars or so, it would be of great help and if parking was free."</i>	<p><i>"1. No parking for 2 hours will affect the business as people using launderette need longer hours. 2 hours free parking will be better than not parking for 2 hours.</i></p> <p><i>2. The cost for business permit is way too much for small and new businesses, like mine. I have open this business just about 3 years I am still not making any money or making small money, it is very hard for me to pay nearly £600 per year and I cannot stop using my car as it is part of the business."</i></p>
Danecroft Road	<i>"Very pleased you are consulting us and have responded to local concerns. Thank you!"</i>	<i>"Your consultation process is deliberately designed to allow minimum time for discussion with neighbours. Getting a letter from you this week, with a closing date of 12 June is not a democratic consultation period."</i>
Denmark Hill	<i>"On Blanchedowne towards the Community and welfare centre, instead of Permit and paid bay there should be at least 2 disabled bays and 1 or 2 permit and paid bays."</i>	<i>"Is there a problem? If so great - fix it. If not, and there isn't one for me - don't create one. This just seems like another waste of money trying to substantiate the councils traffic department. If you want to spend money - please fill in the pot holes between Herne Hill and Elephant and Castle and sort the disaster that is Elephant and Castle roundabout. Stop trying to raise more money for the council by finding more ways to tax us."</i>
Domett Close	<i>"My only suggestion would be that this should have been done sooner, and should be implemented ASAP. I have sat in my car in the evening for 45 minutes just waiting for a space to park. Non-residents has been parking regularly from 7 am to 7 pm. There is already a big enough demand for spaces from residents."</i>	<i>"In my street, Domett Close, the road has been narrowed with an extra layer of pavement to restrict parking making it harder for residents to park outside their property. This it seems unnecessary and counter productive."</i>
Dowson Close	No comments	<i>"We manage on a first come first serves on our estate, I cannot afford to pay for a parking bay or parking zone. I am working full time and not on benefit, cost of living is going up every day and some of us do not earn that much to pay for parking permit. So my answer is No to parking zone."</i>
Dylways	<i>"A parking zone is needed as a matter of urgency in Dylways, as a resident here I am finding it extremely difficult to park in the vicinity of my home and I know that all of my neighbours would also welcome controlled parking zones."</i>	<i>"We do not have enough parking spaces even at night so no parking restriction will solve our problem. The only things that will help us is more parking spaces."</i>
Elfindale Road	<i>"Excellent scheme propose."</i>	<i>"Looking outside my house at this exact moment on a Tuesday at 13.50 there are three free spaces that I can see and probably more around the corner. I wonder whether you should enquire amongst those who complain as to how many cars per household they actually have. And whether they expect to park right outside."</i>
Elmwood Road	<i>"The proposal looks very sensible. All I would add is that something will need to be done about the council owned garages area. This is already frequently used for parking when parking on street is busy, and there is a risk that this is seen as a free alternative to paying to park in a bay."</i>	<i>"The cost of parking will only continue to rise and may become unaffordable for some of us."</i>

A comment from...	... in favour of parking controls	... against parking controls
Frankfurt Road	<i>"I am thoroughly in favour of these new parking zones being brought in, but feel strongly that the timings of it should match the Herne Hill parking zone ie 12-2 Monday to Friday. If not, it will lead to huge confusion and possibly make residents regard the new introductions as merely a means of the council trying to catch out drivers and generate income - rather than what they are - a long overdue and much needed way to allow residents to be able to park on their own street."</i>	<i>"I believe that the present parking problems down our road (Frankfurt Road) as well as in the surrounding streets is due to the numerous skips and builders vans where residents are doing major renovations. Therefore, I think the problem is temporary and once the builders have gone, parking will no longer be an problem."</i>
Green Dale	No comments	<i>"I do not think parking is an issue on this estate and feel it would be wrong to charge residents for parking on a quiet street. This would be a money making exercise with no benefit for residents."</i>
Gylcote Close	<i>"If there is anything you can do here I would be very grateful"</i>	<i>"There isn't a parking problem on my street and I seriously do not want this."</i>
Half Moon Lane	<i>"The CPZ is badly needed, with massive pressure from commuter and worker parking in the area."</i>	<i>"In the part of Half Moon Lane nearest to North Dulwich station, home owners have off street parking. If we want people to use public transport, i think we need to allow some free parking for commuters who do not live near the station or who are elderly or disabled. Where home owners do not have off street parking they should have all day parking zones (if they want it). Near Herne Hill we also need to think about shopping - to sustain the shops some parking needs to be provided for shoppers."</i>
Herne Hill	<i>"This is long overdue. It is extremely frustrating when non-residents leave their cars on Frankfurt Road all day long or sometimes for days at a time. Since Lambeth introduced controlled parking on their side of Herne Hill Road, people now park on the Southwark side. It is clear that a majority of people parking here are using it for commuter parking and I welcome controlled parking and have no problem paying for a parking permit."</i>	<i>"The cost of permits especially visitors permits would be an unfair tax on local residents. I really would object to this as i doubt it would solve the issue, which is multi-car families. There does not seem, at the top of the proposed area to be a huge amount of commuter parkers."</i>
Monclar Road	<i>"Please, please, please can this be implemented. I would happily pay for parking so that I have the convenience of parking near our house."</i>	<i>"Do not want parking bays or restrictions and have to pay to park where I live. Do not feel we should be made to pay when already pay out enough to live here."</i>
Nairne Grove	<i>"In recent years our little one vehicle wide street has become a vehicle packed area partly due to overspill from nearby parking controlled zones. Some of the commuters - the main users - leave their cars badly parked often dangerously so. To make matters worse, our street is invaded by the twice daily school run where much of the driving and parking is horrendous. Vehicles now also do three point turns at other end of street is so choked. A nightmare and so, so dangerous."</i>	<i>"All parking permits will do is earn the council money and it will not help with parking. It will cause conflict between neighbours as well! It's all these parking restrictions that is causing the parking problems."</i>
Red Post Hill	<i>"Urgently needs a CPZ, lots of commuters park on Red Post Hill and then continue their journey by bus or train. Also, many people park weekends/evenings to use the leisure centre."</i>	<i>"I have noticed is that it is easier, for residents and visitors, to park in these streets than the many other places I have visited that have restricted parking. My main concern is that the CPZ decreases the number of available places and will exacerbate what I consider to be a very minor problem at a couple of times in the day. I don't want to have to pay to park outside my house, especially if it decreases the chance of being able to."</i>

A comment from...	... in favour of parking controls	... against parking controls
Sunray Avenue	<i>I would be very happy to see the parking zone introduced in my street because this has caused a lot of problem in parking. Thanks for this and I appreciate.!</i>	<i>"Introducing a parking zone will simply create a parking issue, particularly as the current proposal suggests that there will be double yellow lines in the cul de sac leading up to our property thus reducing the number of spaces available. Even on busy week days, we have never struggled to park our car on Sunray avenue and so we consider a parking zone unnecessary and disproportionate."</i>
Wanley Road	<i>No comment</i>	<i>No comment</i>
Woodfarrs	<i>"We need this introduced ASAP. The double yellow lines have made the situation 100 times worse. As I am writing this there is a car outside my property with a Kings College sticker on the windscreen. I cannot find a space and have parked my car almost at the main road, (Denmark Hill)."</i>	<i>"We do not need this on Denmark Hill estate. We are aware of staff from Kings College Hospital parking on the estate. However, these workers park when we leave for work and by the time we return from work they are not parked. This does not affect me personally."</i>
Wyneham Road	<i>"I'm happy for there to be controlled parking, as I have already emailed Southwark previously about parking problems in our area. The only thing that I'm concerned about is putting a telephone number on signs/meters to allow people to phone to get their tickets, I have been told that at the bottom of Herne Hill people still park in the mornings and phone the number from work still allowing them to park all day, whether this is correct or not, it could surely be a problem?"</i>	<i>No comment</i>

6.11 Other correspondence

- 6.11.1 The consultation also generated correspondence from residents in the project area relating to various issues regarding the consultation process, the design and general questions regarding the operation of parking in Southwark.
- 6.11.2 There were only five pieces of correspondence received from residents during the consultation relating to the project – these were responded to by an officer addressing the issues raised.
- 6.11.3 A small number of enquiries were received by telephone. These were mostly straightforward requests for information regarding the consultation which were addressed by the officer answering the call. Two calls provided feedback on the feasibility design plan which were recorded and considered when updating the plan.

6.12 Exhibition comments

- 6.12.1 As discussed in section 3.6, officers recorded comments made by persons attending the exhibitions. These included the following:
- 6.12.2 Key points raised by attendees to the exhibition were:
- *Concerns were raised regarding the removal of parking spaces on Red Post Hill. These included loss of parking between dropped kerbs and also concerns that the removal of parked cars would lead to an increase in average speed of traffic along Red Post Hill which was felt to be a safety issue.*

- Also on Red Post Hill, concerns were raised that some of the pedestrian traffic islands caused issues with loss of carriageway width, particularly for buses; residents reported that buses were driving partially on the footway to get past the traffic islands.
- Shopkeepers raised concerns regarding the proposed parking arrangements on Crossthwaite Avenue outside the shopping area.
- Parking problems caused or exacerbated by new CPZs in Lambeth on the other side of Herne Hill and by the extension to the existing Southwark HH zone.

6.12.3 Specific points raised at the exhibitions are detailed on a street by street basis in Table 21, together with officer responses.

Table 21 - Comments received at exhibition

Source	Comment(s)	Response
General	The general consensus from attendees to the exhibition was that the consultation has been well handled and that the consultation documents and plans were clear and easy to understand	Comments from this and other consultations are welcome and will be used to continuously feedback to and improve the informal consultation process. Positive comments tell us what we are doing right and will help us when preparing future consultations and associated documents
General	Parking problems caused or exacerbated by new CPZs in Lambeth on the other side of Herne Hill and by the extension to the existing Southwark HH zone. Other parking pressures from parking by commuters, parking by staff and visitors to the nearby hospital and parking for local schools	We are aware of this and since the implementation of parking zones in Lambeth, Southwark has received a large number of requests from residents requesting a parking zone or a consultation, this is explained further in section 2.4.
Crossthwaite Avenue	Shopkeepers were against the proposed parking arrangements on Crossthwaite Avenue outside the shopping parade, stating that they would have a negative impact on trading.	Existing proposals for 1 hour time limited parking are to be adopted for this section of road. It's also important to consider that the current parking arrangement offers no turnover in parking. Our proposal will ensure that there is regular turnover for genuine short stay parkers to the commercial premises.
Sunray Avenue	The feasibility design removed some parking on the south-east cul-de-sac section of Sunray Avenue opposite Crossthwaite Avenue. Requests were made to restore this.	Existing parking was on footway. However, on review permit parking bays will be added to the design for this section of road
Red Post Hill	Concerns were raised regarding the removal of parking spaces on Red Post Hill. These included loss of parking between dropped kerbs and also concerns that removal of parked cars would lead to an increase in average speed of traffic along Red Post Hill which was felt to be a safety issue.	Double yellow lines were proposed based on safety concerns (e.g. at junctions) and across dropped kerbs to maintain access. In some locations, double yellow lines were continued between dropped kerbs as off-street parking was available in order to minimise sign clutter. Restrictions on Red Post Hill are being reviewed – additional parking bays will be incorporated in the design where there is available space and it is safe to do so.

Source	Comment(s)	Response
	Concerns about the loss in parking in Red Post Hill outside the entrance to Sunray Gardens Park	Historically vehicles rarely parked in the section of the street. Our site observations have shown that when vehicles are parked at this location and when buses are stationary in the bus stops, this can lead to traffic congestion
	Also on Red Post Hill, concerns were raised that some of the pedestrian traffic islands caused issues with loss of carriageway width, particularly for buses, where residents reported that buses were having to drive partially on the footway to get past.	See above regarding review of parking spaces.
Village Way	Residents of Village Way attended and raised the issue of displacement, stating that this could affect them. Concerns from the Dance Club that runs classes daily throughout the week. The possible displacement would really affect the business	It would be more appropriate to review this once the consultation is complete, rather than on a hypothetical situation. As Village Way falls outside the project area, we are unable to make any parking proposals as part of this project. Dulwich community council will be asked to comment on the draft recommendations, in advance of the individual decision making (IDM), and members should use that opportunity to request any mitigating measures or further projects.
Various	Various individual design requests were made for bays outside individual properties	All design suggestions are welcome, if there is good justification to amend the feasibility design, we will consider these suggestions and propose changes where necessary, these will be included in our final design
Various	Some concerns were raised that having Pay by Phone parking spaces would lead to those spaces being occupied by commuters all day as they could pay remotely.	This is very rare and doesn't happen in any of our existing 21 parking zones. If this did happen, we are able to identify this and take appropriate action
Various (residents from roads included in earlier consultations)	Why are the council consulting again on the issue, residents said 'no' last time	This is due to the pressure the council has received from residents, it's important to consider that since the last consultation in 2009, parking zones have been introduced which may have caused a displacement into some of the streets in the project area.
Various	Why don't the council remove nearby CPZs to relieve parking pressure?	The nearby Herne Hill parking zone was introduced in 2002 and extended in 2006 and 2011. We have not to date received pressure from residents to remove the zone. This is an indication that the zone is working well. We are unable to review the parking zone recently installed by Lambeth as this is not under our jurisdiction.

Source	Comment(s)	Response
Various	Parking permits cost too much / why do we have to pay / the council just want to raise revenue etc.	<p>It is not possible for the council to provide parking permits at zero cost. The council's parking operation costs approximately £7 million per year. By law, we can only run this service from income that is generated from parking; we cannot use road tax, council tax, housing tax, etc.</p> <p>In terms of revenue, the parking account is ring fenced with legal restrictions on where it can be spent. Each council is also obliged to publish its parking income and expenditure on an annual basis, this is published within our Annual Transport Report</p> <p>Income from parking goes into the costs of operating and improving the system to meet the objectives of the parking controls. Any surplus is legally ring fenced and is spent on road safety (including school crossing patrols), nuisance/abandoned vehicles, network management and road maintenance.</p>
Various	The parking stress data says that there isn't a problem in my street.	The stress data can give us valuable information, such as who is parking in your street and for how long. It's important to consider that while the occupancy may be low in your street, this could potentially increase if a parking zone was introduced in a street where occupancy is high.
Various	The disabled bay is no longer in use	If you believe a disabled bay is no longer in use, i.e. due to the resident moving, we are able to make the necessary arrangement to remove the bay
Various	Your CPZ will result in a loss of space due to all the proposed DYLS	<p>Double yellow lines were proposed based on safety concerns (e.g. at junctions) and across dropped kerbs to maintain access.</p> <p>Some existing parking will be lost – however, it can be expected that the introduction of a parking zone will result in a reduction in the number of vehicles parked with the zone during its operational hours. For a local example, see the effect of a parking zone on Holmdene Avenue.</p>

7 Project conclusions and proposed options

7.1 Conclusions

- 7.1.1 Parking controls continue to provoke varied opinion. The perception on whether or not controls are required will depend on personal factors as well as the local conditions on-street.
- 7.1.2 It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate.
- 7.1.3 Typically when respondents are volunteers, people with strong opinions or substantial knowledge are more likely to reply, potentially making the sample non-representative of the general population. As the public response to a consultation is through self-administered surveys, there is no control over those who choose to fill out the questionnaire.
- 7.1.4 Inferential statistical methods rest on the assumption that the results from a small sample can be generalised to the population from which it was drawn. As feedback received tends to be a non-probabilistic sample, the statistical significance of our results (either in favour or against the proposals) has not been, nor should it be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.
- 7.1.5 The results from the consultation are conclusive and show that in response to the headline question “Do you want a parking zone to be introduced in your street?”, there is a majority (59%) in favour of a parking zone across the project area as a whole.
- 7.1.6 The consultation results show a clear correlation between support for the parking zone and the average parking stress. Of the 12 streets that support a parking zone, the collective average parking occupancy was recorded as high at 84%. In comparison, of the 7 streets against a parking zone, the collective parking occupancy was recorded as low at 53%.
- 7.1.7 Although a majority of respondents for the project area are in favour of a parking zone, a street by street analysis was carried out and each individual response mapped in a geographical information system (GIS) which provided opportunity to look for patterns beyond that displayed on a street level.
- 7.1.8 The further analysis identified that parking stress and residents’ parking experience and views are different in the North Dulwich area when compared to the Denmark Hill area.
- 7.1.9 It is important that all options are explored when considering the introduction of a new parking zone and in the instance of this project, there is justification to consider a number of options in response to the project findings.
- 7.1.10 The proposed parking zone options are outlined in section 7.2.

7.2 Proposed parking zone options

7.2.1 The council have proposed four options that can be considered for the North Dulwich and Denmark Hill project area. The rationale, risks and benefits for each option is discussed as follows:

- **Option 1** – Introduce a parking zone in the entire project area
- **Option 2** – Introduce a parking zone in the North Dulwich and Denmark Hill area only
- **Option 3** – Introduce a parking zone in the North Dulwich area only
- **Option 4** – Do not introduce a parking zone within the project area

7.2.2 For ease of reference, we have divided the project area into three sections, A, B and C, as shown in Figure 19. Note that the proposed options may include more than one of these areas.



Figure 19 - Proposed parking zone options

7.2.3 The introduction of a new parking zone would result in lowered numbers of parked commuter vehicles, increasing available parking space. However, there is the financial impact on residents who will need to purchase a permit to park during the operating times of a parking zone and the environmental impact of traffic signs required to inform the public of the parking restrictions.

7.3 Option 1 – rationale, risk and benefits

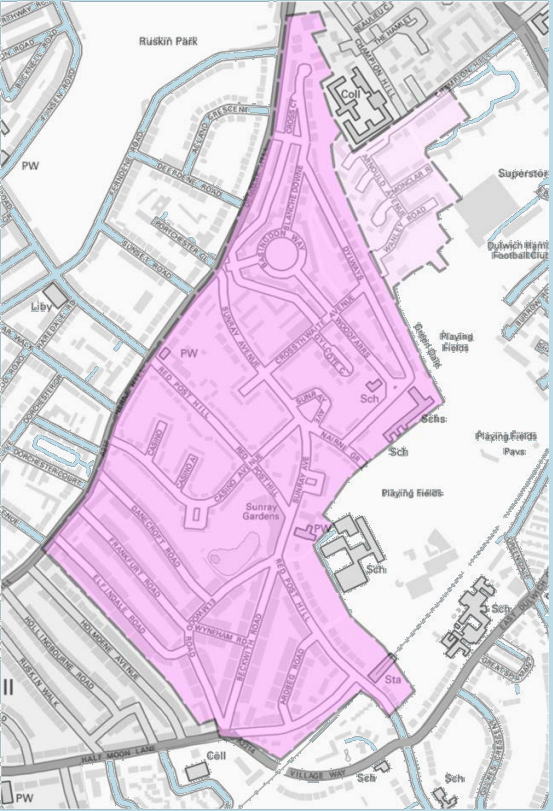
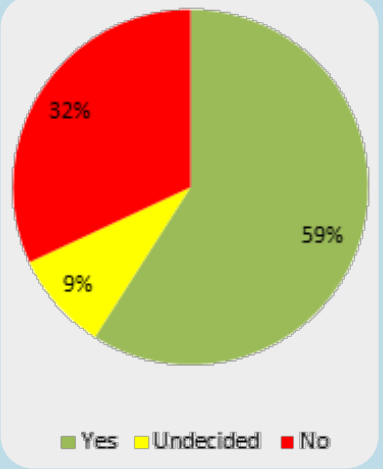
Option 1	Rationale	Risks	Benefits
<p>Introduce a parking zone in the entire project area (Areas A, B and C in Figure 19).</p> <p>The new zone in this option would operate from 12noon to 2pm, Monday to Friday and be given the zone identification P.</p> <p>The Champion Hill area (Area B) should form an extension of the existing South Camberwell (L) parking zone.</p> 	<p>Consultation findings</p> <ul style="list-style-type: none"> 59% of respondents support a parking zone A majority of 62% respondents indicated that they experience difficulty parking Monday to Friday (daytime) 63% of respondents favoured controls for part of the day only A majority of 70% respondents favoured controls to operate Monday to Friday. <p><i>Do you want a parking zone introduced in your street?</i></p>  <p>Parking stress surveys</p> <ul style="list-style-type: none"> The overall average parking occupancy in the area was recorded at 71% 	<p>Although there is an overall majority in favour of a parking zone, some individual streets are not in support.</p> <p>This would result in the introduction of a parking zone to an area where 7 roads are against a parking zone and 8 roads where there is no clear majority</p> <p>The streets in the Champion Hill area do not currently support the introduction of a parking zone.</p> <p>The option may cause displacement to roads on the periphery of the proposed zone which could trigger the need for further consultation/ funding. However, displacement would be geographically limited because 3 of the 4 “sides” of the zone have existing zones in operation.</p>	<p>Will address the parking problem in the 12 streets that support a parking zone.</p> <p>There is no risk of parking displacement within the project area.</p> <p>Implementing a parking zone in the entire area would avoid the almost inevitable task of repeat consulting those areas excluded due to parking displacement.</p> <p>The proposed hours will offer greater parking flexibility than would otherwise be the case with the all day 8.30am to 6.30pm used in older parking zones in the borough.</p>

Table 22 – Option 1 - rationale, risks and benefits

7.4 Option 2 – rationale, risk and benefits

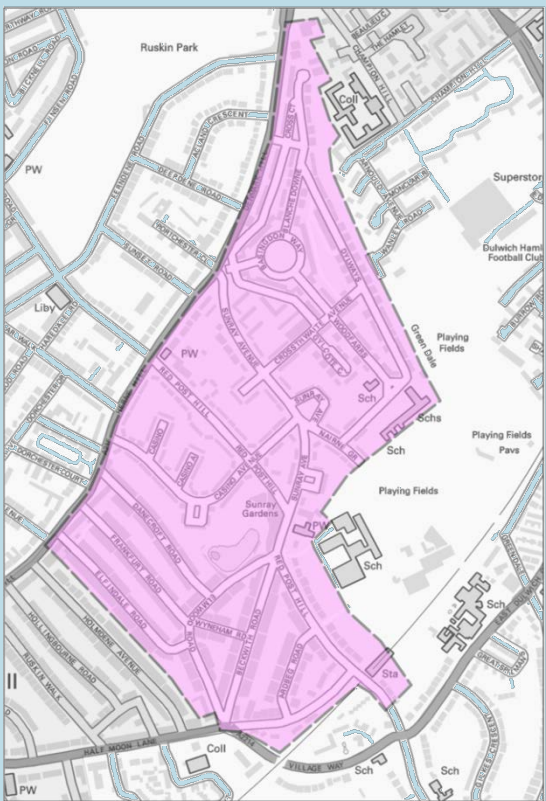
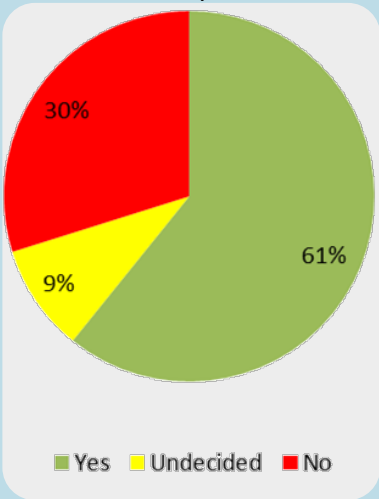
Option 2	Rationale	Risks	Benefits								
<p>Introduce a parking zone in the North Dulwich and Denmark Hill area only (Areas A and C in Figure 19).</p> <p>The new zone in this option would operate from 12noon to 2pm, Monday to Friday and be given the zone identification P.</p> 	<p>This option excludes the Champion Hill area where there was a majority 64% against a parking zone.</p> <p>Consultation findings for the North Dulwich and Denmark Hill area</p> <ul style="list-style-type: none"> • 61% of respondents from streets in this area support a parking zone • A majority of 64% respondents indicated that they experience difficulty parking Monday to Friday (daytime) • 64% of respondents favoured controls for part of the day only • A majority of 71% respondents favoured controls to operate Monday to Friday <p><i>Do you want a parking zone introduced in your street?</i></p>  <table border="1"> <caption>Do you want a parking zone introduced in your street?</caption> <thead> <tr> <th>Response</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Yes</td> <td>61%</td> </tr> <tr> <td>No</td> <td>30%</td> </tr> <tr> <td>Undecided</td> <td>9%</td> </tr> </tbody> </table>	Response	Percentage	Yes	61%	No	30%	Undecided	9%	<p>The scheme may cause displacement to roads on the periphery of the proposed area which could trigger the need for further consultation and additional funding.</p>	<p>Will address the parking problem in the 12 streets that support a parking zone.</p> <p>The streets in the Champion Hill area do not currently support the introduction of a parking zone.</p> <p>Since the Denmark Hill and Champion Hill areas are not connected by road, the risk of displacement between these areas is low.</p> <p>Implementing a parking zone for this area would avoid the almost inevitable task of future repeat consultation in those areas excluded from this option.</p> <p>The proposed hours will offer greater parking flexibility than would otherwise be the case with the all day 8.30am to 6.30pm used in older parking zones in the borough.</p>
Response	Percentage										
Yes	61%										
No	30%										
Undecided	9%										

Table 23 – Option 2 – rationale, risk and benefits

7.5 Option 3 – rationale, risk and benefits

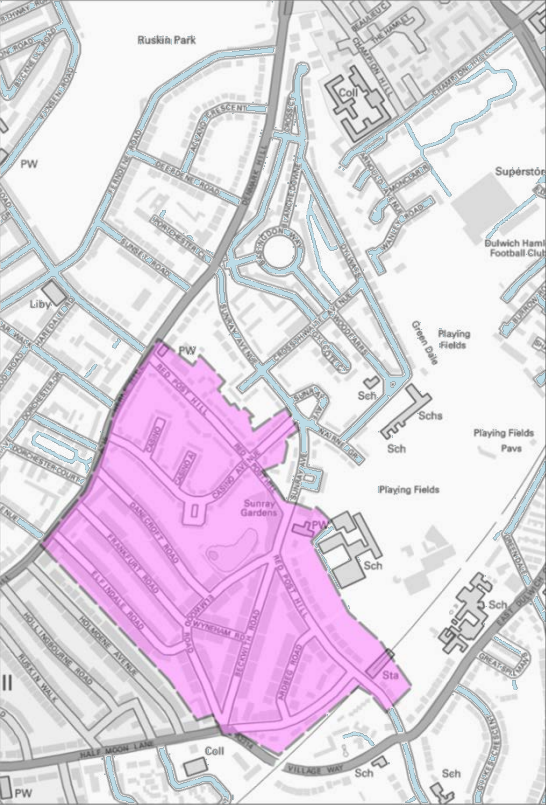
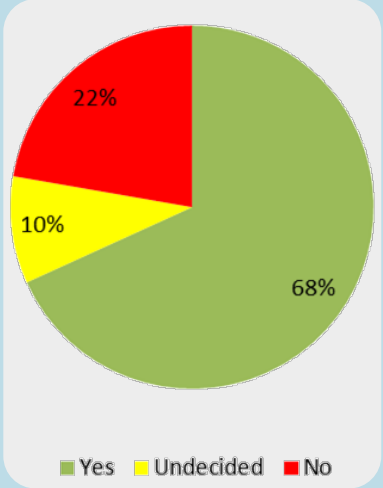
Option 3	Rationale	Risks	Benefits
<p>Introduce a parking zone in the North Dulwich area only (Area C in Figure 19).</p> <p>The new zone would operate 12noon to 2pm, Monday to Friday and be given the zone identification P.</p> 	<p>This area only includes streets in the North Dulwich area.</p> <p>The majority of requests received since 2011 for a new parking zone came from streets in this area.</p> <p>Consultation findings for North Dulwich area</p> <ul style="list-style-type: none"> • 68% of respondents from streets in this area support a parking zone • A majority of 70% respondents indicated that they experience difficulty parking Monday to Friday (daytime) • 69% of respondents favoured controls for part of the day only • A majority of 73% respondents favoured controls to operate Monday to Friday <p><i>Do you want a parking zone introduced in your street?</i></p>  <p>■ Yes ■ Undecided ■ No</p>	<p>This will cause parking displacement and there will be an increase in parking stress in the uncontrolled streets in the Denmark Hill area</p> <p>The implementation of a parking zone in just this area is likely to increase the need to carry out another, future consultation in the Denmark Hill area due to the high probability of displacement combined with an already high level of parking stress in some streets in the Denmark Hill. This would require additional funding and further consultation which would take time to implement.</p>	<p>All roads in this area support a parking zone. Only Elmwood Road showed no clear majority in favour. However, Elmwood Road changes when asked if you would change your mind if a neighbouring street would support a parking zone.</p> <p>Includes the streets with the highest observed parking stress</p> <p>In line with the majority of respondents.</p> <p>Reflects the pre-consultation correspondence (ie where residents have written to the council requesting a zone).</p> <p>The proposed hours will offer greater parking flexibility than would otherwise be the case with the all day 8.30am to 6.30pm used in older parking zones in the borough.</p>

Table 24 – Option 3 – rationale, risk and benefits

7.6 Option 4 – rationale, risk and benefits

Option 4	Rationale	Risks	Benefits
<p>Not introduce a parking zone anywhere in the project area but introduce junction protection (double yellow lines) at all junctions to prevent obstructive or inconsiderate parking.</p> <p>This option would maintain the existing parking arrangements.</p>	<p>Parking zones can be unpopular in some areas with commonly expressed concerns including the cost of the permits and displacement of parking to adjacent areas, resulting in “creep” of parking zones.</p>	<p>This would not address any of the issues shown by the parking stress surveys or stated by local residents.</p> <p>The parking stress surveys show that a high number of streets in the project area are experiencing levels of parking stress that could be reduced by the use of a parking zone to remove commuter parking.</p> <p>The response to the questionnaire also indicates that there is local support for the introduction of a parking zone in the project area.</p> <p>Commuters would be able to continue parking in the area contributing to the overall high parking stress.</p> <p>Double yellow lines will be installed at junctions regardless of the outcome of this consultation (in the North Dulwich Triangle area of Dulwich Community Council). Some residents have raised concerns that this reduces the amount of available parking space. These concerns would not be mitigated by the reduction in non-resident parking activity which would normally be expected from the introduction of permit parking bays.</p>	<p>Residents and businesses would not incur the cost of permits to park within the area.</p> <p>No additional street clutter from signs and posts.</p> <p>Double yellow lines at junctions would remove obstructive or inconsiderate parking and improve safety.</p> <p>Commuters would still be able to park and access nearby facilities (e.g. rail stations, businesses).</p> <p>Double yellow lines will be installed at junctions regardless of the outcome of this consultation, which will improve vehicular and pedestrian safety.</p>

Table 25 – Option 4 – rationale, risk and benefits-

7.7 Other proposals, notes and comments

7.7.1 The following proposals or changes are recommended to be incorporated into the final design. These include changes to parking arrangements made following feedback from this consultation, or by the council as part of other works.

Table 26 – Other proposals, notes and comments

Reference	Road	Comment
1	All junctions	Regardless of the outcome of this consultation, double yellow lines will be recommended for all junctions in the project area.
2	Listed junctions in the “North Dulwich Triangle” area of Village Ward	<p>The installation of double lines at junctions within the project area was consulted on earlier and has been approved for the following junctions:</p> <ul style="list-style-type: none"> ▪ Ardbeg Road and Half Moon Lane ▪ Ardbeg Road and Red Post Hill ▪ Beckwith Road and Wyneham Road ▪ Beckwith Road and Red Post Hill ▪ Danecroft Road and Elmwood Road ▪ Danecroft Road and Herne Hill ▪ Elfindale Road and Elmwood Road ▪ Elmwood Road and Wyneham Road ▪ Frankfurt Road and Elmwood Road <p>The double yellow lines at the above locations were approved at Dulwich community council on 17 March 2015. During April 2015, the council commenced statutory consultation. Objections were received during this period and were reported to Dulwich community council on 24 June 2015 for determination where the three objections were rejected. Officers were instructed to proceed and make the traffic order but that implementation is deferred until this parking zone consultation is complete.</p>
3	Ardbeg Road	<p>Proposed permit + paid bays relocated from northern end (at junction with Red Post Hill) to southern end (junction with Half Moon Lane, following feedback received during consultation.</p> <p>Note that Ardbeg Road has a no entry restriction at its junction with Red Post Hill. Moving the permit + paid bays to its junction with Half Moon Lane makes them more accessible as vehicles do not need to travel the whole length of Ardbeg Road to reach them.</p>
4	Red Post Hill	<p>Additional permit parking bays have been included in the design for this road following feedback from consultation at the following locations:</p> <ol style="list-style-type: none"> a. One permit bay outside Nos. 40 and 42 b. One permit bay outside No 64 c. One permit + paid bay on the south side of Red Post Hill outside Sunray Gardens
5	Casino Avenue (fronting Nos. 9 to 45 and Nos. 55 to 83).	<p>The parking ‘bays’ within these two cul-de-sacs have, during the course of (but independently of) this project, been adopted as public highway.</p> <p>This adoption will enable the council to introduce any parking controls that are approved by way of this project.</p> <p>It is now proposed to introduce a permit parking area for these cul-de-sacs.</p>

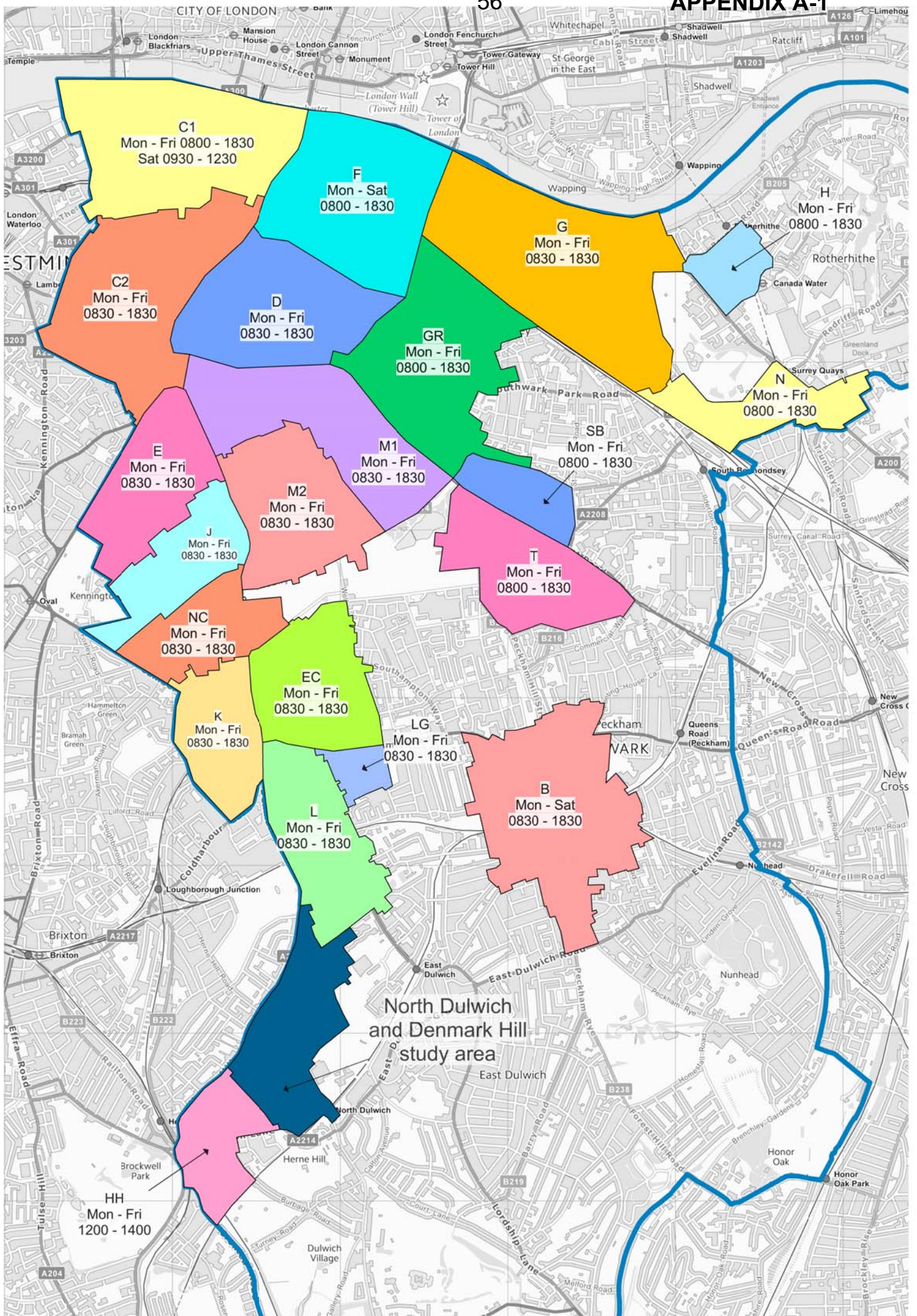
Reference	Road	Comment
6	Sunray Avenue (fronting Nos. 18 to 40 and 81 to 111).	<p>Some parts of these two roads are not adopted highway. During the course of (but independently of) this project, the council has taken steps to adopt these as public highway but a final decision remains to be made.</p> <p>If the adoption is completed, it will enable the council to introduce any parking controls that are approved by way of this project. If they remain unadopted then it is unlikely that any parking controls can be introduced by way of this project and would result in sections of unregulated kerb space within the boundary of a wider zone, which could lead to parking and/or access problems.</p> <p>Assuming that the adoption is completed, it is proposed to introduce a permit parking area for this section of road.</p>
7	Crossthaite Avenue	<p>Shop owners with premises on Crossthaite Avenue expressed concerns that proposed shared used (permit +paid) parking bays outside the shops would deter shoppers and negatively impact their business. Earlier proposals for the provision of time limited parking at this location will replace the shared use parking should a parking zone be approved.</p> <p>This will be a parking bay with a maximum 1 hour stay to operate from Monday to Friday between 8.30am and 6.30pm</p>
8	Herne Hill	Proposals for the provision of time limited parking (maximum 1 hour stay to operate from Monday to Friday between 8.30am and 6.30pm) included in design outside shops at Nos. 75 and 77 Herne Hill.
9	Champion Hill	Additional double yellow line proposed on west side of Champion Hill between Arnould Avenue and the east – west arm of Champion Hill. The carriageway width is insufficient for cars to be parked on both sides of the road. The proposed double yellow line formalises the current parking arrangements where vehicles are normally parked on the east side.
10	Various	<p>New dropped kerbs for access to private driveways have been installed or scheduled for installation by the council since the start of the consultation process. The proposed design for the following roads will be amended to include the new dropped kerbs:</p> <ul style="list-style-type: none"> d. Blanchedowne (two new dropped kerbs outside Nos. 42/44 and No. 48) e. Dylways (one new dropped kerb outside No. 23, see 11b) f. Red Post Hill (one new dropped kerb outside No. 28) g. Nairne Grove (one new dropped kerb outside No. 14)
11	Various	<p>Additional disabled bays removed, installed or scheduled for removal/installation by the council since the start of the consultation process. The proposed design for the following roads will be amended to include the new dropped kerbs.</p> <ul style="list-style-type: none"> a. Blanchedowne (one new disabled bay outside Nos. 21/23) b. Dylways (disabled bay outside No. 23 removed, see 10b)
12	Basingdon Way	Turning head at by the entrance to Tayside Court and Swinburne Court. Proposed parking bays replaced by double yellow lines to maintain access for refuse collection.

APPENDIX 1 – Parking zones in the London Borough of Southwark

APPENDIX 2 – Parking occupancy and duration surveys

APPENDIX 3 – Consultation materials

APPENDIX 4 – Comments from consultation



Parking Stress Assessment – London Borough of Southwark



Denmark Hill and Canada Water

Area 1 – Denmark Hill

2 Area 1 – Denmark Hill

2.1 Area characteristics

The identified residential area within Denmark Hill (see Figure 1) is of particular importance due to its location between the London Overground Denmark Hill Station and the National Rail Herne Hill Station. These stations are likely to act as parking trip generators and contribute to a higher parking demand, in comparison to other roads in the area.

On-street parking capacity within the highlighted area was calculated as approximately 1955 vehicles. Designated parking bays account for approximately 3% (marked bays with capacity for 54 vehicles) of the overall capacity.

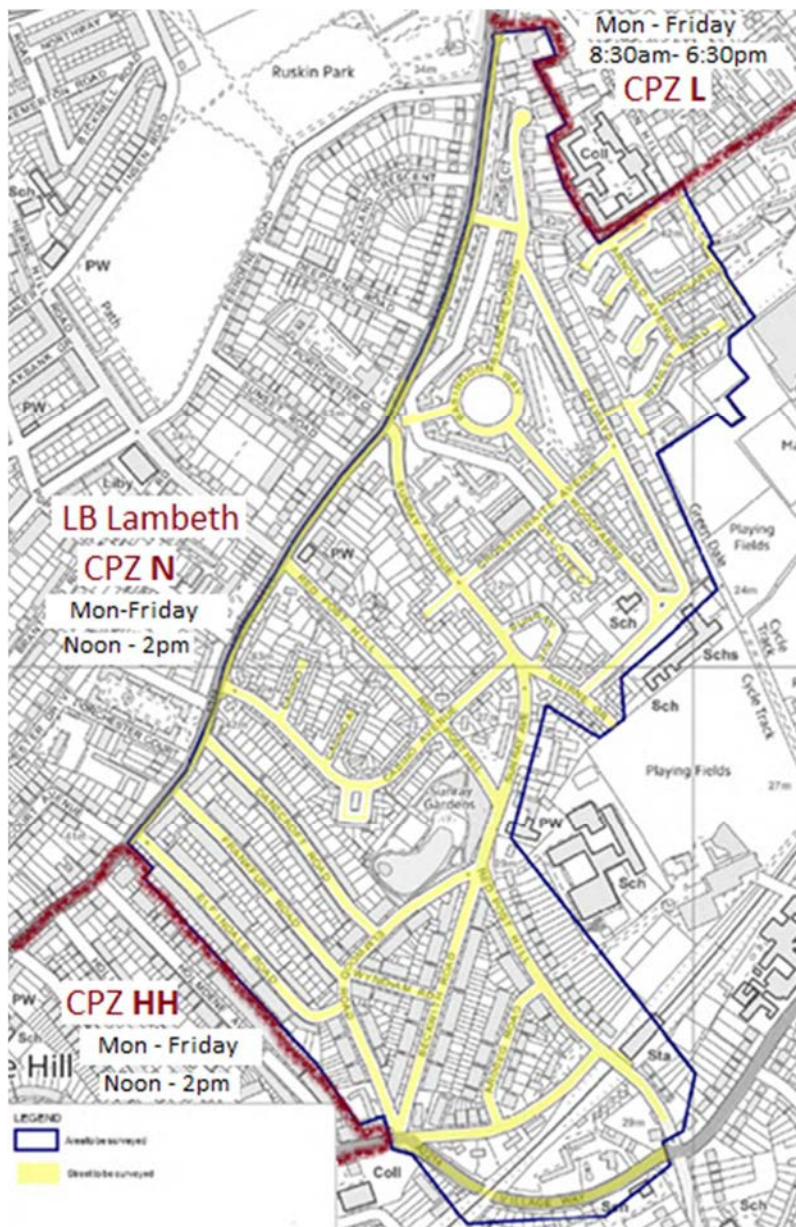


Figure 1: Geographic extents of the Denmark Hill survey area.

2.2 Weekday results – Thursday, 15th January 2015

The average weekday occupancy of the area was 71%, ranging from 26% to 107% (Table 6 and Figure 2). Over half of the streets in this area were highly or very highly stressed and several exceed the on-street parking capacity (are over 100% stressed).

The overall demand for parking spaces per beat ranged from 1157 to 1521 (see Appendix). The greatest number of parked vehicles were observed between 9am – 2pm and the lowest before 7am and after 7pm.

Halfmoon Lane, Blanedowne, Beckwith Road, Elfindale Road and Basingdon Way have the highest demand per beat (Table 3) throughout the day with parking stress levels greater than 90% and demand in excess of supply for several survey beats. Ardbeg Road, Arnould Avenue, Frankfurt Road, Monclar Street and Wyneham Road show high parking demand during daytime hours.

For Blanedowne, Basingdon Way and Arnould Street in the northern part of the survey area, these results could be attributed to the close proximity of the London Overground Denmark Hill Station. The proximity of Herne Hill National Rail Station is potentially the cause of the elevated parking stress levels for the streets at the south of the Denmark Hill area.

Additional information regarding the elevated parking stress rates in these streets can be drawn from the survey data recording the actual location of the observed vehicles (see Appendix). A number of vehicles were noted as parked on sections of the road where existing restrictions, such as double and single yellow lines, dropped kerbs, bus stops and H-bars, were in place. Vehicles parked on double yellow lines and in front of dropped kerbs each accounted for 2% of the total number of parked vehicles for the weekday survey. This is undoubtedly reflected in the parking stress levels.

For the rest of the survey area, the highest parking occupancy percentages per beat per street were observed between 7am – 5pm and were classified as low to medium stress levels.

Table 2: Parking type based on parking activity (Denmark Hill - weekday).

PARKING TYPE	Vehicles
COMMUTER	517
LONG STAY	335
RESIDENT	1206
SHORT STAY	1075
Grand Total	3133

A total of 3133 vehicles were observed parking during the weekday survey period (Table 2). The majority of parked vehicles were classified as residents, with residents' vehicles equating to approximately 38% (1206 vehicles) of the overall occupancy. Short stay parking was the second most common parking activity, accounting for 34% (1075 vehicles) of all parked vehicles. Parking associated with commuters and long stay parking accounted for 17% and 11%, respectively.

For parking type per street (Figure 3 and Table 6), the percentage of non-resident parking varied significantly from 43% to 88%, with Elfindale Road, Elmwood Road, Beckwith Road and Casino Avenue showing more than 70% non-resident parking activity throughout the survey period with a greater number of vehicles parked for a

short period of time. These numbers could be attributed to the displacement of parking demand from existing CPZ's that surround the southern part of the Denmark Hill area, namely CPZ HH and CPZ N. The latter is enforced by the London Borough of Lambeth and is operating during weekdays between 12 – 2pm. On average, 60% of the observed vehicles per street in the Denmark Hill area belonged to non-residents. However, for the daytime survey beats, the average non-resident parking activity accounted for 43%.

The surveyed section of Herne Hill located directly at the south end of Denmark Hill showed parking demand in excess of supply. However, an average of only 2 vehicles were observed during each hourly beat, so these results are not deemed significant in terms of available parking capacity and percentage occupancy.

Key	
Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

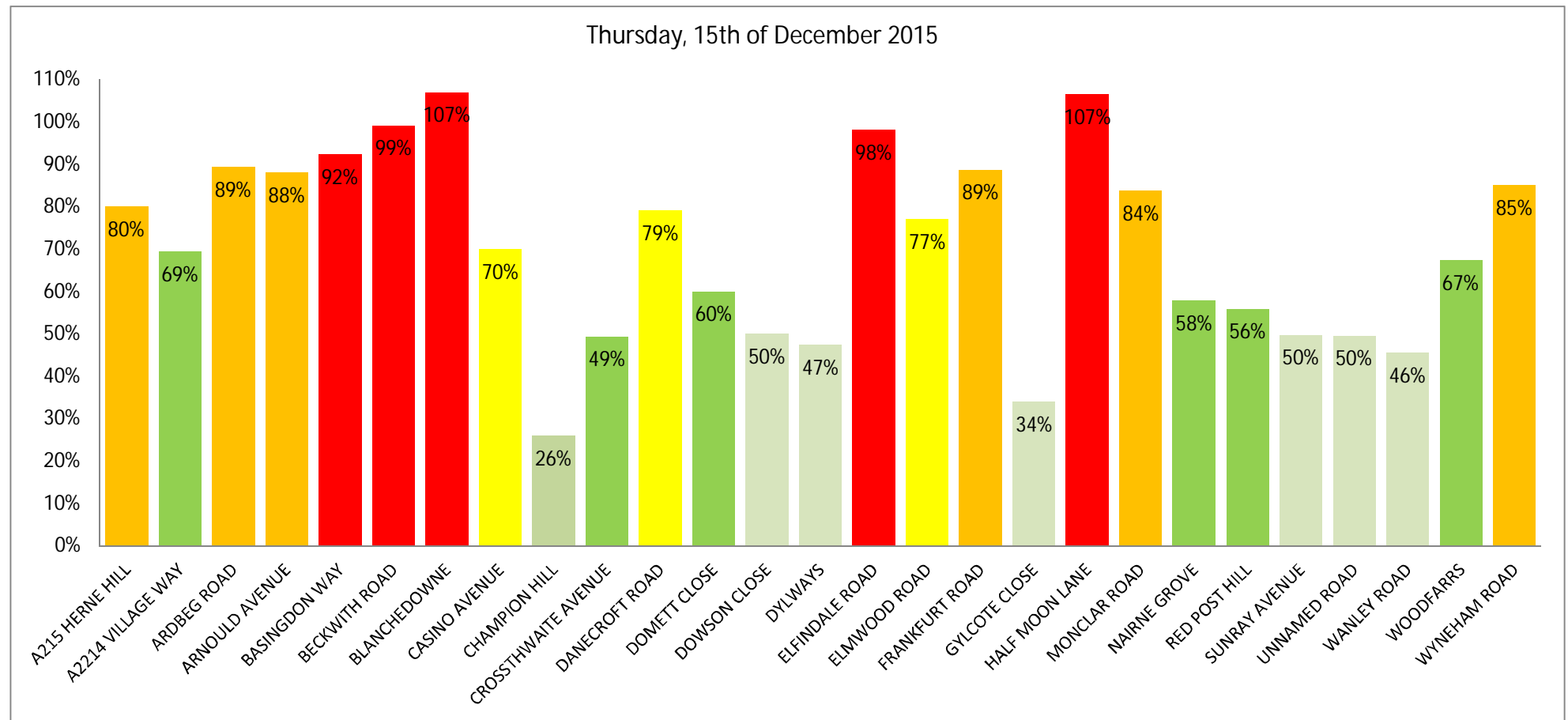


Figure 2: Average parking occupancy per street (Denmark Hill - weekday).

Table 3: Average parking occupancy per beat per street (Denmark Hill - weekday).

Thursday, 15th January 2015																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	% Average	Capacity (No. of vehicles)
A215 DENMARK HILL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
A215 HERNE HILL	133%	33%	67%	133%	133%	133%	100%	100%	100%	0%	0%	0%	0%	200%	67%	80%	3
A2214 VILLAGE WAY	13%	19%	75%	81%	94%	92%	86%	86%	87%	94%	87%	73%	56%	46%	54%	69%	63
ARDBEG ROAD	78%	84%	92%	90%	88%	90%	90%	96%	96%	90%	90%	100%	84%	84%	84%	89%	51
ARNOULD AVENUE	95%	105%	100%	95%	95%	95%	95%	95%	85%	65%	85%	75%	75%	80%	80%	88%	20
BASINGDON WAY	87%	89%	97%	99%	100%	100%	99%	100%	101%	100%	99%	89%	80%	75%	72%	92%	87
BECKWITH ROAD	101%	103%	99%	101%	102%	102%	104%	100%	98%	93%	100%	101%	96%	94%	94%	99%	94
BLANCHEDOWNE	90%	107%	111%	115%	115%	113%	116%	113%	115%	111%	111%	110%	97%	93%	87%	107%	61
CASINO AVENUE	63%	66%	69%	73%	76%	80%	80%	77%	73%	71%	71%	70%	64%	58%	59%	70%	184
CHAMPION HILL	28%	31%	28%	28%	28%	28%	31%	31%	25%	22%	31%	25%	17%	19%	19%	26%	36
CROSTHWAITE AVENUE	36%	39%	48%	58%	64%	63%	59%	59%	59%	53%	55%	41%	38%	38%	31%	49%	64
DANECROFT ROAD	85%	81%	81%	82%	81%	81%	82%	80%	82%	81%	81%	80%	72%	69%	69%	79%	108
DOMETT CLOSE	67%	60%	60%	67%	67%	67%	80%	80%	60%	47%	47%	40%	47%	53%	60%	60%	15
DOWSON CLOSE	50%	55%	59%	55%	55%	55%	59%	59%	50%	50%	41%	41%	36%	41%	45%	50%	22
DYLWAYS	44%	45%	49%	51%	52%	50%	50%	50%	47%	47%	42%	48%	47%	44%	44%	47%	139
ELFINDALE ROAD	98%	99%	104%	104%	102%	105%	103%	103%	102%	96%	85%	88%	94%	94%	96%	98%	113
ELMWOOD ROAD	67%	71%	79%	82%	82%	80%	83%	85%	86%	77%	79%	76%	73%	68%	69%	77%	128
FRANKFURT ROAD	87%	94%	93%	91%	90%	90%	91%	91%	90%	87%	94%	87%	79%	82%	82%	89%	101
GYLCOTE CLOSE	35%	35%	37%	41%	41%	33%	29%	29%	29%	29%	29%	25%	37%	37%	39%	34%	51
HALF MOON LANE	54%	90%	110%	117%	122%	122%	122%	120%	112%	110%	120%	124%	107%	76%	93%	107%	41
MONCLAR ROAD	94%	100%	94%	94%	81%	81%	94%	100%	81%	75%	69%	69%	75%	75%	75%	84%	16
NAIRNE GROVE	33%	40%	69%	84%	72%	74%	71%	69%	72%	69%	57%	48%	36%	36%	36%	58%	58
RED POST HILL	37%	40%	49%	63%	67%	69%	71%	67%	68%	62%	68%	56%	49%	32%	44%	56%	117
SUNRAY AVENUE	31%	41%	54%	59%	59%	60%	58%	59%	57%	56%	56%	46%	40%	35%	37%	50%	189
UNNAMED ROAD	43%	52%	57%	57%	57%	57%	57%	62%	48%	52%	48%	43%	33%	33%	43%	50%	21
WANLEY ROAD	46%	42%	46%	48%	50%	50%	48%	48%	52%	40%	40%	40%	44%	42%	44%	46%	52
WOODFARRS	71%	70%	72%	76%	66%	73%	71%	69%	73%	76%	70%	61%	52%	55%	53%	67%	83
WYNEHAM ROAD	89%	92%	92%	95%	97%	95%	92%	92%	89%	84%	92%	87%	95%	82%	3%	85%	38

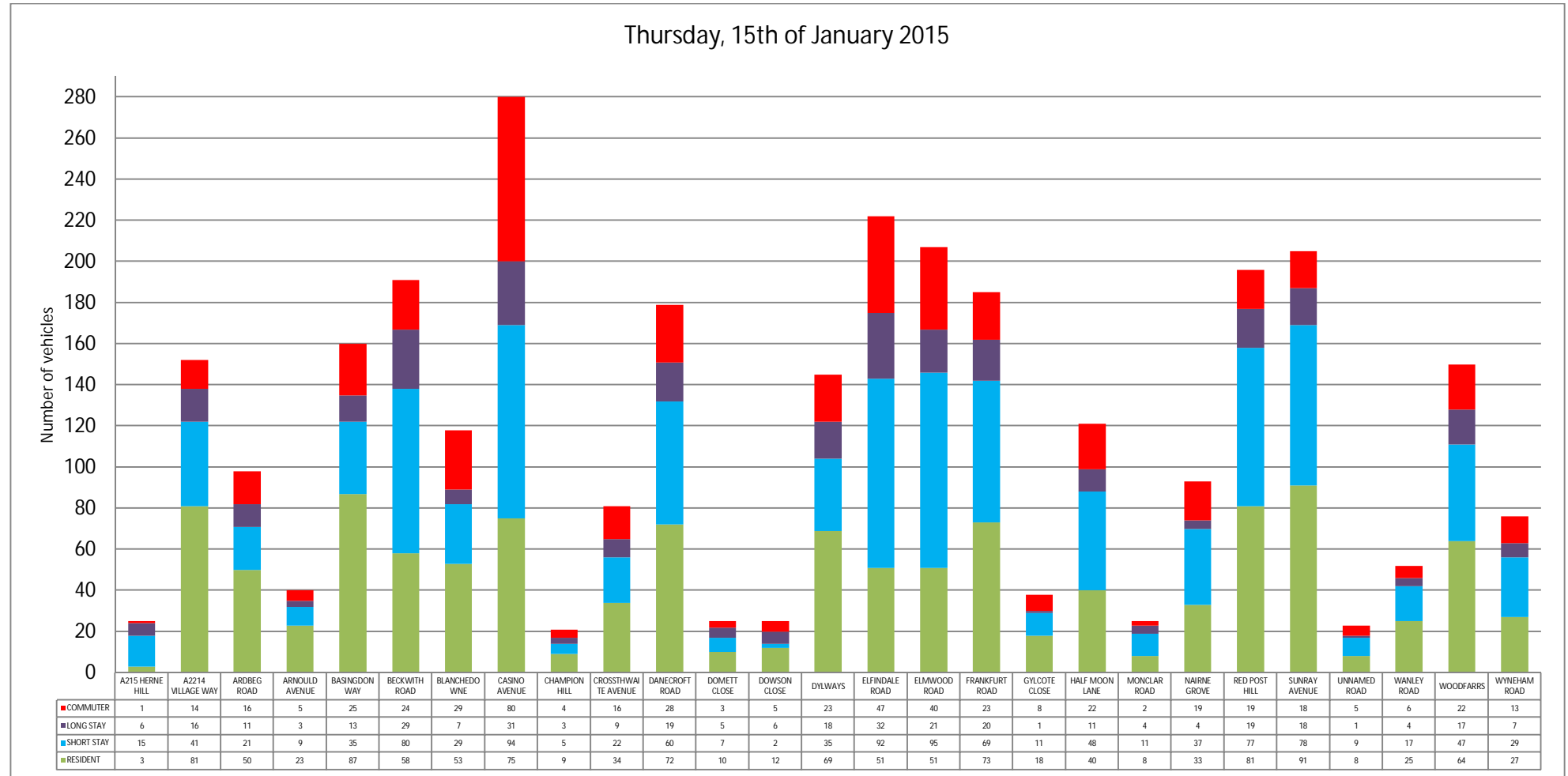


Figure 3: Parking by type of use (Denmark Hill - weekday).

2.3 Weekend results – Saturday, 24th January 2015

The weekend parking characteristics in the Denmark Hill area varied from those of the weekday survey. Overall, vehicle occupancy was lower during the weekend than during the week with an average parking stress level of 56% (Figure 4 and Table 6).

The majority of roads showed a low to medium parking stress level throughout the survey beats (Table 7). Arnould Avenue and Blanedowne, Elfindale Road, Monclar Road, Frankfurt Road, Beckwith Road and Ardbeg Road still showed the highest parking occupancy levels as during the week. Generally, the highest parking stress percentages were observed during daytime hours and specifically between 6am - 3pm, but no other decisive trend could be identified from the data. No streets exceeded the on-street parking capacity, with the exception of Blanedowne between 6pm – 9pm.

The overall demand for parking spaces per beat ranged from 947 to 1160 (see Appendix). The greatest numbers of parked cars was observed between 6am – 12pm. These numbers were significantly lower during the afternoon and evening survey beats.

Table 4: Parking type based on parking activity (Denmark Hill - weekend).

PARKING TYPE	Vehicles
COMMUTER	203
LONG STAY	310
RESIDENT	1152
SHORT STAY	893
Grand Total	2558

A total of 2558 vehicles were observed parking during the Saturday survey period (Table 4). As with the survey undertaken on the weekday, the majority of parked vehicles belonged to residents, accounting for approximately 45% (1152 vehicles) of the overall occupancy. Short stay parking equated to 35% (893 vehicles). As expected on a weekend, commuter vehicles were less than half (8%) compared to those observed during the weekday survey. Long stay activity accounted for almost the same percentage (12%) for both the weekday and the weekend.

Although a higher number of vehicles belonging to residents were observed, the increase in visitor vehicles is reflected by the overall percentages of non-resident parking per street (Table 7 and Figure 5). For Village Way, Halfmoon Lane, Naire Grove, Redpost Hill and many more streets in the south of the outlined area, these values appeared significantly higher during the weekend survey period compared to the weekday. This could be attributed to their close proximity both to the local parks (Brockwell Park to the south and Greendale Playing Fields to the north) that are popular destinations at the weekend, and Herne Hill railway station.

In Beckwith Road, Casino Avenue, Elfindale Road and Elmwood Road the percentage of the non-resident vehicles were almost half of that observed during the weekday survey period. For the rest of the Denmark Hill area, non-resident parking activity did not vary notably between weekdays and weekend.

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

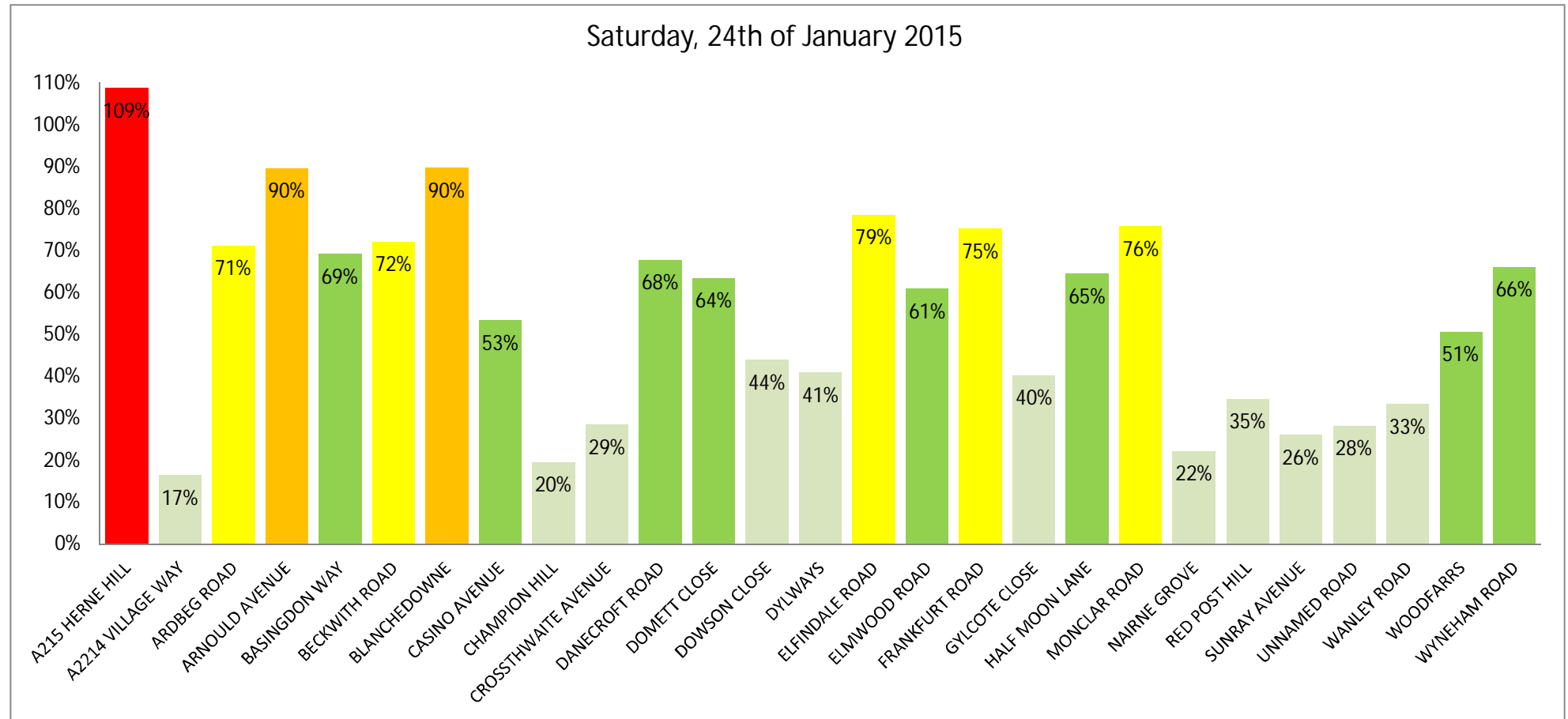


Figure 4: Average parking occupancy per street (Denmark Hill - weekend).

Table 5: Average parking occupancy per beat per street (Denmark Hill - weekend).

Saturday, 24th January 2015																	
STREET NAME	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	09:00 - 10:00	10:00 - 11:00	11:00 - 12:00	12:00 - 13:00	13:00 - 14:00	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	% Average	Capacity (No. of vehicles)
A215 DENMARK HILL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
A215 HERNE HILL	67%	100%	100%	67%	133%	133%	167%	133%	100%	67%	133%	100%	100%	133%	100%	109%	3
A2214 VILLAGE WAY	8%	8%	13%	27%	38%	21%	14%	16%	16%	14%	11%	14%	16%	14%	17%	17%	63
ARDBEG ROAD	84%	88%	86%	92%	75%	65%	59%	63%	57%	59%	61%	67%	67%	67%	80%	71%	51
ARNOULD AVENUE	110%	105%	100%	90%	95%	70%	80%	90%	100%	85%	85%	70%	80%	90%	95%	90%	20
BASINGDON WAY	82%	84%	80%	77%	77%	78%	56%	57%	61%	61%	67%	66%	67%	64%	62%	69%	87
BECKWITH ROAD	89%	88%	87%	86%	84%	81%	73%	63%	60%	57%	55%	63%	65%	65%	66%	72%	94
BLANCHDOWNNE	90%	93%	90%	85%	87%	77%	70%	69%	77%	79%	77%	98%	107%	116%	131%	90%	61
CASINO AVENUE	61%	60%	57%	55%	54%	51%	49%	51%	48%	49%	51%	51%	54%	55%	56%	53%	184
CHAMPION HILL	22%	22%	22%	22%	19%	17%	22%	22%	19%	19%	17%	19%	14%	17%	19%	20%	36
CROSTHWAITE AVENUE	38%	34%	36%	41%	31%	31%	22%	20%	28%	25%	30%	27%	22%	20%	23%	29%	64
DANECROFT ROAD	81%	83%	83%	77%	64%	63%	64%	67%	69%	68%	68%	59%	56%	59%	58%	68%	108
DOMETT CLOSE	73%	73%	67%	60%	53%	60%	60%	60%	53%	67%	67%	67%	67%	67%	60%	64%	15
DOWSON CLOSE	59%	59%	59%	50%	50%	41%	41%	36%	45%	45%	45%	27%	32%	32%	36%	44%	22
DYLWAYS	49%	48%	47%	40%	40%	35%	37%	44%	38%	37%	37%	42%	40%	39%	42%	41%	139
ELFINDALE ROAD	93%	92%	85%	82%	82%	72%	71%	72%	73%	74%	82%	79%	74%	73%	75%	79%	113
ELMWOOD ROAD	73%	76%	75%	70%	70%	66%	63%	60%	54%	57%	49%	53%	48%	50%	49%	61%	128
FRANKFURT ROAD	82%	84%	80%	79%	81%	78%	78%	75%	76%	76%	66%	67%	69%	67%	68%	75%	101
GYLCOTE CLOSE	37%	41%	39%	47%	45%	45%	43%	43%	37%	35%	39%	39%	37%	37%	37%	40%	51
HALF MOON LANE	44%	46%	44%	68%	95%	95%	78%	76%	68%	83%	71%	56%	49%	46%	49%	65%	41
MONCLAR ROAD	94%	88%	94%	88%	81%	81%	81%	75%	63%	56%	50%	63%	69%	75%	81%	76%	16
NAIRNE GROVE	19%	21%	21%	24%	28%	22%	24%	33%	24%	26%	17%	19%	19%	19%	19%	22%	58
RED POST HILL	32%	30%	31%	40%	45%	40%	33%	33%	34%	32%	39%	36%	35%	32%	28%	35%	117
SUNRAY AVENUE	28%	29%	28%	26%	26%	27%	26%	27%	27%	25%	26%	25%	27%	23%	23%	26%	189
UNNAMED ROAD ¹	33%	33%	38%	33%	29%	24%	24%	24%	33%	24%	33%	29%	24%	19%	24%	28%	21
WANLEY ROAD	40%	42%	40%	35%	33%	31%	27%	37%	35%	31%	27%	29%	31%	35%	31%	33%	52
WOODFARRS	57%	57%	53%	53%	55%	51%	46%	47%	51%	51%	47%	47%	51%	51%	47%	51%	83
WYNEHAM ROAD	95%	92%	87%	87%	84%	61%	55%	50%	37%	61%	61%	63%	45%	61%	55%	66%	38

¹ Champion Hill spur route, perpendicular to Monclar Road.

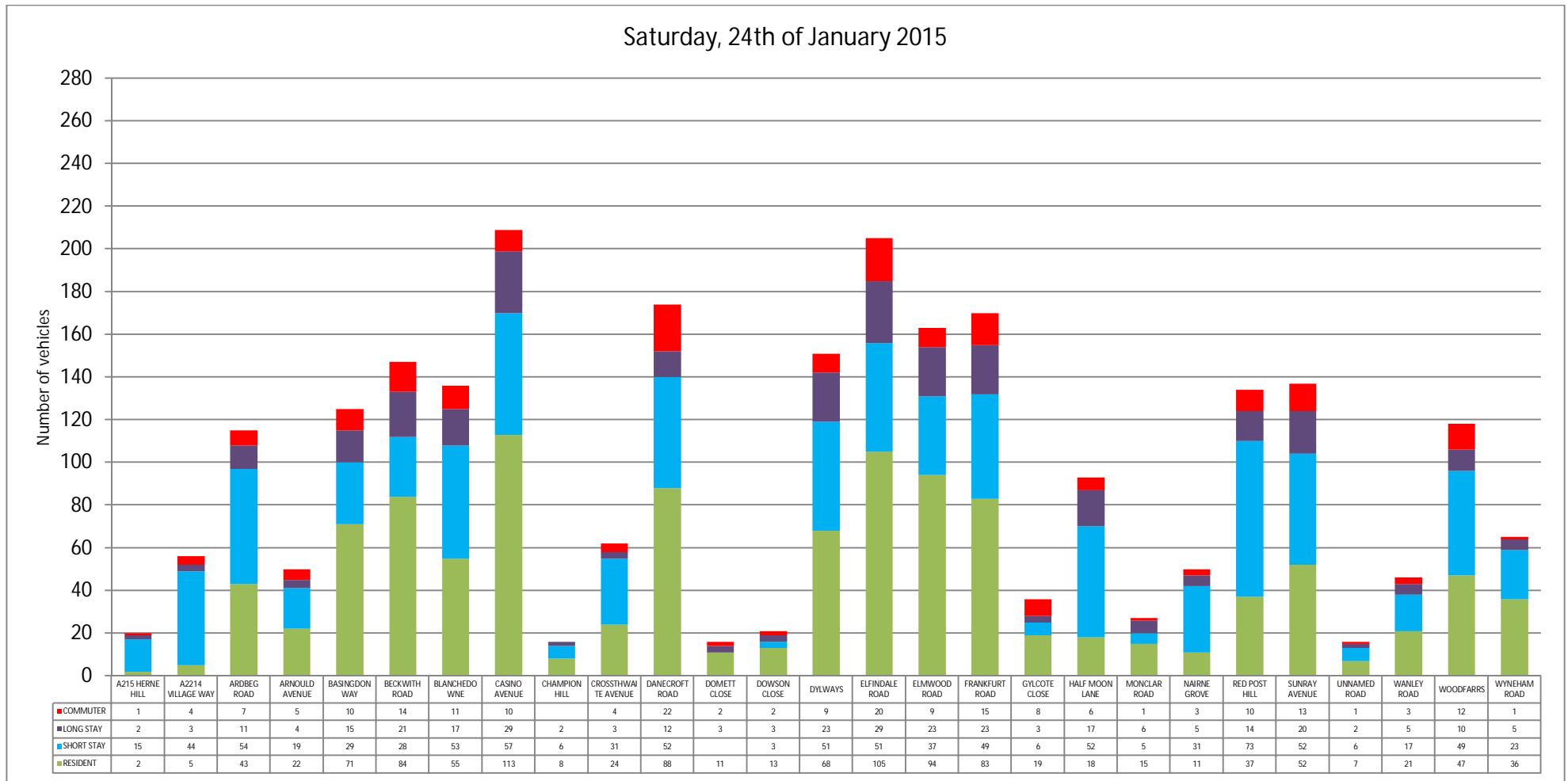


Figure 5: Parking by type of use (Denmark Hill - weekend).

2.4 Summary – Denmark Hill

More than half of the streets in the area were above 80% occupancy during the weekday (Thursday) survey i.e high to very high parking stress levels. It can be reasonably assumed that this trend is reflected in the remaining four days of the working week. A slight decrease in parking demand may be evident on Mondays and Fridays but generally parking throughout the week remains stable unless an unusual event is taking place in the area which may affect results.

Most of the streets adjoining the London Overground Denmark Hill station and National Rail Herne Hill station are also in close proximity of the existing Controlled Parking Zones and are heavily occupied by parked vehicles for the majority of the working day and during Saturday daytime beats. However, for the rest of the area the weekend surveys indicate a much lower occupancy. It would generally be expected that more residents would be parked outside their properties at weekend.

Despite the vehicle classification results indicating that the majority of parked vehicles belong to residents, the increase in vehicle occupancy during the week indicates that non-residents are parking in the area. There is a distinctly higher demand for parking on the roads located to the north and the south of the area, close to the aforementioned stations, which is likely to be a result of commuters parking around the stations or avoiding the operation times of the adjacent CPZ's.

Table 6: Street summary (Denmark Hill - weekday).

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
A215 DENMARK HILL	-	-	-	-	-	-	-
A215 HERNE HILL	80%	200%	19:00	0%	08:00	88%	54%
A2214 VILLAGE WAY	69%	94%	10:00	13%	06:00	47%	25%
ARDBEG ROAD	89%	100%	17:00	78%	06:00	49%	35%
ARNOULD AVENUE	88%	105%	07:00	65%	15:00	43%	31%
BASINGDON WAY	92%	101%	14:00	72%	20:00	46%	33%
BECKWITH ROAD	99%	104%	12:00	93%	15:00	70%	48%
BLANCHEDOWNE	107%	116%	12:00	87%	20:00	55%	50%
CASINO AVENUE	70%	80%	11:00	58%	19:00	73%	67%
CHAMPION HILL	26%	31%	07:00	17%	18:00	57%	45%
CROSTHWAITE AVENUE	49%	64%	10:00	31%	20:00	58%	42%
DANECROFT ROAD	79%	85%	06:00	69%	20:00	60%	46%
DOMETT CLOSE	60%	80%	12:00	40%	17:00	60%	29%
DOWSON CLOSE	50%	59%	08:00	36%	18:00	52%	39%
DYLWAYS	47%	52%	10:00	42%	16:00	52%	36%
ELFINDALE ROAD	98%	105%	11:00	85%	16:00	77%	67%
ELMWOOD ROAD	77%	86%	14:00	67%	06:00	75%	60%
FRANKFURT ROAD	89%	94%	07:00	79%	18:00	61%	42%
GYLCOTE CLOSE	34%	41%	09:00	25%	17:00	53%	50%
HALF MOON LANE	107%	124%	17:00	54%	06:00	67%	50%
MONCLAR ROAD	84%	100%	07:00	69%	16:00	68%	28%
NAIRNE GROVE	58%	84%	09:00	33%	06:00	65%	49%
RED POST HILL	56%	71%	12:00	32%	19:00	59%	32%
SUNRAY AVENUE	50%	60%	11:00	31%	06:00	56%	31%
UNNAMED ROAD	50%	62%	12:00	33%	17:00	65%	53%
WANLEY ROAD	46%	52%	14:00	40%	15:00	52%	26%
WOODFARRS	67%	76%	10:00	52%	17:00	57%	37%
WYNEHAM ROAD	90%	97%	10:00	82%	18:00	64%	47%
ZONE AVERAGE	71%	86%	N/A	51%	N/A	60%	43%
ZONE MAX	107%	200%	N/A	93%	N/A	88%	67%
ZONE MIN	26%	31%	N/A	0%	N/A	43%	25%

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

Table 7: Street summary (Denmark Hill - weekend).

STREET NAME	Average occupancy %	Maximum occupancy %	Time of first max occupancy	Minimum occupancy %	Time of first min occupancy	Average % non-resident (all survey period 06:00-21:00)	Average % non-resident (daytime 08:00-18:00)
A215 DENMARK HILL	-	-	-	-	-	-	-
A215 HERNE HILL	109%	167%	12:00	67%	06:00	90%	89%
A2214 VILLAGE WAY	17%	38%	10:00	8%	06:00	91%	74%
ARDBEG ROAD	71%	92%	09:00	57%	14:00	63%	37%
ARNOULD AVENUE	90%	110%	06:00	70%	11:00	56%	31%
BASINGDON WAY	69%	84%	07:00	56%	12:00	43%	23%
BECKWITH ROAD	72%	89%	06:00	55%	16:00	43%	26%
BLANCHDOWNNE	90%	131%	20:00	69%	13:00	60%	26%
CASINO AVENUE	53%	61%	06:00	48%	14:00	46%	23%
CHAMPION HILL	20%	22%	06:00	14%	18:00	50%	20%
CROSTHWAITE AVENUE	29%	41%	09:00	20%	13:00	61%	34%
DANECROFT ROAD	68%	83%	07:00	56%	18:00	49%	32%
DOMETT CLOSE	64%	73%	06:00	53%	10:00	31%	22%
DOWSON CLOSE	44%	59%	06:00	27%	17:00	38%	26%
DYLWAYS	41%	49%	06:00	35%	11:00	55%	33%
ELFINDALE ROAD	79%	93%	06:00	71%	12:00	49%	29%
ELMWOOD ROAD	61%	76%	07:00	48%	18:00	42%	22%
FRANKFURT ROAD	75%	84%	07:00	66%	16:00	51%	29%
GYLCOTE CLOSE	40%	47%	09:00	35%	15:00	47%	42%
HALF MOON LANE	65%	95%	10:00	44%	06:00	81%	59%
MONCLAR ROAD	76%	94%	06:00	50%	16:00	44%	26%
NAIRNE GROVE	22%	33%	13:00	17%	16:00	78%	47%
RED POST HILL	35%	45%	10:00	28%	20:00	72%	48%
SUNRAY AVENUE	26%	29%	07:00	23%	19:00	62%	38%
UNNAMED ROAD	28%	38%	08:00	19%	19:00	56%	27%
WANLEY ROAD	33%	42%	07:00	27%	12:00	54%	29%
WOODFARRS	51%	57%	06:00	46%	12:00	60%	38%
WYNEHAM ROAD	66%	95%	06:00	37%	14:00	45%	20%
ZONE AVERAGE	55%	71%	N/A	43%	N/A	56%	35%
ZONE MAX	109%	167%	N/A	71%	N/A	91%	89%
ZONE MIN	17%	22%	N/A	8%	N/A	31%	20%

Key

Very Low	0 to <=50%
Low to Medium	50 to <70%
Medium to High	>=70 to <80%
High	>=80 to <90%
Very High	>=90%

North Dulwich and Denmark Hill parking zone consultation

May www.southwark.gov.uk/parking

APPENDIX A-3

Why have I received this consultation pack

Southwark Council has received substantial correspondence from residents in your area indicating that parking pressure has increased.

When last consulted, in 2009, the majority of residents in the North Dulwich area were against a parking zone but we understand that this opinion may now have changed.

We think that parking pressure has increased primarily as a result of Lambeth Council's enlarged parking zone on the opposite side of Herne Hill and Denmark Hill.

Taking into consideration the recent correspondence as well as the likelihood of overspill from nearby zones, the council has agreed to carry out a new consultation as part of a project to assess if a parking zone is appropriate for your area.

Have your say on proposals to introduce new parking controls

We are asking all local residents and businesses whether a parking zone should be introduced in your street and if so, during what times of the day. Your views are important to us even if you do not own a vehicle or park in your street.

To help you understand what is being proposed this leaflet contains

- How to have your say (page 3)
- What are the proposals? (page 4)
- Southwark parking permits (pages 5 to 7)
- Frequently asked questions (FAQ) (pages 8 to 10)
- What happens after the consultation closes? (page 11)
- Further information (page 12)

Inserts

- Questionnaire
- Parking bay feasibility drawing

- 2 -

Have your say

Online

Complete the questionnaire at www.southwark.gov.uk/parkingprojects

Post

Put your completed questionnaire in an envelope and return it to us via our FREEPOST address (no stamp required)

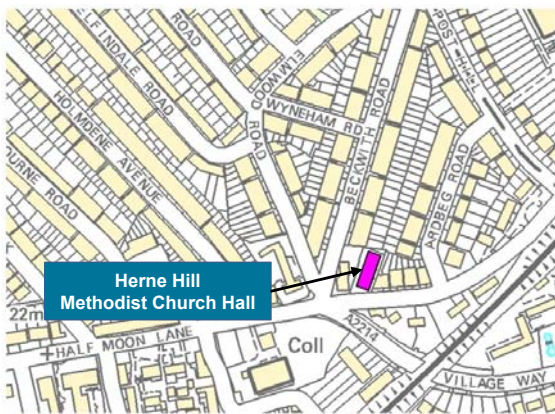
At an exhibition

Come along and talk to officers at one of the following drop-in sessions

Herne Hill Methodist Church Hall Half Moon Lane

Thursday June between pm and pm

Saturday June between pm and pm



Herne Hill
Methodist Church Hall

The consultation closes on

riday June

- 3 -

What are the proposals

Primarily we want to know if you support the principle of a parking zone in your street and, if so, when it should operate (times of day and days of the week).

Read about the advantages and disadvantages of a one in the A

Parking layout

To help you understand what a parking zone might look like we have enclosed a feasibility drawing that shows *where* parking bays could safely be provided. We have also suggested what *type* of bay they could be and who could use them (e.g. resident, loading, blue badge holders, visitor bays). We welcome your comments on this allocation of kerb space.

The consultation area is **not** a proposed parking zone boundary. We will analyse all feedback on a street by street basis and, if support is identified, this may result in recommendations being made for a zone extension or new zone(s) covering a smaller area than covered by this consultation.

The drawing is also available online www.southwark.gov.uk/parkingprojects

Double yellow lines at junctions

We are committed to improving safety on our roads.

Vehicles that park at junctions reduce the visibility for all road users and increase the risk of a collision.



It has been identified that vehicles regularly park too close to some junctions in this area. We will be recommending that 7.5 metres of double yellow lines are installed on all junctions in the consultation area, irrespective of the outcome of the parking zone consultation.

We acknowledge that parking may be at a premium. However, safety and access take priority over the possible loss of parking spaces.

Rule 243 of The Highway Code says:

DO NOT stop or park

- anywhere you would prevent access for Emergency Services;
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space;
- in front of an entrance to a property;
- on a bend".

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Southwark parking permits

Will I have to buy a parking permit if my street becomes a parking zone?

Yes. As a resident or business in the area you will need to purchase either a resident or business permit to park during zone hours. Outside of zone hours you will not need a permit. Our permits are now 'virtual'.

What if I do not have a vehicle?

You **do not** need to purchase a resident or business permit.

If you have a visitor who wishes to park within a parking zone they will need a visitors permit for their entire stay, during the hours of the zone's operation. These must be purchased in advance.

If a parking zone is introduced can everyone in the area buy a permit?

Restrictions on parking permits apply to some new developments where a planning condition exists. Please check with the planning department for any restrictions on parking before submitting a permit application.

What are virtual parking 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.

How many permits am I entitled to?

There is a limit of one resident permit per person to a maximum of three per household.

What permits would I be entitled to?

Resident permit costs			
1 month	3 months	6 months	12 months
£15.74	£36.58	£67.83	£125
75% discount for blue badge holders 75% discount for alternative fuel vehicles and solo motorcycles			
Business permit costs			
3 months	6 months	12 months	
£176	£352	£577.50	
Virtual visitor permits			
1x one hour stay		£1.50	
1x five hour stay		£2.50	
1x one day stay		£5	
10x one hour stay		£10	
10x five hour stay		£20	
10 x 1 day stay (1 st purchase during year)		£25	
10 x 1 day stay (2 nd & subsequent purchases)		£45	
50% discount for blue badge holders			
Home care workers		Professional health workers	
12 months		12 months	
£125		£125	
On-street pay parking			
£2.50 / hour (pay by phone)			

Permit costs correct at time of publication

For further information regarding parking permits in Southwark, please visit our website

www.southwark.gov.uk/parkingpermits

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Resident permits

If you live within the parking zone and your vehicle is registered to that address, you will be entitled to buy a resident parking permit.

Exceptions may apply if your property is a recent development and has a planning condition that limits parking permits.

The permit doesn't entitle you to park in a different parking zone.

Business permits

Businesses operating from an address within Southwark's parking zones may buy permits for vehicles that are essential to their business. They are not available if the vehicle is just used for commuting purposes.

Visitor permits

Residents can buy visitor permits for use by their family, friends or tradespersons. You can buy visitor permits even if you don't have a resident permit or a car.

Visitors will need a visitor permit to park in a residents' bay. If you do not want to buy visitor permits they will need to:

- park on your driveway or land;
- park in a pay by phone space; or
- visit outside of the operating times of the zone when parking is free.

Home care workers' permits

The home care workers' permit enables care staff working for approved home care organisations to park whilst visiting their clients.

The permits are issued to the organisation not to individuals within the organisation. It is the responsibility of the organisation to make the permit available to its home care workers. The permits can be transferred between the organisation's home care workers and their vehicles. Each organisation can hold up to five permits.

Professional health workers' permits

Professional health workers' permits are used by medical and health professionals when making home visits to patients.

The permit cannot be used by medical professionals as a convenient method of parking near their place of work.

- 7 -

Frequently asked questions

What is a parking zone?

Parking zones are used internationally as an effective way of prioritising kerb space in favour of certain types of road user or activity (e.g. residents or vehicles that are loading).

Locations that are safe to park are identified by marked bays. All other areas are restricted and are not available for parking; these are usually indicated by yellow lines.

During the operational times of a zone, parking bays can only be used by specific types of user (e.g. resident permit holders). Signs will clearly indicate who is permitted to park.

The use of a permit system means that priority can be given to resident parking but others (e.g. commuters) can be excluded. This should help ease the pressure on street parking.

The council has the power to issue a penalty charge notice (a 'parking ticket') to motorists who don't follow the parking signs.

What are the advantages and disadvantages of a parking zone?

ADVANTAGES

- Prioritises space for local residents businesses and their visitors.
- Prevents commuter parking
- Improves access for vehicles – especially emergency service and refuse vehicles
- Improves highway safety and reduces inconsiderate parking
- Enables 'permit-free' planning conditions to be placed upon future developments
- Reduces the dominance of parked cars on a street, enabling other use of that space

DISADVANTAGES

- There are cost implications associated with the operation of a parking zone
- Displacement effect to nearby uncontrolled roads
- Those wanting to park must pay for a parking permit
- Street clutter (signs and lines)

What if we don't have a parking problem in our street?

Tell us! We want everyone to respond to this consultation with their views because you know the area best. We will carefully analyse the results on a street by street basis and make recommendations accordingly.

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It is important to consider that the introduction of parking controls in one street often results in displacement of parking into adjacent streets, as commuters and other motorists may move their cars somewhere else.

Consequently, we also ask those who are not in favour at the moment if they would change their mind if the adjacent street to them became part of a zone.

What days and hours would the parking zone operate

This is an aspect of this consultation. The questionnaire asks what time you think controls should operate. The outcome of the consultation and results of the parking stress survey will help us make a final decision.

What is the difference between an all day and a part day zone

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 the 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. 11am 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 is 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 with fewer available spaces. This is especially the case if the demand for parking isn't solely associated with rail station commuter parking.

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 if I am a disabled blue badge holder or have a disabled bay

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays and dedicated blue badge bays. They can also park on yellow lines for a maximum of three hours.



If you don't have a blue badge bay outside your home you are entitled to a 75% discount on a resident's parking permit.

Does Southwark set up parking zones in order to make money



No. Parking zones are introduced as a tool to manage the finite supply of parking space on our road network.

We need to charge for parking permits to cover the operational costs of the zone. We maintain a ring-fenced parking account and publish full details of income and expenditure annually.

By law, any surplus on the parking account must be invested back into transport related improvements such as highway improvements, school crossing patrols, public realm improvements and safer car parks.

Parking stress surveys

The council commissioned a parking stress survey using a standard methodology for collation of data on occupancy and duration of stay.

The results of the survey help provide a clear picture about the profile of parking in the area.

The following details can be noted

- a) there is considerable variation in parking stress across the study area
- b) average occupancy is higher during the week (71%) than at the weekend (55%)
- c) during the week, parking occupancy peaks (79%) between 9am and 10am with this level retained until early evening
- d) at the weekend, demand is highest in the early to mid-morning with some reduction seen during the afternoon
- e) during the week there is sustained "high" or "very high" pressure in most roads but at the weekend any prolonged pressure is uncommon

The full report showing the results of the weekday and weekend parking surveys can be found on our website and will be available to view at the exhibitions.

What happens after the consultation closes

We will analyse all the responses on a street by street basis and report the draft findings and recommendations to the community council, which you are welcome to attend.

The council's policies support the introduction of parking zones but only where there is local support to do so.

The final report and any final design will be approved by the Cabinet Member for Environment, Transport and Recycling in October 2015.

Should a parking zone be approved, we will write to you to explain what happens next, but the stages are summarised below

Phase	Expected dates
Draft consultation findings and recommendations reported to community council	September 2015
Final report to Cabinet Member for Regeneration, Planning and Transport	October 2015
Statutory traffic order consultation	Winter 2015
Delivery and implementation of parking zone (subject to consultation results)	Winter 2015-16



<p>Further information</p> <p>Further information about the project can be found online</p> <p>www.southwark.gov.uk/parkingprojects</p> <p>Telephone 020 7525 1515</p> <p>Email parkingreview@southwark.gov.uk</p> <p>Please note that we are not able to respond to all comments individually</p>	<p>Postal responses should be sent to the following address</p> <p>FREEPOST RSDT-BHXX-SCAJQ Public Realm Projects (Parking Design) Floor 3, Hub 1 Southwark Council Public Realm Division PO BOX 64529 London, SE1P 5LX</p>
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To arrange a translation of this leaflet please take it to

الترتيب لترجمة هذه الكراسة خذها رجاء إلى أحد العنوانين التاليين:
 Para obtener una traducción de este folleto, llévelo a:
 Bu broşürün tercüme edilmesini düzenlemek için lütfen onu aşağıdaki yerlerden birine götürün:
 Để có bản dịch tiếng Việt, hãy mang tờ rơi này đến cửa hàng:
 Pour une traduction de ce dépliant, présentez-le à l'un des guichets uniques suivants :
 এই প্রচারপত্রিকাটির (সিঙ্গেলেটের) একটি অনুবাদের আয়োজন করতে হলে দয়া করে এটি এখানে নিয়ে যান:
 為獲取此單張的翻譯版本，請將單張帶到以下一站式辦事處:

<p>Walworth 376 Walworth Road SE16 2NG</p>	<p>Bermondsey 11 Market Place Southwark Park Road SE16 3UQ</p>	<p>Peckham 122 Peckham Hill Street Ground Floor SE15 5JR</p>
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or a large print version of this document
 please contact 020 7525 1515 or email parkingreview@southwark.gov.uk

This consultation closes on
 01 June 2015



North Dulwich and Denmark Hill Consultation questionnaire

Have your say about parking

We would like to hear your views on the proposal to introduce parking controls to your area. Please read the background document and consider the feasibility drawing before completing the questionnaire online or by returning it to us via the freepost address by Friday 11 June 2019.

The quickest way to respond is online at www.southwark.gov.uk/parkingprojects

Postal responses should be sent to the following address:

FREEPOST RSDT-BHXK-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.

Are you a resident or business? Resident Business

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

SECTION B Your parking experience

How many vehicles does your household regularly park on the street?

None (don't own a vehicle) None (park off-street) 1 2 or more

What time of day do you or your visitors have difficulty parking?

Never	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, daytime	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Monday-Friday, evening	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Saturday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor
Sunday	<input type="checkbox"/> You	<input type="checkbox"/> Your visitor

SECTION C The proposals and your views

Do you want a parking zone to be introduced in your street?

This is the key question that helps decide whether or not parking controls are introduced

Yes No Undecided

If you answered No or Undecided to the question, would you change your mind if a parking zone was to be proposed in only part of the study area (i.e. if a neighbouring road was in favour)? would you then want parking controls to be introduced in your street?

Parking controls can cause displacement. A parking zone in a street next to yours is likely to increase demand for a space in your street.

Yes No Undecided

□□If you answered □No□ or □Undecided□ to □question □ of this section□ please can you tell us why□
 Please tick all options that apply to you.

- There is not a parking problem
- The cost of parking permits
- Parking controls do not guarantee me a parking space outside my property
- Too much additional street clutter (road markings and signs)
- There is a parking problem, but a parking zone will not fix it
- Other (please specify) _____

□□If a parking □one was introduced□ which of the following hours would you like the parking □one to operate□

- 10 am to 12 noon (two hours per day)
- 12 noon to 2pm (two hours per day)
- 10 am to 2pm (four hours per day)
- 8.30 am to 6.30pm (all day)
- Other (please specify) _____

□□If a parking □one was introduced□ which of the following days would you like the parking □one to operate□

- Monday to Friday
- Monday to Saturday
- Other (please specify) _____

□□Do you have any comments about the proposal or the consultation□

Please use this section 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 feasibility design.

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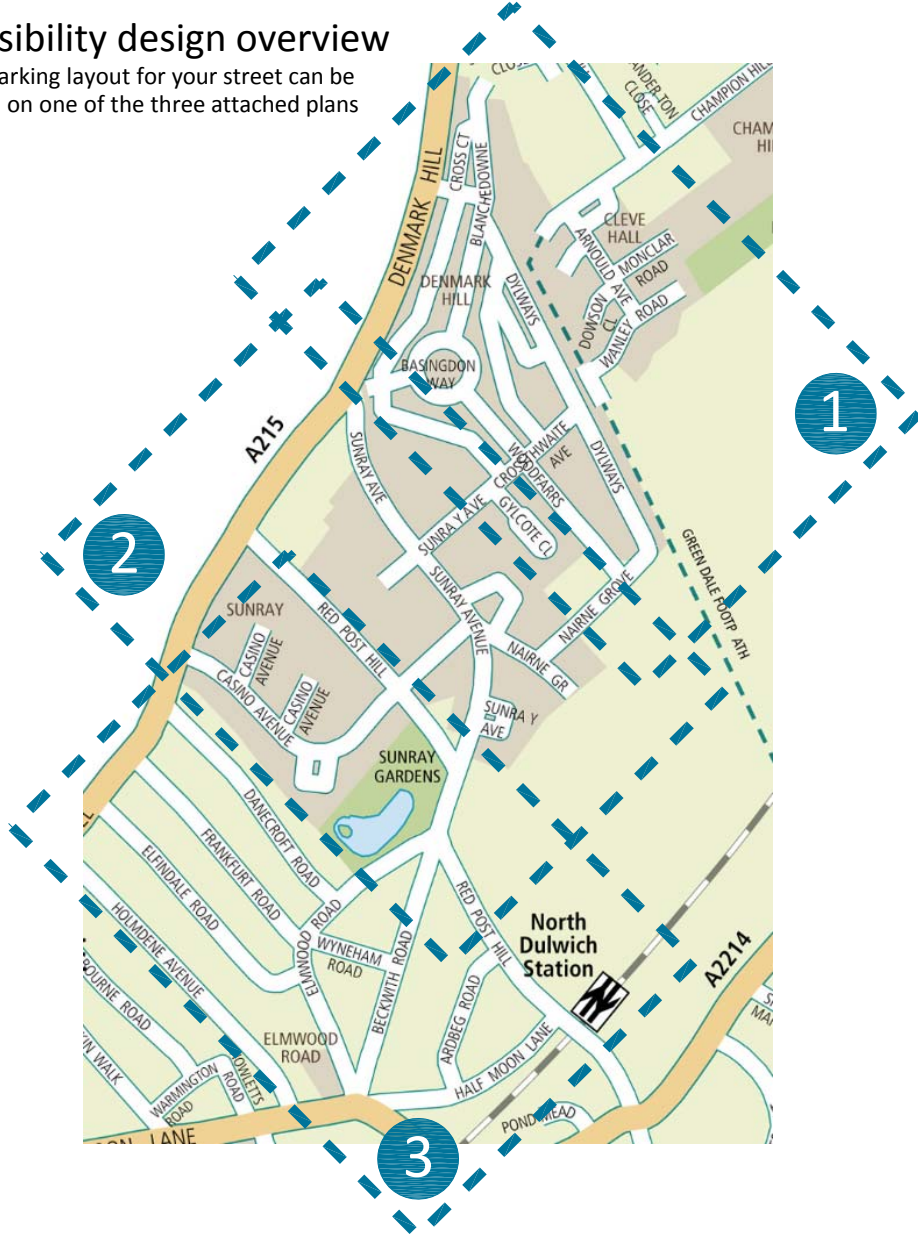
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Replies will be used for the analysis of parking requirements in the area and for no other purpose. The information you provide will be used fairly and lawfully and Southwark Council will not knowingly do anything which may lead to a breach of the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

<p>□urther information</p> <p>Telephone □020 7525 1515</p> <p>Email □parkingreview@southwark.gov.uk</p> <p>Further information on parking in Southwark can be found online by visiting www.southwark.gov.uk/parkingprojects</p>	<p>Postal responses should be sent to the following address □</p> <p>FREEPOST RSDT-BHXK-SCAJQ Public Realm Projects (Parking Design) Floor 3, Hub 1 Southwark Council Public Realm Division PO BOX 64529 London, SE1P 5LX</p>
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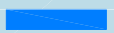







Feasibility design overview

The parking layout for your street can be found on one of the three attached plans



The feasibility parking design layout can also be viewed on our website www.southwark.gov.uk/parkingprojects or at the public exhibitions

What types of parking bay are being proposed and where would my permit allow me to park?

Type of parking bay and map symbol	Example sign	Resident permit holder	Business permit holder	Visitor voucher holder	Blue badge holder	Pay by phone visitor
Permit bay 		✓	✓	✓	✗	✗
Permit and paid bay 		✓	✓	✓	✓ Free	✓
Existing disabled bay 		✗	✗	✗	✓	✗
Time limited bay 		✓ Time limit applies				✗

Loading and unloading

Parking bays - You can stop to load and unload in any parking bay (except a disabled bay) for a maximum of 20 minutes during zone hours

Yellow lines - Loading and unloading is permitted on single and double yellow lines for a maximum of 40 minutes so long as the loading is continuous

North Dulwich and Denmark Hill parking study

The enclosed plan is provided to help you understand what a parking zone could look like if it was approved for your area.

The suggested positions and types of parking bay are based upon our initial surveys and reflect the council's highway design standards.

Please use the questionnaire to tell us your views on this design. All comments received will be considered and will help shape the final recommendations.

The boundary shown on the plan identifies the project and consultation area; it is not the boundary of a proposed new zone. The outcome of this consultation will help the council understand which streets support a parking zone and how our design should be refined to reflect those opinions. This may result in a new zone (or an existing zone extension) being approved for some, all or none of the streets consulted.

The design principles of our feasibility design

- Provide parking bays wherever safe and unobstructive to traffic
- Restrict parking at junctions and dropped kerbs to ensure good visibility and access for all road users
- Prioritise parking spaces in favour of resident and business permit holders
- Provide the option of paid (visitor) parking within an easy walk of each street
- All existing disabled bays to remain
- Minimise the visual impact of traffic signs and lines through innovative design such as permit parking areas (PPA) and restricted parking zones (RPZ)

Permit parking area

PPAs reduce the visual impact of parking controls by removing white parking bay lines. They allow permit holders to park in the locations they think are appropriate but without the pressure of commuters. Signs are installed at the entrance to the area and at repeated intervals. Yellow lines will still be used to indicate where it is unsafe to park.





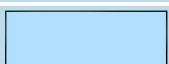
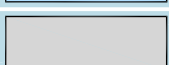




The entry signs do not restrict any access into the street, for example to make deliveries or reach private parking areas or driveways.

These types of schemes are extremely successful at minimising the impact that other parking zones may have, as they greatly reduce the requirement for road markings and signs. However, because the signage is very limited, they do work best in small, contained areas and not on extensive road networks.

Our feasibility plan identifies that an PPA could work in: streets off Champion Hill (around the Cleve Hall estate) and in Glycote Close.



Legend

Area of road	Colour on plan
Double yellow line (existing)	
Double yellow line (proposed)	
Single yellow line (existing)	
Restricted Parking Zone	
Permit Parking Area	
Public highway	
Non-public highway	
Dropped kerb	
Pedestrian crossing	
Boundary of study area	

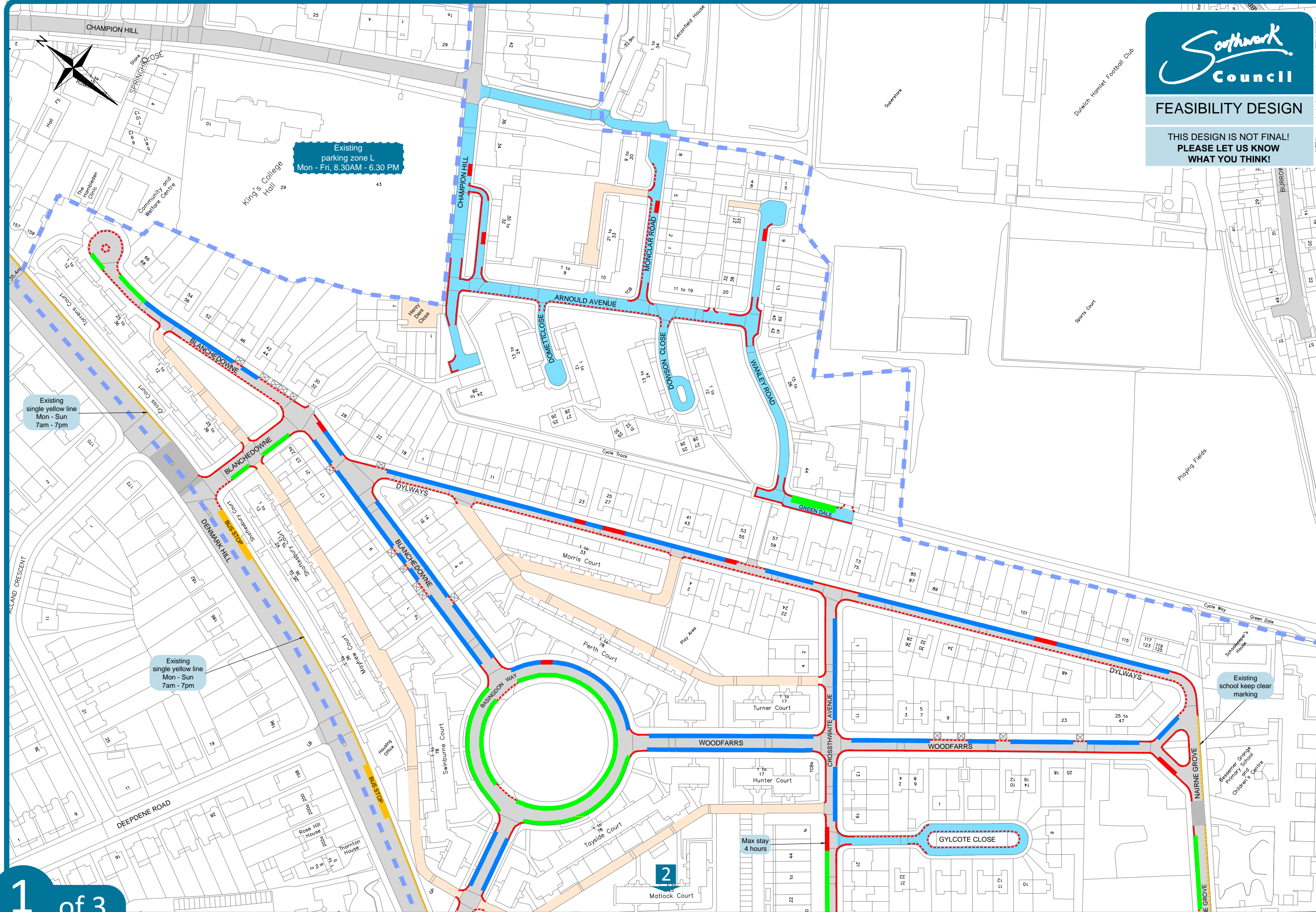
Restricted parking zone (RPZ)



RPZs reduce the visual impact of parking controls by removing yellow lines. Instead of yellow lines motorists will rely upon upright signs - at the entrance to the area and at repeated intervals. Where parking is provided within an RPZ, bays will be traditionally marked.

RPZs work particularly well in small, narrow streets where there might otherwise be a need for a lot of yellow line.

Our feasibility plan identifies that an RPZ could work in: the access roads off Casino Avenue and off Red Post Hill



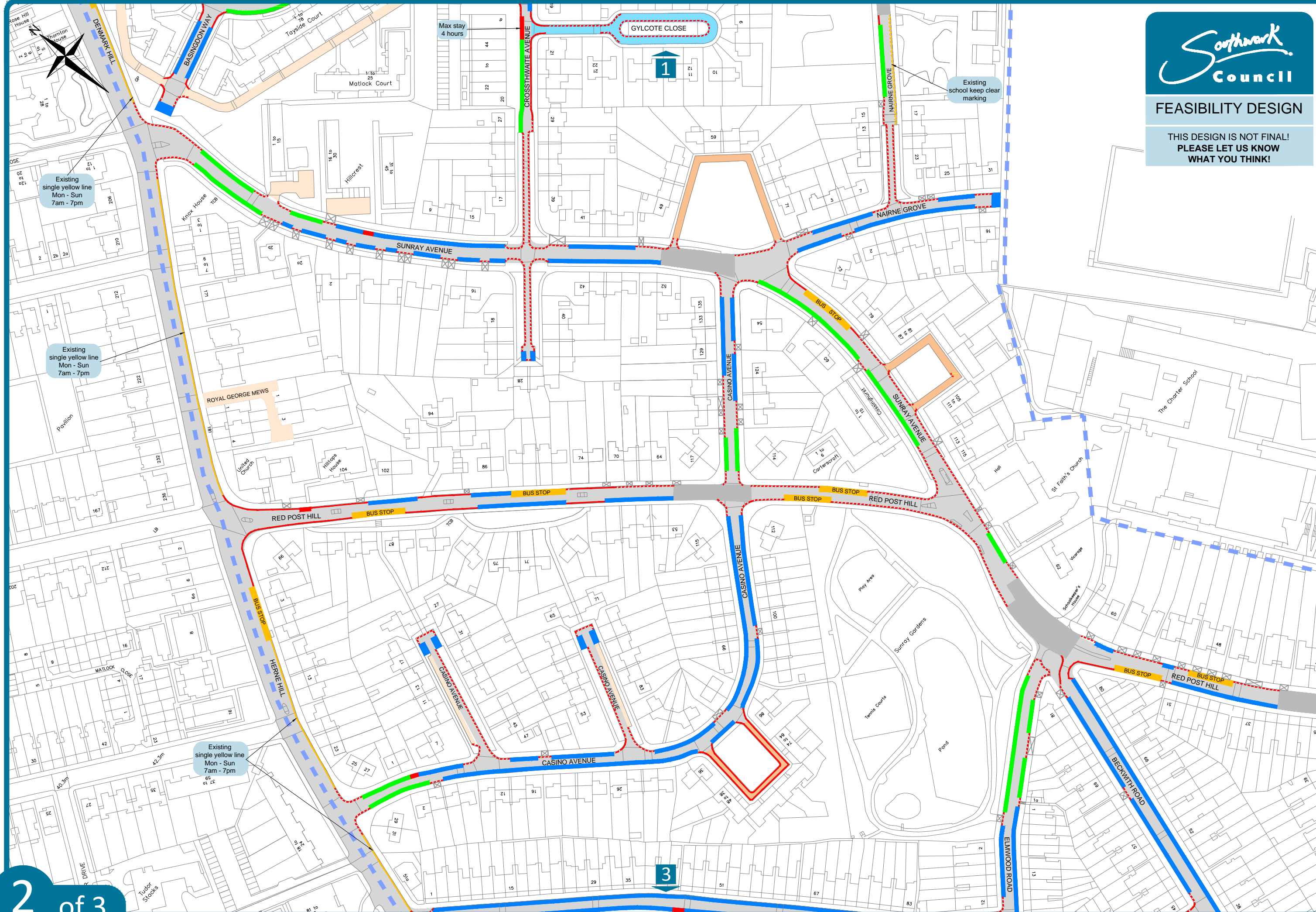
Existing parking zone L
Mon - Fri, 8.30AM - 6.30 PM

Existing single yellow line
Mon - Sun
7am - 7pm

Existing single yellow line
Mon - Sun
7am - 7pm

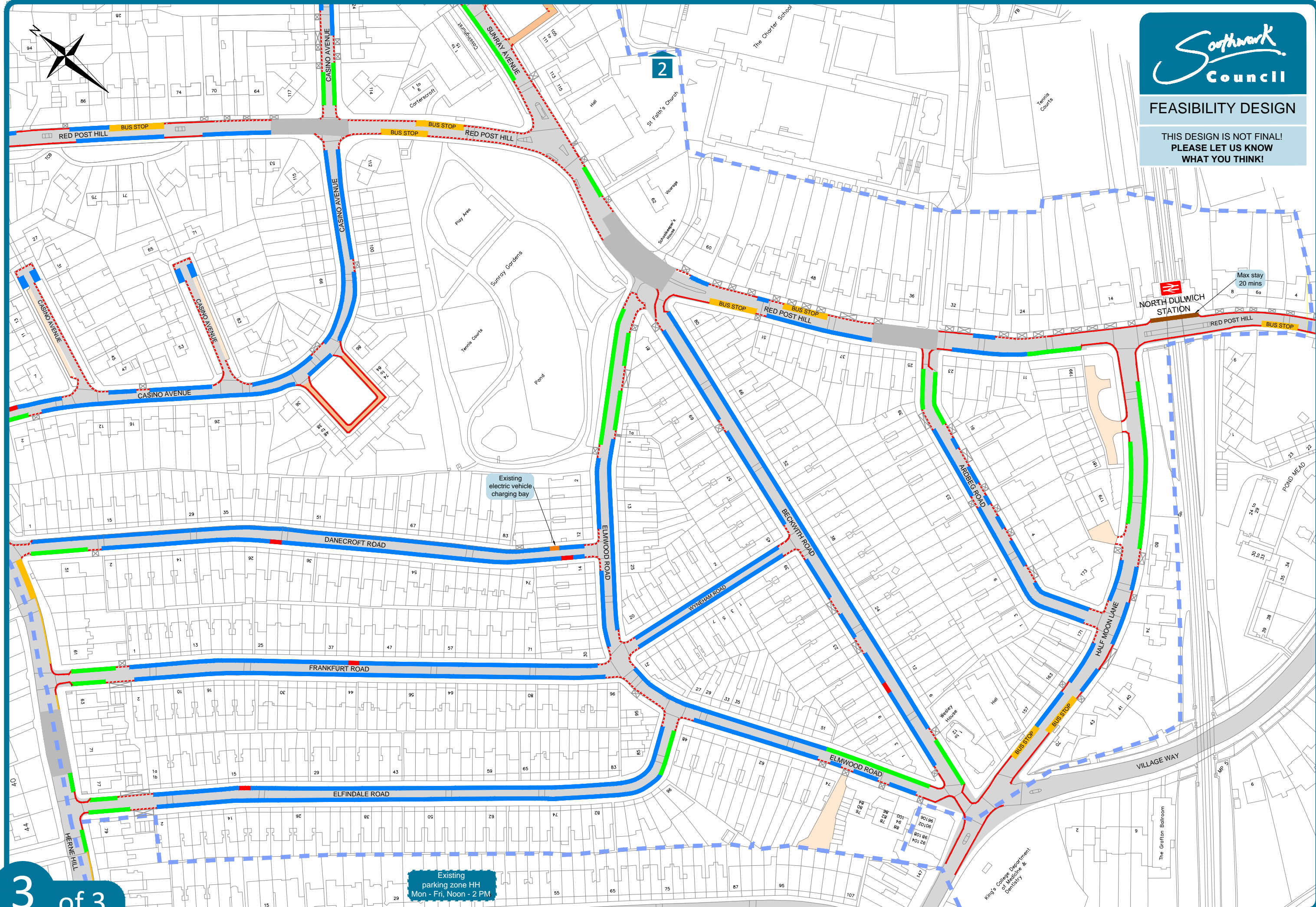
Existing school keep clear marking

Max stay
4 hours





THIS DESIGN IS NOT FINAL!
PLEASE LET US KNOW
WHAT YOU THINK!



APPENDIX A - 4

All comments received are included in this appendix. Comments are shown as per the original submission (including original spelling and grammar), although details that may identify the respondent (eg name or property number) have been removed.

All comments starting with INT and in UPPER CASE were entered internally from paper questionnaires submitted by post. All other comments were submitted via an online questionnaire.

All comments starting LATE and in UPPER CASE are postal responses received between the consultation closing date of 12 June and 19 June 2015 (additional time allowed for responses posted on 12 June to reach the council). Responses after this date were not recorded.

Road	Comment
Ardbeg Road	I am concerned that people will still park all day and remotely pay by mobile phone for the 2 hours of the restriction. Likewise people use the 30minute bays and stay all day. What will the council do to ensure this doesn't happen in our area? Also I'd like to be consulted on the location of the pay parking meters to find the most discreet place to locate them.
Ardbeg Road	INT. 1) THE YELLOW LINES AT THE TOP JUNCTION TO RIGHT (AS YOU LEAVE) SHOULD BE EXTENDED ON RED POST HILL. THERE IS STILL A VERY POOR LINE OF SIGHT ONTO THE ROAD. 2) POSSIBLY INTRODUCE A 2 CAR (?) GREEN BAY AT THE BOTTOM OF THE ROAD. 3) IN CONJUNCTION WITH 2) ABOVE HAVE THE PARKING ON RIGHT HAND SIDE OF ROAD ONLY WITH CONTROLLED ON LEFT, BUT IF NOT 2) KEEP AS IS ON CHART. 4) WE ARE A RELUCTANT "YES" FOR CPZ THE HEAVY DEMAND IS DUE TO THE SCHOOL AND STATION USERS AND ENCROACHMENT DUE TO CPZ ELSEWHERE. THANKS FOR THE OPPORTUNITY TO COMMENT. DOC IS WELL PUT TOGETHER!
Ardbeg Road	INT. SOMETIMES VISITOR PARKING SAT AND SUN WHEN JAG SPORTS CLUB HAVE ACTIVITIES. ARDBEG ROAD IS USED BY COMMUTERS AT NORTH DULWICH STATION AND STAFF AND PUPILS AT LOCAL SCHOOLS. THE LIMITED RESTRICTION TIME WOULD ASSIST WITH CONTROLLING THE ISSUE FOR RESIDENTS.
Ardbeg Road	Over the past 12 years we have noticed that parking has become increasingly difficult near our home. I like the proposals and strongly support the introduction of a controlled parking zone.
Ardbeg Road	Please ensure the bays make maximum use of space between driveways
Ardbeg Road	the parking zone should allow only residents to park from 12-2 to prevent phone-in payments from commuters
Ardbeg Road	Your current proposal is for a permit and pay bay at the Red Post Hill end of Ardbeg Road. I suggest you place this at the Half Moon Lane end of Ardbeg Road where there is no off-street parking. I live at the Red Post Hill end and am constantly plagued by people parking across the entrance to my off-street parking. This is likely to be less of a problem if only residents can park at this end of the road. Also, a permit and pay bay at the Half Moon Lane end will mean that non residents do not have to drive all the way up Ardbeg Road before being able to park. Once regular users realise they can only park at the Half Moon Lane end they will be able to assess quickly whether there is a space for them at that end and drive on without necessarily entering Ardbeg Road at all.
Arnould Avenue	INT. CURRENTLY AROUND ARNOULD AVENUE AREA IT IS THE KEEPMOAT CONTRACTORS AND THEIR CONTAINERS/CARS HAVE TAKEN A FAIR NUMBER OF PARKING SPACES DURING THE DAY. PARKING RESTRICTIONS WILL NOT SOLVE THE PARKING PROBLEM, HOWEVER, IT WILL MEAN RESIDENTS WITH CARS AND THEIR VISITORS HAVE TO PAY FOR THEIR PARKING. IT IS NOT FAIR FOR DRIVERS TO PAY FOR ROAD TAX AND ALSO PAY FOR PARKING IN THEIR OWN RESIDENTIAL AREAS. PROPOSING (IF THE NEED BE) RESIDENTS TO BE GIVEN FREE PARKING PERMITS INCLUDING FREE PERMITS FOR THEIR VISITORS.
Arnould Avenue	INT. PEOPLE PARK ON MONDAY 7AM COME BACK ON FRIDAY 6.30PM TO 8 AT NIGHT.
Basingdon Way	I do not see the need for parking zone in this area, this is a residential area.
Basingdon Way	INT. I AM A DISABLED BADGE HOLDER. THERE IS ONLY ONE PARKING SPACE WHERE I CAN PARK, THE PARKING AROUND HERE IS TERRIBLE, WHEN I COME BACK FROM SHOPPING I HAVE TO WALK QUITE A WAY TO MY DOOR, THERE SHOULD BE MORE DISABLED PARKING SPACES AROUND THE CIRCLE WHERE I LIVE ON BASINGDON WAY. I HAVE ASKED BEFORE BUT NOTHING HAS BEEN DONE ABOUT IT. AT ABOUT 6AM IN THE MORNING YOU CAN START TO SEE DRIVERS CIRCLE TRYING TO FIND SOMEWHERE TO PARK.
Basingdon Way	INT. I THINK A LOT OF PEOPLE PARK HERE AND ON SUNRAY FOR ACCESS TO THE HOSPITAL - I CAN'T BLAME THEM AND THINK KCH HAS TO HELP IMPROVE PARKING FOR THEIR STAFF AND PATIENTS. PARKING ON SUNRAY OPPOSITE THE SHOP IS HORRIBLE - THE DOUBLE PARKING IS A DANGER TO NAVIGATE/DRIVE DOWN. VISITORS NEED TO HAVE FLEXIBILITY - A BOOK OF OPTIONS TO BUY IN ADVANCE. THE COST OF PERMITS.VISITORS PERMITS SHOULD BE REASONABLE THEY SEEM EXCESSIVE FOR LITTLE GAIN.
Basingdon Way	INT. I THINK PARKING RESTRICTIONS SHOULD BE INTRODUCED AROUND BASINGDON WAY AS A WHOLE. PEOPLE THAT WORK AT KINGS COLLEGE HOSPITAL USE OUR ESTATE AS A CAR PARK AND I AM SICK OF NOT BEING ABLE TO PARK ANYWHERE IN THE DAY AND LATE AT NIGHT IN THE EVENINGS. I AM SO ANXIOUS TO USE MY CAR ESPECIALLY IN THE MORNINGS AS I KNOW 100% THERE WILL BE NOWHERE TO PARK ON MY RETURN. ALSO PEOPLE SQUEEZE THEMSELVES INTO TINY GAPS CAUSING IT TO BE DIFFICULT TO GET OUR CARS OUT SOMETIMES. THEY ALSO BLOCK THE RECYCLING POINTS AND ACCESS TO THE CIRCLE FOR THE COUNCIL TO CUT THE GRASS. IT'S RIDICULOUS. HAVING LOOKED AT YOUR PROPOSAL ESPECIALLY FOR AROUND THE GRASS CIRCLE OF BASINGDON WAY I AM NOT HAPPY. THIS WILL NOT WORK! ALL PEOPLE WILL DO IS PARK IN THE MORNING (AROUND 8 IS WHEN THEY USUALLY COME) GO TO WORK, THEN WHEN THEY REACH 12PM THEY WILL CALL TO PAY FOR PARKING FROM THE COMFORT OF THEIR OFFICES ETC AND WILL NOT HAVE TO RETURN TO MOVE THEIR CAR. WE WILL STILL HAVE EXACTLY THE SAME PROBLEM!! MAKE IT PERMIT HOLDERS ONLY PLEASE!
Basingdon Way	INT. I THINK PERMIT SHOULD ONLY BE FOR A COUPLE OF HOURS. A LOT OF PEOPLE / STAFF PARK HERE FROM KINGS SO IF IT'S FOR THE TIME ABOVE THEY WON'T BE ABLE TO PARK THEIR VEHICLE.
Basingdon Way	INT. IT IS OK AS IT IS, NO REASON FOR PARKING ZONE.
Basingdon Way	INT. RESTRICTED PARKING 12-2 WOULD BE IDEAL - SIMILAR TO SCHEME OPPOSITE NEAR RUSKIN PARK. MY SON AND DAUGHTER HAVE DIFFICULTY FINDING A PARKING SPACE WHEN VISITING ME. WHEN I GET UP IN MORNING THE ROADS ON THIS ESTATE ARE ALREADY FILLING UP WITH COMM
Basingdon Way	INT. THANK YOU. I THINK THE "12-2" TIMING NOW IN FASHION IS VERY USEFUL!
Basingdon Way	INT. THERE HAS BEEN AN ONGOING PARKING PROBLEM ON THE ESTATE ESCALATED BY COMMUTERS PARKING AND GETTING THE BUS 468 INTO THE CITY!! WORKMEN ARE UNABLE TO PARK AS WELL. IT'S ABOUT TIME - SINCE LAMBETH EXTENDED THEIR PARKING ZONE. INTEND TO RESUME DRIVING SOON, I DO FEEL THAT COST IS HIGH SHOULD BE PHASED COST.

Road	Comment
Basingdon Way	LATE. TOO EXPENSIVE. NOT APPROPRIATE GIVEN INSUFFICIENT CYCLE STORAGE (CURRENT AND PROPOSED) FOR THE ESTATE, SO IT IS DIFFICULT FOR RESIDENTS TO AVOID THESE CHARGES. COST OF PERMITS COULD BE INCLUDED IN SERVICE CHARGE TO REDUCE ADMIN COSTS.
Basingdon Way	LATE. WE DO NOT WANT PARKING ZONE!
Basingdon Way	not only is the cost too high but the issue of the cost of subsequent visitors permits is too exorbitant. I realise that something has to be done do to the hospital outside of the surrounding stations but the cost and guarantee of a space is unrealistic as we are not really sure what is commuter parking and what is not.
Basingdon Way	Turn Basingdon Way into a proper roundabout . This means all vehicles would be parked facing one way clockwise and also improve safety.
Beckwith Road	2 hours in the weekday to stop commuters from North Dulwich station parking here is okay, but then where will they park? They have to get to work too! Certainly would not be happy than any longer than 2 hours and not at lunchtime (12-2) or Saturdays as highly inconvenient for visitors. Please don't do anything that will make it harder for us residents to have visitors, or charge us a high permit fee!
Beckwith Road	Do not want parking permits.
Beckwith Road	Firstly, thank you for the efficiency and clarity of the Consultation Process. I am clearly in support of the introduction of a CPZ, largely based on a Part day basis (12.00 to 2.00 pm, Permit Holders Only). While I support the introduction of double yellow lines at junctions, for safety reasons, I still question their application outside houses with dropped curbs. I believe that the current practice of a white line sufficiently discourages inappropriate parking and still allows the householder the flexibility for themselves or a visitor to park across their drive. I am not in this position myself but am thinking of how to mitigate the obvious further constraints that Junction double yellow lines will impose on parking availability. Thank you
Beckwith Road	Having lived here for 18 years it has become noticeably worse over the last 4 years or so. Commuter parking and school related parking would seem to be the main culprits along with the introduction of restricted zones nearby. 12-2 permit holders only would seem to me to be the best way to address this with minimal impact on those who just want to park for a short time.
Beckwith Road	I believe you dont need a parking zone in my area . Simply marking out parking bays on my road would solve any parking issues...to help people who cant park or drive properly.
Beckwith Road	I do not believe that the parking problem on Beckwith Road is limited to just a few hours during weekday middays. It includes commuters all day during week, but also people using sports facilities at nearby school at weekends and parking with children to use sunray gardens park at weekends.Cost of the scheme is a concern however and needs to be maintained within agreeable levels. Also it seems other London boroughs charge less than is proposed/benchmarked here
Beckwith Road	I think that the area badly needs the introduction of a parking zone. My wife and frequently find it impossible to park on our road on weekdays. The problem is much less acute on weekends, which leads us to conclude that commuters are parking their cars on our road before getting their train to work, thus leaving no parking spots for the people who actually live there.
Beckwith Road	In my opinion the consultation process looks very good with all the pro's and cons clearly laid out. The plans are also excellent. Being semi-retired Im very aware of the parking problems in Beckwith, Wyneham Elmwood and Frankfurt Roads as I have to use all of them to find a parking space during the week and sometimes at weekends. On your plans I think you have allowed to much paid for parking (shown green) particularly in Elmwood Road. I make this point knowing that the introduction of yellow lines at all the junctions will reduce the availability of road space for parking by residents. Im not sure that there will be sufficient space for residents cars in Beckwith Road either
Beckwith Road	INT. ADDITIONAL COMMENTS TO 5 YES (ONLY IF WYNHAM RD OR ELMWOOD ROAD ARE IN FAVOUR). THE PARKING SITUATION ON BECKWITH ROAD HAS IMPROVED IN THE PAST 2 MONTHS.
Beckwith Road	INT. I DO NOT THINK PARKING CONTROLS WOULD MAKE A LOT OF DIFFERENCE.
Beckwith Road	INT. I THINK THE CONSULTATION AND PROPOSAL HAVE BEEN HANDLED WELL. WE HAVE A PARTICULAR PROBLEM WITH GATES ON ELMWOOD ROAD - WE CAN EASILY PUT A CAR OFF ROAD - BUT WE HAVE NO WHITE LINE OUTSIDE OUR GATES SO THEY ARE BLOCKED VERY REGULARLY - 81 BECKWITH ROAD HAS A WHITE LINE IN FRONT OF THEIR GATES BOTH AT THE FRONT AND AT THE BACK ???
Beckwith Road	INT. IF THE PROPOSAL IS TO BE EFFECTIVE IT IS IMPORTANT THAT TEACHERS AND STAFF AT THE CHARTER SCHOOL AND JUDITH KERR SCHOOL AND OTHER LOCAL SCHOOLS CANNOT APPLY FOR RESIDENT PERMITS - STAFF FROM THESE SCHOOLS PARK CURRENTLY ON ELMWOOD AND BEDWORTH AND THERE ARE APPROXIMATELY 20 CARS - THIS WOULD BE TOO MANY TO ACCOMMODATE WITHIN THE RESIDENTS PARKING.
Beckwith Road	INT. PEOPLE OFTEN PARK ACROSS THE ACCESS TO THE CAR PARK FOR WESLEY COURT IT IS OFTEN PEOPLE COLLECTING CHILDREN FROM THE MONTESORI NURSERY IN HERNE HILL METHODIST CHURCH HALL, THIS IS A NUISANCE DOUBLE YELLOW LINES SHOULD BE PUT ACROSS THE ENTRANCE TO DISCOURAGE THIS.
Beckwith Road	INT. THE LOWER END OF BECKWITH ROAD LEADING TO HALF MOON LANE IS CONSTANTLY USED BY DRIVERS FOR PARKING INDEFINATELY AND SOMETIMES FOR DAYS/WEEKS ON END, USUALLY BY DRIVERS NOT RESIDENTS OF THE AREA. IN ONE INSTANCE A VEHICLE WAS PARKED FOR 10 MONTHS (JULY 14 - APRIL 15) OUTSIDE WESLEY COURT BY PERSONS UNKNOWN. DURING OFFICE HOURS MOST OF THE AVAILABLE SPACES ARE TAKEN UP BY COMMUTERS USING NORTH DULWICH STATION. RESIDENTS ARE FED UP OF NON-AVAILABILITY OF SPACES AND A PARKING ZONE RESTRICTIONS WILL DO A WORLD OF GOOD FOR A SMALL PRICE TOPAY OF £125!

Road	Comment
Beckwith Road	INT. THE PROBLEM IN BECKWITH ROAD IS TEACHERS FROM NEARBY SCHOOLS PARKING ALL DAY AND ZONE 2 RAIL COMMUTERS FROM DULWICH NORTH STATION. OFF ROAD PARKS SHOULD BE ENCOURAGED AT SCHOOLS. I GUESS THAT RESTRICTIONS ARE INEVITABLE GIVEN THAT WE ARE SURROUNDED BY CONTROLLED ZONES.
Beckwith Road	INT. THE WORST PARKING TIME IS SUNDAY EVENING. THIS IS NOT FROM COMMUTERS, MORE AFFLUENT RESIDENTS HAVE TWO CARS. THE PROBLEM COULD BE SOLVED ALONG WITH VISABILITY ISSUES AT JUNCTIONS IF PERMITS WERE SOLD 1 PER HOUSEHOLD WITH THE SECOND CAR PERMIT AT £1,000 OR MORE. THIS COULD DRIVE CAR OWNERSHIP DOWN. THE INTRODCUTION OF PERMITS WILL RESULT IN FRONT GARDENS BEING TURNED INTO DRIVES.
Beckwith Road	INT. WE STRONGLY OBJECT TO THE COST OF ANY SUCH SCHEME, THE HIGH CHARGES ARE UNJUSTIFIABLE AND MUST BE REVISED - THEY ARE BACKDOOR COUNCIL TAX.
Beckwith Road	INT. WE THINK THIS IS A GOOD PROPOSAL AND WILL SOLVE THE ISSUE OF COMMUTER AND LOCAL WORKERS PARKING, WHICH NOW CAUSES A SIGNIFICANT PROBLEM FOR RESIDENTS. WEEKENDS ARE NO PROBLEM.
Beckwith Road	Please refuse all applications for off street parking on front gardens as this penalises near neighbours and reduces the chances for other residents to park on the road near to their own property. On roads where there are local shops please continue to offer free parking bays for up to 30 minutes, this is really important to allow Dulwich/Herne Hill residents to go about their business e.g. collecting dry cleaning on the way home for example. You will severely restrict the livelihood of local businesses if you impose payments across all bays.
Beckwith Road	There are only 5 entry points to the 'estate' of roads made up of Beckwith, Elmwood, Wyneham, Elfindale, Frankfurt & Danecroft. Consideration should be given to using 'permit holder parking beyond this point' signage which with a few repeater plates would massively reduce street clutter and costs.
Beckwith Road	There is definitely an increase in the number of people using the area to park in during the working week. Whether they are parking and working locally (at the nearby schools) or using it as a car park for North Dulwich Station, this means residents find it impossible to park and can walk long distances from their car to their house.
Beckwith Road	Yellow lines across dropped curbs. I thought that we were told by Paul Gellard at the Feb. 12th meeting that these were no longer Council policy, but evidently I was wrong. As proposed, the yellow lines will extend 1.5 metres either side of the dropped curbs, reducing the available parking space accordingly. It seems to me that people who have the privilege of a dropped curb have a corresponding obligation to enter and leave their parking area cautiously, and not oblige the rest of us to sacrifice scarce space for a very hypothetical improvement in safety. I was told that this particular Council policy could be reviewed if there was sufficient pressure, and I would urge the Council to reconsider.
Blanchedowne	I don't think permits are the answer. I think in order to utilise the space better, marked parking bay would work, at least in on a preliminary basis. Currently, you see cars parked with huge gaps between them, but not big enough for another car. By using permits you do limit the amount of parking for vehicles that are not registered to the street. Although I don't use parking in this way, many people on the street that live here do.
Blanchedowne	INT. BLANCHEDOWNE WOULD BENEFIT FROM HAVING TWO OR THREE BLUE BADGE BAYS AS AT THE MOMENT THERE ARE NONE IN THIS STREET AND I AM A BLUE BADGE HOLDER AND I HAVE HAD TO WAIT FOR A SUITABLE SPACE TO PARK FOR UP TO AN HOUR OR PARK IN ANOTHER ROAD AND STRUGGLE TO WALK BACK TO MY ADDRESS CAUSING GREAT DISCOMFORT. BLUE BADGE BAYS WOULD ALSO BE USED BY RESIDENTS IN TORRENS COURT AND THE HAMBLEDON CLINIC IN BLANCHEDOWNE. DUE TO THE RESIDENTS HALL IN BLANCHEDOWN BEING USED ON A SUNDAY THERE ARE PARKING ISSUES ON A SUNDAY TOO!
Blanchedowne	INT. VERY DIFFICULT TO FIND PARKING SPACES - DISABLED SPACE IN MY STREET IS OFTEN ABUSED. I REALLY WOULD NOT MIND PAYING A REASONABLE TAX IF IT MEANS THAT MYSELF AND MY VISITORS WOULD BE ABLE TO PARK, STUDENTS FROM KING'S COLLEGE HALLS, STAFF FROM KING'S COLLEGE HOSPITAL AND LOTS OF OTHER PEOPLE USE ALL AVAILABLE PARKING SPACES OFTEN HAVING TO DRIVE QUITE A LONG WAY AWAY IN ORDER TO PARK.
Blanchedowne	LATE. I HOPE THE PARKING LAYOUT WILL TAKE EFFECT VERY SOON.
Blanchedowne	Seek the views of commuters and hospital workers by displaying information around kings and Denmark Hill station.
Blanchedowne	We recognise that it can be very difficult to park on our road on weekday mornings, largely because of hospital staff looking to park before work. However, weekday evenings after 6, the road is less busy and at weekends it's very easy to find a space. We're slightly concerned whether the two local hospitals (King's and the Maudsley) will be included in the consultation and invited to consider how new parking controls will impact on their staff, who, it seems already struggle to find places to park nearby.
Casino Avenue	1. In the consultation map no permit bays are shown along one side of the 2 cul de sacs that come off the main road of Casino Avenue, where parking currently takes place. This area should be allocated to permit parking. 2. Permit parking bays are marked on the map at the end of each cul de sac. When introduced there should be 4 bays on each side of the road at diagonal to the pavements, the current parking practice in this place. There is adequate space for this. 3. I feel that a higher charge should be made for second or more permits for any single household. Some of the current problem is caused by households where two or more cars are owned. 4. I assume that the parking zone will be adequately covered regularly by wardens!
Casino Avenue	Firstly I would like to say that £125 for a yearly permit is too costly. At this cost I would expect Southwark Parking to be generating revenue in excess of the operating costs. Looking at the draft feasibility designs there are a number of changes I would recommend; 1. Crossthwaite avenue, outside no. 29 sunray Avenue, change double yellow lines to 1 residents parking space. 2. Crossthwaite Avenue, north-east side change from all residents permit parking to 4 spaces one hour free parking (already a southwark proposal), the rest to be residents permit parking. 3. Casino Avenue outside of nos. 77 to 85 and nos. 7 to 15 on draft it is shaded as non-public highway, this should also be residents parking permits.

Road	Comment
Casino Avenue	<p>Further the point above - i.e that the feasibility study is incorrect in relation to the existing parking provision in Casino Ave, I have the following comments:</p> <ul style="list-style-type: none"> - The proposals will greatly reduce the parking provision in Casino Ave with the introduction of double yellow lines in the cul-de-sacs. - Existing parking bays are incorrectly labels as non-public highway. - There are too many cars in the area and the council should actively encourage and provide an incentive to residents to give up their cars and use car share or car club schemes. - Commercial vehicles and residents with more than one car cause congestion in the street not just at rush hour. - This is just another tax on residents and means for the council to increase revenue. - I would encourage the council to take action against parking on the grass verges especially commercial vehicles / and council's contractors. - Parking problems during the day are direct result of people parking as per of their commute or visit to Kings Hospital. Reduce parking fares at the hospital would reduce parking problems and displacement. - A series of measures are reduce to reduce cars and improve residents health by reducing pollution.
Casino Avenue	I do not want a parking zone introduced and I feel the process including this form is designed to encourage a yes answer to the consultation.
Casino Avenue	<p>I live at XX Casino Avenue and have off-street parking. But I often find my driveway blocked by non-residents parking - during the week and weekends - and am not able to enter or exit my own off-street parking. I see from the proposed parking layout that (hopefully) double yellow lines will now be put on my corner - and in front of my driveway. I do hope this is the case as this is an incredible inconvenience to me.</p> <p>In addition - to this - I really hope that the proposed parking restrictions on Casino Avenue and Red Post Hill go ahead - as commuters extensively (daily) use our streets as a parking zone leaving no parking for residents or their guests. It leaves the street overcrowded and hard to manoeuvre through - as it's so back to back.</p>
Casino Avenue	I OBJECT TO THIS PARKING PROJECT BECAUSE OF THE CHARGE TO PARK OUTSIDE MY HOME. I ALREADY PAY ENOUGH FOR ROAD TAX. THE CONTROLLED PARKING ZONES HAVE CAUSED THE EXTRA CARS PARKING IN THIS AREA TAKING UP RESIDENTS PARKING SPACES.
Casino Avenue	If the restricted parking zone is being proposed because of people using cars to travel to Kings College hospital then I suggest Southwark should provide more parking facilities at the hospital instead. This is NOT the way to do it. It will be expensive for residents and cause a HUGE headache for visitors, tradesmen etc. PLEASE: NO. NO. NO.
Casino Avenue	<p>If there is to be a parking zone introduced, we don't want one of the only paid + permit bays to be right outside our house. We don't want ticket machines outside our house. We don't want all the weekday non-resident vehicles that park in our vicinity to have to congregate solely outside our house.</p> <p>Having lots of vehicles parked on Red Post Hill (and Casino Avenue) acts as a kind of traffic calming measure. In this city where our neighbourhood looks like a relatively uninhabited countryside, we can do get boy-racers speeding through the area at night. Having less cars parked on the streets could leave longer clear straights for them to cause their noise-pollution.</p> <p>Also, on your map, the driveway for our house (XX Casino Avenue) and our neighbour's (XX Casino Avenue) don't appear to be in the correct positions.</p>
Casino Avenue	In the straight cul-de-sacs on Casino Avenue there are bays the length of the cul-de-sac which do not appear to be proposed as part of the CPZ, and I do not understand why they are excluded?
Casino Avenue	INT. APPALLING IDEA - THE COUNCIL WANTS TO MAKE EVEN MORE MONEY FROM ITS RESIDENTS!
Casino Avenue	INT. AS WELL AS PROBLEMS WITH PARKING ON CASINO AVENUE MONDAY TO FRIDAY, THERE ARE PROBLEMS ON RED POST HILL WHICH MAKE IT VERY DIFFICULT FOR BUSES, PARTICULARLY THE STRETCH FROM SUNRAY AVENUE TO HERNE HILL.
Casino Avenue	INT. CASINO AVENUE CUL DE SACS PARALLEL WITH HERNE HILL. THE PLANS INDICATE PARKING PERMIT AREA AT THE END OF THE CUL DE SACS ONLY. THERE ARE CURRENTLY PARKING BAYS ALL ALONG ONE SIDE OF THE CUL DE SAC (EG NOS 7-19) IF THESE AREAS ARE NOT INCLUDED AS PARKING BAYS THE PROBLEMS CURRENTLY EXPERIENCED BY RESIDENTS WILL ONLY BE INTENSIFIED. DOUBLE YELLOW LINES AT THE END OF THE CUL DE SACS WILL ALSO UNFAIRLY AFFECT RESIDENTS WHO LIVE AT THE END HOUSES. THERE ARE 8 SPACES AVAILABLE IF PARKING IS COMPETANT. A MAXIMUM NUMBER OF PERMITS PER HOUSEHOLD IS DESIRABLE (ONE?) 3 TOO MANY.
Casino Avenue	INT. I DO NOT WANT A PARKING ZONE ON MY STREET. IT'S ONLY IN THE WEEKDAYS AND ALL CARS THAT PARK HWERE FOR A FEW HOURS.
Casino Avenue	INT. MAKE RED POST HILL ONE WAY UPHILL MAKE SUNRAY AVENUE ONE WAY DOWNHILL. UPPER PART OPF CASINO AVENUE NOS.1-115 ONE WAY DOWNHILL. LOWER PART OF CASINO AVENUE NOS. 117 TO END BOTH WAYS. TRAFFIC LIGHTS AT TOP OF RED POST HILL OK TO TURN RIGHT AND LEFT ALL WAYS. REMOVE BUMPS AND ISLANDS ON RED POST HILL (THE HOUSES SHAKE). INTRODUCE SPEED CAMERA ON RED POST HILL INSTEAD OF HUMPS AND ISLANDS!
Casino Avenue	INT. PLAN 2 OMITTS THE DISABLED BAY RECENTLY INSTALLED OUTSIDE NO XX CASINO AVENUE, PLEASE SEE ATTACHED PLAN.
Casino Avenue	INT. TAXIS, BLACK CABS, PARK ON OUR ROAD WITH THEIR TAXIS AND OWN CARS AND USE A ROTA SYSTEM TO SWAP PLACES, THEY PARK AT ALL HOURS OF THE DAY - NIGHT AND DAYS. SHIFT WORKERS ALSO PARK ON OUR ROAD.
Casino Avenue	INT. THANK YOU FOR THE CONSULTATION. PARKING ON CASINO AVENUE HAS BECOME VERY DIFFICULT IN RECENT MONTHS. WITH SUCH AN EXTENSIVE ZONE IT IS IMPORTANT THAT IT IS ALL OR NOTHING RATHER THAN OMITTING INDIVIDUAL STREETS WHERE RESIDENTS ARE AGAINST IT.
Casino Avenue	INT. WE HAVE CONCERNS THAT PARKING RESTRICTIONS WOULD FORCE MORE PEOPLE TO PAVE OVER THEIR FRONT GARDENS WHICH WOULD DESTROY THE CHARACTER OF THE AREA.

Road	Comment
Casino Avenue	INT. WE LIVE IN A CUL DE SAC IN CASINO AVENUE. AT PRESENT ON ONE SIDE OF THE ROAD ARE A NUMBER OF MARKED BAYS AND SPACE TO PARK 6 CARS AT THE END OF THE CLOSE. THE PLAN SHOWS THAT DOUBLE YELLOW LINES ARE TO BE PAINTED AT THE END - WILL THIS RESTRICT THE NUMBER OF AVAILABLE SPACES? ALSO THE MARKED BAYS ARE SHOWN AS NON PUBLIC HIGHWAY. IS THIS A MISTAKE OR ARE CONTROLLED PARKING BAYS TO BE PLACED THERE? I WOULD NOT BE HAPPY IF THESE WERE LEFT AVAILABLE FOR ANY PERSON IE COMMUTERS, TO USE, HAVING PAID FOR PERMITS FOR OUR VEHICLES.
Casino Avenue	It would be good to physically prevent parking on the pavement in Nairne Grove. E.g. using bollards. This is a problem at school drop off and pick up times, and puts school children who are walking to school at risk. Our street is heavily used by commuters, particularly Kings hospital staff. We are supporting parking restrictions because parking has become so difficult for residents on this street, but where are these commuters going to park?
Casino Avenue	LATE PARKING ZONE IS A GOOD WAY OF CONTROLLING THE PARKING PROBLEM, BUT HAVING SPOKEN TO A FEW NEIGHBOURS WE ARE ALL OF THE VIEW THAT THE FEE IS RATHER STEEP AT £125 PER YEAR, AND WHY SHOULD WE HAVE TO PAY TO PARK ON OUR OWN STREET? DUE TO THE HIGH FEE YOU WILL PROBABLY NOT GET A VER POSITIVE RESPONSE IF AT ALL. WOULD YOU CONSIDER REDUCING THE FEE FOR RESIDENTS?
Casino Avenue	LATE. IDEALLY NO PARKING RESTRICTIONS BUT IF NEIGHBOURING ROADS DO THEN BETWEEN 125 AND 123 YOU PROPOSE A DOUBLE YELLOW LINE THIS IS IMMEDIATE OUTSIDE OUR HOUSE WHERE THERE IS A SPACE FOR A CAR. USUALLY VISITORS TO OUR HOUSE PARK HERE AS IT IS MOT CONVENIENT TO OUR FRONT DOOR. COULD THIS BE PERMIT PARKING? OR CAN I RECOMMEND THAT THIS WOULD BE A PARKING AREA OR SINGLE YELLOW (SO THAT PARKING IS ALLOWED AT TIMES) OTHERWISE WE CANNOT PARK OUTSIDE OUR HOUSE.
Casino Avenue	LATE. WE ARE SO RELIEVED THAT THIS CONSULTATION AND HOPEFULLY IMPLEMENTATION OF THE SCHEME HAS FINALLY ARRIVED AND THE NIGHTMARE OF BEING A RESIDENT WITH A CAR IN THE AREA HAS BEEN RECOGNISED. IT WAS PERFECTLY WORKABLE UNTIL LAMBETH INCREASED THEIR CPZ ON THE OTHER SIDE OF HERNE HILL AND OUR IMMEDIATE AREA HAS BEEN OVERRUN WITH COMMUTERS PARKING. AS A RESIDENT IN THIS ZONE FOR ABOUT 30 YEARS I HOPE THERE WILL BE SOME RELIEF SOON.
Casino Avenue	Most of the bays in my close are on part of a non public highway and as such will be available to any person to park their car. This will displace residents onto nearby roads. Furthermore it had been suggested that a turning circle be introduced at the end of the close by reducing the current six spaces to possibly two. In my opinion this will not practically provide sufficient space for the average driver to manoeuvre and will again displace a number of residents. I am in favour of the initiative but am concerned that it will not solve the current problem in our close unless the permit bays are extended to include all bays and the turning circle is abandoned.
Casino Avenue	Parking controls have been badly needed on Casino Avenue since Lambeth introduced zones on the other side of Herne Hill. Our 'neighbours' from the Lambeth side leave their cars on Casino Avenue from late Sunday evening to Friday evening and many also now seem to use Casino Avenue to leave trade and other vehicles while on holiday for weeks at a time. Yet others leave the car for the day and head up to central London. I find it is currently impossible to take the car out during day-time to buy heavy items that need off loading near my house, as there is never any available parking when I return. A neighbour across the road has even sold her car, as she found it impossible to park and other neighbours resort to permanently putting parking cones or waste bins in the street outside their houses, making even less space available for the rest of us. As most leave their cars here for whole days, a 2hr parking restriction should be sufficient to ease the problem, without making it too prohibitively expensive for us who live here to ensure our visitors can park.
Casino Avenue	Parking for residents has become more and more of an issue. During the weekdays there's sometimes not a single space on Casino Avenue and I've had to park on red post hill, quite a distance away from my house. A lot of commuters park their car here early in the morning and walk to North Dulwich station to go to work, collecting their car at 6-7pm. I feel we must introduce a Monday to Friday parking zone.
Casino Avenue	Parking scheme is yet another stealth tax
Casino Avenue	PEOPLE ARE CONTENT TO PARK NOSE TO TAIL. BEST LEFT THAT WAY. PEOPLE MAKE DO WITH PARKING AS IT IS AT PRESENT. WITH CONTROLLED PARKING, THERE ARE SO MANY CAR OWNERS YOU WOULD NOT BE ABLE TO FIT THEM ALL IN! PARKING CONTROLS ARE TOO EXPENSIVE FOR MOST PEOPLE WHO LIVE HERE. THEY ARE A WAY OF MAKING MONEY OUT OF PEOPLE WHEN THEY CANNOT AFFORD IT. PARKING CONTROLS AS DESCRIBED BY YOU, HAS PROVED TO BER VERY ANTI SOCIAL IN OTHER AREAS WHERE YOU AHVE THEM. PEOPLE TELL ME THEIR FRIENDS AND RELATIVES STOPPED VISITING THEM ONCE PARKING CONTROLS WERE IN FORCE. THEY WERE HORRIFIED AT THE EFFECT ON THEM SOCIALLY. I THINK THERE SHOULD BE CONTROL OF CAR SELLING BY PEOPLE WHO DO NOT LIVE IN CASINO AVENUE. IF PEOPLE WHO LIVE IN CASINO AVENUE WHICH TO PUT A FOR SALE SIGN ON THEIR OWN CAR THEN THEY SHOULD ALSO BE OBLIGED TO PUT THEIR ADDRESS ON THE SIGN, TO ENSURE THAT THEY DO IN FACT LIVE HERE. THERE WOULD BE NO HARM IN THAT. HOWEVER, THERE IS NO ROOM IN THE ROAD FOR PEOPLE WHO BUY AND SELL CARS, EVEN IF THEY LIVE HERE. THERE IS NOT ENOUGH ROOM FOR THOSE WANTING TO RUN A BUSINESS SELLING CARS HERE. IT SHOULD BE UP TO INDIVIDUALS TO BE VIGILANT ABOUT THESE THINGS. IT IS ALREADY ILLEGAL TO BE RUNNING A BUSINESS AND PARKING THE FOR SALE CARS ON A PUBLIC ROAD. PEOPLE ARE WITHIN THEIR RIGHTS TO REPORT SUCH THINGS TO THE COUNCIL.
Casino Avenue	People can't park down here got heart condition have to carry shopping up hill or next turning people with permits park over here Monday to Friday then remove there car weekend.when permit dont apply to them .it is causing congestion when dust cart comes down due to the parking .people down the rd are putting bins & cones out to get space back .why is this rd don't have permit?
Casino Avenue	Residents should not be expected to pay such a large amount for parking permits. Non-residents should pay an increased amount to offset the cost to the residents. Dropped kerb and driveway options at affordable cost should be offered to residents as an alternative to parking permits. Can this be considered please? Other London boroughs are able to offer cheeper permits. Why is it not possible for Southwark to emulate boroughs offering cheeper permits?

Road	Comment
Casino Avenue	The situation in Casino Avenue is now chaotic! We have people leaving bins and bollards in the road again. One resident has put up their own 'No Parking' sign. The Southwark Council contractors Mears, put scaffolding in the road to stop people parking in ways that mean they can't maneuver their lorries when they were working in the street. Someone has put notes onto cars telling none residents that they "have been warned" not to park in our road. Another person is parking on the grass/pavement. Also, we have the taxi business based in Loughborough Junction now parking their taxi's in our road. I have had to park in another road today, because there is nowhere to park!
Casino Avenue	There is definitely a parking problem in the zone proposed. Especially in Casino Ave. This problem has been getting progressively worse, and it is commuters parking up during office hours on weekdays. There are no problems parking on the weekend or at night during the week. I have spoken to many of my neighbours about this and they all commented on just how bad it has gotten. My only reservation about resident permits would be the cost of visitors parking. I think charging 25 pounds for visitors tickets is fair but it should buy you at least 30 days of visitors parking. I don't see how the extra charges for more than 10 days visitors parking can be justified given that you are not operating these zones for profit.
Casino Avenue	We do not have a parking problem in our cup de sac. A parking controlled zone system does not solve parking it merely moves it on to someone else. The proposed plans are ridiculous because they would substantially reduce the parking places in Casino Avenue and would not even leave enough space for local residents to park. If Kings Hospital staff / visitors need somewhere to park a compulsory purchase order should be made for the privately owned land next to Kings and a multi storey car park built - this would solve any parking problem. We do not want a parking zone and have made this clear on each of the two occasions Southwark has tried to implement it - we still do not want one.
Champion Hill	INT. COMMENTS RECEIVED AGAINST NO. 3 WERE WEEKENDS HAVE NOT BEEN SUCH A PROBLEM BUT THINGS WERE VERY TIGHT THIS WEEKEND JUST GONE (30-31MAY)
Champion Hill	INT. I HAVE BEEN HERE 4 YEARS I HAD 2 CAR BEFORE AND I NEVER HAD CAR PARK PROBLEM. I DON'T MIND SOMEONE JUST COME AND PARK END OF THE DAY I WILL FIND FRONT OF MY HOUSE CAR SPACE IN MY FRONT OF LFAT HOUSE, 8 CAR SPACE AND 9 PERSONAL, LIVES THIS FLAT THEY ALL FIND SPACE AT FRON OF THEIR HOUSE NO NEED PARKING ZONE:) THANKS.
Champion Hill	There is a solid white line in front of our access gate and this is frequently obstructed. It would be helpful if this could be enforced.
Crossthwaite Avenue	AS A BUSINESS IT WOULD AFFECT US, ESPECIALLY POST OFFICE, CHEMIST AND LAUNDRETT, WITH NETWORK TRANSFORMATION ON POST OFFICE OUR FUTURE IS NOT BRIGHT, CHEMIST IS ALREADY ON A MINIMUM NUMBER OF PRESCRIPTIONS IF THEY LOSE MORE PRESCRIPTIONS THEY WOULD LOSE THEIR PROFESSIONAL ALLOWANCE SO BUSINESS WOULD NOT BE PROFITABLE IF THEY CLOSE IT WOULD HAVE RUN ON EFFECT ON OTHER BUSINESSES IN THE PARADE. ALSO AS A BUSINESS OWNER ALL BUT ONE TRAVEL BY CAR, TO PAY FOR BUSINESS PERMIT IT WOULD BE A BURDEN ON OUR BOTTOM LINE PRIORITY, WOULD YOU CONSIDER GIVING THE BUSINESS OWNER FREE PARKING SPACE IN CYLCOTE CLOSE IF THE PARKING ZONE WENT AHEAD?
Crossthwaite Avenue	I do not want a parking zone to be introduced. I see this as a money-making scheme whereby people will be forced to buy permits for themselves and visitors without any gurantee of a parking space. We do not have a problem with overflow traffic parking for free and then using the train station. Local residents currently park on Crossthwaite Avenue or Dylways with little to no problem. Please listen to residents and DON'T introduce a parking restriction scheme in Crossthwaite Avenue or Dylways.
Crossthwaite Avenue	I have just sold my car due to the lack of parking and illness ,but I might drive again in the future.I notice on the plan that you are thinking of putting paid parking outside the shops where are the people opposite the shops going to park they already have double yellow lines outside their houses !also this could have an affect on the trade of the shops.this could also make more people park at my end of the street where parking spaces are hard to find.My intension was to tick for parking times between mon- fri noon- 2pm but after looking at the map again I changed my mind, but I do not mind this these times if the paid parking is stopped out side the shops.
Crossthwaite Avenue	INT. I DON'T SEE WHY RESIDENTS SHOULD PAY FOR A PARKING PERMIT TO PARK OUTSIDE OUR HOUSE. WE ALREADY PAY RENT AND COUNCIL TAX AND ONCE THE SIGNS ARE PUT UP THERE WILL BE NEGLIGIBLE COST TO MAINTAIN IT, SO HOW DO YOU JUSTIFY CHARGING £125 PER YEAR PER CAR?
Crossthwaite Avenue	INT. WE DO NOT HAVE A PARKING PROBLEM IN OUR AREA. EVEN IF PARKING PERMITS WERE TO BE INTRODUCED WHY ARE THEY EXTREMELY HIGH? WHY SHOULD WE BE PUNISHED BECAUSE COMMUTERS WANT TO LEAVE THEIR CARS IN OUR AREA. THIS IS JUST ANOTHER MONEY MAKING SCHEME FROM THE COUNCIL. PLEASE FOCUS YOUR IDEAS ON SOMEWHERE ELSE SUCH AS IMPROVING STREET LIGHTING, REMOVING YOUTHS WHO CONGREGATE IN OUR AREA AND INTIMIDATE PEOPLE ETC. STOP TRYING TO SQUEEZE MORE MONEY OUT OF US.
Crossthwaite Avenue	INT. WE RUN A BUSINESS AND AS PEOPLE PARK IN FRONT OF OUR SHOP AND LEAVE TO GO ELSEWHERE, WE ARE LOSING A LOT OF CUSTOMERS WHOM MAY SHOP AROUND FOR AN HOUR OR SO. IF WE COULD HAVE A TIME LIMITED BAY, ZONE ASSIGNED IN FRONT OF OUR SHOP FOR 2 CARS OR SO, IT WOULD BE OF GREAT HELP AND IF PARKING WAS FREE.
Crossthwaite Avenue	LATE - 1. NO PARKING FOR 2 HOURS WILL AFFECT THE BUSINESS AS PEOPLE USING LAUNDERETTE NEED LONGER HOURS. 2 HOURS FREE PARKING WILL BE BETTER THAN NOT PARKING FOR 2 HOURS. 2. THE COST FOR BUSINESS PERMIT IS WAY TOOMUCH FOR SMALL AND NEW BUSINESSES, LIKE MINE. I HAVE OPEN THIS BUSINESS JUST ABOUT 3 YEARS I AM STILL NOT MAKING ANY MONEY OR MAKING SMALL MONEY, IT IS VERY HARD FOR ME TO PAY NEARLY £600 PER YEAR AND I CANNOT STOP USING MY CAR AS IT IS PART OF THE BUSINESS.
Danecroft Road	Controlled parking is an urgent necessity in Danecroft Road to enable residents to be able to park. I am anxious that if "timed parking" is introduced that "workers" will still be able to park by buying !tokens" on line.

Road	Comment
Danecroft Road	I have previously been against a CPZ on my street as we didn't ever have a problem with parking. Since the advent of the enlarged Lambeth scheme - parking in our road has become virtually impossible. If you take your car out in the day you will be lucky to find another space. It encourages double parking of delivery vehicles and road blockages and is particularly hard for families with young children who cant park anywhere near their house. The vast majority of the problem comes from commuter parking (people who park up and get the bus to work or use our cheaper zone 2 rail stations at herne hill and north dulwich). A 2 hour restriction would stop that at once and allow us and our guests to park easily outside the two hour restriction, with only marginal inconvenience to the residents. Unfortunately it has got so bad that a CPZ (whilst expensive) is the only way to return normality to our road and stop my street being used as a commuter car park
Danecroft Road	INT. I THINK THERE SHOULD BE SOME FREE PARKING SPACES NEAR BESSEMER SCHOOL AS PARKING IS ALREADY A PROBLEM FOR SOME PEOPLE THAT TRAVEL FROM OUTSIDE HH. PEOPLE CURRENTLY PARK AT JUNCTIONS, DOUBLE PARK OR PARK ON PAVEMENTS WHICH CREATES A DANGER TO PEDESTRIANS AND CYCLISTS, THIS WOULD ONLY GET WORSE WITH PROPOSED PLANS ON DYLWAYS/NAIRNE GROVE.
Danecroft Road	INT. I WOULD BE CONCERNED ABOUT VISITORS COMING TO VISIT SO WOULD PREFER 2 HOURS AT LUNCHTIME - SO NOT TOO EARLY FOR THOSE STAYING OVERNIGHT.
Danecroft Road	INT. I WOULD LIKE A PARKING ZONE BUT I AM NOT SURE THAT IT WILL SOLVE OUR PROBLEM AS EVEN IN THE EVENINGS IT IS DIFFICULT TO FIND A SPACE SO IF THE PARKING ZONE TAKES AWAY 7.5M ON BOTH SIDES AT THE TOP AND BOTTOM OF THE ROAD I BELIEVE THAT THIS WOULD MAKE PARKING PROBLEMS WORSE. I AM AWARE THAT OTHER FACTORS COULD MEAN LESS CARS LIKE HOUSEHOLDS SELLING THEIR SECOND CAR BUT NONE OF MY IMEDIATE NEIGHBOURS HAVE SECOND CARS. I CANNOT SEE HOW THE PROPOSED SCHEME WILL WORK.
Danecroft Road	INT. NO NEED FOR THE PERMITTED PAY BAY AT THE TOP OF DANECROFT. WHO REALISTICALLY WOULD USE THIS? THE CARS PARKED IN DANECROFT ARE PEOPLE (REGULARS) WHO GO OFF TO WORK FOR THE DAY., I LIVE AT THE TOP OF THE ROAD AND I WITNESS THIS DAY AFTER DAY. WHAT WOULD YOU DO FOR 30 MINUTES IN THIS AREA? PEOPLE USING THE SHOPS GENERALLY ONLY NEED 15 MINUTES, WHY NOT PUT TIME LIMITED BAYS ON HERNE HILL ETC RATHER THAN PERMIT AND PAID! IF YOU HAVE PAY AND PHONE HOW WILL YOU PREVENT PEOPLE DOING THIS FROM THEIR PLACE OF WORK? I WOULD HIGHLY RECOMMEND ALL DAY PERMIT PARKING AS I THINK THAT THE ROADS WILL CONTINUE TO BE BUSY WITH THE TWO HOUR SLOT! PROPOSED PARKING CHARGES ARE CHEAPER THAN KINGS COLLEGE HOSPITAL CAR PARK AND WILL BE USED BY VISITORS AND OUTPATIENTS AS AN ALTERNATIVE.
Danecroft Road	INT. PARKING BAYS REDUCE SPACES AS DOUBLE YELLOW LINES ARE INTRODUCED. SIZES OF BAYS COMPULSARY DISABLED BAYS, THE EXTRA COST FOR WORKMEN AND ENGINEERS THAT NEED TO VISIT RESIDENTS HAVE TO PAY. NOT ALL PENSIONERS CAN EASILY FINANCE THESE EXTRA COSTS. THERE IS AT LEAST THREE RENOVATIONS TAKING PLACE IN MOST STREETS IN THIS AREA, I COUNTED FIVE IN FRANKFURT ROAD. SOME STREETS HAVE A HIGH LEVEL OF RESIDENTS PARKING.
Danecroft Road	INT. PLEASE INTRODUCE THE PARKING ZONE AS SOON AS POSSIBLE.
Danecroft Road	INT. PLEASE KEEP STREET FURNITURE, SIGNAGE AND MARKINGS TO A MINIMUM. DWARF SIGNS AS IN HALF MOON LANE?
Danecroft Road	INT. RATHER THAN TAKE MONEY FROM RESIDENTS ALREADY PAYING LARGE COUNCIL TAXES - THE COUNCIL NEEDS TO THINK OF MORE INOVATIVE WAYS OF CONTROLLING PARKING - OR DIVERTING MONEY FROM ELSEWHERE IE PARKING FINES TO ISSUE RESIDENTS WITH FREE PERMITS!
Danecroft Road	INT. VERY PLEASE YOU ARE CONSULTING US AND HAVE RESPONDED TO LOCAL CONCERNS. THANK YOU !
Danecroft Road	INT. WE ARE VERY, VERY KEEN TO HAVE CONTROLLED PARKING ON OUR STREET AS IT IS EXTREMELY DIFFICULT TO FIND A SPACE NEAR THE HOUSE DURING THE WEEK - WE OFTEN HAVE TO PARK ON ANOTHER ROAD BUT EVEN THIS IS TRICKY. WHEN THERE ARE VANS/SUPERMARKET DELIVERY LORRIES THEY OFTEN TOTALLY BLOCK THE ROAD AS THEY CAN'T GET NEAR THE PAVEMENT SO LOTS OF PEOPLE ARE REVERSING ALL THE WAY UP/DOWN THE ROAD. THERE IS PROPOSED DOUBLE YELLOW LINE BY A DROPPED KERB ON THE OPPOSITE SIDE OF THE ROAD NEAR NUMBER 2. I DON'T THINK THIS IS NECESSARY NOR HELPFUL. WE WOULD WANT THE OPTION OF PARKING ON A NEARBY STREET (EG ELMWOOD/FRANKFURT ROAD) IF WE CAN'T FIND A SPACE ON OUR ROAD - PRESUMABLY OUR PERMIT WOULD ALLOW THIS?
Danecroft Road	painting the double yellow lines on the corners should be done as a priority. I would also love to see dropped kerbs on the corners of Danecroft, Frankfurt and Elfindale Roads where they join Elmwood Road as it is very difficult to cross these roads safely with a buggy or small children on bikes or scooters. The high kerbs stop them from getting off the road safely on their bikes.
Danecroft Road	Please implement the controlled parking zone as soon as possible.
Danecroft Road	Your consultation process is deliberately designed to allow minimum time for discussion with neighbours. Getting a letter from you this week, with a closing date of 12 June is not a democratic consultation period. You should be ashamed of yourselves.
Denmark Hill	INT. AT PRESENT WORKING FULL TIME ON THE OTHER SIDE OF LONDON IT IS REALLY DIFFICULT FOR ME TO GET A VISITORS PERMIT. (I HAVE TRIED ON LINE BUT WAS NOT ABLE). IF PARKING CONTROLS WERE INTRODUCED THIS DIFFICULTY GETTING VISITORS PERMITS WOULD BE HUGELY PROBLEMATIC FOR ME.
Denmark Hill	INT. I THINK THERE SHOULDN'T BE ANY PARKING ZONE IN THIS AREA SINCE IT WILL CREATE TOO MUCH PROBLEMS FOR OUR VISITORS.
Denmark Hill	INT. IS THERE A PROBLEM? IF SO GREAT - FIX IT. IF NOT, AND THERE ISN'T ONE FOR ME - DON'T CREATE ONE. THIS JUST SEEMS LIKE ANOTHER WASTE OF MONEY TRYING TO SUBSTANTIATE THE COUNCILS TRAFFIC DEPARTEMNT. IF YOU WANT TO SPEND MONEY - PLEASE FILL IN THE POT HOLES BETWEEN HERNE HILL AND ELEPHANT AND CASTLE AND SORT THE DISASTER THAT IS ELEPHANT AND CASTLE ROUNDABOUT. STOP TRYING TO RAISE MORE MONEY FOR THE COUNCIL BY FINDING MORE WAYS TO TAX US.
Denmark Hill	INT. IT IS REALLY LOVELY BEING ABLE TO DRIVE AND PARK WITH NO WORRIES IN THIS AREA, WHETHER IT IS RAINING OR SOMETHING YOU JUST NEED TO DO VERY QUICKLY BEING ABLE TO DRIVE IS A GREAT HELP. I ALSO DO NOT AGREE WITH CHARGING RESIDENTS FOR PARKING PERMITS.
Denmark Hill	INT. SHORT TERM VISITORS TO OUR HOUSE EITHER PARK IN SUNSET ROAD OR IN THE FORECOURT OF THE GARAGES BEHIND KNOX HOUSE OVER WHICH WE HAVE A RIGHT OF WAY.
Denmark Hill	INT. THE REASON FOR NO. 8 OTHER IS THERE ARE PROBLEMS WHEN THE COMMUNITY CENTRE HOLDS EVENTS ETC. AT WEEKENDS.
Denmark Hill	LATE. COMMUNITY HALL IN CONSTANT USE OVER WEEKENDS SO MUCH SO THAT USERS EVEN DOUBLE PARK ROUND CIRCLE, ON PAVEMENT EITHER SIDE OF DOCTORS PARKING AND EVEN ON PATHWAY ROUND SIDE OF FLATS, GRANTED WORSE WHEN LARGE EVENT. THESE USERS ARE NON RESIDENTS AND DISREGARD OR DON'T UNDERSTAND PARKING CONTROLS WHICH SHOULD BE CLEARLY DEFINED AND ENFORCED.
Denmark Hill	On Blanchedowne towards the Community and welfare centre, instead of Permit and paid bay there should be at least 2 disabled bays and 1 or 2 permit and paid bays.

Road	Comment
Denmark Hill	The area near the surgery and community centre cannot possibly lose a third of the available spaces as there are a few resident blue badge holders needing to re-park during the day and many who attend the doctors' surgery who park for an hour or so at a time.
Domett Close	INT. ARNOULD AVE AND ALL THE SIDE ROADS OFF IT IE DOMETT CLOSE ARE INUNDATED WITH PARKING PROBLEMS, SINCE PAY AND DISPLAY WAS INTRODUCED ON CHAMPION HILL, THIS HAS BECOME A BIG ISSUE FOR RESIDENTS WITH CARS. IT HAS BECOME INCREASINGLY DIFFICULT TO FIND A PARKING SPACE DUE TO THE HOSPITAL AND TRAIN STATION BEING WITHIN EASY WALKING DISTANCE. WE HAVE ASKED FOR THIS ISSUE TO BE ADDRESSED BUT THESE ROADS SEEM TO BE IGNORED AS NOTHING HAS BEEN DONE FOR YEARS. I WOULD WELCOME PARKING PERMITS AT LAST. IF I AM A FULL PAYING RESIDENT WITH TWO VEHICLES COULD WE NOT HAVE A DISCOUNT ON THE SECOND VEHICLE? THE SOONER THIS COMES IN FORCE THIS WOULD STOP COMMUTERS PARKING ALL DAY ON OUR ESTATES FOR FREE STOPPING RESIDENTS FROM PARKING. WHY HAVE ONLY SOME OF MY NEIGHBOURS RECEIVED THIS QUESTIONNAIRE?
Domett Close	INT. BASICALLY THIS WOULD BE AN ISSUE FOR MY OCCASIONAL VISITORS, WHO TEND TO STAY OVERNIGHT AND/OR FOR SEVERAL DAYS. I REALLY DON'T THINK THIS IS AN ISSUE IN MY CUL-DE-SAC AND NEIGHBOURING STREETS AND LOOK FORWARD TO SEEING A CONSULTATION SUMMARY WHICH SETS OUT HOW BIG AN ISSUE THIS IS REALLY FOR PEOPLE.
Domett Close	INT. IN MY STREET, DOMETT CLOSE, THE ROAD HAS BEEN NARROWED WITH AN EXTRA LAYER OF PAVEMENT TO RESTRICT PARKING MAKING IT HARDER FOR RESIDENTS TO PARK OUTSIDE THEIR PROPERTY. THIS IT SEEMS UNNECESSARY AND COUNTER PRODUCTIVE.
Domett Close	My only suggestion would be that this should have been done sooner, and should be implemented ASAP. I have sat in my car in the evening for 45 minutes just waiting for a space to park. Non-residents has been parking regularly from 7 am to 7 pm. There is already a big enough demand for spaces from residents.
Dowson Close	INT. WE MANAGE OUR PARKING ON THE ESTATE, ON A FIRST COME FIRST SERVED BASIS. WE HAVE NEVER HAD ANY PROBLEMS WITH PARKING. I DO NOT WANT PARKING ZONE INTRODUCED AT ALL. I CANNOT AFFORD TO PAY FOR PARKING PERMIT.
Dowson Close	We managed on a first come first serves on our estate, I cannot afford to pay for a parking bay or parking zone. I am working full time and not on benefit, cost of living is going up every day and some of us do not earn that much to pay for parking permit. So my answer is No to parking zone.
Dylways	A parking zone is needed as a matter of urgency in dylways, as a resident here I am finding it extremely difficult to park in the vicinity of my home and I know that all of my neighbours would also welcome controlled parking zones.
Dylways	I have never had an issue finding a parking place, by introducing a parking zone you will create a parking problem in this area.
Dylways	<p>I recognise the need for action over parking in this area. My concern is that introducing a CPZ might encourage people to use their front gardens for parking instead, to avoid the financial cost, which will result in the loss of hedges which are a characteristic boundary type in the estate.</p> <p>The estate has a remarkably green street scene, with few paved front gardens, and almost continuous hedges, which is visually attractive and also a haven for birds. Southwark BAP recognises gardens as a key habitat of ecological importance in the borough (BAP 2.6). House sparrows and dunnocks are often seen here, which are on the UKBAP list of high and medium conservation concern respectively, and both nest in hedges.</p> <p>Southwark BAP 3.1 Theme 1 recognises Housing Estates as an element of the Built Environment which provides wildlife corridors and 'stepping stones' and states 'we aim to ensure no net loss of Biodiversity'. I would like to see this consultation consider what the knock on effect of introducing a CPZ would be in relation to biodiversity- perhaps a moratorium on granting Highways Licences for crossovers in the area would be appropriate if the CPZ were introduced?</p> <p>Individual crossovers for private parking reduce available on street parking for the community and detract from the intention of the CPZ. One new crossover has very recently been introduced at the north end of Dylways - I don't know when this was granted permission, but I am concerned that this will encourage others to do the same in the context of the CPZ consultation. If so I would encourage that any new applications be put on hold at least until the outcome of the consultation.</p>
Dylways	INT. FIRST CAR CHEAPER THAN ADDITIONAL CARS WOULD BE FAIRER.
Dylways	INT. IT WOULD BE NICE TO HAVE SOME KIND OF PARKING AS MY FAMILY LIVE IN KENT, STEVENAGE AND SURREY WHEN THEY VISIT PARKING IS AN ISSUE WHEN THEY WANT TO VISIT ME.
Dylways	INT. NO
Dylways	INT. RESIDENT PERMIT COSTS ARE VERY EXPENSIVE, AS ARE VISITOR PERMITS, BUT THERE IS A HUGE PROBLEM IN THE AREA, EVEN ON A SUNDAY WITH NO COMMUTERS IT IS DIFFICULT TO PARK. THE PROPOSAL FOR DOUBLE YELLOW LINES EITHER SIDE OF THE WANLEY ROAD ENTRANCE ON DYLWAYS IS A CONCERN AS WE WILL LOSE A FURTHER TWO PARKING SPACES OUTSIDE (OPPOSITE) OUR PROPERTY. THE DOUBLE YELLOW LINES ALREADY PUT ON DYLWAYS AT THE OPPOSITE SIDE ENTRANCE TO CROSTHWAITE AVENUE ARE TOTALLY EXAGGERATED, THERE IS EXCESSIVE ROOM FOR AN EMERGENCY VEHICLE TO TURN IN OR OUT OF THIS ROAD, ALSO WILL THERE BE BAYS - INDIVIDUAL - TO STOP PEOPLE PARKING ACROSS TWO BAYS TO SAVE PARKING SPACES?
Dylways	INT. THE COUNCIL WILL INTRODUCE THIS WHATEVER PEOPLE SAY. IT'S JUST BEING USED FOR PEOPLE TO SOUND THEIR OPINIONS BUT IT WILL GO AHEAD REGARDLESS. RESIDENTS HAVE DIFFICULTY PARKING MAINLY IN THE DAY BUT THE SCHEME WILL NOT CHANGE THAT, ALL IT WILL DO IS ADD ANOTHER FINANCE ON RESIDENTS SO THEY WILL HAVE THE STRUGGLE TO PAY YET ANOTHER BILL AND THE STRESS OF FINDING SOMEWHERE TO PARK (OTHERS WILL BE PAYING TO PARK - VISITORS ETC) AND STILL HAVE TO WALK A DISTANCE TO THEIR FRONT DOOR. AS LONG AS EMERGENCY VEHICLES CAN GET IN/OUT I DON'T SEE THE PROBLEM. IT'S JUST ANOTHER MONEY MAKING INITIATIVE FOR THE COUNCIL IRRESPECTIVE OF THE INFORMATION SAYING IT'S NOT.
Dylways	INT. THERE HAS ALWAYS BEEN DIFFICULTIES PARKING ON DYLWAYS, HOWEVER, RECENTLY IT HAS BECOME ALMOST IMPOSSIBLE SINCE THE INTRODUCTION OF DOUBLE YELLOW LINES IN THE AREA. ALONGSIDE A PARKING PERMIT ENFORCEMENT I REQUEST THAT SOME OF THE DISABLED BAYS ARE REMOVED. THERE ARE TWO OPPOSITE MORRIS COURT THAT ARE NEVER USED. I DO WANT A PARKING PERMIT AREA ASAP BECAUSE I DREAD COMING HOME AND PARKING IS UNSAFE.
Dylways	INT. WE DO NOT HAVE ENOUGH PARKING SPACES EVEN AT NIGHT SO NO PARKING RESTRICTION WILL SOLVE OUR PROBLEM. THE ONLY THINGS THAT WILL HELP US IS MORE PARKING SPACES.

Road	Comment
Dylways	<p>INT. THE PROPOSALS ARE UNLIKELY TO IMPROVE THE SITUATION. THE PROBLEMS OCCUR JUST AS MUCH DURING THE NIGHT WHICH SUGGESTS THAT THE CARS ARE OWNED BY RESIDENTS WHO WOULD BE ENTITLED TO PERMITS SO THE SAME VOLUME WOULD EXIST. IT SEEMS THIS PROPOSAL WILL CREATE A HUGE AMOUNT OF BUREAUCRACY, INCONVENIENCE AND EXPENSE FOR NO BENEFIT. WHAT HAPPENS IF WE COME HOME IN THE EVENING AND THERE ARE NO FREE SPACES IN OUR ZONE? WE CANNOT PARK IN OTHER ZONES SO WHERE DO WE GO? EVEN IF WE TAKE A CHANCE OVERNIGHT, PEOPLE CANNOT NOT GO TO WORK THE NEXT DAY TO HANG AROUND IN THE HOPE THAT A LEGAL SPACE BECOMES VACANT. IT WOULD MAKE THINGS VERY DIFFICULT FOR OUR VISITORS. MANY PEOPLE CANNOT COPE WITH PAYING BY PHONE - I CERTAINLY COULDN'T. MUCH OF THE PROBLEM IN DYLWAYS IS CAUSED BY THE CPZ BEHIND MORRIS COURT WHICH IS SPARSELY USED AS THE RESIDENTS UNDERSTANDABLY DON'T WANT TO BUY PERMITS SO PARK IN DYLWAYS INSTEAD. REMOVING THIS CPZ WOULD HELP. A CHECK COULD BE MADE AS TO WHETHER THE DISABLED BAYS STILL APPLY TO SPECIFIC DYLWAYS RESIDENTS. SIX SPACES WERE REMOVED IN BLANCHEDOWNE TO MAKE WAY FOR THE CYCLE LANE WHICH IS SELDOM USED. RESTORING THIS WOULD HELP. THE PARKING RESTRICTION IN DYLWAYS OPPOSITE CROSTHWAITE AVENUE IS EXCESSIVE AND COULD BE REDUCED. SOME RECONFIGURATION BEHIND MORRIS COURT TO CREATE 90 DEGREE RATHER THAN PARALLEL PARKING WOULD CREATE MORE SPACES WITHOUT TOO MUCH GRASS HAVING TO BE GIVEN UP.</p>
Dylways	<p>LATE. I FEEL THAT THERE IS NO POINT TO A PARKING ZONE IT IS LACK OF SPACE THAT IS THE PROBLEM. I HAVE A DISABLED DAUGHTER AND I CANNOT EVEN PARK IN THE TWO DISABLED BAYS IN MY ROAD BECAUSE ONE OF THE RESIDENTS THINKS THAT THEY ARE THEIR OWN PERSONAL PARKING BAYS. CAN YOU PLEASE SEND ME SOME INFO ABOUT DROPPED KERBS BECAUSE I AM THINKING ABOUT TURNING MY GARDEN INTO A PARKING AREA. MANY THANKS.</p>
Dylways	<p>The main problem I have with parking is my son suffers with severe disabilities for which I requested a disabled parking bay outside my front door approximately 15 years ago. My son has hydrocephalous (form of brain damage) and cerebral palsy. He is classified as severely disabled. On a fairly frequent basis we have individuals park in the disabled bay I requested typically without a blue badge which my son has due to his disabilities. Additionally in taking my son to college we typically witness individuals that do not live in the area that seem to use our block (Dylways) to park while they head off to work in the surrounding area. That in itself creates a secondary problem. I think it is awful at times that I have no choice but to make my son walk long distances when vehicles that have no business in a disabled bay use it. As well as the overall apparent abuse of parking on our block.</p>
Dylways	<p>This is an excellent proposal for the area as there is always have issue for us a resident to find a parking space. It is difficult enough at the same time it is very dangerous and unsafe for my family as during school time in the morning the road becomes so busy with vehicles looking for a parking space and at times some vehicles are parked in the pavement. A lot of people with their vehicles used the area of study for parking as this is a free for all and mostly are employees from Kings College Hospital who has a parking for staff but their staff does not want to use this as obviously they will pay for the parking. This will also help me and my wife and kids to find easily accessible parking as a resident and would not be hard for us as I have a small child at the same time we doing school run. This will also ensure that the roads are not overwhelm with vehicles to the point that it is so unsafe for motorist themselves but also for people on the road.</p>
Dylways	<p>We need a motorbike bay with a frame to lock bikes to around the lower half of Dylways.</p> <p>Parking should be free for residents. We know that the council makes plenty of money from tickets so why should we be charged to park in our own street? The cash from any fines can pay for the works and equipment needed to implement the scheme over time.</p> <p>Separate parking bays should be lined looking down Dylways on the left so people don't casually park leaving valuable space unused because the space is a little too small for a car to fit!</p> <p>Many thanks, [REDACTED]</p>
Elfindale Road	<p>As it seems that a large proportion of the houses in this road have been considerably enlarged and divided into flats. So, I believe, that the maximum number of vehicle permits per household should be two.</p> <p>As there over 90 houses in the road, even two permits per household could allow well over 200 vehicles to be jostling for space.</p> <p>Another complication in this area is the constant series of extensions / rebuilds going on over the past few years. All these engender skips, scaffolding lorries, white vans and workers own vehicles to block the road. Bulk quantities of building materials are often delivered to the roadway or footway. Work is also carried out on the footway, e.g. mixing cement, woodwork on doors, etc. With the absence of patrolling police, could there be some supervision by Southwark street supervisors ?</p>
Elfindale Road	<p>Contrary to normal residents parking zones we have an additional problem with people driving in to visit Dee Dee bar at the top of Elfindale Road. Please, please can the controlled hours also extend into the evening, at least on Elfindale as that will have a major impact on parking accessibility.</p>
Elfindale Road	<p>Elfindale Road is halfway between herne hill and north dulwich station. Every morning there are cars lined up waiting for residents to go to work/school run so spaces can be taken, this makes it difficult to park afterwards. We suffer from displacement and also from second cars being parked from neighbouring roads with parking restrictions. The road is crammed with large trade vehicles blocking out sunlight.</p> <p>This evening there were 3 residents in their cars waiting for spaces to become available. I almost always have to park in neighbouring roads for lack of a space.</p> <p>The disabled space outside 15-17 Elfindale is far too big, it accommodates 2 cars when it should only be used for one.</p> <p>The number of cars waiting for spaces is now a dangerous risk to our children going to school.</p> <p>Elfindale road is full of families who are finding it increasingly difficult to do the school run or return home with shopping, sleeping kids. Carrying my 3 sleeping children from Frankfurt road in the rain in the night is not safe.</p>
Elfindale Road	<p>Excellent scheme proposed</p>

Road	Comment
Elfindale Road	<p>I agree that parking is now increasingly difficult and see the same "alien" cars parking on our street every morning with their owners then wandering to the station or bus stop to head off to work. I think a 2 hour charge period in the middle of the day should be enough to address this.</p> <p>Part of the problem is also multi-car households. I would urge that families with more than one car should pay MORE for the permit for second and subsequent cars - it is rare for people to need more than one car in this area of London.</p>
Elfindale Road	I am hugely in favour. Parking is a massive problem on Elfindale Road and it makes driving our three young children (all under the age of 4) impracticable because we can never be sure of parking anywhere near the house or even on the street or neighbouring streets.
Elfindale Road	<p>I think that Elfindale Road (and probably the North Dulwich roads of Frankfurt, Danecroft, Elmwood and Beckwith) should be part of the existing HH zone rather than creating a new CPZ as these roads geographically and socially seem to go together. It would also, then, not penalise those needing to visit locally by car.</p> <p>In any event, any new CPZ timings should match HH, i.e. noon-2 Monday to Friday works well in putting off commuters and businesses who have not paid for their own permits whilst not particularly restricting visitors.</p> <p>I think there should be at least 1 electric vehicle charging parking bay in Elfindale Road - perhaps more - and suggest that there are more locally. Plug-in electric vehicle take up locally is, I guess, restricted by the fact that very few properties have off street parking. Ready access to electric charging bays would probably encourage take up and reduce emissions.</p> <p>Whilst outside of the present consultation, I think that there should be consideration of blocking through traffic of most residential roads locally so that they become one way roads, e.g. for Elfindale Road, barriers just south of the garages at the top of Elfindale Road (or perhaps further down) would allow access from Herne Hill but would prevent through traffic to Half Moon Lane. This would likely reduce traffic and traffic speeds and encourage play in the street. Access for cycling could still be allowed, similar to the closed end of Elmwood.</p>
Elfindale Road	INT. ALL ROAD USERS ARE REQUIRED TO PAY ROAD TAX, THEREFORE, IT IS NOT APPROPRIATE TO IMPOSE ADDITIONAL FEES ON INDIVIDUALS TO PARK THERE THEY LIVE. SOME RESIDENTS SUCH AS STUDENTS OR LOW PAID WORKERS MAY STRUGGLE TO PAY IF A PAYMENT TO PARK SYSTEM IS INTRODUCED. A PARKING ZONE IS NOT REQUIRED IN ELFINDALE ROAD, SE24 9NN. EVIDENCE OF THIS IS APPARENT AT WEEKENDS WHEN PARKING ISSUES ARE NO DIFFERENT TO THAT OF WEEKDAYS. I AM OPPOSED TO A PARKING ZONE FOR THESE REASONS.
Elfindale Road	INT. ALREADY PAY ROAD TAX IT IS TOO EXPENSIVE TO PAY CONTROLLED PARKING.
Elfindale Road	INT. CONSIDERATION SHOULD ALSO BE GIVEN TO THE QUESTION OF LARGE COMMERCIAL VEHICLES WHICH COME TO PARK OVERNIGHT IN THESE ROADS.
Elfindale Road	INT. I HAVE A CHILD WITH SPECIAL NEEDS AND 2 OTHER CHILDREN. IT IS INCREDIBLY FRUSTRATING TO BE UNABLE TO PARK ON A REGULAR BASIS ANYWHERE ON THE ROAD UPON WHICH WE LIVE. IN ADDITION SOME PEOPLE (WORK TRADES PEOPLE) AND FRIENDS AND RELATIONS ARE OFTEN UNABLE TO PARK EITHER. IT CAUSES A GREAT DEAL OF STRESS, INCONVENIENCE AND ANNOYANCE. IT HAS GOT IMMEASURABLY WORSE SINCE LAMBETH INTRODUCED THEIR PARKING CONTROL SO ALL THE PEOPLE WHO USED TO PARK FREE OVER THAT SIDE NOW CLOG UP OUR ROAD!!
Elfindale Road	INT. I HAVE LIVED HERE SINCE 1978 UNTIL 1984 OWNED MY OWN CAR. HOWEVER, SINCE TRANSPORT LINKS (BUS AND TRAIN) HAVE IMPROVED, I HAVE NOT FOUND THE NEED FOR A CAR SINCE, BUT THE OCCASIONAL TAXI. THE ROAD IS NORMALLY JUST AS PACKED AT MIDNIGHT AS AT OTHER TIMES OF THE DAY, SO I AM NOT CONVINCED A PARKING ZONE IS THE ANSWER BUT THE MID DAY PERMITS MAY WELL ALLEVIATE THE DAYTIME PROBLEM. QUITE FRANKLY, I WOULD PREFER MY ROAD TO APPEAR AS IN THE ENCLOSED PHOTOGRAPH! EVERYONE THEN MANAGED WITHOUT A CAR (C.1940'S)
Elfindale Road	INT. I THINK A SHORT STRETCH OF DOUBLE YELLOW LINES SHOULD BE PUT IN ON THE LEFT HAND SIDE (GOING DOWN) ELFINDALE ON THE BEND AT THE BOTTOM. IT IS ALMOST A RIGHT ANGLE BEND AND VEHICLES GET JAMMED AND THERE IS NOWHERE TO PASS SO VEHICLES HAVE TO BACK UP.
Elfindale Road	INT. I THINK YOU SHOULD INCLUDE A PARINGS PACE FOR MOTORBIKES AND MOTORCYCLES AS WE HVE QUITE A FEW OF THESE ON OUR ROAD. ALSO, I WONDER IF IT WOULD BE OF INTEREST TO HAVE BICYCLE HOLDER AS AN OPTION FOR RESIDENTS. WE ALL HAVE QUITE SMALL FRONT GARDENS AND THESE BICYCLE HOLDERS WOULD ADD SECURITY. THE SPACE FOR MOTOR BIKES IS A PRIORITY THOUGH.
Elfindale Road	INT. IT IS IMPORTANT FOR THE HOURS CONTROLLED TO BE THE SAME AS THOSE IN ROADS SUCH AS ROLLSCOURT AVENUE, OTHERWISE CARS WILL JUST BE MOVED TO MISS THE RESTRICTED TIMES AND THE PROBLEM OF PARKING WILL NOT BE RESOLVED.
Elfindale Road	INT. PARKING IS AN ABSOLUTE NIGHTMARE. THE SOONER THIS CAN BE INTRODUCED THE BETTER. I'M ALSO VERY CONCERNED THAT WITHOUT A DOUBLE YELLOW LINE OUTSIDE THE GARAGES AT THE TOP OF ELFINDALE ROAD (OPP NO. 2) I WILL BE UNABLE TO ACCESS MY GARAGE WHEN ZONING COMES IN - AS PEOPLE WILL BE FORCED TO PARK THERE.
Elfindale Road	INT. THE PARKING PROBLEM STARTED ABOUT 18 MONTHS AGO AND HASN'T BEEN ALLEVIATED AT ALL. MANY PEOPLE ON THIS STREET HAVE 2 CARS SO I IMAGINE THEY WOULD BE AGAINST A PARKING ZONE!
Elfindale Road	INT. THERE IS NO PARTICULAR PROBLEM HERE. THE PROPOSED COST OF PERMITS IS HIGH, RELATIVE TO THE ACTUAL COST OF OPERATING A CPZ. AS WITH PREVIOUS CONSULTATIONS, I BELIEVE THAT THIS IS PART ABOUT BOOSTING THE COUNCILS BUDGET FOR TRANSPORT. I WOULD RATHER PAY BY COUNCIL TAX.
Elfindale Road	INT. THERE SEEMS TO BE NO PLAN FOR PARKING RESTRICTIONS IN VILLAGE WAY WHICH IS CLOSE TO NORTH DULWICH STATION. CARS AND VANS PARK ON BOTH SIDES OF THE ROAD AND VEHICLES, OFTEN LARGE VANS, DRIVE FAST ROUND THE BEND IN THE MIDDLE OF THE ROAD. WOULD IT NOT BE POSSIBLE TO HAVE A YELLOW LINE ON ONE SIDE OF THE ROAD? WHY IS VILLAGE WAY NOT INCLUDED IN THE BOUNDARY?
Elfindale Road	INT. THIS IS AN UNFAIR TAX. THE STREETS ARE NOT LOOKED AFTER BY SOUTHWARK. POT HOLES ARE EVERYWHERE. SPEND OUR COUNCIL TAX ON REPAIRS AND NOT ON COSTLY CONSULTATIONS LIKE THIS.
Elfindale Road	INT. VEHICLES REGULARLY PARK TOO CLOSE TO JUNCTION WITH HERNE HILL BLOCKING VISIBILITY.
Elfindale Road	LATE. PARKING IS A PREMIUM AND I THEREFORE GO AGAINST YOUR RECOMMENDATION OF 7.5METERS OF DOUBLE YELLOW LINES AND WOULD SUGGEST THAT 5 METERS IS SUFFICIENT AS THEY ARE LOW VELOCITY JUNCTIONS. I HAVE CONCERNS THAT SHOULD THE CPZ BE INSTALLED, BECAUSE OF SOME RESIDENCES HAVING 2 OR 3 VEHICLES, THEY STILL WILL BE INSUFFICIENT PARKING SPACE FOR ALL THE RESIDENTS! THE CPZ SHOULD BE PERMIT ONLY BAYS AND NOT PAY BY PHONE RESIDENTS RATHER THAN COMMUTERS.

Road	Comment
Elfindale Road	Looking outside my house at this exact moment on a Tuesday at 13.50 there are three free spaces that I can see and probably more around the corner. I wonder whether you should enquire amongst those who complain as to how many cars per household they actually have. And whether they expect to park right outside.
Elfindale Road	<p>Parking adjacent to no. 77 Herne Hill is dangerous because, along with the raised terrace of Dee Dee's bar (located at no.77), it blocks the view of drivers turning right from Elfindale Road into Herne Hill. Road safety would be much improved if there were only one space (adjacent to 79 Herne Hill). This reduction would be offset by additional time-limited space in Elfindale, which appears to be already indicated in the feasibility design.</p> <p>On a previous consultation we were reluctant to have a CPZ but since the introduction of parking controls on the Lambeth side and the introduction of a CPZ in Holmdene Avenue, parking has become impossible in Elfindale Road.</p> <p>Narrow terraced houses in Elfindale Road give enough space for one car per house and some are divided into flats so we feel that there should be a limit of one permit per household, unless the second vehicle is a motorcycle, otherwise the CPZ will bring no solution to the parking problem.</p> <p>Elfindale Road has many recurring potholes and the road and its uneven pavements have not been comprehensively resurfaced for over 28 years so we look forward to this long overdue work to be done when signs and lines are introduced for the CPZ.</p>
Elfindale Road	The parking should be absolute between 12-2pm. Our concern is that non residents will pay by phone. We understand that this has been limited to date but now the whole area is potentially within an CPZ they might start paying out of desperation! We think the whole area under consultation should form the CPZ.
Elfindale Road	<p>There is a driveway at the end of Elfindale Road, next to Number 83, which is occasionally used & currently has a car parked in it; I note from the plan documents that this driveway is not currently going to be denoted with a double yellow line.</p> <p>I do not think that the paid parking bay at the junction of Elfindale Road and Elmwood Road is satisfactory. The road is already overpopulated with cars, and allowing non-residents to be able to park there will reduce the available parking space for residents and make the road more congested than it has to be. I note that Frankfurt Road and Danecroft Road have not been allocated green parking bays other than at the junction with Herne Hill; why is Elfindale thought to be any different? Elfindale is often more congested than Frankfurt and Danecroft anyway. Please can you amend the plan to remove the green paid bay at the junction with Elfindale and Elmwood.</p>
Elfindale Road	Very much needed. Thank you
Elfindale Road	We have lived in this house for 28 years. The parking has never been so bad. We both strongly support the introduction of controlled parking
Elfindale Road	We were very against possibility of CPZ when last consulted. However, parking has become problematic over the past 18 months with encroachment of CPZ around us.
Elfindale Road	We would strongly support the introduction of a parking zone. It is almost impossible to park on our street during the week. This is particularly problematic for those of us with babies / small children who need to be able to park near to our homes to unload shopping without leaving children unattended.
Elmwood Road	FOR MY ROAD, DO NOT CHANGE ANYTHING - DO IT AS FAST AS POSSIBLE.
Elmwood Road	I note the proposal is a maximum of three permits per household. I feel it should be a maximum of two.
Elmwood Road	<p>INT. CONCERNS</p> <p>COST OF PARKING PERMITS</p> <p>AVAILABILITY OF VISITOR PARKING PERMITS</p> <p>DO NOT INSTALL PAY AND DISPLAY</p> <p>ENSURE SKIPS ARE ALSO INCLUDED</p> <p>GREEN ZONE TOO CLOSE</p> <p>DO NOT WANT PAY BY PHONE</p>
Elmwood Road	INT. ENSURE THERE IS ENOUGH ROOM FOR 4X4S AND SUVs TO TURN ROUND AT END OF ELMWOOD ROAD (BY PARK) AS MANY CARS GET STUCK TRYING TO TURN AROUND AS TOO MANY PARKED IN HERE DURING THE WEEK.
Elmwood Road	INT. I FEEL RESIDENTS SHOULD NOT HAVE TO PAY AS WE ALREADY PAY ROAD TAX AND COUNCIL TAX. ALSO PEOPLE IN HOLMDENE AVENUE AND OTHER STREETS THAT HAVE INTRODUCED CPZ ARE PARKING AROUND OUR STREET AND ARE NOT PAYING FOR A PERMIT IN THEIR OWN STREET. ALL RESIDENTS IN THESE STREETS SHOULD HAVE TO PAY.
Elmwood Road	INT. INTRODUCE DEDICATED MOTORCYCLE PARKING BAYS WITH SECURE RAILS TO ALLOW BIKES TO BE CHAINED UP, ESPECIALLY WHEN ONLY ONE PERMIT PER RESIDENT IS ALLOWED - MANY MOTORCYCLISTS ALSO OWN CARS.
Elmwood Road	INT. MAXIMISE THE SCOPE AND AVAILABILITY FOR PARKING SPACES BY KEEPING DOUBLE YELLOW LINES ON CORNERS AS MINIMAL AS POSSIBLE, 7.5 METERS SEEMS A LOT.
Elmwood Road	INT. MY WIFE IS THE HOLDER OF BLUE BADGE AND THEREFORE SHE WILL REQUIRE DISABLED PARKING PLACE FOR HER DOCTOR, SHE IS ALSO KIDNEY PATIENT. SHE HAS HAD RENAL TRANSPLANT IN JANURY 2002
Elmwood Road	INT. PARKING HAS BEEN A NIGHTMARE SINCE NEIGHBOURING AREAS HAVING INTRODUCED CPZS. IT IS A VERY URGENT MATTER TO INTRODUCE CONTROLLED PARKING NOW, PEOPLE ARE PARKING IN A DANGEROUS MANNER ACROSS CORNERS, IN TURNING SPACES ET.
Elmwood Road	INT. THE CONSULTATION SHOULD CONSIDER THE REMOVAL OF ADJACENT CPZ. TO TAKE A HOLLISTIC VIEW. INCONVENIENTLY INTRODUCING ZONES WHICH CAUSE PROBLEMS AT THE PERIPHERY MEAN THAT AS YEARS GO BY THE ZONES INCREASE. THE VIEWS OF THOSE OUTSIDE THE ZONES THAT WILL BEAR THE CONSEQUENT COST SHOULD BE CONSIDERED. THE ONE WAY "VARIENT" OF ADDING ZONES WITH NO CONSIDERATION OF REMOVAL CREATES A BIAS IN THE APPROACH.
Elmwood Road	INT. THERE IS CURRENTLY NO PARKING PROBLEM! BY INTRODUCING PARKING ZONES EVEN IN A LIMITED AREA YOU WILL CREATE A PARKING PROBLEM WHICH CURRENTLY DOES NOT EXIST!
Elmwood Road	INT. WE HAVE STUDIED THE PROPOSALS IN SOME DETAIL AND GENERALLY WE AGREE WITH WHAT HAS BEEN SUGGESTED. ONE AREA OF CONCERN, IS THE AREA ALONG SUNRAY AVENUE. IT IS CURRENTLY DESIGNATED AS PERMIT AND PAID BAY HOWEVER, THIS IS A DENSELY POPULATED AREA - A NUMBER OF FLATS AND MAISONNETTES. WE WOULD LIKE TO SEE THIS AREA FALL WITHIN PERMIT BAY PARKING.

Road	Comment
Elmwood Road	LATE. PARKING AT THE SUNRAY PARK END OF ELMWOOD ROAD TO BE PREDOMINATELY 'RESIDENTS ONLY' TEACHERS FROM CHARTER SCHOOL FILL THIS END UP. CONSIDERATION THAT VILLAGE WAY HAVE PARKING RESTRICTIONS BOTH SIDES OF THIS BUSY ROAD HAS PARKED CARS AND IT CAN BE DANGEROUS PASSING AS CARS GO TOO FAST. (I AM BARRY BLUNT, MRS BLUNT'S HUSBAND I AGREE WITH ALL HER RESPONSES).
Elmwood Road	LATE. PARKING CONTROL WILL MAKE MY LIFE WORSE. PLEASE DON'T DO IT. PLEASE
Elmwood Road	Object that cpz is being consulted upon again only a few years after being rejected. The Council seems overly eager to pander to the multiple moaning of a small number of vocal residents who seem to believe they own the right to park on a public road at anytime of day immediately outside of their homes. This is not a right. I suspect Southwark is so receptive to these repeated complaints from the few because Southwark is very much in favour of more CPZs because of the additional control and revenue that they produce. It is wrong that Southwark logs each request for a cpz (or complaint about parking) separately even when the complaints are repeat active complaints from the same few individuals received over a relatively short period of time.
Elmwood Road	Residents should be allowed a free parking permit.
Elmwood Road	The cost of parking will only continue to rise and may become unaffordable for some of us.
Elmwood Road	The end of Elmwood Road, between number 1 and Red Post Hill, has park on one side and the back gardens of the Beckwith Road houses on the other. Why can't this space, approx 100m, be left as free parking, to be used by visitors to Sunray Gardens, visitors of local residents and staff of the Charter School without risk of penalty?
Elmwood Road	The proposal looks very sensible. All I would add is that something will need to be done about the council owned garages area next to our house (xx Elmwood Road). This is already frequently used for parking when parking on street is busy, and there is a risk that this is seen as a free alternative to paying to park in a bay.
Elmwood Road	Too large a paid parking area at the South end of Elmwood Road. Presumably chosen because there are no houses adjacent to it - but there are 17 flats opposite. Putting too many double yellow lines - eg space between elfindale and frankfurt rd and north end of elmwood road.
Frankfurt Road	. Improvements for pedestrians to cross roads at all junctions should be a priority - not reliant on CPZ results and done now. . Please arrange spaces for Car Club Cars in the area to encourage people to give up their cars. . Please include free parking for medical services and our local Chemist (Herne Hill Pharmacy) as they also deliver medication/prescriptions and everyone relies on them - I couldn't manage if they relocated. . If it is introduced, please do not have the option to pay - if it is for local people, resident/visitor permits only. . I strongly disagree with the provision for Loading/Unloading on yellow lines if continuous for a maximum of 40 minutes - builders will take advantage of this to stay there and who will be there to police their activity - I wont be going to tell them to move!
Frankfurt Road	1. Frankfurt road has two dedicated disabled bays. No other street in the consultation area has two. The bay in the middle of the block is almost never used. I do not know the usage of the second one closer to Herne Hill Road. I think there should only be one disabled parking bay on Frankfurt Road. 2. I do not support any pay by phone bays.
Frankfurt Road	I am thoroughly in favour of these new parking zones being brought in, but feel strongly that the timings of it should match the Herne Hill parking zone ie 12-2 Monday to Friday. If not, it will lead to huge confusion and possibly make residents regard the new introductions as merely a means of the council trying to catch out drivers and generate income - rather than what they are - a long overdue and much needed way to allow residents to be able to park on their own street.
Frankfurt Road	I think it needs to be made clear as to why a resident would be charged for a parking permit. Charging for parking on the road for a non-resident is reasonable, but why a resident is charged to park on a road where they live and pay council tax is unreasonable in my view. I am against parking permits - the parking situation in Frankfurt Road is largely caused by high numbers of vans (from work men), so would not be prevented by permits. When limited works are being done in the road, the parking is fine.
Frankfurt Road	I would further suggest making Frankfurt Road 'One Way' to traffic. Heavy traffic continually turns off of Herne Hill and travels down Frankfurt at excessive speed; way beyond the limit, not only during commuter hours but throughout the day and Frankfurt also appears to be the preferred cut through in the opposite direction from Elmwood Road going back to Herne Hill. One can only assume this is because visually it appears as the most straightest. But this volume of speeding traffic is causing multiple concerns, not least for pedestrian safety, especially considering the high number of children living in the area. Traffic congestion is frequently at 'gridlock' with vehicles quite often blocking the road, because vans and lorries are unable to pass when using the road in both directions. I would very much like Southwark Council to look at this issue. Thank you.
Frankfurt Road	INT. 1) IF YOU ARE GOING TO INTRODUCE A PARKING ZONE, IT'S ESSENTIAL THAT IT OPERATES DURING THE SAME HOURS AS THE LAMBETH PARKING ZONES THE OTHER SIDE OF HERNE HILL. 2) THE RECENT PROBLEMS HAVE LARGELY BEEN CAUSED BY A) SKIPS; I'VE BEEN IN REGULAR CONTACT WITH THE COUNCIL, WHO MANAGED EVENTUALLY TO GET RID OF SEVERAL ILLEGAL SKIPS. AT ONE TIME THERE WERE 7 SKIPS, 3 OF WHICH WERE ILLEGAL. B) UNTAXED VEHICLES. I AND NEIGHBOURS CONTACTED DVLA MANY TIMES ON LINE THEY JUST DIDN'T RESPOND UNTIL I WROTE. C) CARS BELONGING TO THOSE WHO LIVE IN NEARBY PARKING ZONES: QUITE SIMPLY IF EVERY CAR OWNED BY SOMEONE LIVING WITHIN A CPZ HAD TO BUY A PARKING PERMIT FOR EVERY CAR REGISTERED TO THEM THAT WOULD MAKE PARKING ON THE NON-CPZS MUCH EASIER. CAN YOU ENFORCE THIS ??? PLEASE!!!
Frankfurt Road	INT. I AM TOTALLY AGAINST A PARKING ZONE BEING INTRODUCED IN OUR STREET.
Frankfurt Road	INT. I BELIEVE THAT THE PRESENT PARKING PROBLEMS DOWN OUR ROAD (FRANKFURT ROAD) AS WELL AS IN THE SURROUNDING STREETS IS DUE TO THE NUMEROUS SKIPS AND BULDERS VANS WHERE RESIDENTS ARE DOING MAJOR RENOVATIONS. THEREFORE, I THINK THE PROBLEM IS TEMPORARY AND ONCE THE BUILDERS HAVE GONE, PARKING WILL NO LONGER BE AN PROBLEM.
Frankfurt Road	INT. I DON'T DRIVE AND DON'T LIKE SEEING THE ROAD LINED WITH CARS ALL DAY, EVERY DAY. I WOULD LIKE EVERYONE TO USE PUBLIC TRANSPORT. I WOULD LIKE CAR OWNERSHIP TO BE DISCOURAGED DUE TO AIR QUALITY ISSUES.
Frankfurt Road	INT. I SUPPORT PARKING CONTROLS IN THE AREA BUT AM CONCERNED THAT IF A ZONE IS IMPLEMENTED, THOSE, WITHOUT PERMITS CAN PARK ALL DAY BY THE 'PAY BY PHONE' FACILITY, TO COVER THE OPERATING HOURS.


Road	Comment
Frankfurt Road	INT. IT SEEMS THAT THIS COUNCIL, LIKE MANY OTHERS IS SEEKING WAYS TO EXTRACT MORE MONEY FROM RESIDENTS. ALTHOUGH I DO NOT OWN A VEHICLE, MY FEELING IS THAT IN GENERAL MOTORISTS GET A VERY POOR DEAL FROM ALL AUTHORITIES. OF COURSE THE OUTSTANDING QUESTION MUST BE WHO GETS THE MONEY, OR WHAT WILL IT BE USED FOR?
Frankfurt Road	INT. THE CONSULTATION HAS BEEN VERY MUCH NEEDED AND VERY MUCH APPRECIATED. THERE IS A MASSIVE DEMAND FOR A CPZ ON FRANKFURT ROAD, THE ONLY CONCERN IS THAT PEOPLE DO NOT GET THE LETTER, I NEARLY MISSED MINE!
Frankfurt Road	INT. THE PARKING ON FRANKFURT ROAD IS AWFUL, PRIMARILY BECAUSE COMMUTERS USE THE STREET TO PARK THEIR CARS AND THEN USE THE 68 OR 468 BUS. THE PROPOSAL OF A PARKING ZONE WOULD ERADICATE THIS PROBLEM IMMEDIATELY. PLEASE, PLEASE ENFORCE IT ASAP. WE SHOULD BE ABLE TO PARK ON OUR ROAD WITHOUT THE HASSLE OF PARKING IN ADJACENT STREETS. KIND REGARDS.
Frankfurt Road	INT. THE PARKING SITUATION HAS GOTTEN A LOT WORSE IN THE LAST 9 MONTHS. WE HAVE SEEN PEOPLE PARK TO HEAD TO WORK AT KINGS COLLEGE, NORTH DULWICH, HERNE HILL TRAIN STATIONS AND THE NEARBY SCHOOLS. IF THE PARKING ZONES CAN BE ENFORCED AS SOON AS POSSIBLE, IT WILL HELP THE RESIDENTS A GREAT DEAL. PEOPLE ARE PARKING ALL OVER THE PLACE TO GET TO WORK AND SOMETIMES RESIDENTS CARS ARE BLOCKED IN OR EVEN DAMANGED. IF PARKING WARDENS CAN PATROL FREQUENTLY SO THE ZONES CAN BE AS EFFECTIVE AS POSSIBLE. THANK YOU.
Frankfurt Road	INT. THERE ARE FAR TOO MANY PEOPLE WHO DO NOT LIVE IN THIS ROAD USING IT AS A CAR PARK. RESTRICTIONS ARE URGENTLY REQUIRED. MY BUILDER HAD A FINE AS HE PARKED FOR 2 MINUTES TO OFF LOAD, NEXT TO ANOTHER CAR. THIS IS GROSSLY UNFAIR.
Frankfurt Road	LATE. FATHER HAS DEMENTIA AND ALZHEIMERS AND ITS EXTREMELY DIFFICULT, ALMOST IMPOSSIBLE TO PARK NEAR THE HOUSE DURING WEEK, ESPECIALLY TO TAKE HIM TO HOSPITAL AND/OR DOCTORS. FORCED TO DOUBLE PARK AS DO OTHER RESIDENTS. MAIN PROBLEM COMMUTER PARKING. ALSO PEOPLE IN SURROUNDING ROADS PARK HERE TO AVOID OTHER CPZS.
Frankfurt Road	Not clear whether the restrictions will be specific to each street or whether parking eligibility will be throughout the zone. For example, would I be able to drive to my child minder (who lives at the other end of the proposed zone area) and parked on her road every morning? This would be convenient for me but would increase parking pressure on her road...
Frankfurt Road	One of the main problems is that there are too many non-residents who arrive early in the day, leave their cars and then go to work. There are some who seem to park their cars on my road all week. This makes it exceedingly difficult for residents to park and this is particularly a problem for elderly residents such my wife and I who are both aged over 80! There are many days/nights when I have had to park at the bottom of the road or, even worse, on a different road. The problem is made more acute when there are delivery (and other) trucks/lorries temporarily visiting our road.
Frankfurt Road	We have submitted a request for the installation of a cycle hanger on Frankfurt Road which, if approved, will reduce the spaces available for parking. Introducing a herringbone parking layout on one side of the street will help to mitigate this loss of space (where cars are parked in a linier fashion) by providing a more efficient use of the available surface area. This has the added benefit of narrowing the street slightly and as the street is used as a rat-run with a lot of vehicles ignoring the current 20mph limit, this may curb speed better than the current humps do while also reducing the associated building shake that comes from heavier vehicles transiting the humps at speed.
Frankfurt Road	While one could try to arrange for visitors or repair/service personnel to avoid the parking zone hours, this may not always be possible. One should not have to pay for carers and the like to park when they need to visit.
Green Dale	INT. AS A RESIDENT HOME OWNER, I WOULD ALWAYS LIKE THE OPPORTUNITY TO HAVE PARKING AND GUESTS DURING WEEKENDS, WITHIN REASON.
Green Dale	INT. I CAN SEE LITTLE REASON FOR A PARKING RESTRICTION ON MY AND SURROUNDING STREETS. I NEVER HAVE DIFFICULTY PARKING VERY CLOSE IF NOT DIRECTLY OUTSIDE MY PROPERTY, NOR DO VISITORS. CHAMPION HILL TO GREENDALE IS A NO THROUGH SERIES OF ROADS, THEREFORE, ATTRACTS VERY LITTLE TRAFFIC AND THERE ARE FEW SHOPS AND AMENITIES NEARBY. I DO NOT BELIEVE THE AREA WOULD BE AFFECTED BY PARKING RESTRICTIONS INTRODUCED TO NEARBY STREETS.
Green Dale	INT. I DO NOT THINK PARKING IS AN ISSUE ON THIS ESTATE AND FEEL IT WOULD BE WRONG TO CHARGE RESIDENTS FOR PARKING ON A QUIET STREET. THIS WOULD BE A MONEY MAKING EXERCISE WITH NO BENEFIT FOR RESIDENTS.
Green Dale	LATE. PLEASE SEE FULL A4 PAGE OF TYPED COMMENTS TOGETHER WITH PLAN.
Gylcote Close	I do not think parking zones solve the root cause of the problem. All they do is introduce bureaucratic systems and processes that cost money to administer (that cost being passed on to us residents) and displace the problem on to someone else. The whole of London is caught up in an epidemic of parking zones whereby the more areas that have them, the more areas need them. Someone needs to be brave and come up with a more inventive solution. We should be asking the question: why do so many people need to park in the area? Is it because public transport is poor or too expensive? Is it because there is inadequate or too expensive parking in places of work, hospitals, shops etc. Why is the Morrisons carpark in Camberwell not free? Why is the hospital carpark not free? The Morrisons carpark used to be free. It also used to be full. It brought people to Camberwell do their shopping not just in Morrisons but in the other shops and businesses in the area. Now it's empty. People either park on the side streets outside other people's houses (causing the problems that your parking zone proposals are trying to solve) or they go elsewhere and do not bring their custom to Camberwell. It's a lose lose situation.
Gylcote Close	INT. IF THERE IS ANYTHING YOU CAN DO HERE I WOULD BE VERY GRATEFUL. THE PARKING IN GLYCOTE CLOSE IS AWFUL MOST OF THE TIME. A RESIDENT SEEMS TO BE RUNNING A BUSINESS WHICH ENTAILS HAVING LARGE CARS HERE. SOMETIMES I HAVE TO CALL AN AMBULANCE FOR MY ELDERLY SISTER (92) AND MORE OFTEN THAN NOT THEY CANNOT DRAW INTO THE KERB BECAUSE OF ALL THE CARS; IT ALSO MAKES IT DIFFICULT WHEN USING HER WHEELCHAIR, SHE CAN ONLY GET AS FAR AS THE KERB AND FINDS IT DIFFICULT TO GET INTO THE MIDDLE OF THE ROAD FOR TRANSPORT.
Gylcote Close	INT. MY DAUGHTER REGULARLY COMES TO VISIT ME, BY CAR - 4 TIMES A WEEK. SHE DRIVES AS IT IS 1.5 HOURS BY PUBLIC TRANSPORT. SHE DOES MY WASHING, SHOPPING ETC. SHE ALSO TAKES ME TO MY HOSPITAL, HAIR AND PODIATRIST APPOINTMENTS. I AM DISABLED AND DON'T GO OUT UNLESS SHE TAKES ME. I KNOW MY DISABLED PASS CAN BE USED WHEN SHE TAKES ME OUT. WHAT ABOUT WHEN SHE VISITS? IT IS ESSENTIAL I HAVE HER HELP.
Gylcote Close	There isn't a parking problem on my street and I seriously do not want this.
Half Moon Lane	INT. ALTHOUGH I DO NOT HAVE TO PARK IN HALF MOON LANE AS I HAVE A FORECOURT, THE NUMBER OF VEHICLES PARKING IN THE NORTH DULWICH END IS DANGEROUS, ESPECIALLY FOR RESIDENTS AT NOS. 175-179 TRYING TO EXIT ONTO THE ROAD AS THE VIEW IS ALWAYS OBSTRUCTED, BUSES AND LARGE VEHICLES HAVE PROBLEMS NEGOTIATING THE LIMITED ROAD SPACE.

Road	Comment
Half Moon Lane	INT. AT THE MOMENT IT IS VIRTUALLY IMPOSSIBLE TO PARK ON HALF MOON LANE DURING THE DAYS AS COMMUTERS PARK THEIR CARS THEN TAKE THE TRAIN TO WORK. THIS MAKES DELIVERIES, VISITS BY FRIENDS OR OTHERS (TELEPHONE ENGINEERS, GAS, ELECTRIC MAINTENANCE PEOPLE) VISITS ALMOST IMPOSSIBLE. THERE IS A CONSISTENT PROBLEM OF PEOPLE PARKING CLOSE TO THE CORNER OF ARDBERG ROAD/HALF MOON LANE WHICH IS ILLEGAL BUT NO ONE MONITORS IT OR DOES ANYTHING ABOUT IT.
Half Moon Lane	INT. IN THE PART OF HALF MOON LANE NEAREST TO NORTH DULWICH STATION, HOME OWNERS HAVE OFF STREET PARKING. IF WE WANT PEOPLE TO USE PUBLIC TRANSPORT, I THINK WE NEED TO ALLOW SOME FREE PARKING FOR COMMUTERS WHO DO NOT LIVE NEAR THE STATION OR WHO ARE ELDERLY OR DISABLED. WHERE HOME OWNERS DO NOT HAVE OFF STREET PARKING THEY SHOULD HAVE ALL DAY PARKING ZONES (IF THEY WANT IT). NEAR HERNE HILL WE ALSO NEED TO THINK ABOUT SHOPPING - TO SUSTAIN THE SHOPS SOME PARKING NEEDS TO BE PROVIDED FOR SHOPPERS.
Half Moon Lane	INT. MY DRIVEWAY IS FREQUENTLY BLOCKED BY COMMUTERS CARS. WHEN I PHONE THE COUNCIL NOBODY DOES ANYTHING. WHEN WORKMEN CAME WITH VANS I PUT MY CAR ON THE ROAD THE NIGHT BEFORE SO THEY CAN USE THE DRIVE. OTHER PEOPLE ARE NOT SO LUCKY. MY WIFE TOTALLY CONCURS WITH THESE STATEMENTS,.
Half Moon Lane	<p>Most of the properties on Half Moon Lane have off street parking. I am concerned that if these residents reject the proposed CPZ, Half Moon Lane would be left out of the CPZ zone. For the minority of residents without off street parking the situation is already intolerable. If a CPZ is hopefully introduced it is imperative that Half Moon Lane is included. If it is NOT then levels of parking stress will become considerably worse.</p> <p>Please note the stress level in your survey indicates Half Moon Lane has the second highest parking stress levels peaking at 124%; 80% of this is non resident parking; the stress levels remain high on Saturdays with 67% non resident parking. Parking becomes impossible from 7am-7pm during the day. A CPZ 10am-2pm would considerably help.</p> <p>The survey does not necessarily show when non residential vehicles are left for weeks or months at a time. Such behaviour is epidemic in this area.</p> <p>The proposed green zone (paid parking) on Half Moon Lane is open to commuter abuse with city workers phoning in their parking charges during the day. Please consider a one hour limit with no return within an hour to mitigate against such abuse.</p>
Half Moon Lane	The CPZ is badly needed, with massive pressure from commuter and worker parking in the area
Half Moon Lane	<p>The introduction of a CPZ would not ease the parking problems. Residents from the far end of the Zone may drive down and park outside houses near the station.</p> <p>Parking permits are very expensive.</p> <p>Why doesn't the Council put in more bike facilities to encourage people to cycle instead - How about more covered bike racks near the station, extending the Boris bikes to Dulwich Village and let's get more cars off the road.</p> <p>Also the proposed additional regulations would cause more clutter, street furniture and less spaces for everyone!</p>
Herne Hill	<p>51 Herne Hill is at the junction of Herne Hill and Danecroft Rd</p> <p>the dropped pavement depicted does not currently offer access to off street parking (the hard-standing and garage behind having been removed to re-green the area)</p> <p>the area immediately outside my home has permit and pay bay parking proposed and therefore I will not have the same access to residents' parking as other local residents - even though I will be paying the same amount for parking permission.</p> <p>I would request that the resident permit parking zone be extended to offer one or two bays outside 51 Herne Hill (i.e. beyond the dropped pavement) so that I have access to resident permit holders parking on an equal footing with other residents in the street.</p>
Herne Hill	As there cannot be a parking zone on Herne Hill, I would like one introduced in Casino Avenue as at the moment Southwark Residents cant get a permit in Lambeth but also cannot park in Casino Avenue either as it is often full of Lambeth residents cars. Paying £6 to park in Lambeth or having to park a fair distance from home is really tiresome.
Herne Hill	INT. I MYSELF AND MY WIFE BOTH ARE HOLDERS OF DISABLED PERSONS BLUE BADGE.
Herne Hill	INT. NO NEED FOR PARKING CONTROL ALSO NOT ENOUGH DISABLED BAYS. I AM DISABLED AND THERE'S ONLY TWO BAYS IN THE AREA THAT I KNOW OF. RESIDENT PARKING SHOULD BE FREE TO RESIDENTS OF THAT STREET.
Herne Hill	INT. SATURDAYS CAN BE JUST AS BUSY AS WEEKDAYS. PEOPLE ALSO START PARKING UP SUNDAYS FOR THE WEEK. THE ACCESS ROADS OFF CASINO AVENUE (7-45) (53-85) SHOULD PERHAPS BE PERMIT HOLDERS ONLY. I DON'T THINK HAVING DOUBLE YELLOW LINES IS PARTICULARLY HELPFUL TO THE RESIDENTS. DOUBLE YELLOW LINES ON THE CORNERS, YES, BUT NOT ON THE LEFT / RIGHT SIDES OF THE ROADS.
Herne Hill	INT. THE COST OF PERMITS ESPECIALLY VISITORS PERMITS WOULD BE AN UNFAIR TAX ON LOCAL RESIDENTS. I REALLY WOULD OBJECT TO THIS AS I DOUBT IT WOULD SOLVE THE ISSUE, WHICH IS MULTI-CAR FAMILIES. THERE DOES NOT SEEM, AT THE TOP OF THE PROPOSED AREA TO BE A HUGE AMOUNT OF COMMUTER PARKERS.
Herne Hill	LATE I DO HOPE THIS WILL BE MONITORED BY PARKING WARDENS IF INTRODUCED. A VAN OFTEN PARKS DURING RESTRICTED HOURS OUTSIDE HERNE HILL AND THERE ARE ALWAYS COMMUTERS PARKED DURING DAY AT TOP OF CASINO AVENUE WHERE THERE IS A SINGLE YELLOW LINE. YOUR FEASIBILITY DESIGN IS WRONG ABOUT SIGN IN HERNE HILL BEFORE CASINO AVENUE. PARKING RESTRICTION IS MON-SAT. PELASE MAKE RED POST HILL PARKING FREE DOWN SIDE GOING UP TO DENMARK HILL, IT IS VERY DANGEROUS FOR CYCLISTS.
Herne Hill	This is long overdue. It is extremely frustrating when non residents leave their cars on Frankfurt Road all day long or sometimes for days at a time. Since Lambeth introduced controlled parking on their side of Herne Hill Road, people now park on the Southwark side. It is clear that a majority of people parking here are using it for commuter parking and I welcome controlled parking and have no problem paying for a parking permit
Herne Hill	we are at the top of Casino avenue and find it almost impossible to park anywhere near. Can't wait for parking zone

Road	Comment
Monclar Road	<p>Hi, we are delighted that this is being looked at as parking outside our house has been an enormous issue for the last 3 years. We have a 3 month old baby and 5 yr old son and disabled mother in a wheelchair and we regularly have to park 200 yards away from the house. This is due to hospital workers from kings college, commuters for Denmark hill and east Dulwich stations and builders who park daily. If I am lucky enough to get a space outside my house it does not last long. For example last week I had to drop my wife at the dentists at 10am and when I returned I had to park 10 minutes away from the house as all spaces were taken and filled for the duration of the day. I was finally able to move my car to the next road at 7pm. In addition there are a number of cars that seem to be parked permanently for upto 3 months at a time. This means these spaces are effectively non existent.</p> <p>Please, please, please can this be implemented. I would happily pay for parking so that I have the convenience of parking near our house.</p> <p>Many thanks,</p>
Monclar Road	I do. to think it is necessary to have parking zone in Monclar Road. I do not have an opinion about there being a parking zone in other parts of the proposed parking zone.
Monclar Road	INT. DO NOT WANT PARKING BAYS OR RESTRICTIONS AND HAVE TO PAY TO PARK WHERE I LIVE. DO NOT FEEL WE SHOULD BE MADE TO PAY WHEN ALREADY PAY OUT ENOUGH TO LIVE HERE.
Monclar Road	INT. THE PARKING PROBLEMS EXIST ONLY BECAUSE OF CUMMUTERS AT KINGS COLLEGE HOSPITAL. IT'S RIDICULOUS TO MAKE RESIDENTS PAY WHEN YOU SHOULD BE TALKING TO THE HOSPITAL ABOUT WAYS TO ENCOURAGE PARKING FOR FOR WORKERS. THE CPZ IS TOO EXPENSIVE FOR MANY RESIDENTS. YOU HAVE NOT INCLUDED ANY MOTORBIKE PARKING BAYS SO WHERE WILL MOTORBIKES PARK?? YOUR MAP DATA IS INCORRECT TOO, YOU ARE MISSING THE DROPPED KERB OUTSIDE 8 MONCLAR ROAD, THE DISABLED BAY ON MONCLAR ROAD IS NO LONGER NEEDED (RESIDENT DIED) AND IS WALYS EMPTY, TAKING VALUABLE SPACE AWAY. WANLEY ROAD PARKING WAS NEVER PROPERLY REINSTATED AFTER THE FLATS WERE BUILT FOR THESE ISSUES AND ALREADY THERE IS MORE PARKING. CROSTHWAITE SHOPS NEED 30 MINS FREE PARKING OUTSIDE AND REMOVAL OF ONE DISABLED BAY. NO CPZ PLEASE. PLAN ATTACHED
Monclar Road	LATE. THERE ISN'T A PARKING PROBLEM ON OUR STREET (MONCLAR ROAD) BUT THERE WILL BE ONCE YOU INTRODUCE THE SYSTEM. WE LIVE ON XX MONCLAR ROAD AND PARK OUR CAR OUTSIDE OUR FLATS DOOR, WHICH IS FACING NORTH. CURRENTLY THIS ROAD IS NOT PLANNED TO HAVE ANY RESTRICTIONS, THUS MAKING IT THE ONLY ROAD IN THE AREA THAT DOES NOT HAVE ANY PARKING RESTRICTIONS. THIS WILL, THEREFORE, CREATE A PARKING PROBLEM FOR US WITH EVERYONE WANTING TO AVOID THE PARKING RESTRICTIONS, AND FORCE US TO PAY FOR A RESIDENTIAL PARKING PERMIT. THERE IS NO NEED FOR THIS PERMIT OR INDEED THESE PROPOSED ZONES, AS THERE IS NOT A PARKING PROBLEM AT THIS MOMENT ON MONCLAR ROAD, ARNOULD AVENUE OR ANY OF THE SURROUNDING ROADS.
Monclar Road	The plans do not show the dropped curb outside our house. It has been there since we bought the house eleven years ago and was long established then.
Nairne Grove	<p>£250 per year for two cars is extremely expensive</p> <p>There is very rarely a parking problem on the street NB PRIVATE residents parking in the area is permit only, but FREE to the resident. £125 per car, per year seems indefensible.</p>
Nairne Grove	All parking permits will do is earn the council money and it will not help with parking. It will cause conflict between neighbours as well! It's all these parking restrictions that is causing the parking problems
Nairne Grove	INT. IN RECENT YEARS OUR LITTLE ONE VEHICLE WIDE STREET HAS BECOME A VEHICLE PACKED AREA PARTLY DUE TO OVERSPILL FROM NEARBY PARKING CONTROLLED ZONES. SOME OF THE COMMUTERS - THE MAIN USERS - LEAVE THEIR CARS BADLY PARKED OFTEN DANGEROUSLY SO. TO MAKE MATTERS WORSE, OUR STREET IS INVADED BY THE TWICE DAILY SCHOOL RUN WHERE MUCH OF THE DRIVING AND PARKING IS HORRENDOUS. VEHICLES NOW ALSO DO THREE POINT TURNS AT OTHER END OF STREET IS SO CHOKED. A NIGHTMARE AND SO, SO DANGEROUS.
Nairne Grove	INT. PLEASE TRY AND MAKE IT A BIT CHEAPER £125 IS TOO MUCH
Nairne Grove	INT. SINCE THE COUNCIL RENOVATIONS WORK ON LOCAL HOUSES HAS BEEN COMPLETED THERE IS NO PARKING PROBLEM. WE ARE FIRMLY AGAINST PARKING RESTRICTIONS ON OUR STREET.
Nairne Grove	INT. WOULD SOUTHWARK ALLOW SOME RESIDENTS TIME TO APPLY FOR PERMISSION TO PARK IN FRONT OF HOUSE GARDENS NO. XX NAIRNE GROVE HAS A DRIVE, WHICH IS NOT SHOWN ON DRAWINGS. ONE OF THE REASONS FOR WANTING 8.30 - 6.30 PARKING RESTRICTION IS WE HAVE A PROBLEM WITH ABANDONED CAR/VAN. ONE OF THESE IS FOR 3 MONTHS, THE OTHER 2 WEEKS. WE HAVE NOTIFIED DVLA, BUT NO RESPONSE TO DATE.
Nairne Grove	It is not needed. It is an unnecessary expense especially for households in the less well off part of the zone. £125 per year may not seem much but it is a lot if budgets are tight.
Red Post Hill	As a resident of Red Post Hill, I am generally in favour of putting measures in place to improve parking for residents in the area. However from the information that you have provided, there does seem to be a reduction to the available parking in Red Post Hill by the proposed introduction of double yellow lines (effective 24/7) on the North side. At present there are clear spaces to park between numbers 40 and 42 and numbers 44 and 46. Eliminating these spaces completely would serve no practical purpose and reduce the the ability for visitors, deliveries and services to stop/park outside those properties 24/7. This, we consider to be a reduction in parking provision for residents along that strip rather than an improvement. I would propose that resident permit bays be instated in these two spots, similarly to those across the street. This would maintain the status quo for parking space, and provide some flexibility for residents who do not have off street parking and for the provision of services. This would replicate the situation further up the street.
Red Post Hill	Could you reconsider the double yellow line proposed outside 42 red post hill? I believe there is enough space for a car to park without obscuring the view of the crossing. Red Post Hill suffers already from very restricted number of parking spaces due to bus stops and crossing.
Red Post Hill	CPZ is an awful idea.
Red Post Hill	i am happy to pay for a parking permit even tho' I park off road. and if you'd give me a lovely grant to fill in my horrible off street parking I'd be delighted to do that too!
Red Post Hill	I have had no issues with parking and there is always plenty of space in the areas listed.

Road	Comment
Red Post Hill	I have noticed is that it is easier, for residents and visitors, to park in these streets than the many other places I have visited that have restricted parking. My main concern is that the CPZ decreases the number of available places and will exacerbate what I consider to be a very minor problem at a couple of times in the day. I don't want to have to pay to park outside my house, especially if it decreases the chance of being able to.
Red Post Hill	I think parking restrictions have to be introduced in this area. It is very difficult to drive around Red Post Hill and the Sunray estate. People park outside Sunray Park, right next to the roundabout at the bottom of the hill at the junction with St. Faith's Church, making it very difficult for buses and cars to get on and off the roundabout and up and down the road. Sometimes the traffic here becomes gridlocked, because no-one can get on and off the roundabout. There are often long queues of traffic where cars are and buses are having difficulty passing each other. I often have people parking over my drive and blocking me in, and it is dangerous pulling out onto the street as my view (and the view of the motorists on the road) is restricted due to the parked vehicles.
Red Post Hill	I would like to see less 'permit and paid' green areas specifically at the top of Ardbeg road as I think people will park, walk to station and pay over the phone. These spaces will specifically be needed for the residents of Red Post Hill as it looks like total spaces on that road will be reduced. Related to that it looks like the proposals will mean less space on the east side of the street between Sunray gardens and the station, I think more spaces should be provided to maintain parking on both sides. I also employ a nanny who needs to park as she drives to work at our house. She is Ofsted registered but employed by me and not an agency (which seems to be the requirements under carers) so I would need to buy her a permit and would like to be able to do that without her registering her car at our house.
Red Post Hill	I would prefer to have residents parking outside XX Red Post Hill. The houses opposite all have cars and have always parked in those spaces. My neighbours have spaces so do not park on the road unless they have guests. I have two small children and sometime need to park close to the house. It would be useful to keep the end of casino avenue near 119 as residents because it is our closest 'off Red Post Hill' parking. It would be good to have some short term parking bays by the park on Red Post Hill for parents using the park in the daytime. I.e. 3 hour slots, not all day parking. I called up this morning and was very impressed by the response. Thank you.
Red Post Hill	If a parking zone were to be introduced it would have to include permit holder only spaces for the close at the northern end of Red Post Hill (garages and entrances). The current scheme does not show permit bays for this location which, if excluded, would fill up uncontrolled parking.
Red Post Hill	In favour of a zone which excludes commuters. We are very near N Dulwich station and do not recognise the moderate stress levels described in your survey: query if this is because RPH is a long road ending far from the station. Any parking space is re-occupied within a very short time. There is also significant short-term parking problem associated with Charter School leaving times and JAGS Sports Club which it is more difficult to see a solution for. But we are very concerned at reduction in available residents' parking in RPH between station and St Faith's. On most days there are currently 12 vehicles parked on the east kerb between those points. There are 19 houses in that stretch. Between 3 and 5 bays are proposed (difficult to be clear which from plan). On west side of RPH there are likely to be at least 20 cars parked on any day on the same stretch. There are 21 properties, many divided into flats. Residents and visitors displaced from the parking currently available on the east side will then have to compete for parking on the west side or in the side streets. More bays could safely be provided, including between 24 and 26 RPH and between 22 and 24. An overarching concern is the adverse effect on safety of double yellow lining the east side of RPH, save for a very few bays. Residents successfully campaigned (with councillor support) a few years ago for traffic calming measures to tackle the high volumes of traffic travelling at excessive speed. One effective element in calming traffic is the narrowing of road space by parking both sides. This still leaves a safe and sufficient space for traffic but discourages speeding. We have 2 large schools and a kindergarten on this short stretch of road and the calming measures followed an accident causing injury to a child. Lastly the nature of the road would be adversely altered by double yellow lines. This is a residential road and not a major thoroughfare at present. There has always been a distinction between RPH and other major routes such as Herne Hill and Half Moon Lane. Double yellow lines on this stretch of RPH make the proposed scheme presently unacceptable. We would welcome revision and the opportunity to discuss improvements.
Red Post Hill	INT. BETWEEN THE HOUSES NO. XX AND XX8 RED POST HILL THERE IS A BLUE PARKING AREA. THIS AREA IS OPPOSITE A CENTRAL RESERVATION IN RED POST HILL WHICH CAN CAUSE TRAFFIC PROBLEMS. NO PARKING IS ALLOWED ON THE OTHER SIDE OF THE ROAD OPPOSITE THE RESERVATION.
Red Post Hill	INT. IF I HAD A VEHICLE I STILL WOULDN'T BE ABLE TO PARK OUTSIDE MY HOUSE BECAUSE I HAVE A TRAFFIC ISLAND IN THE WAY. I ALSO WOULDN'T BE ALLOWED TO MAKE A PARKING SPACE IN MY FRONT GARDEN EITHER. I'M CONCERNED THAT WHEN I SELL MY HOUSE THERE WOULDN'T BE ANY PROVISION FOR PARKING AT ALL. I THINK THAT THIS SITUATION IS UNFAIR! I HAVE COMPLAINED ABOUT THE TRAFFIC ISLAND AS DRIVERS (INCLUDING BUSES) SOMETIMES DRIVE ON THE WRONG SIDE OF THE ROAD AND AT SPEED. I HAVE HEARD NOTHING FROM SOUTHWARK COUNCIL SO FAR. I COMPLAINED ABOUT 6 MONTHS AGO VIA MICHAEL MITCHELL.
Red Post Hill	INT. LOOKING AT THE FEASIBILITY DESIGN, WE APPEAR TO BE LOSING 2 EXISTING PARKING SPACES BEHIND THE BUS STOP (ON THE LEFT HAND SIDE GOING UP THE HILL) OUTSIDE NO 85, WE USE THESE AS WE HAVE TO LOAD AND UNLOAD HEAVY ITEMS REGULARLY, WE LOST 17 PARKING SPACES WITH THE LAST CONSULTATION AND NOW WE HAVE TO PAY TO PARK EVEN THOUGH THERE WILL BE NO SPACES NEAR OUR HOME. THANK YOU!
Red Post Hill	INT. ON RED POST HILL BETWEEN 42 AND THE ZEBRA CROSSING THERE IS SPACE FOR A CAR TO PARK WITHOUT OBSCURING THE SIGHT LINE OF THE ZEBRA CROSSING. WE ALREADY HAVE 2 BUS STOPS AND 2 ZEBRA CROSSINGS AND A DISABLED BAY, SO PARKING SPACE IS ALREADY VERY RESTRICTED FOR RESIDENTS OF RED POST HILL FROM NORTH DULWICH STATION TO THE MIN-ROUNDBOUT AT SUNRAY GARDENS. PLEASE, PLEASE INCLUDE THIS IN YOUR PLAN. YOU PROPOSE A DOUBLE YELLOW LINE AND THIS IS NOT FAIR OR NECESSARY.
Red Post Hill	INT. PLEASE APPLY PERMIT BAY IN THE SPACE OPPOSITE XX RED POST HILL. THIS SPACE IS DOUBLE YELLOW ON PROPOSAL. IT IS CURRENTLY USED AND IS SPACE FOR TWO CARS. GIVING THE LACK OF PARKING THIS SPACE SHOULD BE UTILISED.
Red Post Hill	INT. THE COST OF THE PERMITS AND POTENTIALLY COST OF VISITOR PERMITS IS PROHIBITIVE. WHY SO EXPENSIVE WHEN OTHER BOROUGHES CAN CHARGE LESS THAN HALF OF WHAT IS PROPOSED? THIS FEELS LIKE ANOTHER TAX FOR LONDONERS.

Road	Comment
Red Post Hill	LATE THE PROPOSAL SEEMS TO HAVE VERY LOW NUMBER OF PARKING BAYS IN RELATION TO THE NUMBER OF HOUSES, A FEW MORE PARKING SPACES WOULD BE GOOD. WE ALSO HOPE THAT THE PLAN DOES NOT RESULT IN RED POST HILL BECOMING A MAJOR ROUTE. AT PRESENT WE HAVE RESTRICTIONS ON LARGE VEHICLES AND ALSO A 20MPH SPEED LIMIT AND WE SHOULD LIKE THESE TO CONTINUE PLEASE.
Red Post Hill	On page 3 of the feasibility there is a small green section just after Half Moon Lane which presumably means that commuters could park all day by paying for the 2 hours. This negates the whole idea and we would prefer to have our road as all just permit parking.
Red Post Hill	Our customers have great difficulty finding anywhere nearby to park during the week as the 20min bay outside the station is either full or does not allow enough time and the local streets are always full of commuter parking. The suggestion of permit/paid bay in Half Moon Lane and part of Red Post Hill would be a tremendous improvement for us.
Red Post Hill	Parking problems became worse when the traffic islands were introduced ,we have problems with commuters and the play group that is held at the church at the top of the hill ,main problem there, is the mini buses are parked some times for days on end without moving.
Red Post Hill	<p>See above. Existing restrictions on Red Post Hill are incorrectly marked: there are an additional two parking spaces 'downhill' of the bus stop outside number 87 which should not be removed.</p> <p>I oppose the introduction of additional double yellow lines on Red Post Hill. They would make parking difficult even with a CPZ and are not necessary for free flow of traffic. The proposal will likely make parking more rather than less difficult on Red Post Hill N of the junction with Sunray Avenue - even with a CPZ.</p>
Red Post Hill	There are big problems with the way this questionnaire is designed and I am worried that this means results cannot be analysed fairly. It will be particularly important to look at responses in the open end questions. There should be an option to rank our overall preferences here. I, personally, am in favour of a time limited zone (lasting just 2 hours a day to stop commuters parking here) but am against an all day zone. I would prefer no controlled zone at all to an all day controlled zone but the questionnaire doesn't allow me to communicate this which is why I have answered 'undecided' to the key question. In Q7 it is possible to tick all conflicting boxes which must be a mistake. This will potentially skew results.
Red Post Hill	urgently needs a CPZ, lots of commuters park on red post hill and then continue their journey by bus or train. Also, many people park weekends/evenings to use the leisure centre
Red Post Hill	<p>We have purchased an electric car that need to be recharged overnight.</p> <p>We have applied to have an off street parking</p> <p>We hope this new parking control system will not interfere with our application</p>
Red Post Hill	We would prefer the short distance marked as green near the T-junction of RPH and Half Moon Lane to be permit holders only rather than permits or pay. Many of the houses are divided into flats and so there are 3 or more vehicles per building - too many in any case to fit into the road as so much of it has driveways etc.
Red Post Hill	<p>You have stated that your design principles are to 'provide parking bays wherever safe and unobstructive to traffic'. There is currently space for at least one space outside my house No XX RPH and at least one more available further north. I want to know how the design survey has decided to make these areas double yellow lined as that does not seem to conform to your own stated principles mentioned here.</p> <p>Your more detailed report provided to the Community Councils suggested that this was an opportunity to increase the level of street tree planting etc. What are the environmental enhancements you are providing here, there does not appear to be any except an assumption that parking will simply be easier for residents.</p> <p>Red Post Hill has become a rat run for commuter traffic due to Southwark's and TFL's policy of increasing traffic on it by stealth through making traffic flow more easy. Parking helps reduce traffic speed and flow yet you are taking this off RPH for no apparent reason. If you make these changes what other proposals do you have for reducing traffic on RPH.</p> <p>If you do not believe that parking should take place on my side of RPH then I am happy with that but the road should be narrowed (pavement width increased) to provide more space for the children leaving Charter school and making it clear to commuter traffic that they should use the route less and drive more slowly.</p> <p>Thanks.</p>
Sunray Avenue	<p>1) Parking Control on Sunray Avenue is long overdue. Ever since controls were introduced near Denmark Hill Station (10+ years ago) hospital workers and visitors (mostly the former) have treated the top of Sunray Avenue as a car park. Whilst I mostly park on my driveway around (on average) once a week (maybe just for an hour or two) the driveway is inaccessible for bad parking so I have to find somewhere on the street, or cannot take my car off my driveway. The part of Sunray Avenue between Denmark Hill and Crossthwaite Avenue is generally full of parked cars between 7am and 7pm, Monday to Friday, the cars mostly driven by hospital workers travelling to work (I am generally up early and if working in my garden I see them parking and walking up the road to the bus stop). Parking is generally okay after 7pm and at weekends.</p> <p>2) Parking opposite my driveway is problematic as it makes access to my driveway difficult, but more important it is dangerous. The road is narrowed by an extra wide pavement to house a speed camera. I don't believe the speed camera has had film in it for some years, but since the road was resurfaced (and the necessary lines were not repainted on the road) the camera is incapable of doing its job. For many years no-one parked at this part of the pavement, apparently recognising the potential danger, but this changed a few years ago. Traffic is reduced to a single lane whilst passing this point and it is extremely lucky that there has not been an accident here, emergency braking is common at this spot. Traffic Including buses, the trees, the bend in the road and the excessive number of parked cars combine to reduce visibility on this short stretch of road. Parking restrictions would help, but if parking is to be allowed at all on this narrow part of the road then it should only be on one side of the road (or the "wider" pavement and (non working) traffic speed camera should be removed).</p>

Road	Comment
Sunray Avenue	<p>After speaking to Paul Gellard on the thursday 4th june at the methodist church hall, we stressed the sunray avenue cul de sac should retain all its existing parking places, 6 along the cul de sac, and 3 at the end of the cul de sac, which is contrary to the proposed plans where there is only privions for 2 parking places.</p> <p>The sunray estate has 3 horseshoe like parking areas which in the proposal won't be parking areas anymore; the council should consider extending the current proposal to retain these parking areas which would possibly require some minor raodworks.</p> <p>On red post hill, at the level of sunray gardens, north of the junction with sunray avenue, the proposal is currently to put double lines on both sides; is this really necessary, since the remaining part of red post hill does currently allow some parking and the road width is not different throughout the entire street.</p> <p>Finally on sunray avenue, south of the bus 42 terminal bust stop, the proposal is to introduce double lines while allowing parking on the other side of the street. Sunray avenue alreadyaccomodates parking on both sides throughout, except in this zone, which doesn't seem to be consistent. Could this be reconsidered as this stretch currently has parking on both sides not causing any problems to anyone.</p> <p>Best regards, </p>
Sunray Avenue	<p>Although there has been some increased parking, neither myself or any visitors have ever found it difficult to find a parking space - sometimes in an adjacent street</p>
Sunray Avenue	<p>As mentioned previously. Hillcrest Flats 1-15 has an off road parking section which is free for all and which with the introduction of a parking zone would mean that people would park there to try and avoid parking fees.</p> <p>This would be highly unfair for the residents of Hillcrest who own cars and who should have more rights to park there.</p> <p>My suggestion is that a parking zone is not introduced as there is not a parking problem. Why try to fix something if it isn't broken!</p>
Sunray Avenue	<p>At the moment there is ample room for 8 cars to park in our cul-de-sac (nos. 18-40 Sunray Avenue), but on your proposal you have indicated only 2 parking bays with the rest of the cul-de-sac having double yellow lines.</p> <p>We cannot understand this because unrestricted bays (white lines now worn away) were created around 1993 for two-wheel parking along one side of the road (5 bays) and 3 bays at the head of the cul-de-sac.</p> <p>So why are you now proposing to do away with 6 of these bays?</p> <p>Even with double yellows near the junction, that could still allow for 7-8 cars to park, depending on how far the lines extend into the cul-de-sac.</p> <p>If we can still have 7-8 parking bays in our cul-de-sac then the answer to question 4. would be YES!</p>
Sunray Avenue	<p>I can only comment on the streets nearest my house - Sunray Ave, Casino Ave (where my car is parked), Nairne Grove, Red Post Hill. Commuters park around here, and I feel this is probably what concerns people living here, though it's not all that bad, really. Cars accessing Bessemer Grange Primary School at the start and end of the school day is maybe a concern too, but parking restrictions would not help this. My own concern is with cars and vans parked on the narrow access road for the houses around the green, nos. 49 - 71 Sunray Avenue. (There is a particular problem at the corner by no. 49.) They block access not just for people living here but also for emergency vehicles, post office and delivery vans, and the refuse and recycling collectors. It is a problem and an annoyance. I see that on your map this access road is designated as a restricted parking area. I really think it needs to be double yellow lined too, like the similar narrow access road in Casino Avenue. Thanks.</p>
Sunray Avenue	<p>INT. 1) RESIDENTS AT 18-40 SUNRAY AVENUE WOULD NOT BE ABLE TO PARK OUTSIDE THEIR PROPERTIES AND CURRENTLY THERE ARE SOME PARKING SPACES, SO I WONDER WHY THEY COULDN'T REMAIN FOR RESIDENTS ONLY. 2) £125 PER ANNUM SEEMS HIGH. COULD BE DESCRIBED AS A STEALTH TAX. WHY NOT MAKE IT A NOMINAL SUM? 3) WILLHAVE A NEGATIVE IMPACT ON LOCAL SHOPS AND BUSINESSES.</p>
Sunray Avenue	<p>INT. I AM A BLUE BADGE OWNER SO WOULD LIKE TO SEE A FEW MORE DISABLED BAYS AT MY END OF SUNRAY AVENUE. ALL FOR YELLOW LINES IN CUL DE SAC AS THREE TIMES THIS YEAR EMERGENCY SERVICES HAVE NOT BEEN ABLE TO GET ROUND FOR ACCESS. ALL FOR THIS PROPOSAL TO BE INTRODUCED. ALL FOR PAYING FOR PERMIT PARKING.</p>
Sunray Avenue	<p>INT. I WOULD BE VERY HAPPY TO SEE THE PARKING ZONE INTRODUCED IN MY STREET BECAUSE THIS HAS CAUSED A LOT OF PROBLEM IN PARKING. THANKS FOR THIS AND I APPRECIATE.</p>
Sunray Avenue	<p>INT. THE PROPOSAL FOR DOUBLE YELLOW LINES ON THE STRETCH OF SUNRAY AVENUE WHERE WE LIVE (HOUSES 18-40) CAUSES US SIGNIFICANT CONCERNS, AS IT DOES NOT REFLECT THAT THERE ARE CURRENTLY 9 PARKING BAYS ON OUR ROAD, WHICH WOULD REDUCE TO 2 BAYS UNDER YOUR PROPOSALS (PAGE 2 AND 3 FEASIBILITY DESIGN). AS SUCH MOST OF THE RESIDENTS OF THIS SECTION WOULD NEED TO PARK ON THE MAIN SUNRAY AVENUE ROAD WHICH WOULD BE INCONVENIENT FOR US - PARTICULARLY WITH REGARDS PACKING/UNPACKING CARS AND GETTING CHILDREN TO/FROM THE CARS. THERE IS CURRENTLY SPACE FOR PARKING BAYS ON THE ROAD SO WE CAN'T UNDERSTAND WHY THOSE BAYS WOULD BE REMOVED UNDER YOUR PROPOSALS.</p>
Sunray Avenue	<p>INT. THERE IS NO PROBLEM IN PARKING IN SUNRAY AVENUE.</p>
Sunray Avenue	<p>INT. THERE IS NO PROBLEM PARKING IN SUNRAY AVENUE - SO WHY CHANGE IT?</p>
Sunray Avenue	<p>INT. THIS IS COMPLETELY UNNECESSARY, VERY EXPENSIVE AND DESIGNED SOLELY TO RAISE MONEY. PLEASE, JUST FOR ONCE, CONSIDER RESIDENTS, WE CAN'T AFFORD ANOTHER TAX.</p>
Sunray Avenue	<p>INT. WHY TRY TO FIX SOMETHING THAT'S NOT BROKEN. JUST A WAY FOR SOUTHWARK TO GET MORE REVENUE AT COST OF THEIR RESIDENTS!</p>
Sunray Avenue	<p>Introducing a parking zone will simply create a parking issue, particularly as the current proposal suggests that there will be double yellow lines in the cul de sac leading up to our property thus reducing the number of spaces available. Even on busy week days, we have never struggled to park our car on Sunray avenue and so we consider a parking zone unnecessary and disproportionate.</p>

Road	Comment
Sunray Avenue	LATE. THE RESIDENTS OF THIS SMALL CUL DE SAC OFF THE MAIN SUNRAY AVENUE HAVE A VERY GOOD INFORMAL WAY OF MANAGING THE PARKING IN THE STREET, SO THAT EVERYONE CAN PARK CLOSE TO THEIR HOUSE WITHOUT INCONVENIENCING ANYONE ELSE. MOST, IF NOT ALL OF THE PARKING ON OUR CUL DE SAC IS RESIDENTS CARS. IF THE PLANNED ZONE IS INTRODUCED ALL BUT TWO OF THE RESIDENTS WILL HAVE TO PARK ELSEWHERE. SEVERAL OF THE RESIDENTS HAVE YOUNG FAMILITES HOW ARE THEY SUPPOSED TO GET BABIES AND CHILDREN TO PARKING SPACES SEVERAL MINUTES WALK AWAY, CARRYING LOTS OF STUFF. THERE REALLY IS NO PARKING PROBLEM HERE TO BE FIXED.
Sunray Avenue	LATE. WE LIVE IN A REALLY NICE STREET WITH NO CLUTTER AND SIGNAGE AND I CANNOT STATE STRONGLY ENOUGH HOW MUCH WE OPPOSE THIS PLAN. IN ADDITION TO THE COST AND ADDED HASSLE OF PERMITS AND THE CLUTTER TO THE STREET, IT WOULD BE A COMPLETE WASTE OF POTENTIAL PARKING SPACE TO INTRODUCE DOUBLE YELLOW LINES OVER OUR DRIVEWAY AS AT THE MOMENT, THESE PROVIDE SPACE FOR PARKING OURS AND GUESTS CARS (AND DELIVERIES ETC) WHICH, IF NO LONGER AVAILABLE, WOULD RQUIRE US TAKING UP MORE SPACE ON THE STREET. IF PARKING SPACE IS AT A PREMIUM THIS SIMPLY DOES NOT MAKE SENSE. PLEASE DON'T INTRODUCE THIS! SEEING A DOUBLE YELLOW LINE OVER MY DRIVE WILL MAKE US VERY SAD!! :(
Sunray Avenue	paint double yellow lines or red lines on dropped kerbs so stop people blocking access and make it safe for people to see wat is coming//////////
Sunray Avenue	Please keep the existing parking allocation in our cul de sac which was put in place in the mid 1995. Reframe from putting double yellow lines in our close. This will only encourage everyone here to apply to convert the front gardens to parking drives. The current proposal of only two parking bays is inadequate and will cause major objection and see the conservation area dug up to make space for cars in people's front gardens destroying the conservation area.
Wanley Road	Currently there is space for parking off-road in some of the blocks off Arnould Avenue. However, this is misused by some residents who are storing unroadworthy vehicles on a permanent basis. This is detrimental to the access of other. For reasons of equity, if a permit parking scheme proposed for area 1 is approved, these areas should be included.
Wanley Road	<p>I am firmly against the parking zone.</p> <p>Our household generally are cyclists but we use the car around twice a month, to carry heavy goods such as tiles or wood from Old Kent Road (as we are slowly renovating our flat) or to attend South East Rivers Trust volunteering events which require a change of warm clothes and wellies after fishing litter out of rivers. My flatmate also uses it to get to very early shifts (she is in the police force) because a previous journey to work at 2am caused her to be faced with muggers!</p> <p>Currently the price of £600 insurance and £125 tax plus £30+ MOT a year is almost making the car unviable. But we keep it for reasons of safety, home improvements and for volunteering. We would have to get rid of the car if you introduced the residents permit.</p> <p>I don't quite understand why these continuing car charges focus on charging for car ownership. Taxes should be charged for car use (e.g. town centre parking, road use charging etc)! Taxing car ownership encourages people to drive more (to get their money's worth), whilst taxing car use would encourage people to drive less.</p> <p>On our part of Wanley road, we don't have any problem parking. Most of us have fairly set places where we park because there is always a space available. Hardly any of the block, that I see, (except for one AMEY business user) use the car regularly so you won't even get the CO2 savings you might hope for trying to disincentivise car use here. In our case, you will encourage the reduction of our safety and disincentivise me volunteering any longer.</p> <p>I cannot validate that there is a parking issue in the Champion Hill Estate, (regardless of there being a few more cars as a result of the new Kings College halls development) and therefore the only objective I see of this policy is to increase council revenue. If this is the case, I'd rather you put up council tax by 1.99% than making my car unviable to own, whilst disadvantaging lots of users including those with children.</p>
Woodfarrs	I object to these proposals because as well as penalising the residents by making us have to pay for costly permits, it also means those who drive to work at Kings College Hospital and Bessemer Grange primary school will not be able to park in the area. They are already low paid key workers so we should not be making life more difficult for them. The biggest issue with parking is at school drop off and collection time. The parking restrictions you are proposing will not deal with this issue. Instead you need to be looking at how to restrict traffic for school drop off and pick up times, especially as people speed along Nairne Grove, Woodfarrs and Dylways which is very dangerous for the children going to school at Bessemer Grange. I have never seen any parking enforcement officers out at that time. Please do more to protect the children going to school.
Woodfarrs	INT. PARKING HAS BEEN IMPOSSIBLE FOR YEARS. SO MUCH SO I HAD TO WRITE TO MY MP TO CHASE THE COUNCIL TO AWARD ME A GARAGE, WHICH I STILL HAVE. WE ARE SITUATED BETWEEN KINGS COLLEGE HOSPITAL, HERNE HILL STATION, EAST DULWICH STATION, NORTH DULWICH STATION AND DENMARK HILL TRAIN STATIONS. WE ARE LIVING ON A CAR PARK. CARS START TO PARK FROM 6AM EVERY WEEK DAY. PICKING UP THEIR CARS FROM 5-8PM. QUEUING IN WOODFARRS, WAITING FOR A SPOT TO PARK INTO! WE HAVE HAD NEAR MISSES WITH UNATTENTIVE PARKERS AND SCHOOL CHILDREN ATTENDING THE LOCAL SCHOOL. PLUS WE HAVE THE ANNOYANCE OF ENGINE NOISE AND CAR DOORS SLAMMING. WEEKENDS CAN BE JUST AS BUSY DUE TO OUR POSITION. YET ALL THE PRIVATE HOUSES MORE OR LESS HAVE 'PERMIT PARKING' ALREADY.
Woodfarrs	INT. PARKING PROBLEMS ARE CAUSED BY NON-RESIDENTS PARKING A VEHICLE THEN GETTING PUBLIC TRANSPORT INTO TOWN OR IN ONE CASE WE KNOW THE PERSON WORKS AT KINGS COLLEGE HOSPITAL
Woodfarrs	INT. WE DO NOT NEED THIS ON DENMARK HILL ESTATE. WE ARE AWARE OF STAFF FROM KINGS COLLEGE HOSPITAL PARKING ON THE ESTATE. HOWEVER, THESE WORKERS PARK WHEN WE LEAVE FOR WORK AND BY THE TIME WE RETURN FROM WORK THEY ARE NOT PARKED. THIS DOES NOT AFFECT ME PERSONALLY.
Woodfarrs	We need this introduced ASAP. The double yellow lines have made the situation 100 times worse. As I am writing this there is a car outside my property with a Kings College sticker on the windscreen. I cannot find a space and have parked my car almost at the main road, (Denmark Hill)
Wyneham Road	INT. I WOULD PREFER A NOTICE TO BE PUT TO MAKE PEOPLE WHO DO NOT LIVE HERE NOT TO PARK THEIR CAR AROUND OR ANY BUILDER WHO COME TO WORK IN THIS PLACE TO GET A SPECIAL PERMIT.

Road	Comment
Wyneham Road	INT. I'M HAPPY FOR THERE TO BE CONTROLLED PARKING, AS I HAVE ALREADY EMAILED SOUTHWARK PREVIOUSLY ABOUT PARKING PROBLEMS IN OUR AREA. THE ONLY THING THAT I'M CONCERNED ABOUT IS PUTTING A TELEPHONE NUMBER ON SIGNS/METERS TO ALLOW PEOPLE TO PHONE TO GET THEIR TICKETS, I HAVE BEEN TOLD THAT AT THE BOTTOM OF HERNE HILL PEOPLE STILL PARK IN THE MORNINGS AND PHONE THE NUMBER FROM WORK STILL ALLOWING THEM TO PARK ALL DAY, WHETHER THIS IS CORRECT OR NOT, IT COULD SURELY BE A PROBLEM?
Wyneham Road	INT. WE HAVE A DROPPED KERB AT THE SIDE OF OUR HOUSE ON XX WHICH NOT SHOWN IN YOUR DIAGRAM. WE REALLY NEED THIS NOW, CARS AND VANS HAVE BEEN PARKED ON CORNERS IN A VERY DANGEROUS FASHION. YOU BLAME THE OVERCROWDING IN PARKING ON COMMUTERS BUT YOU DO NOT TAKE INTO ACCOUNT THE IMPACT OF NEARBY SCHOOLS.
Wyneham Road	INT. 1) 7.15M OF DOUBLE YELLOW LINES AT ENDS OF WYNEHAM RD IS EXCESSIVE. SPEEDS ARE LOW HERE!! 2) NORTH DULWICH TRIANGLE AREA (ELMWOOD RD, BECKWITH RD,AND WYNEHAM RD) IS A SELF-CONTAINED AREA AND WOULD BENEFIT FROM BEING A PERMIT PARKING AREA (PPA) RATHER THAN A RESTRICTED PARKING ZONE (RPZ) PARTICULARLY SO ON WYNEHAM RD WHERE ROAD AND PAVEMENT WIDTHS ARE SMALLER THAN THE OTHER ROADS, REDUCING SPACE FOR BAY MARKINGS AND STREET SIGNS/FURNITURE. 3) I URGE A CHECK TO UNDERSTAND HOW MANY VEHICLES PARKED TODAY ARE RESIDENT VEHICLES (VIA ANSWERS TO Q2 IN SECTION B) I FEAR THAT WHILST THERE ARE SOME COMMUTERS, MANY VEHICLES COULD BE RESIDENTS, SO ADDING BAYS AND LARGE AREAS OF DOUBLE YELLOW LINES COULD MAKE THINGS WORSE!! THANKS FOR ALL THE WORK ON THIS!
Wyneham Road	there should be payment by card at location if possible
Wyneham Road	Very happy with proposal

Appendix B

North Dulwich and Denmark Hill parking project

Summary of consultation results

Road	No. of properties	No. of responses	Response rate	What time of day do you have difficulty parking*	Do you want a parking zone to be introduced in your street?			If parking controls were introduced which of the following...		Average weekday parking stress
					Yes	No	Undecided	...hours would you like the parking zone to operate?*	...days would you like the parking zone to operate?*	
Ardbeg Road	53	17	32%	Monday - Friday, daytime	82%	6%	12%	Part day controls	Monday - Friday	89%
Arnould Avenue	20	2	10%	No clear majority	50%	50%	0%	No clear majority	No clear majority	88%
Basingdon Way	234	20	9%	Monday - Friday, daytime	50%	40%	10%	Part day controls	Monday - Friday	92%
Beckwith Road	126	43	34%	Monday - Friday, daytime	65%	28%	5%	Part day controls	Monday - Friday	99%
Blanchdowne	50	9	18%	Monday - Friday, daytime	67%	22%	11%	Part day controls	Monday - Friday	107%
Casino Avenue	130	41	32%	Monday - Friday, daytime	56%	32%	12%	Part day controls	Monday - Friday	70%
Champion Hill	40	4	10%	No clear majority	50%	50%	0%	No clear majority	Monday - Friday	42%
Crossthwaite Avenue	34	7	21%	Never	29%	71%	0%	No clear majority	Monday - Friday	72%
Danecroft Road	81	34	42%	Monday - Friday, daytime	79%	12%	9%	Part day controls	Monday - Friday	79%
Denmark Hill	198	14	7%	Never	21%	64%	21%	Part day controls	Monday - Friday	-
Domett Close	32	5	16%	No clear majority	40%	40%	0%	All day controls	Monday - Friday	60%
Dowson Close	28	2	7%	Never	0%	100%	0%	No clear majority	No clear majority	50%
Dylways	123	23	19%	Monday - Friday, daytime	57%	35%	9%	All day controls	Monday - Friday	91%
Elfindale Road	113	51	45%	Monday - Friday, daytime	82%	14%	4%	Part day controls	Monday - Friday	98%
Elmwood Road	91	27	30%	Monday - Friday, daytime	48%	37%	15%	Part day controls	Monday - Friday	77%
Frankfurt Road	95	38	40%	Monday - Friday, daytime	68%	24%	8%	Part day controls	Monday - Friday	89%
Green Dale	21	4	19%	Never	0%	100%	0%	Part day controls	Monday - Friday	-
Gylcote Close	23	6	26%	Never	33%	50%	17%	Part day controls	Monday - Friday	34%
Half Moon Lane	34	14	41%	Monday - Friday, daytime	79%	21%	0%	No clear majority	Monday - Friday	107%
Henry Dent Close	7	0	0%	NA	NA	NA	NA	NA	NA	-
Herne Hill	59	15	25%	Monday - Friday, daytime	60%	40%	0%	Part day controls	Monday - Friday	80%
Monclar Road	33	7	21%	Monday - Friday, daytime	14%	71%	14%	No clear majority	Monday - Friday	84%
Nairne Grove	24	8	33%	Monday - Friday, daytime	38%	63%	0%	All day controls	Monday - Friday	58%
Red Post Hill	137	34	25%	Monday - Friday, daytime	56%	26%	18%	Part day controls	Monday - Friday	56%
Royal George Mews	3	0	0%	NA	NA	NA	NA	NA	NA	-
Sunray Avenue	147	25	17%	Monday - Friday, daytime	28%	56%	16%	Part day controls	Monday - Friday	50%
Village Way	3	0	0%	NA	NA	NA	NA	NA	NA	-
Wanley Road	42	4	10%	Never	50%	50%	0%	No clear majority	Monday - Friday	46%
Woodfarms	68	12	18%	Monday - Friday, daytime	50%	42%	8%	No clear majority	Monday - Friday	67%
Wyneham Road	44	12	27%	Monday - Friday, evening	75%	8%	17%	Part day controls	Monday - Friday	91%
OVERALL	2093	478	23%	Monday - Friday, daytime	59%	32%	9%	Part day controls	Monday - Friday	74%

LEGEND / NOTES.



PARKING BAYS	
Type of parking bay	Symbol
Permit bay	[Blue line]
Permit + paid bay	[Green line]
Disabled bay (existing)	[Red line]
Time limited parking bay	[Orange line]

ROAD MARKINGS	
Type of road marking	Colour on plan
Double yellow line (existing)	[Red dashed line]
Double yellow line (proposed)	[Red dotted line]
Single yellow line (existing)	[Yellow dashed line]

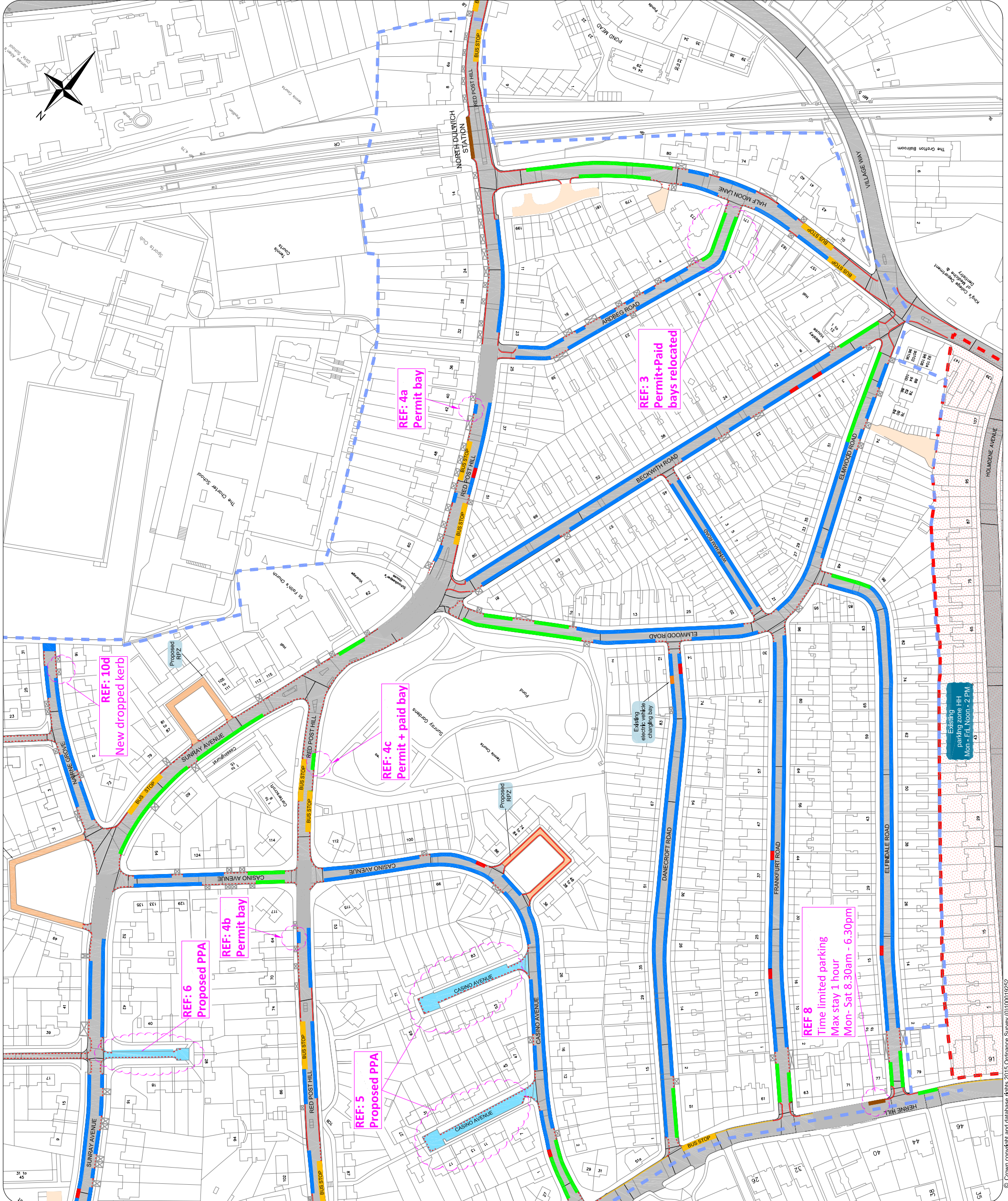
OTHER FEATURES	
Description	Colour on plan
Restricted Parking Zone	[Yellow shaded area]
Permit Parking Area	[Blue shaded area]
Public highway	[Grey shaded area]
Non-public highway	[Light blue shaded area]
Dropped kerb	[Cross-hatched area]
Pedestrian crossing	[Grey shaded area]
Boundary of study area	[Pink dashed line]

Design amendment
See "North Dulwich and Denmark Hill parking project" report Table 26
- reference as indicated on plan

No.	Date	Revision



Project	North Dulwich and Denmark Hill parking study
Title	Proposed design Drawing 1 of 3
Contract No.	-
Scale	NOT TO SCALE
Drawing No.	1072-NDDH-DD-001
Date Drawn	18 August 2015



LEGEND / NOTES.



PARKING BAYS	
Type of parking bay	Symbol
Permit bay	[Blue line]
Permit + paid bay	[Green line]
Disabled bay (existing)	[Red line]
Time limited parking bay	[Brown line]

ROAD MARKINGS	
Type of road marking	Colour on plan
Double yellow line (existing)	[Red line]
Double yellow line (proposed)	[Dotted red line]
Single yellow line (existing)	[Yellow line]

OTHER FEATURES	
Description	Colour on plan
Restricted Parking Zone	[Yellow box]
Permit Parking Area	[Blue box]
Public highway	[Grey box]
Non-public highway	[Light grey box]
Dropped kerb	[Cross-hatched box]
Pedestrian crossing	[Grey box]
Boundary of study area	[Dashed blue line]

Design amendment
See "North Dulwich and Denmark Hill parking project" report Table 26
- reference as indicated on plan

No.	Date	Revision

PUBLIC REALM PROJECTS TEAM 160 TOOLEY STREET SE17 5LX

 Shaping Southwark's Highways

Project: North Dulwich and Denmark Hill parking study

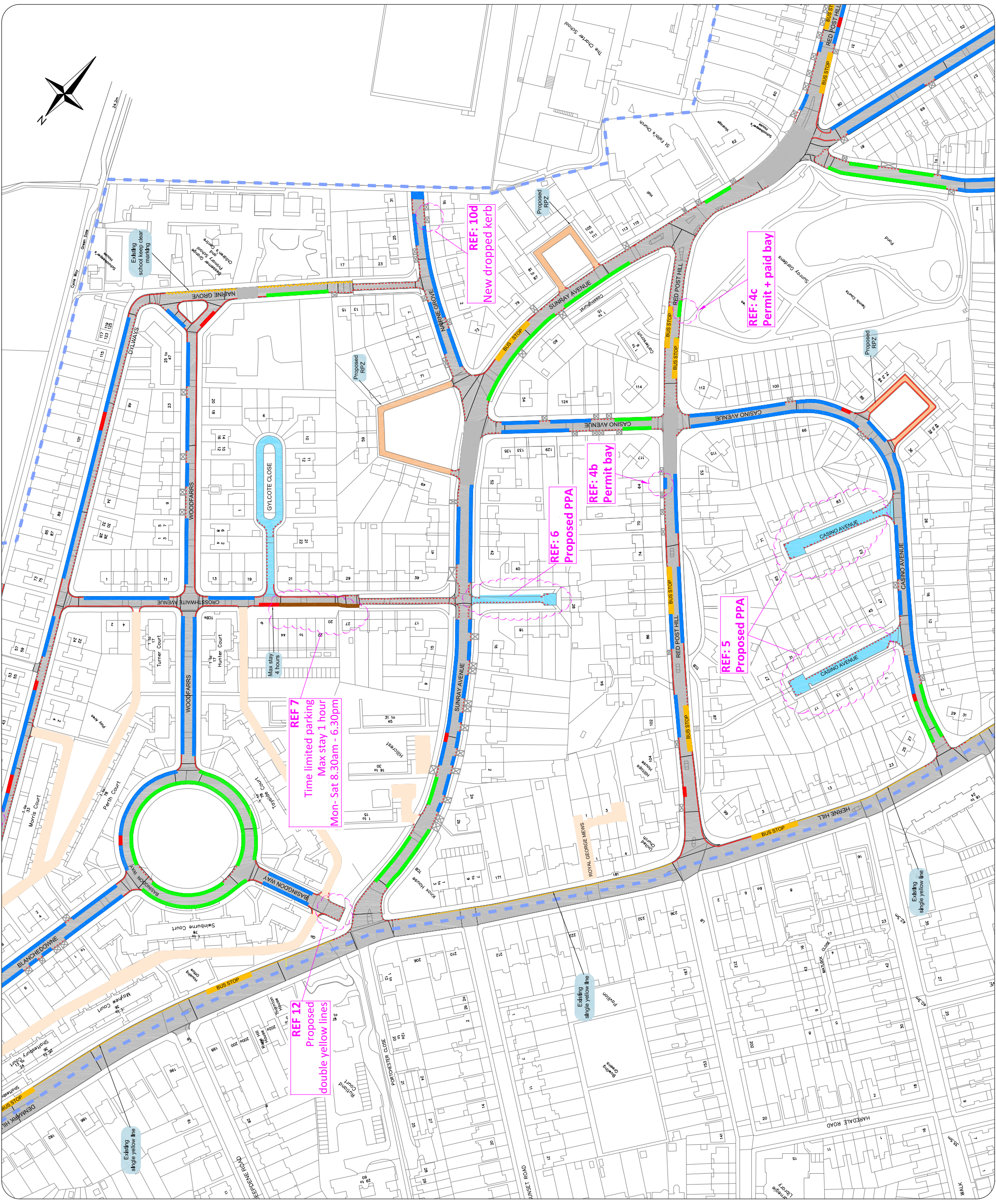
 Title: Proposed design Drawing 2 of 3

 Contract No.: -

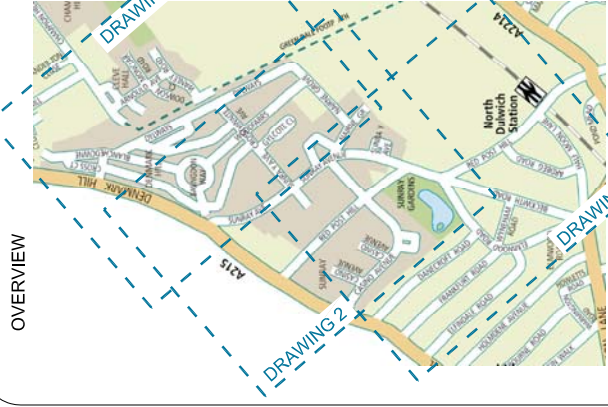
 Scale: NOT TO SCALE

 Drawing No.: 1072-NDDH-DD-002

 Date Drawn: 18 August 2015



LEGEND / NOTES.



PARKING BAYS	
Type of parking bay	Symbol
Permit bay	[Blue line]
Permit + paid bay	[Green line]
Disabled bay (existing)	[Red line]
Time limited parking bay	[Brown line]

ROAD MARKINGS	
Type of road marking	Colour on plan
Double yellow line (existing)	[Red line]
Double yellow line (proposed)	[Dotted red line]
Single yellow line (existing)	[Yellow line]

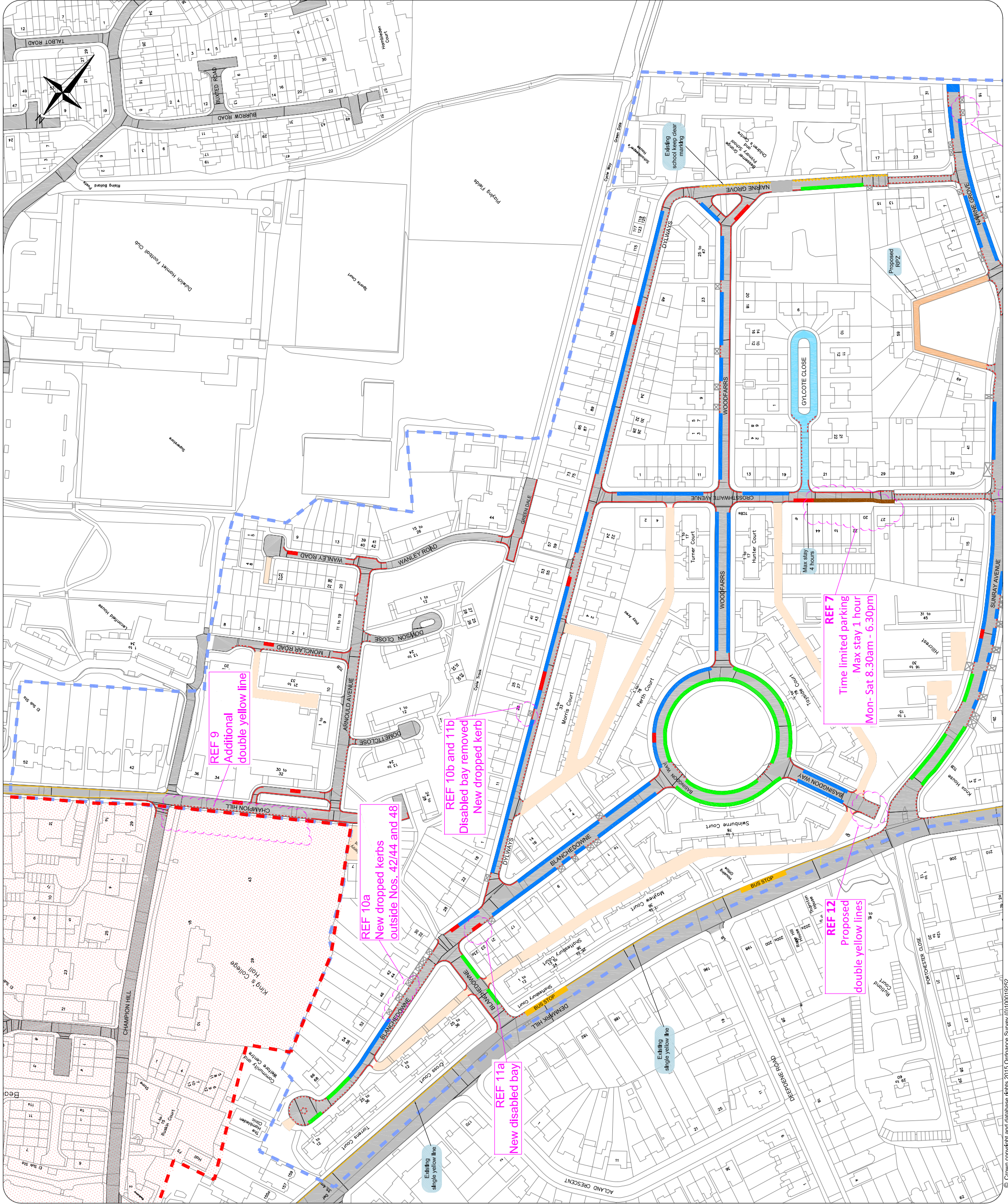
OTHER FEATURES	
Description	Colour on plan
Restricted Parking Zone	[Yellow box]
Permit Parking Area	[Light blue box]
Public highway	[Grey box]
Non-public highway	[Light orange box]
Dropped kerb	[Cross-hatched box]
Pedestrian crossing	[Grey box]
Boundary of study area	[Dashed blue line]

Design amendment
See "North Dulwich and Denmark Hill parking project" report Table 26
- reference as indicated on plan

Project	North Dulwich and Denmark Hill parking study		
Title	Proposed design Drawing 3 of 3		
Contract No.	-		
Scale	NOT TO SCALE		
Drawing No.	1072-NDDH-DD-003		
Date Drawn	18 August 2015		
No.	Date	Revision	

PUBLIC REALM PROJECTS TEAM 180 TOOLEY STREET SE1P 5LX

 Shaping Southwark's Highways



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