

Camberwell Community Council

Agenda

Wednesday 22 June 2011

7.00 pm

Southwark Town Hall, Peckham Road, London SE5 8UB

Membership

Councillor Norma Gibbes (Chair)
Councillor Dora Dixon-Fyle (Vice-Chair)
Councillor Kevin Ahern
Councillor Stephen Govier
Councillor Peter John
Councillor the Right Revd Emmanuel
Oyewole
Councillor Veronica Ward
Councillor Mark Williams
Councillor Ian Wingfield

Members of the committee are summoned to attend this meeting

Annie Shepperd

Chief Executive

Date: Tuesday 14 June 2011



Order of Business

Item Title
No.

1. INTRODUCTION AND WELCOME
2. APOLOGIES

Item No.	Title	Time
3.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members are asked to declare any interest or dispensation and the nature of that interest or dispensation which they may have in any of the items under consideration at this meeting.	
4.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
5.	MINUTES OF THE PREVIOUS MEETING (Pages 4 - 9)	
	To confirm as a correct record the minutes of the meeting held on 20 April 2011.	
	MAIN BUSINESS	
6.	DEPUTATIONS/PETITIONS (IF ANY)	7.10pm
	The chair to advise on any deputations or petitions.	
7.	COMMUNITY ANNOUNCEMENTS AND EVENTS	7.15pm
	<ul style="list-style-type: none"> • Library service review, information for community councils: The Council conducting a review of library services. • Southwark Community Games and youth related initiatives. • The second phase of the Democracy Commission, which started in May 2011, involves a review of the eight community councils this will include: <ol style="list-style-type: none"> 1. Looking at ways to make savings. 2. Discussing what community councils currently do and how this could be improved. 3. Identifying what residents particularly value about community councils. 	

Item No.	Title	Time
	<p>The Democracy Commission is seeking the views of local people as part of this review of community councils. Residents are encouraged to: Fill in the questionnaires provided and hand them to officers at the meeting or email your views directly to the Democracy Commission at democracy@southwark.gov.uk by Monday, 29 August 2011.</p> <ul style="list-style-type: none"> • The next themed debate at council assembly on Wednesday 6 July 2011 is sport and young people. This will provide an opportunity for residents to voice their opinions. Please refer to the website: www.southwark.gov.uk for details. • Local Implementation plan - Transport Improvements for 2012 – 2013 in the Camberwell Community Council area. 	
8.	<p>UPDATE REPORT FROM THE SAFER NEIGHBOURHOOD TEAMS</p> <p>Presentation from the Safer Neighbourhoods teams.</p>	7.25pm
9.	<p>PRESENTATION FROM THE CABINET MEMBER FOR CHILDREN'S SERVICES</p> <p>To hear from the Cabinet member for children's services, Cllr Catherine McDonald about helping families when they need it the most with Free Healthy School meals.</p> <p>There will also be a representative from Brunswick Park School – who will talk about free Healthy School meals.</p> <p>BREAK (7.55PM)</p> <p>Opportunity for residents to talk to Councillors and Officers</p>	7.35pm
10.	<p>PUBLIC QUESTION TIME (Page 10)</p> <p>This is an opportunity for public questions addressed to the chair.</p> <p>Residents or persons working in the borough may ask questions on any matter in relation to which the Council has powers or duties.</p> <p>Response may be supplied in writing following the meeting.</p>	8.05pm
11.	<p>LUCAS GARDENS AND SOUTHAMPTON WAY - CONSULTATION REPORT AND APPENDICES (Pages 11 - 111)</p> <p>To note the first and second stage parking consultation results.</p>	8.20pm

Item No.	Title	Time
12.	CAMBERWELL COMMUNITY COUNCIL FUND - 2011 (Pages 112 - 118) Executive function Members to agree funding for 2011 from the community council fund.	8.35pm
13.	CLEANER GREENER SAFER - REPORT (Pages 119 - 123) Executive function Members to agree the reallocation of Cleaner Greener Safer funding (change control report).	8.45pm

Date: Tuesday 14 June 2011

INFORMATION FOR MEMBERS OF THE PUBLIC

CONTACT: Beverley Olamijulo, Constitutional Officer, Tel: 020 7525 7234 or email: beverley.olamijulo@southwark.gov.uk
Website: www.southwark.gov.uk

ACCESS TO INFORMATION

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ACCESSIBLE MEETINGS

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Disabled members of the public, who wish to attend community council meetings and require transport assistance in order to attend, are requested to contact the Constitutional Officer. The Constitutional Officer will try to arrange transport to and from the meeting. There will be no charge to the person requiring transport. Please note that it is necessary to contact us as far in advance as possible, and at least three working days before the meeting.

BABYSITTING/CARERS' ALLOWANCES

If you are a resident of the borough and have paid someone to look after your children or an elderly or disabled dependant, so that you can attend this meeting, you may claim an allowance from the council. Please collect a claim form from the Constitutional Officer at the meeting.

DEPUTATIONS

Deputations provide the opportunity for a group of people who are resident or working in the borough to make a formal representation of their views at the meeting. Deputations have to be regarding an issue within the direct responsibility of the Council. For further information on deputations, please contact the Constitutional Officer.

**For a large print copy of this pack,
please telephone 020 7525 7385.**

Camberwell Community Council

Language Needs

If you would like information on the Community Councils translated into your language please telephone 020 7525 7385 or visit the officers at 160 Tooley Street, London SE1 2TZ

Spanish:

Necesidades de Idioma

Si usted desea información sobre los Municipios de la Comunidad traducida a su idioma por favor llame al 020 7525 7385 o visite a los oficiales de 160 Tooley Street, Londres SE1 2TZ

French:

Besoins de Langue

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Bengali :

ভাষার প্রয়োজন

আপনি যদি নিজের ভাষায় কমিউনিটি কাউন্সিল সম্পর্কে তথ্য পেতে চান তাহলে 020 7525 7385 নম্বরে ফোন করুন অথবা 160 Tooley Street, London SE1 2TZ ঠিকানায় গিয়ে অফিসারদের সাথে দেখা করুন।

Yoruba:

Awon Kosemani Fun Ede

Bi o ba nfe àlàyé kíkún l'ori awon Ìgbimò Àwùjò ti a se ayipada si ede abínibí re, jọwọ tẹ wa l'aago si ori nombá yi i : 020 7525 7385 tabi ki o yaju si awon òṣiṣé ni ojúlé 160 Tooley Street , London SE1 2TZ .

Turkish:

Dil İhtiyaçları

Eğer Community Councils (Toplum Meclisleri) ile ilgili bilgilerin kendi ana dilinize çevrilmesini istiyorsanız, lütfen 020 7525 7385 numaralı telefonu arayınız veya 160 Tooley Street, London SE1 2TZ adresindeki memurları ziyaret ediniz.

Igbo:

Asusu

I choo imata gwasara Council na asusu gi ikpoo ha n'okara igwe 020 7525 7385 ma obu igaa hu ndi oru ha na 160 Tooley Street, London SE1 2TZ

Krio:

Na oose language you want

If you lek for sabi all tin but Community Council na you yone language, do ya telephone 020 7525 7385 or you kin go talk to dee officers dem na 160 Tooley Treet, London SE1 2TZ.

Twi:

Kasaa ohohia,

se wopese wo hu nsem fa Community Councils ho a, sesa saakasa yie ko wo kuro kasa mu. wo be tumi afre saa ahoma torofo yie 020 7525 7385 anase ko sra inpanyinfo wo 160 Tooley Street, London SE1 2Tz.



CAMBERWELL COMMUNITY COUNCIL

MINUTES of the Camberwell Community Council held on Wednesday 20 April 2011 at 6.00 pm at Clubland, 54-56 Camberwell Road, London, SE5 0EN

PRESENT: Councillor Norma Gibbes (Chair)
Councillor Dora Dixon-Fyle (Vice-Chair)
Councillor Kevin Ahern
Councillor Stephen Govier
Councillor the Right Revd Emmanuel Oyewole
Councillor Veronica Ward
Councillor Ian Wingfield

OFFICER SUPPORT: Michael Cleer, Community Cohesion Co-Ordinator
Nicky Costin, Business Unit Manager
Alistair Huggett, Framework & Implementation Manager
Alison Squires, Planning Policy Team Leader
Grace Semakula, Community Council Development Officer
Alexa Coates, Principal Constitutional Officer

1. INTRODUCTION AND WELCOME

Councillor Dora Dixon-Fyle opened the meeting and took the chair as Cllr Gibbes had given apologies for lateness. Cllr Dixon-Fyle welcomed members of the public, councillors and officers to the meeting.

2. APOLOGIES

Apologies for absence were received from Councillor Peter John and apologies for lateness from Councillors Gibbes and Wingfield.

Reverend Eric Mustapha, Walworth Methodist Church and Reverend David Wade from Heartbeat International who were going to be taking part in the panel discussion at item 10 also gave their apologies. Leon Wright attended in place of Reverend Wade.

3. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

4. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

There were none.

5. MINUTES**RESOLVED:**

That the minutes of the meeting held on 2 February 2011 be agreed as a correct record and signed by the chair.

6. DEPUTATIONS/PETITIONS (IF ANY)

There were none.

7. PUBLIC QUESTION RESPONSES

Members noted the responses to public questions submitted at the meeting held on 2 February 2011. The chair requested that a response to question relating to bus stop and Denmark Hill be provided by officers.

8. COMMUNITY ANNOUNCEMENTS**Council Assembly Themed Debates**

The chair, explained that the next themed debate at council assembly would be held in July on Sport and Young people. The July meeting will also be the first time a council assembly meeting has been held outside of the town hall. The chair encouraged people to keep an eye on the website to find out more information.

Olympic Capital Legacy Fund

The chair explained that the council are inviting project bids for the Olympic Capital Legacy Fund. £2million is available which residents and organisations can bid for; the money is available for projects like building an outdoor gym or refurbishing a sports facility. Applications must be submitted by 29 April and more information is available at www.southwark.gov.uk/olympics

Ronald McDonald Charities

Janice O'Neil explained to residents about the work of Ronald McDonald Charity who have a house on Caldecot Road in Camberwell. The house in Camberwell was temporary whilst

new accommodation was being completed. Janice explained that some families were struggling to find parking close to the hospital and asked councillors if they could help.

Community Council Fund Launch

The chair explained that the Camberwell Community Council Fund is open for applications until 16 May 2011. Groups can apply for funding from £100-£1000.

Mayor's Trust

Vicky Naish explained about the Mayor's Trust which provided support 'from the cradle to the grave' for people who lived in Southwark. Some of the work of the trust involved providing 30 sleeping bags for the homeless over Christmas and contributing to the costs of funerals for those who could not afford them. Vicky explained the trust was not funded by the council and they were looking for support. Vicky encouraged residents to become a trustee of the trust as there were currently three vacancies.

9. REGENERATION - CROSS BORDER ISSUES AND LIBRARY CONSULTATION

Alistair Huggett from the regeneration department updated the meeting on the cross border issues which had been reported at the meeting in November.

Alistair explained that there was currently a consultation on the new library. The consultation was asking what people wanted to see in the library and what was important to people in terms of planning options. The council was also interested in people's views on proposals to build a new facility in front of the magistrates court.

Alistair also updated the meeting on some of the cross border issues raised in November.

Transport Improvement

Work was taking place at Denmark Hill station to improve disabled access and improvements were planned for Southampton Way. The council was working with TfL to look at ways to improve the town centre in terms of crossings, street clutter and bus operations.

Purple Flag

This was being led by the Licensing department who were exploring opportunities for achieving purple flag accreditation and would report back to the community council.

Development team

A cross departmental team had been established in order to improve co-ordination and communication. Lambeth officers were also involved on specific cross-border issues.

Street Cleaning

Southwark and Lambeth were attempting to co-ordinate street cleaning better and the opportunities for shared services in this area were being explored.

Planning Policy

It was hoped the Supplementary Planning Document (SPD) would contain a joint statement with Lambeth.

Enforcement

A joint approach was planned between the respective safer neighbourhoods teams which would include a zero-tolerance approach on targeted border streets.

Quality of life

The council had initiated discussions with service providers for drug offenders. One suggestion had been to make ways of moving through Camberwell easier.

Regeneration Officers

Each of the authorities had a named officer for cross border issues. These were Karen O'Keefe at Southwark and Stephanie Butcher at Lambeth.

Other opportunities

Alistair also explained that the council were looking at other opportunities for cross border working such as a annual forum and public realm signage.

Councillor Govier raised issues around funding of the initiatives mentioned. In response Councillor Dixon-Fyle explained that the council would move slowly due to the current financial restrictions.

Residents asked about community involvement from groups such as the SE5 forum and Camberwell Society. Councillor Dixon-Fyle responded that residents and the community council will continue to be consulted with.

10. FAITH COMMUNITY - THEIR CONTRIBUTION TO COMMUNITY DEVELOPMENT

Michael Cleer, Community Cohesion Co-ordinator, introduced the faith community discussion by giving an overview of faith Southwark wide. Michael explained that Southwark was a diverse community with 360 faith groups. In that last census most respondents were Christian, some of the other religions followed included: Muslims, Jews and Sikhs. 28% of those who responded to the last census had no religion or did not state a religion.

Michael spoke about the role of faith groups in terms of community cohesion and engagement and how groups can strengthen a sense of belonging and play a role in a vision for how life in Southwark should be. Michael identified that although faith groups can have very different views there is often a commonality in groups in terms of a belief in a higher power and concern for the common good.

The chair then invited each of the faith group representatives to explain about their organisation and their role in the community.

- Rev'd Nicholas Elder, St George Church and Trinity College Centre
- Eileen Conn, Deputy Chair of Southwark Multi-faith Forum

- Pastor Tony Okon, The Redeemed Christian Church Of God, Friends Parish
- Leon Wright, Education Officer Heartbeat International Christian Centre

The chair then asked for questions and comments from the floor. Residents discussed the effect the spending cuts would have on the work of faith groups in the community and whether they were in a position to assist in meeting the needs of local people. For example could churches provide community opportunities for isolated people?

Residents and councillors spoke about the work of faith groups in terms of engaging and empowering people, particularly young people. It was also pointed out that it is not just faith groups which take on this role in the community. The opportunities for developing community information systems were discussed. Eileen Conn reiterated Michael's points about the number of different groups who are connected by the common aim of wanting to improve life in Southwark, she felt this needed to be tapped into and encouraged groups to get involved in the multi faith forum.

Residents also questioned the ability of faith groups to engage with people of non-faith and asked how they could make services more attractive to people who they were in a position to help.

11. CHARGES FOR RESIDENTIAL PARKING BASED ON CO2 EMISSIONS

Nicky Costin gave residents some information on proposals to base residential car parking charges on Co2 emissions outlining the potential costs for different models of car.

Residents questioned whether the proposals would have a disproportionate effect on people on lower incomes they pointed out that Richmond Upon Thames had abandoned the scheme as it had no effect on changing vehicle use. The charges were seen by some as a form of raising tax and income for the council.

Councillors asked officers what they would do to ensure that the proposals did not impact disproportionately on those on lower incomes who could not easily change their cars. Councillors were also concerned about the consultation and advised officers to consult more widely than the community councils and requested that the consultation be made available online.

Nicky explained that this was a consultation which would inform the cabinet member on whether to consider introducing charges based on Co2 emissions and that no decision had been made and that he would feed comments on the level of consultation back to the cabinet member.

12. RESIDENTIAL DESIGN STANDARDS SPD

Alison Squires explained that an update to the residential design standards supplementary planning document was out for consultation. The amendments including additional guidance on minimum dwelling sizes. The proposed amendments would mean that the minimum space for dwelling would increase, so larger units for new houses built.

The consultation was open until Thursday 2 June, consultation forms were available in the agenda, at the meeting and could also be completed online.

13. PUBLIC QUESTION TIME

No public questions were submitted.

14. EXCLUSION OF THE PUBLIC AND PRESS

Resolved

That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1 and 2, Access to Information Procedure rules of the Constitution.

15. SCHOOL GOVERNOR NOMINATIONS

Executive Function

Resolved

That the following school governor appointments be agreed:

1. Mr Oliver Haydon to Crawford School
2. Mrs Marie-Josée Ollivierre to Bessemer Grange Primary School
3. Mr Zacrid Anderson to St Joseph's Catholic Junior School
4. Dr Catrin Carter St George's Church of England Primary School

The meeting ended at 8.30 pm.

CHAIR:

DATED:



COMMUNITY COUNCILS
A voice for your community



Camberwell Community Council
Wednesday 22 June 2011

Public Question form

Your name:

Your mailing address:

What is your question?

Please give this to Beverley Olamijulo, Constitutional Officer, or Grace Semakula, Community Council Development Officer

Item No. 11	Classification: Open	Date: 22 June 2011	Committee Camberwell Community Council
Report title:		Lucas Gardens and Southampton Way Controlled Parking Zone 1 st and 2 nd Stage Report	
Ward(s) or groups affected:		Brunswick Park Ward, Camberwell Green Ward and Faraday Ward	
From:		Head of Public Realm	

RECOMMENDATIONS (for Camberwell Community Council)

That the community council:

1. Notes that this report is presented to the community council for consultation purposes only and that the final decision is delegated to the cabinet member.
2. Notes the draft recommendations to the cabinet member, below, and gives comments to those recommendations (as required). Any comments made will be included within the final report to the cabinet member.

RECOMMENDATIONS (for cabinet member for environment, transport and recycling)

That the cabinet member for environment, transport and recycling:

1. Notes the results of the combined 1st and 2nd stage study on two proposed Controlled Parking Zones (CPZ) in the Lucas Gardens and Southampton Way areas.
2. Notes Camberwell and Walworth community council's comments and any final representations made in relation to the draft of this report (to be inserted).
3. Approves the implementation of a CPZ in the Lucas Gardens area subject to statutory consultation.
4. Approves the extension of East Camberwell (EC) CPZ to include northern section of Southampton Way (Wells Way to New Church Street), Parkhouse Street, Cottage Green and Wells Way (Parkhouse Street to St George's Way) subject to statutory consultation.
5. Does not approve the implementation of a CPZ in Coleman Road, Rainbow Street, Dowlas Road, Bonsor Street or the southern section of Southampton Way (south of Wells Way) but does make minor adjustments to those streets to prevent parking on junctions and install a new car club bay in Rainbow Street.

BACKGROUND INFORMATION

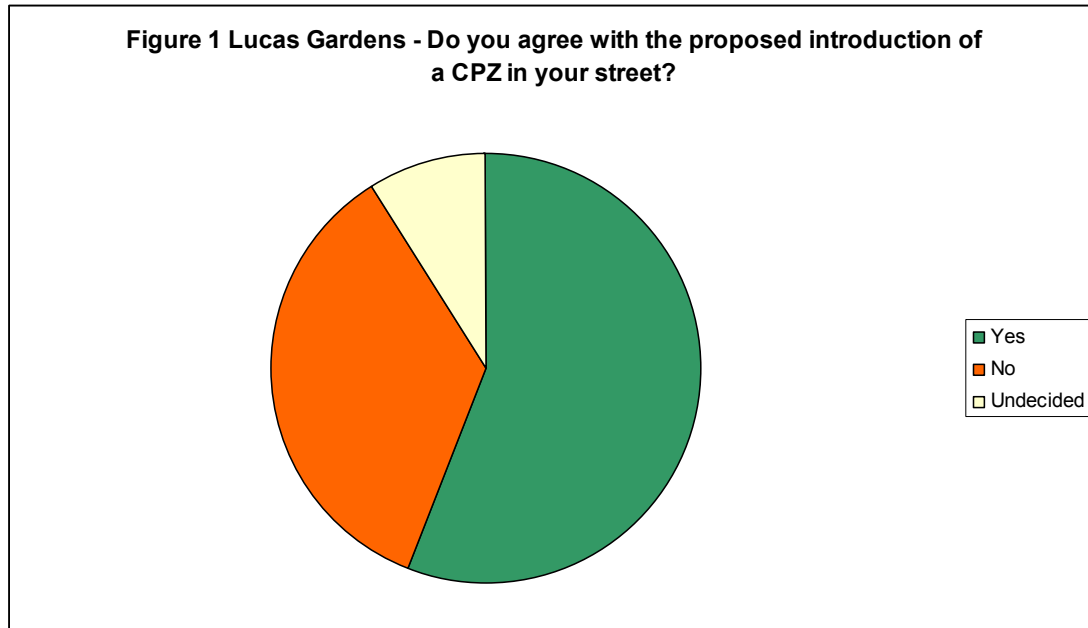
1. This report draws upon the detailed analysis of the consultation report (see background documents), government legislation, parking enforcement experience, good parking practice, financial considerations and upholds the Council's overall policies on parking contained in the Parking and Enforcement Plan (PEP).
2. The PEP sets out the council's policy in the management of parking on its public

highway. The PEP acknowledges that *"car parking issues provoke the strongest reactions"* but that parking restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

3. The Local Implementation Plan (LIP) notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation. Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion, social inclusion and maintenance costs.
4. In accordance with Part 3H of the council's constitution, Camberwell Community Council approved the methods and boundary for the study on September 22 2010 and Faraday ward members were notified by email on October 1 2010.
5. During December 2010 and January 2011, residents and businesses were consulted on parking in Lucas Gardens and Southampton Way areas, primarily if they supported the introduction of a CPZ.
6. An information pack about CPZs with a Freepost questionnaire was hand delivered to every property within the consultation area and also posted, with a covering letter, to key stakeholders. The total distribution of the document was 1,224.
7. Consultation commenced on December 3 2010. The last date for responses was detailed as January 14 2011. Officers accepted and inputted late responses up to January 31 2011.
8. Consultation methods followed corporate communications guidance. Full detail of the strategy can be found in the consultation report.
9. A detailed parking survey to quantify parking occupancy, duration and type of parking activity was carried out in thirteen roads across the study area.

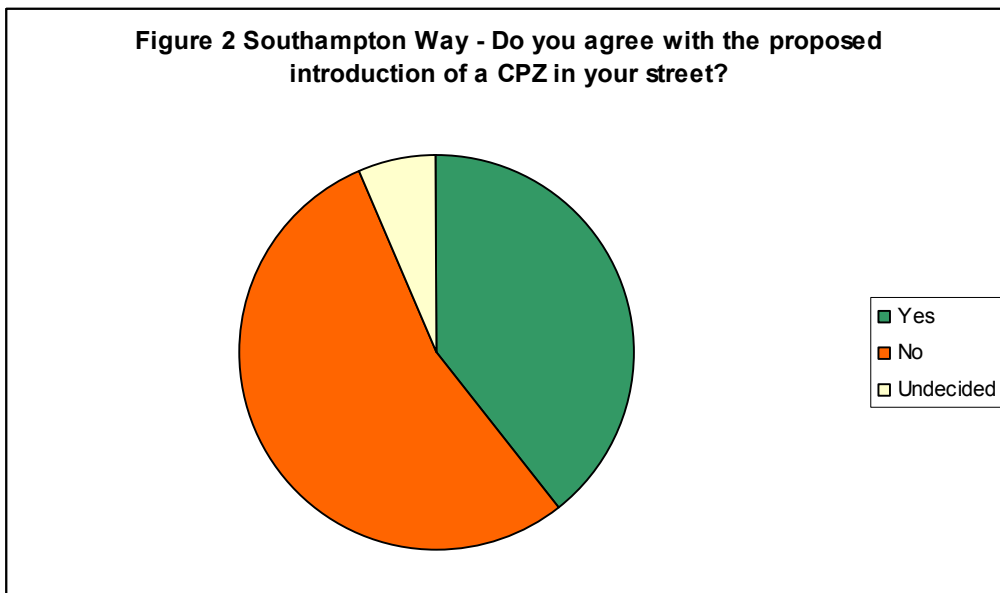
KEY ISSUES FOR CONSIDERATION

10. A total of 146 questionnaires from Lucas Gardens were returned representing a 24.5% response rate. This is a very good response rate for this type of consultation when compared to similar consultations in Southwark and other London authorities.
11. A total of 95 questionnaires from the Southampton Way area were returned representing a 15.2% response rate. This is a good response rate, however it does fall below the council's threshold for consultation recognition.
12. The council gives significant weighting to the consultation return when the response rate exceeds a threshold of 20%.
13. Figure 1 shows that 56.2% of Lucas Gardens respondents answered yes to the question "do you agree with the introduction of a controlled parking zone in your street" compared to 34.9% who responded by saying no, leaving 8.9% of respondents undecided.

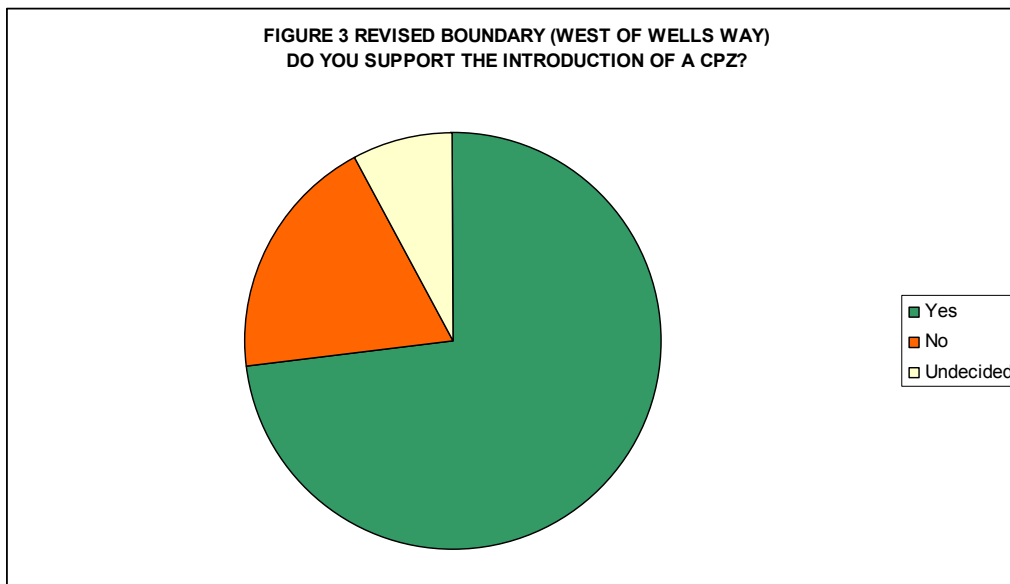


14. It is recommended that Lucas Gardens (LG) CPZ is introduced as there is broad support across the consultation area. Detailed design shown in Appendix A.

15. Figure 2 shows that 39.4% of Southampton Way area respondents answered yes to the question “do you agree with the introduction of a controlled parking zone in your street” compared to 54.3% who responded by saying no, leaving 6.4% of respondents undecided.



16. It is not recommended that controls are introduced into all of the Southampton Way consultation area.
17. It is, however, noted that there was support for controls in the northern section of Southampton Way (Wells Way to New Church Street and including Chiswell Street), Cottage Green, Wells Way and Parkhouse Street. This area shows a clear “cluster” of support (Figure 3) and provides for a practical CPZ boundary.



18. It is therefore recommended that East Camberwell (EC) CPZ be extended to include these streets. It is further recommended that minor amendments are made across the whole SW study area to prevent junction parking and to introduce a car club bay. Detailed design shown in Appendix B.

19. It is important to note that whilst inference can be made about the view expressed in an email, for example, the council has not added these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, to avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid misinterpretation by the officer inputting the data.

POLICY IMPLICATIONS

20. The recommendations contained within this report are consistent with the policies of the PEP and the council's overall transport strategy, the Local Implementation Plan (LIP) and emerging Transport Plan 2011.

COMMUNITY IMPACT STATEMENT

21. The implementation and operation of the CPZ contributes to an improved environment through the elimination of on-street commuter parking and the associated reduction of local and borough-wide traffic levels.
22. The consultation leaflet met communication guidance with a languages page with advice of how to access the council's translation services. Large format leaflets were available for those with visual impairment.
23. The policies within the Parking and Enforcement Plan are upheld within this report have been subject to an Equality Impact Assessment (EqIA).

RESOURCE IMPLICATIONS

24. The total cost of implementation for both areas will be approximately £85,000 and will be funded through capital provisions already established for this purpose.
25. *Cost code for CPZ Reviews is L-5110-0042. Out of the original provision of £X , £Y remains (details to be completed post- community council draft, prior to decision making).*

CONSULTATION

26. Informal consultation is summarised in Background Information.
27. A draft of this report was presented to Camberwell Community Council on June 22 2011 and Walworth Community Council on July 4 2011. The community council made the following comments: *(details to be completed post- community council draft, prior to decision making).*
28. Those areas that are approved for CPZ implementation will be subject statutory consultation required in the making of the Traffic Management Orders. Should statutory objections be received these are delegated to the cabinet member for determination.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

29. The Council has powers under Part I of the Road Traffic Regulation Act 1984 to

make traffic management orders to bring about or amend a Controlled Parking Zone, including experimental orders, subject to compliance with the relevant procedural requirements under the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 .

- 30. In exercising its powers, Section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the desirability of securing and maintaining reasonable access to the premises and the effect on the amenities of any locality affected.
- 31. The traffic management orders cannot be implemented without first completing the appropriate consultation, publication / notification of intent to introduce Traffic Management Orders and in the case of experimental orders providing an opportunity for evaluation by the Police. The public are also ordinarily notified by way of street and press notices. Although in the case of some orders these procedures are simplified.
- 32. The council has the power to overrule objections, but must first consider all the representations received, and satisfy itself that its actions are reasonable in all the circumstances. In some instances unresolved objections may result in a public inquiry to consider whether the order should be made.

Finance Director

33. *To be completed post- community council draft, prior to decision making.*

FOR DELEGATED APPROVAL

Under the powers delegated to me in accordance with the Council's Financial Regulations, I authorise action in accordance with the recommendation contained in the above report.

Signature
Cabinet member for environment, transport and recycling

Date

APPENDICES

No.	Title
Appendix A	Final detailed design (Lucas Gardens area)
Appendix B	Final detailed design (Southampton Way area)

BACKGROUND PAPERS

Background Papers	Held At	Contact
Lucas Gardens and Southampton Way consultation report (1032 Consultation Report)	160 Tooley Street	Tim Walker (020 7525 2021)
Parking and Enforcement Plan	160 Tooley Street	Tim Walker (020 7525 2021)
Correspondence of final representations	160 Tooley Street	Tim Walker (020 7525 2021)

AUDIT TRAIL

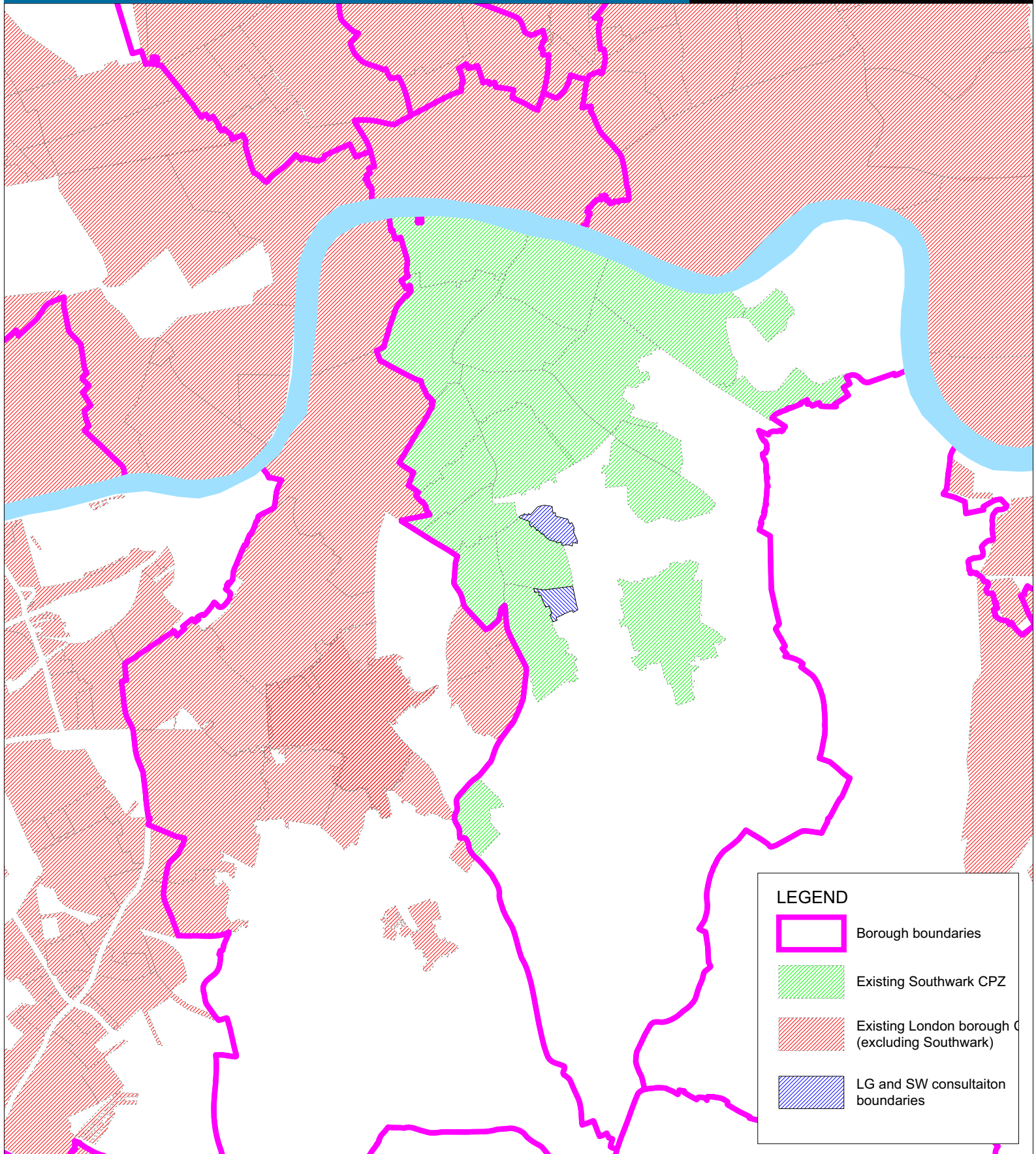
Lead Officer	Des Waters, Head of Public Realm		
Report Author	Tim Walker, Senior Engineer		
Version	Final		
Dated	9 June 2011		
Key Decision	Yes	If yes, date appeared on forward plan	April 2011
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER			
Officer Title	Comments Sought	Comments included	
Road network and parking business unit manager	Yes	No	
Strategic Director of Communities, Law & Governance	Yes	Yes	
Finance Director	Yes	No	
Date final report sent to Community Council Team			14 June 2011

LG/SW parking consultation Appendix 1



Southwark and London CPZs

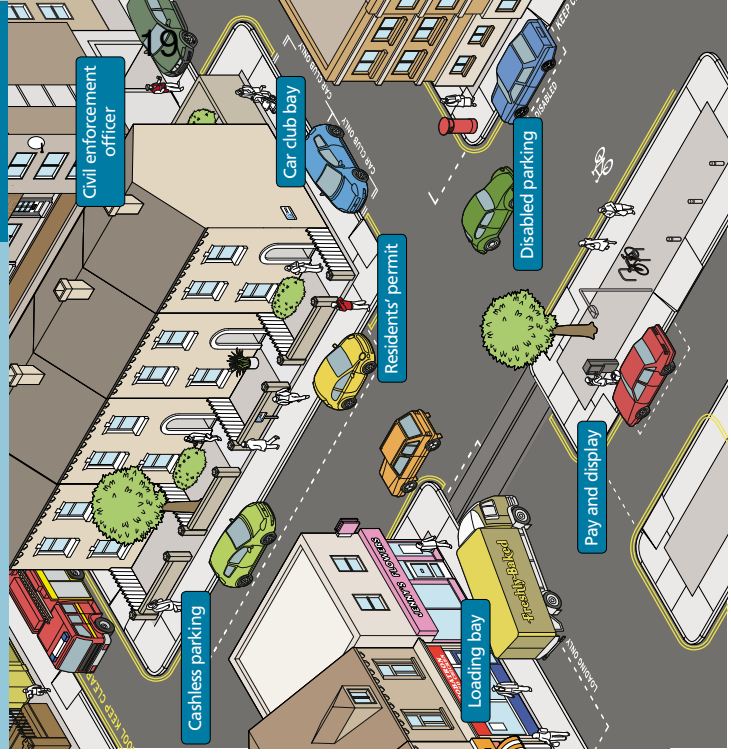
March 2011



Lucas Gardens (LG) Controlled Parking Zone

1st and 2nd stage parking consultation

December 2010
www.southwark.gov.uk



Translations

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

Somali

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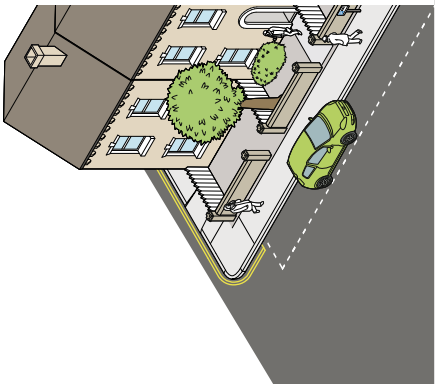
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This leaflet explains:

- How you can have your say and what happens next
- What is being proposed, including a map
- What is a CPZ? How can it help? and other frequently asked questions

This information is intended to help you understand the proposals being made to change parking in your area and so that you can make informed decisions when completing the accompanying questionnaire.

Your opinion is very important to us, so please make sure you complete the questionnaire online or by post before the consultation closes on January 14 2011.

What is proposed?

Parking proposals

We have looked at the results of the previous consultation and our parking surveys and have prepared a preliminary design for your area that we believe would improve parking, loading and accessibility.

There are two parts to our consultation questionnaire.

Primarily, we want to know:

- if you experience parking problems
- when your parking problems occur
- whether you support the introduction of a CPZ

Additionally, if a CPZ was to be introduced, we want to know:

- what days and times the CPZ should operate
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- what changes should be made to the proposed parking layout

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Parking bays have been provisionally located where the road is safe and wide enough to do so. In all other areas we will install double yellow lines (no waiting at any time) to improve road safety by deterring unsafe parking and improving traffic flow. Double yellow lines will also be installed over all private driveways in the area so that we can enforce access points 24 hours.

Please find enclosed a map which details the proposed design of the parking bays in your street.

We welcome your suggestions about how this proposal can be improved.

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It is important to understand if, and when, you experience parking problems. We will look at your responses alongside our parking occupancy and duration surveys to assist in the final recommendations.

If the CPZ is supported and introduced we want to know which option you would prefer.

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All day controls will ensure that residents, their visitors and local businesses have priority when parking and prevent daytime commuter parking. It will involve restrictions throughout the working day, but will leave evenings and weekends free from controls. The absence of Saturday controls may mean drivers park in your roads on Saturdays.

Option B: Mon – Fri part day controls

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Although this option may address the standard daytime commuting problem, it would not provide protection against shift workers and visitors parking in the area and continuing their journey by public transport.

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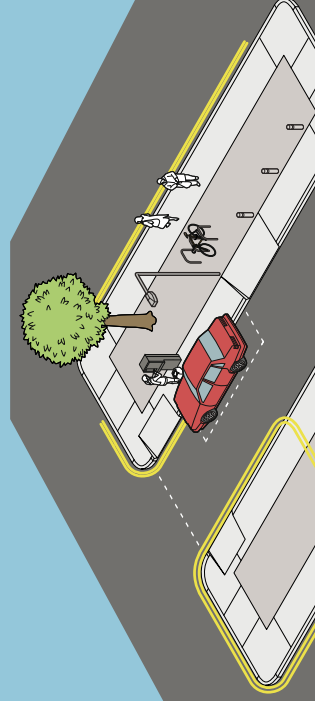
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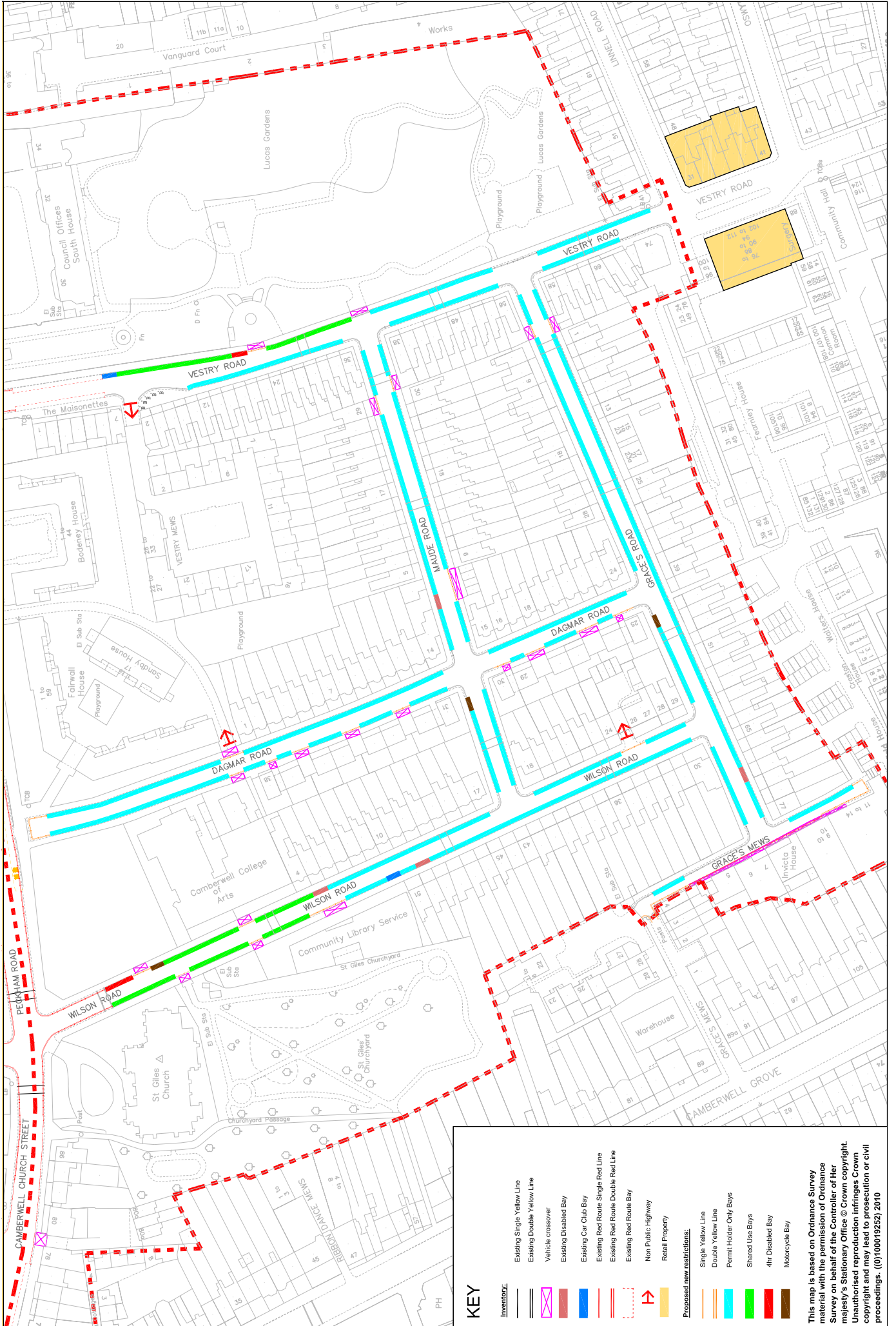
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- A safer road environment for all motorists, cyclists and pedestrians due to less dangerous parking.
- Improved air quality by deterring non-essential car journeys and encouraging motorists to think about using a sustainable alternative to the car when walking, cycling or public transport might be quicker and more convenient.
- Assisting control on future development. Occupiers of new developments can be excluded from purchasing a permit if a CPZ surrounds the site, therefore reducing the impact on existing communities.
- Improved public realm due to the reduction of parked cars.



Proposed Lucas Gardens (LG) Controlled Parking Zone



KEY

Inventory:

- Existing Single Yellow Line
- Existing Double Yellow Line
- Vehicle crossover
- Existing Disabled Bay
- Existing Car Club Bay
- Existing Red Route Single Red Line
- Existing Red Route Double Red Line
- Existing Red Route Bay
- Non Public Highway
- Retail Property

Proposed new restrictions:

- Single Yellow Line
- Double Yellow Line
- Permit Holder Only Bays
- Shared Use Bays
- 4hr Disabled Bay
- Motorcycle Bay

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Frequently asked questions

What do yellow lines mean?

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Double yellow lines – are 'no waiting' restrictions that operate at any time (24/7). They are usually installed to provide vehicle and pedestrian safety at junctions and to ensure access for emergency services and refuse vehicles.

Loading and unloading is allowed for up to 40 minutes on any yellow lines where signs do not indicate otherwise.

What if I am disabled and have a blue badge?

Blue badge holders can park free and without time limit in all shared use bays, pay and display bays, yellow lines (for a maximum of three hours) and dedicated blue badge bays. The council offers an 'origin' disabled parking bay service to blue badge holders. This service will not be affected by any new CPZ. If you don't have a blue badge you would need to purchase a resident's parking permit.

We can also install 'destination' disabled bays close to shops or local businesses; these are usually limited to a maximum stay of four hours.





Will a CPZ create street clutter?

Unfortunately legislation requires us to sign and line all parking restrictions. There may also be a need to install pay and display machines. However, the council has a design guide to keep this to an absolute minimum.

How much will the permit cost?

Type of permit	Cost of permit			Discount 75% discount for alternative fuel vehicles or motorcycles
	1month	3months	6months	
Resident	£13.60	£33.45	£52.25	
Business	1month £89.90	6months	£172.40	n/a
		12months	£334.40	
Residents' visitors	£12 for ten, one-day permits. (1st book)			
Average pay and display charge	£30 for ten, one-day permits (2nd + book per year)			
	£2.70 per hour			

Where would my permit allow me to park?

Type of parking bay	Resident permit holder	Business permit holder	Visitor voucher holder	Pay and display or pay by phone visitor	Blue badge holder
Permit bay 	✓	✓	✓	✗	✗
Shared use bay 	✓	✓	✓	✓	FREE
Pay and display bay 	✗	✗	✗	✓	FREE
Disabled bay 	✗	✗	✗	✗	✓

We are also committed to supporting the economic viability of our local businesses and to encourage growth in jobs and the regeneration of town centres. As there is a limited amount of kerb space available for parking, we aim to balance the needs of residents with those of local businesses and their customers.

What permits would I be entitled to? Resident permit

If you live within the CPZ boundary and your vehicle is registered to that address, you will be entitled to a resident parking permit. The only exception may be if your property is a recent development and has a planning condition attached that prevents permits being purchased.

Permits are issued for a particular vehicle and have the registration number and a zone identification letter printed on it. The permit cannot be transferred to a different vehicle and it cannot be used to park in a permit bay in a different CPZ.

Permits are limited to one per person and to a maximum of three per household.

Visitor permits

Each household will be able to buy visitor permits for use by their friends, family or tradesmen. Residents are able to purchase visitors' permits regardless of whether or not they have a resident permit or a car. 100 one-day permits can be purchased in any calendar year.

Business permits

Businesses operating from an address within the CPZ will be able to buy permits for vehicles that are essential to their business for the delivery of services or goods. They will not be issued for the purpose of commuting to work.

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

Yes, as a resident or business in the area you will need to purchase either a resident or business permit to park in the CPZ. Permits will have to be displayed at all times during the CPZ operational hours.

Aren't CPZs just a money making scheme for the council?

No, by law, revenue generated from CPZs must be invested back into transport related improvements such as highways, parking enforcement, school crossing patrols, public realm improvements and safer car parks.

Where will my visitors park?

All residents are eligible to purchase visitor vouchers which allow their visitors to park in any permit or shared-use bay in the CPZ. You only need to use a visitor permit during the operational hours of the zone. Each voucher allows a whole day's parking. Alternatively they could park in a pay and display (or pay by phone) bay.

Section B – The proposed parking design

This section aims to understand your view on the type and position of parking that is proposed for your street.

It is important to answer these questions even if you don't support the introduction of a CPZ because the council will proceed based upon the majority view.

7. Do you agree with the proposed position of the parking bays?

- Yes No Undecided

8. Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use)

- Yes No Undecided

9. If you answered 'no' or 'undecided', please suggest what type of bay you think there should be more of? (Tick all that apply)

- Permit holders Destination disabled
 Shared-use Pay and display
 Loading On-street bicycle parking
 Short-stay Car club bay

Do you have any additional comments regarding the proposed parking design?

Section C – Days and hours of the controlled parking zone

This section aims to understand your view on when the CPZ should operate. An explanation of the options can be found in the consultation pack.

11. If parking controls were introduced, which of the following options would you prefer?

- Option A - Monday – Friday from 8.30am – 6.30pm
 Option B - Monday – Friday from 10.00am – 2.00pm

Do you have an alternative suggestion?

Section D – About you

It's important to know some details about you so that we can carefully analyse the results.

You don't need to supply your name but we do need to know your address so that your comments can be matched to your street.

12. Are you a resident or business?

- Resident Business Both

Name: _____

House / flat number: _____

Street name: _____

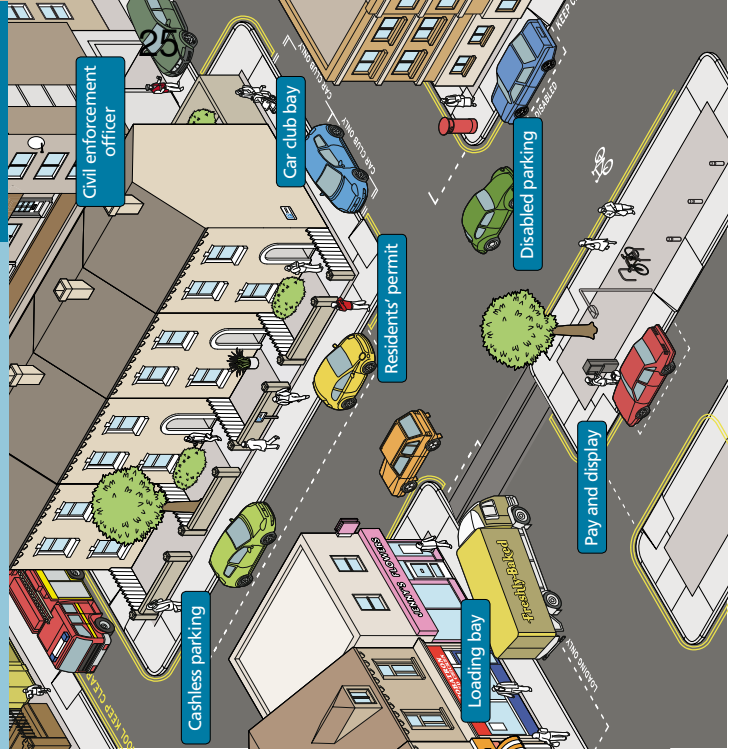
Postcode: _____



Southampton Way (SW) Controlled Parking Zone

1st and 2nd stage parking consultation

December 2010
www.southwark.gov.uk



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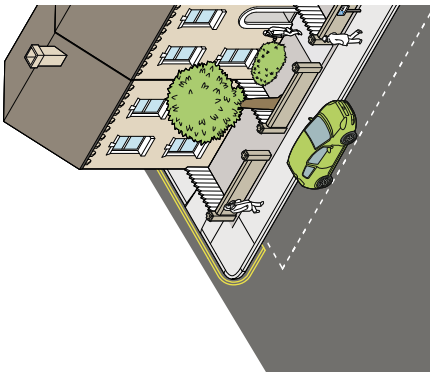
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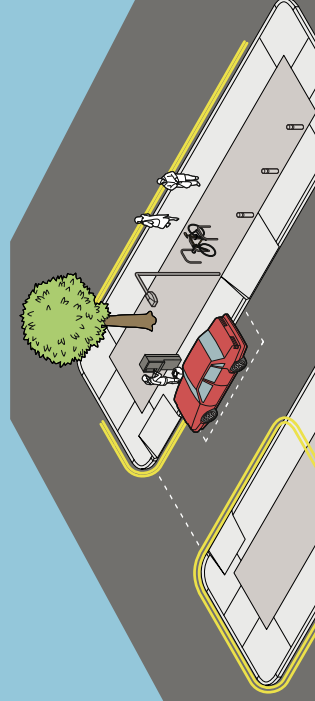
- Yellow lining at junctions will ensure better visibility and pavements will be clear of parked cars.

- Greater access for emergency vehicles, as we will be able to maintain a safe width on narrow or busy roads and powers to act on vehicles blocking access to private property.

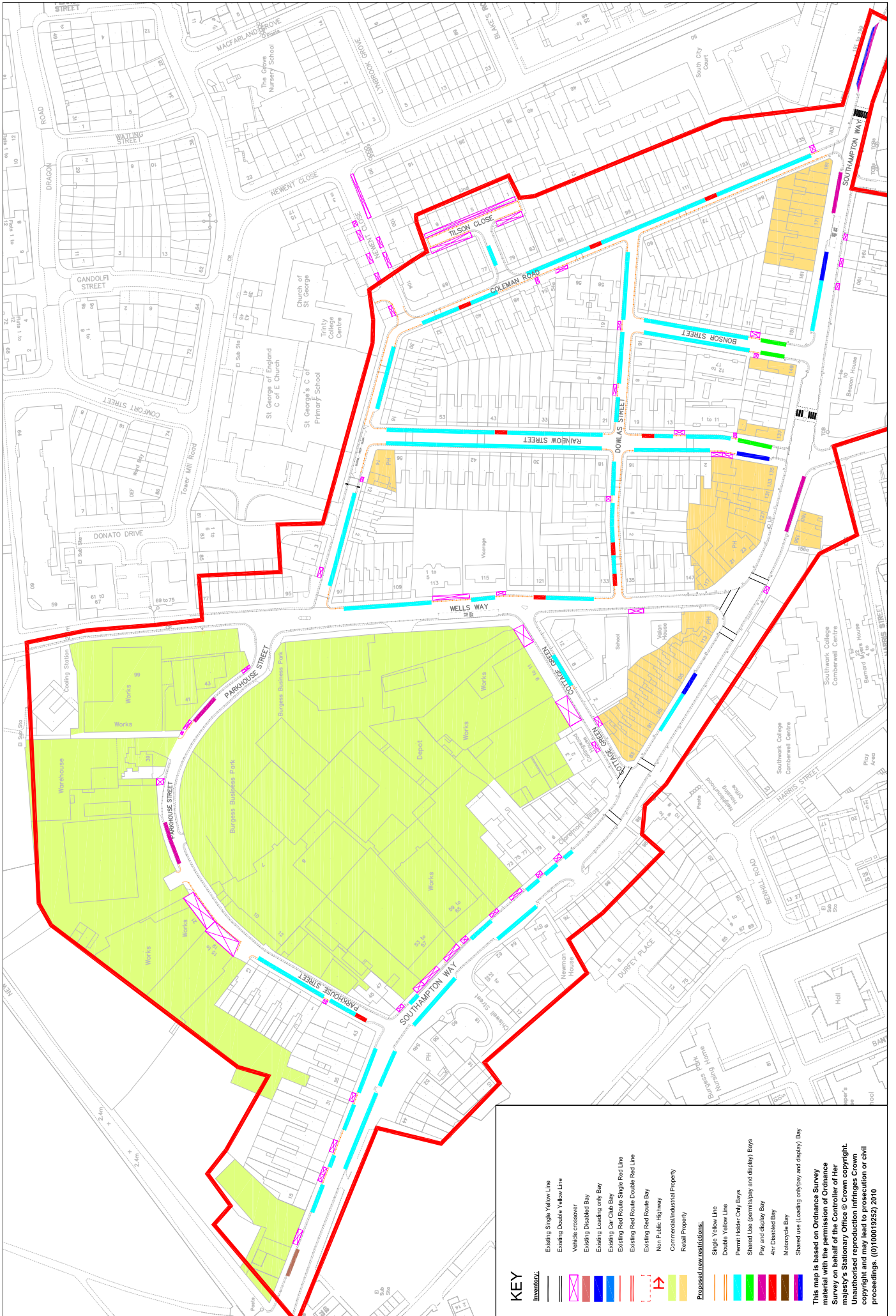
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Proposed Southampton Way (SW) Controlled Parking Zone



KEY

- Existing Single Yellow Line
- Existing Double Yellow Line
- Vehicle crossover
- Existing Disabled Bay
- Existing Loading only Bay
- Existing Car Club Bay
- Existing Red Route Single Red Line
- Existing Red Route Double Red Line
- Existing Red Route Bay
- Non Public Highway
- Commercial/Industrial Property
- Retail Property

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- Shared Use (permissipay and display) Bays
- Pay and display Bay
- 4hr Disabled Bay
- Motorcycle Bay
- Shared use (Loading only/pay and display) Bay

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We can also install 'destination' disabled bays close to shops or local businesses; these are usually limited to a maximum stay of four hours.





Will a CPZ create street clutter?

Unfortunately legislation requires us to sign and line all parking restrictions. There may also be a need to install pay and display machines. However, the council has a design guide to keep this to an absolute minimum.

How much will the permit cost?

Type of permit	Cost of permit			Discount
	1month	3months	6months	
Resident	£13.60	£33.45	£52.25	75% discount for alternative fuel vehicles or motorcycles
	£89.90	£172.40	£334.40	
Business	n/a			
Residents' visitors	£12 for ten, one-day permits. (1st book)			
Average pay and display charge	£30 for ten, one-day permits (2nd + book per year)			
	£2.70 per hour			

Where would my permit allow me to park?

Type of parking bay	Resident permit holder	Business permit holder	Visitor voucher holder	Pay and display or pay by phone visitor	Blue badge holder
Permit bay 	✓	✓	✓	✗	✗
Shared use bay 	✓	✓	✓	✓	FREE
Pay and display bay 	✗	✗	✗	✓	FREE
Disabled bay 	✗	✗	✗	✗	✓

We are also committed to supporting the economic viability of our local businesses and to encourage growth in jobs and the regeneration of town centres. As there is a limited amount of kerb space available for parking, we aim to balance the needs of residents with those of local businesses and their customers.

What permits would I be entitled to? Resident permit

If you live within the CPZ boundary and your vehicle is registered to that address, you will be entitled to a resident parking permit. The only exception may be if your property is a recent development and has a planning condition attached that prevents permits being purchased.

Permits are issued for a particular vehicle and have the registration number and a zone identification letter printed on it. The permit cannot be transferred to a different vehicle and it cannot be used to park in a permit bay in a different CPZ.

Permits are limited to one per person and to a maximum of three per household.

Visitor permits

Each household will be able to buy visitor permits for use by their friends, family or tradesmen. Residents are able to purchase visitors' permits regardless of whether or not they have a resident permit or a car. 100 one-day permits can be purchased in any calendar year.

Business permits

Businesses operating from an address within the CPZ will be able to buy permits for vehicles that are essential to their business for the delivery of services or goods. They will not be issued for the purpose of commuting to work.

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

Yes, as a resident or business in the area you will need to purchase either a resident or business permit to park in the CPZ. Permits will have to be displayed at all times during the CPZ operational hours.

Aren't CPZs just a money making scheme for the council?

No, by law, revenue generated from CPZs must be invested back into transport related improvements such as highways, parking enforcement, school crossing patrols, public realm improvements and safer car parks.

Where will my visitors park?

All residents are eligible to purchase visitor vouchers which allow their visitors to park in any permit or shared-use bay in the CPZ. You only need to use a visitor permit during the operational hours of the zone. Each voucher allows a whole day's parking. Alternatively they could park in a pay and display (or pay by phone) bay.

Section B – The proposed parking design

This section aims to understand your view on the type and position of parking that is proposed for your street.

It is important to answer these questions even if you don't support the introduction of a CPZ because the council will proceed based upon the majority view.

7. Do you agree with the proposed position of the parking bays?

- Yes
- No
- Undecided

8. Do you agree with the proposed type of parking bays? (eg. permit holders, loading, shared-use)

- Yes
- No
- Undecided

9. If you answered 'no' or 'undecided', please suggest what type of bay you think there should be more of? (Tick all that apply)

- Permit holders
- Destination disabled
- Shared-use
- Pay and display
- Loading
- On-street bicycle parking
- Short-stay
- Car club bay

Do you have any additional comments regarding the proposed parking design?

Section C – Days and hours of the controlled parking zone

This section aims to understand your view on when the CPZ should operate. An explanation of the options can be found in the consultation pack.

11. If parking controls were introduced, which of the following options would you prefer?

- Option A - Monday – Friday from 8.30am – 6.30pm
- Option B - Monday – Friday from 10.00am – 2.00pm

Do you have an alternative suggestion?

Section D – About you

It's important to know some details about you so that we can carefully analyse the results.

You don't need to supply your name but we do need to know your address so that your comments can be matched to your street.

12. Are you a resident or business?

- Resident
- Business
- Both

Name: _____

House / flat number: _____

Street name: _____

Postcode: _____



Parking consultation

Lucas Gardens (LG)
1st and 2nd stage parking consultation

December 2010

www.southwark.gov.uk

DO YOU HAVE ANY COMMENTS ABOUT PARKING IN YOUR STREET?

Southwark Council has recently sent out a consultation document to all addresses in this area in find out what you think about parking.

We need the views of everyone:

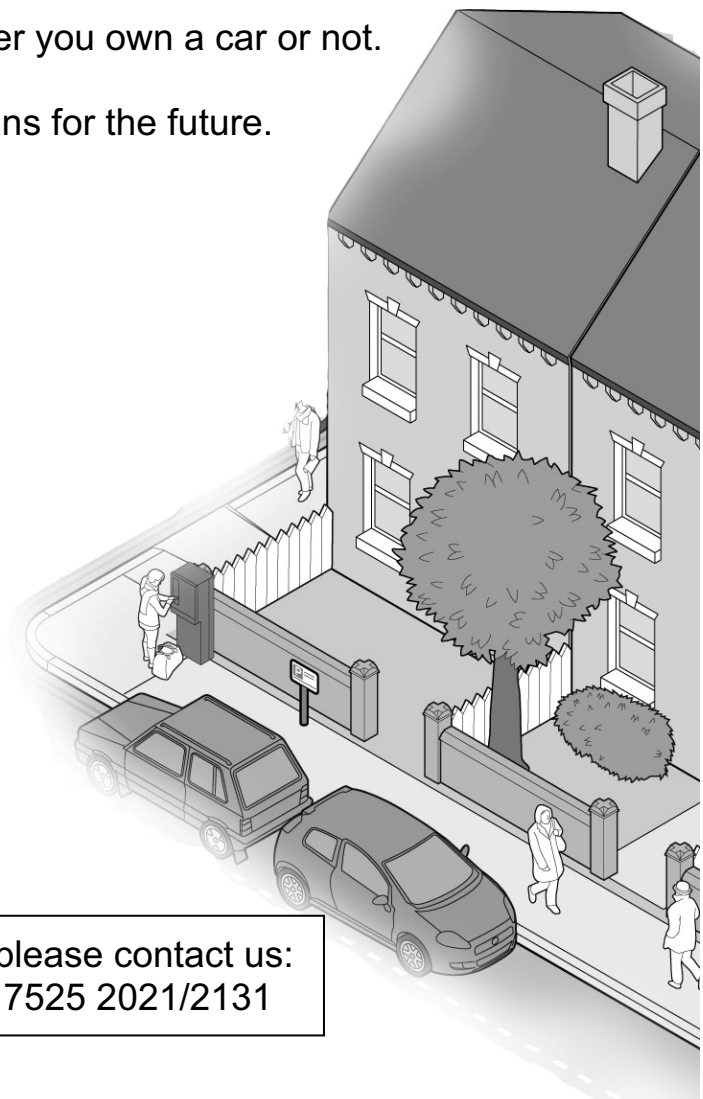
Residents and businesses in the area – whether you own a car or not.

Your views will help us develop our parking plans for the future.

HAVE YOUR SAY

Your views are very important to us.

Please return your questionnaire no later than
Friday 14 January 2011



If you haven't received your consultation pack please contact us:
e: parkingreview@southwark.gov.uk t: 020 7525 2021/2131

Parking consultation

Lucas Gardens (LG)
1st and 2nd stage parking consultation

January 2011

www.southwark.gov.uk

REMINDER

The Lucas Gardens parking consultation closes 14 January 2011

Southwark Council has recently sent out a consultation document to all addresses in this area in find out what you think about parking.

We need the views of everyone:

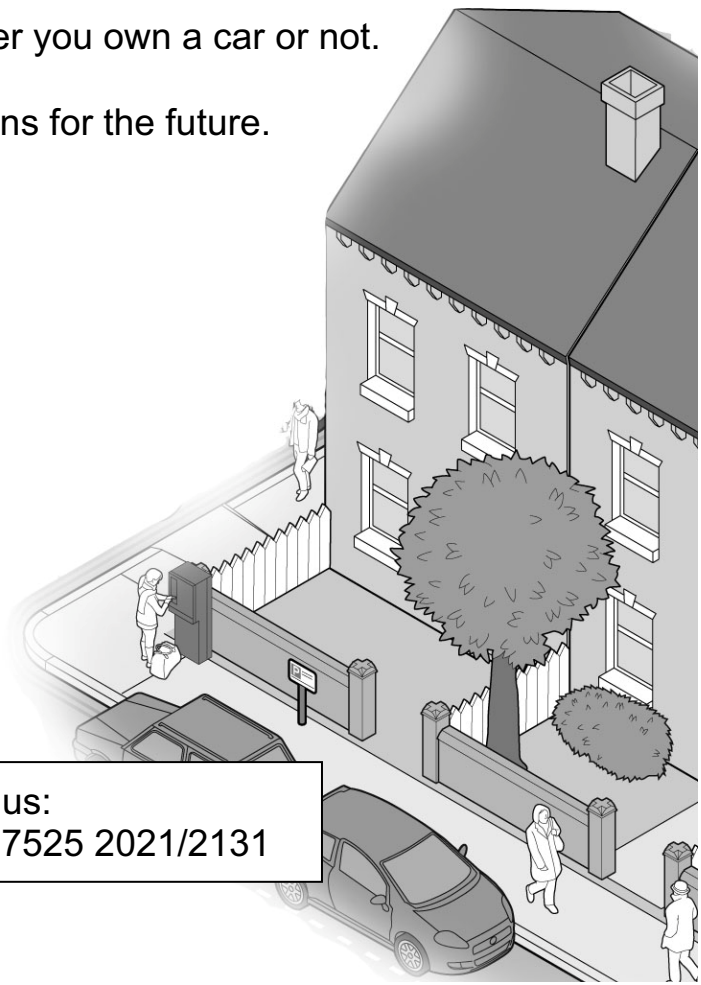
Residents and businesses in the area – whether you own a car or not.

Your views will help us develop our parking plans for the future.

HAVE YOUR SAY

Please return your questionnaire no later than
Friday 14 January 2011

Your views are very important to us.



If you need a consultation pack please contact us:
e: parkingreview@southwark.gov.uk t: 020 7525 2021/2131

Parking consultation

Southampton Way (SW)
1st and 2nd stage parking consultation

December 2010

www.southwark.gov.uk

DO YOU HAVE ANY COMMENTS ABOUT PARKING IN YOUR STREET?

Southwark Council has recently sent out a consultation document to all addresses in this area in find out what you think about parking.

We need the views of everyone:

Residents and businesses in the area – whether you own a car or not.

Your views will help us develop our parking plans for the future.

HAVE YOUR SAY

Your views are very important to us.

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Friday 14 January 2011



If you haven't received your consultation pack please contact us:
e: parkingreview@southwark.gov.uk t: 020 7525 2021/2131

Parking consultation

Southampton Way (SW)
1st and 2nd stage parking consultation

January 2011

www.southwark.gov.uk

REMINDER

The Southampton Way parking consultation closes 14 January 2011

Southwark Council has recently sent out a consultation document to all addresses in this area in find out what you think about parking.

We need the views of everyone:

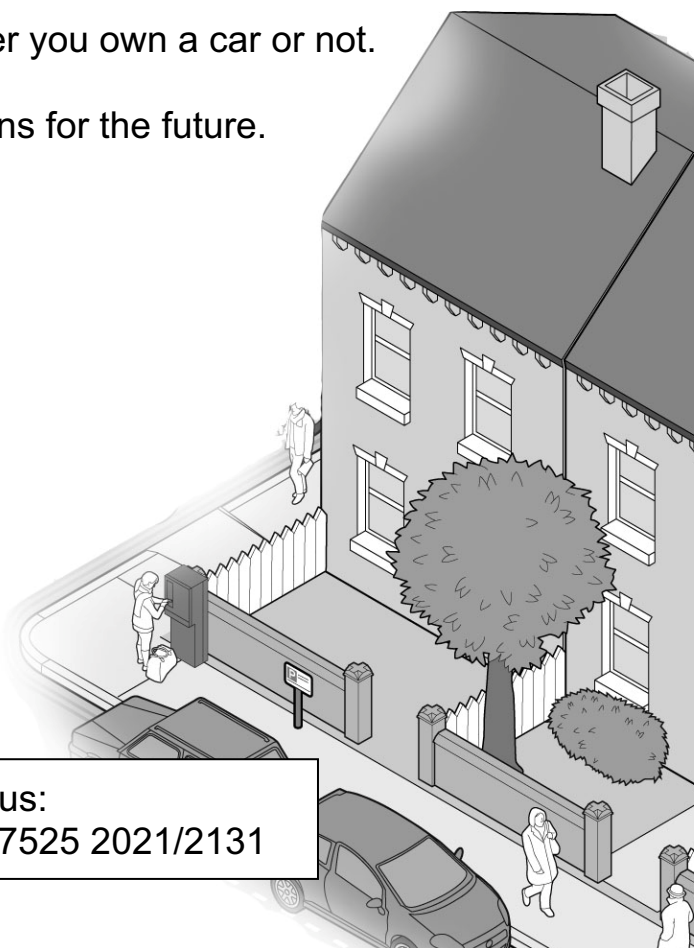
Residents and businesses in the area – whether you own a car or not.

Your views will help us develop our parking plans for the future.

HAVE YOUR SAY

Please return your questionnaire no later than
Friday 14 January 2011

Your views are very important to us.



If you need a consultation pack please contact us:
e: parkingreview@southwark.gov.uk t: 020 7525 2021/2131



Job Title: Wells Road

Job Number: 39911

Client: London Borough of Southwark

Survey Date: Thursday 04 November 2010

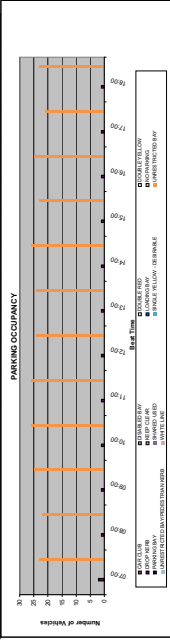
Survey Period: 07:00 - 19:00

User Type	Hour											
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Residents	25	27	19	19	20	19	18	17	17	16	15	14
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	27	19	19	20	19	18	17	17	16	15	14

Vehicle Type	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	10	11	8	8	9	8	7	7	7	6	5	4
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	11	8	8	9	8	7	7	7	6	5	4

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	10	11	8	8	9	8	7	7	7	6	5	4
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	11	8	8	9	8	7	7	7	6	5	4

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	10	11	8	8	9	8	7	7	7	6	5	4
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	11	8	8	9	8	7	7	7	6	5	4

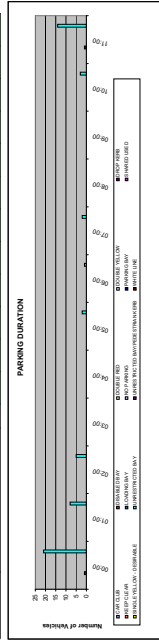


APR 15th, Wed, 2024
07:00 - 18:00

APR 15th, Wed, 2024
07:00 - 18:00

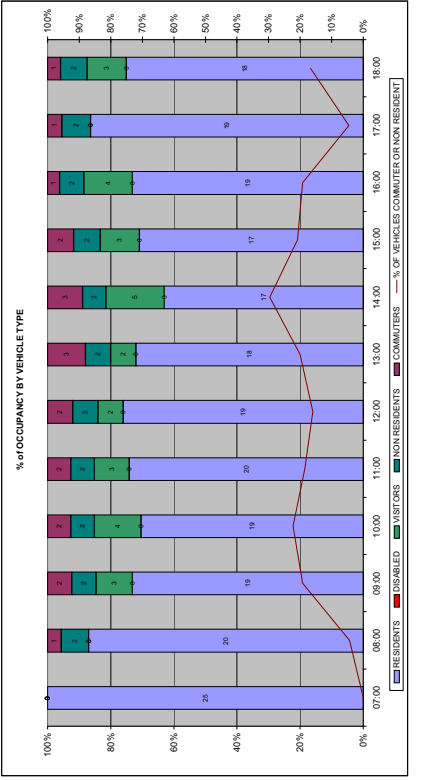
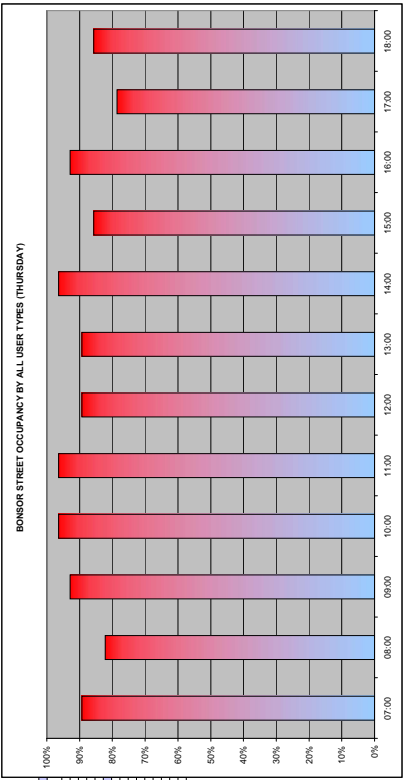
User Type	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	25	27	19	19	20	19	18	17	17	16	15	14
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	27	19	19	20	19	18	17	17	16	15	14

Vehicle Type	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	10	11	8	8	9	8	7	7	7	6	5	4
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	11	8	8	9	8	7	7	7	6	5	4



APR 15th, Wed, 2024
07:00 - 18:00

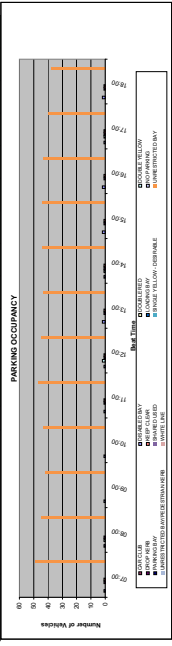
APR 15th, Wed, 2024
07:00 - 18:00



BONDORA STREET OCCUPANCY BY ALL USER TYPES (THURSDAY)

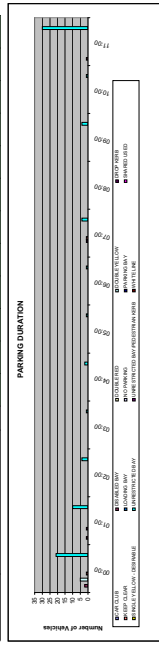
% of OCCUPANCY BY VEHICLE TYPE

Street Name	Total Days of Occupancy 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
COLLEMAN ROAD	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

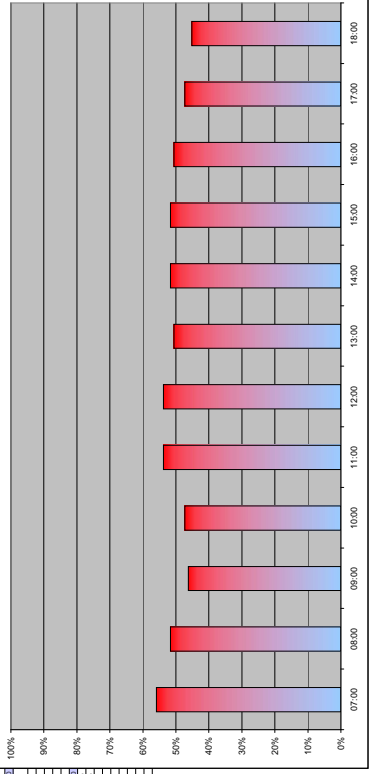


APR 15th, Wed Road
and Avenue 38th St

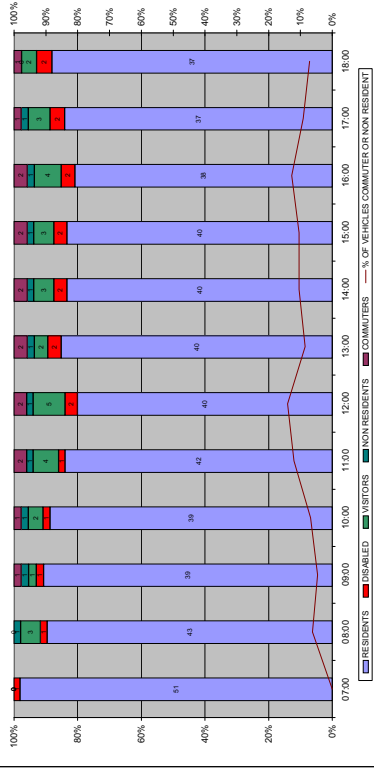
Street Name	Total Days of Occupancy 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
COLLEMAN ROAD	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

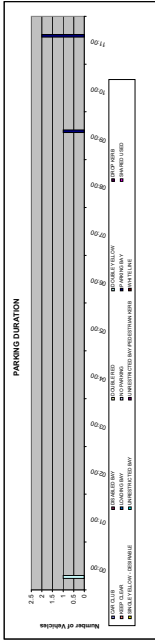
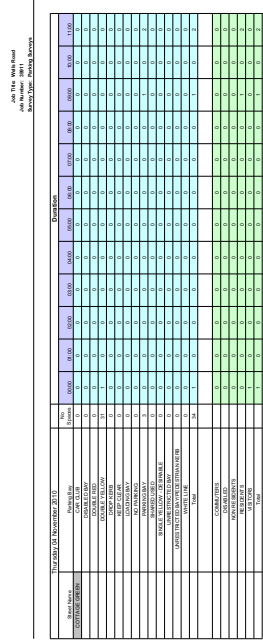
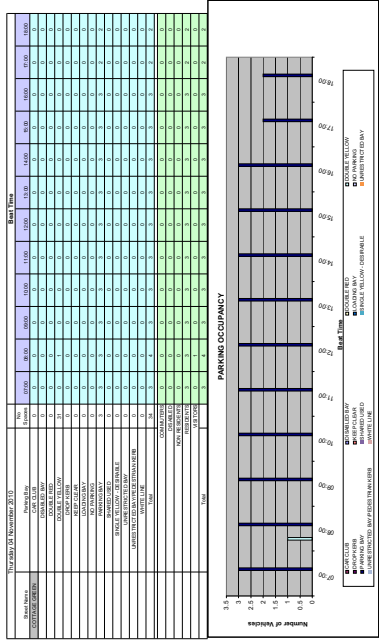


COLEMAN ROAD OCCUPANCY BY ALL UBER TYPES (THURSDAY)

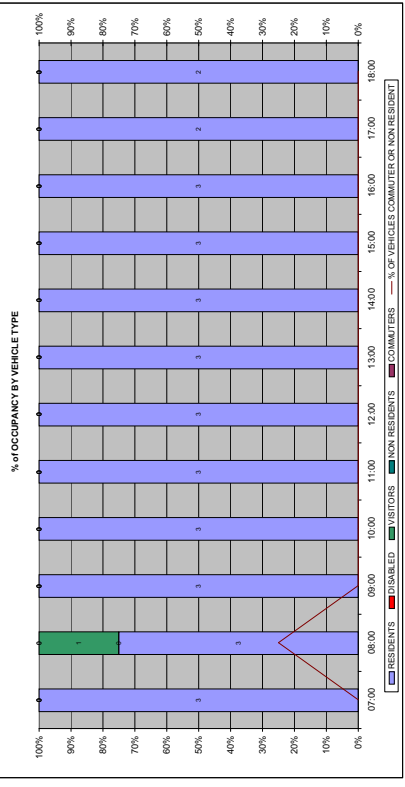
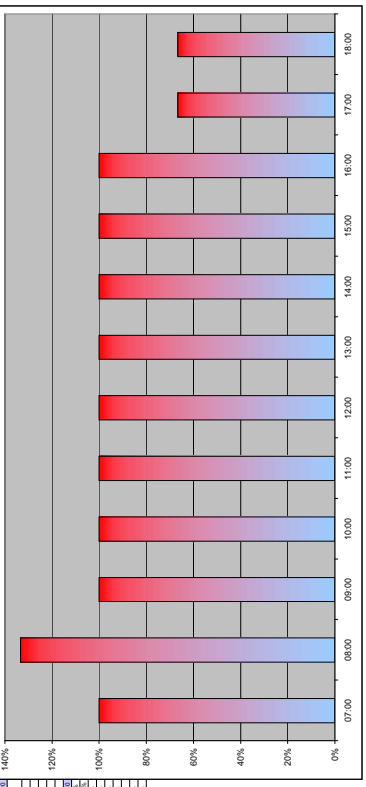


% of OCCUPANCY BY VEHICLE TYPE



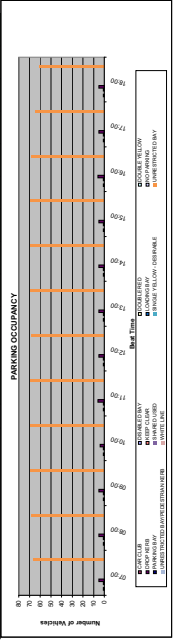


COTTAGE GREEN OCCUPANCY BY ALL USER TYPES (THURSDAY)

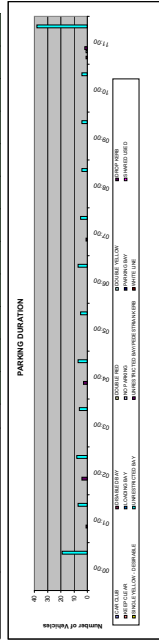


Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	3	3	3	3	3	3	3	3	3	3	3	2
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	3	3	3	3	3	3	3	3	2

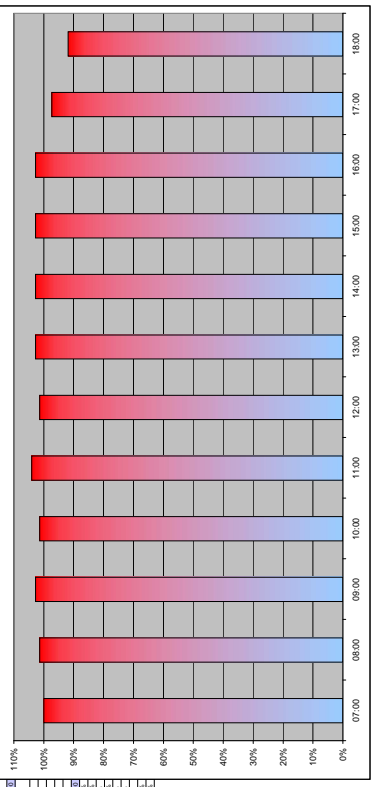
Category	Total Area of Inventory 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Number of Vehicles	74	46	46	40	49	47	54	54	51	51	51	51
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	74	46	46	40	49	47	54	54	51	51	51	51



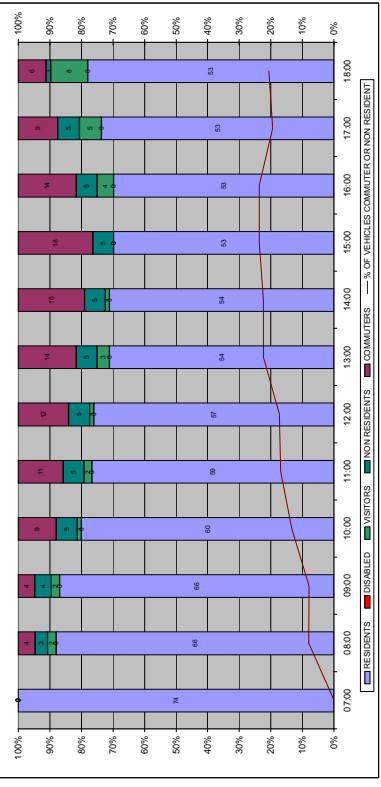
Category	Total Area of Inventory 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Number of Vehicles	74	46	46	40	49	47	54	54	51	51	51	51
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	74	46	46	40	49	47	54	54	51	51	51	51



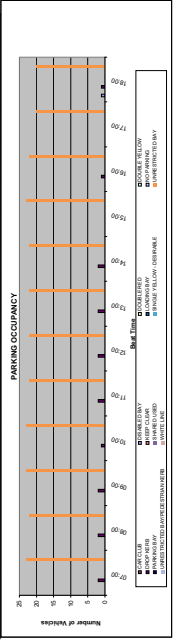
DAGMAR ROAD OCCUPANCY BY ALL USER TYPES (THURSDAY)



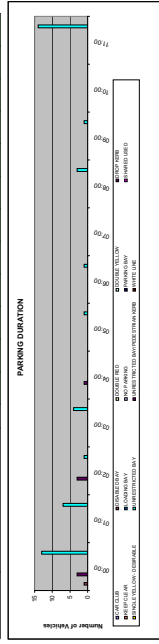
% of OCCUPANCY BY VEHICLE TYPE



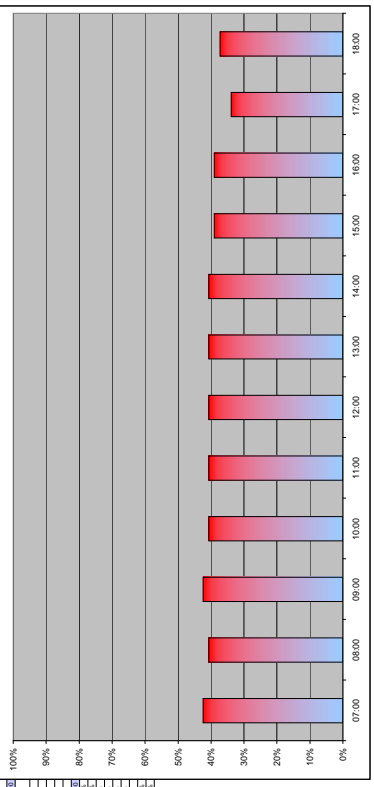
Vehicle Type	Total Area of Occupancy 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	25	27	19	14	15	14	17	14	14	17	17	17
NON-RESIDENTS	0	1	1	1	1	1	1	1	1	1	1	1
VISITORS	0	1	1	1	1	1	1	1	1	1	1	1
COMMUTERS	0	0	1	1	1	1	1	1	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	25	29	22	17	18	17	20	17	17	20	20	20



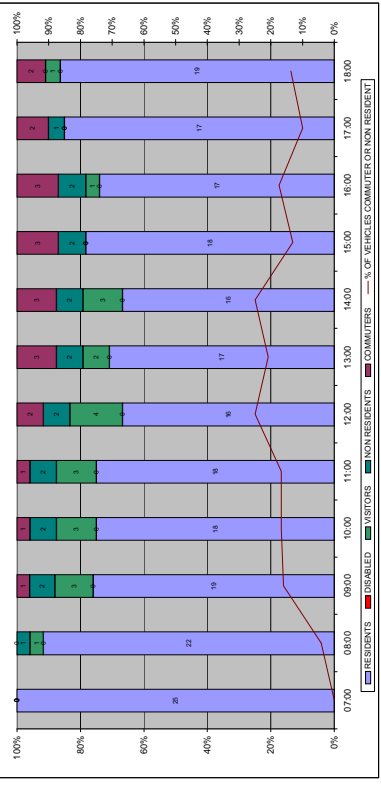
Vehicle Type	Total Area of Occupancy 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	25	27	19	14	15	14	17	14	14	17	17	17
NON-RESIDENTS	0	1	1	1	1	1	1	1	1	1	1	1
VISITORS	0	1	1	1	1	1	1	1	1	1	1	1
COMMUTERS	0	0	1	1	1	1	1	1	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	25	29	22	17	18	17	20	17	17	20	20	20

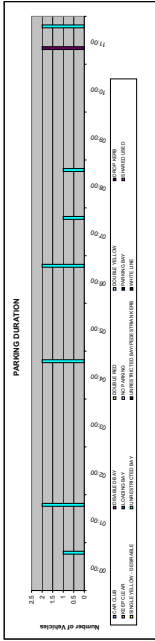
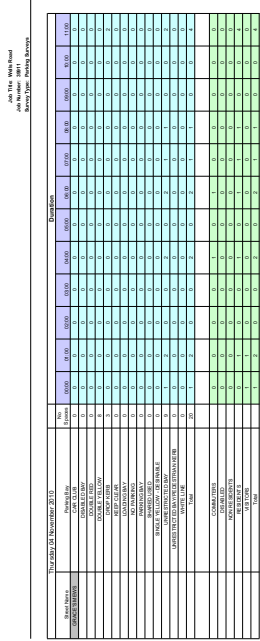
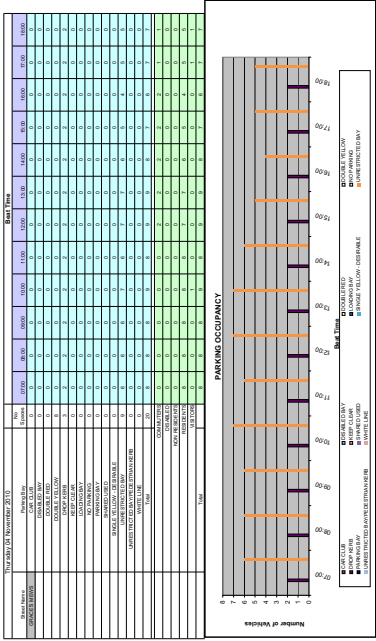


DOWLS STREET OCCUPANCY BY ALL USER TYPES (THURSDAY)

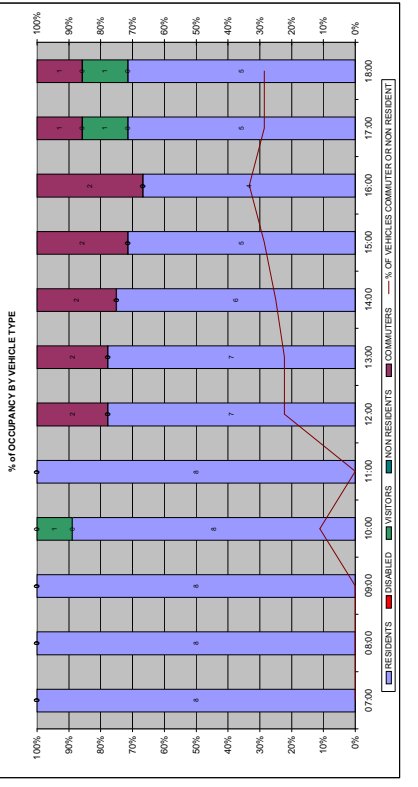
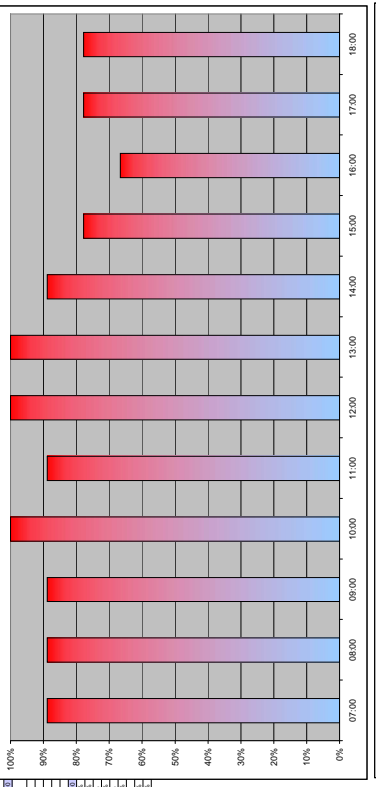


% of OCCUPANCY BY VEHICLE TYPE



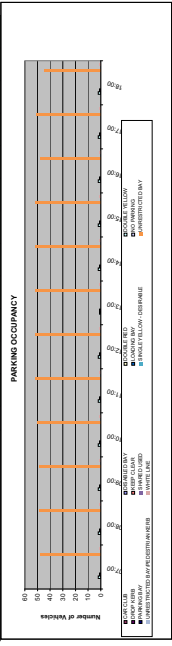


GRACE'S MEWS OCCUPANCY BY ALL USER TYPES (THURSDAY)



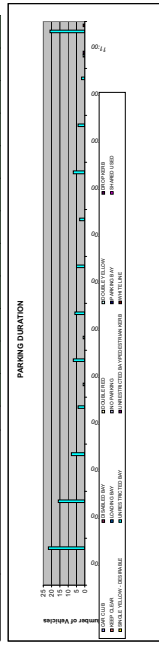
Hour	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
GRACE'S MEWS	8	8	8	8	8	7	7	4	5	4	5	5
RESIDENTS	8	8	8	8	8	7	7	4	5	4	5	5
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL DATE PARKING SPACES	8	8	8	8	8	7	7	4	5	4	5	5
PERCENT OCCUPANCY BY ALL USER TYPES	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PERCENT OCCUPANCY BY USER TYPE	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PERCENT RESIDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
PERCENT COMMUTERS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PERCENT NON-RESIDENTS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PERCENT VISITORS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PERCENT DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PERCENT VEHICLES COMMUTER OR NON-RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PERCENT VEHICLES COMMUTER OR NON-RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Signal Phase	Total Daily Volume by Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Northbound	15	12	12	12	12	12	12	12	12	12	12	12
Southbound	15	12	12	12	12	12	12	12	12	12	12	12
TOTAL	30	24	24	24	24	24	24	24	24	24	24	24

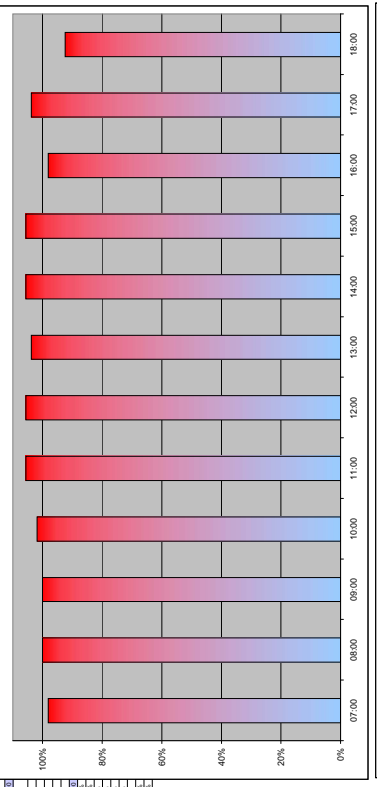


AP 741 - Walk Road
and Route 384
Signalized Interchange

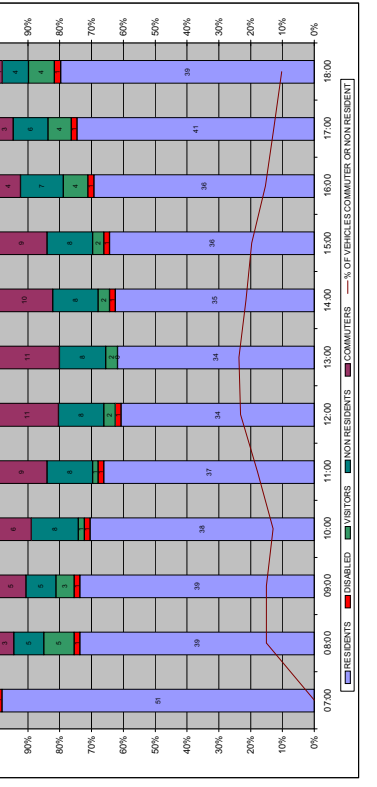
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Disabled	1	1	1	1	1	1	1	1	1	1	1	1
Non-Resident	1	1	1	1	1	1	1	1	1	1	1	1
Resident	1	1	1	1	1	1	1	1	1	1	1	1
Visitor	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL	4	4	4	4	4	4	4	4	4	4	4	4



MAUDE ROAD OCCUPANCY BY ALL USER TYPES (THURSDAY)



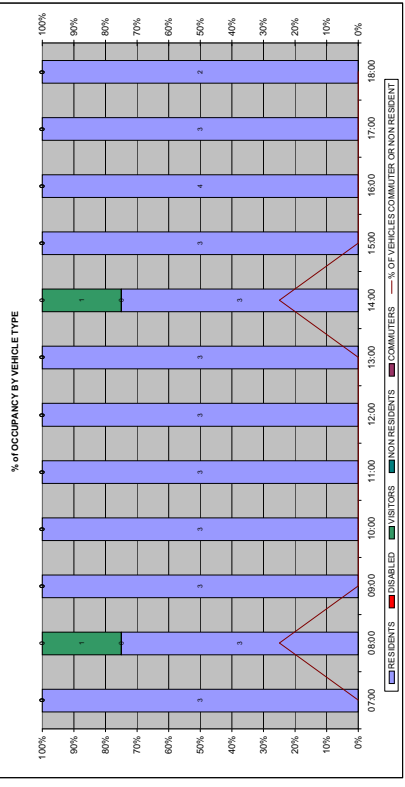
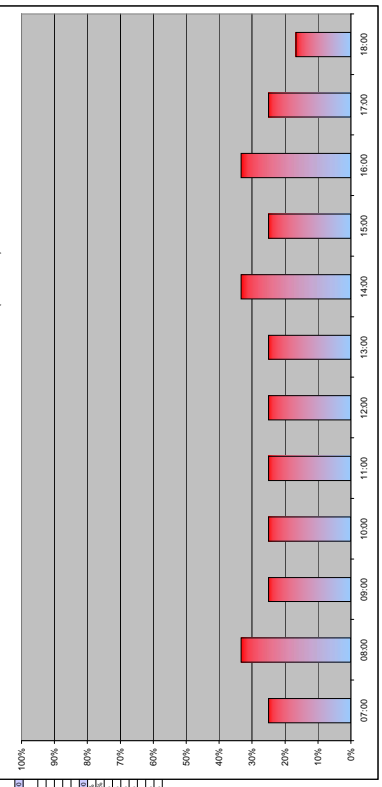
% of OCCUPANCY BY VEHICLE TYPE



Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Resident	51	39	39	37	34	34	34	33	36	36	41	36
Visitor	0	0	0	0	0	0	0	0	0	0	0	0
Non-Resident	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	51	39	39	37	34	34	34	33	36	36	41	36

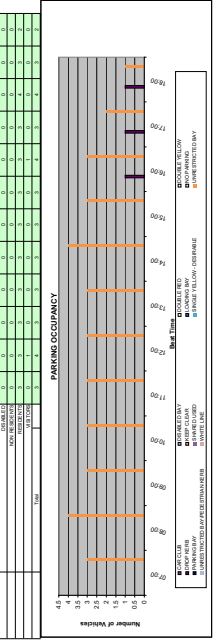
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Resident	98%	97%	97%	97%	97%	97%	97%	97%	97%	97%	98%	97%
Visitor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Non-Resident	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Disabled	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	98%	97%	97%	97%	97%	97%	97%	97%	97%	97%	98%	97%

NEWBYT CLOSE OCCUPANCY BY ALL USER TYPES (THURSDAY)

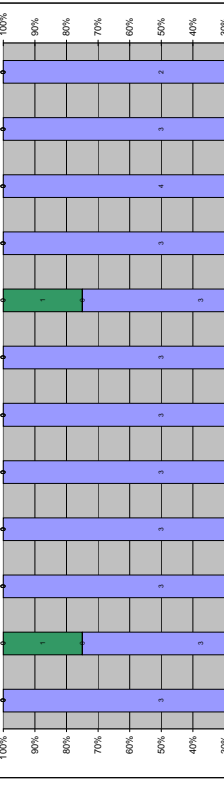


NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	3	3	3	3	3	3	3	3	3	3	4	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENT	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	3	3	3	3	3	3	3	3	3	4	2

NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
VISITORS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
COMMUTERS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NON-RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

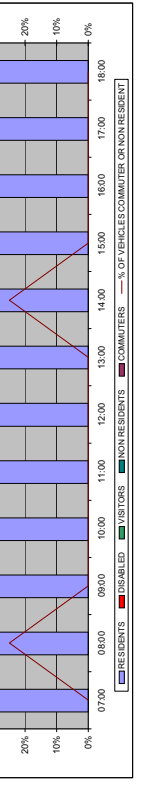
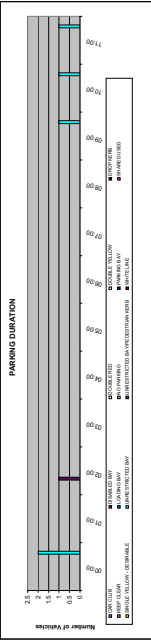


5th Flr, Millers Row
and 1st Flr, 381-1
St. James Street, Dublin 1, D01



NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	3	3	3	3	3	3	3	3	3	3	4	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENT	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	3	3	3	3	3	3	3	3	3	4	2

NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
VISITORS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
COMMUTERS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NON-RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



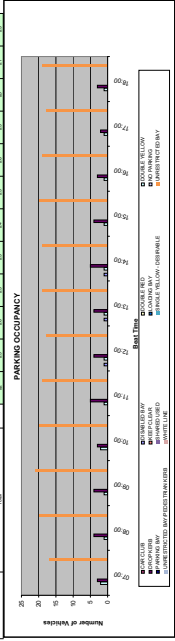
NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	3	3	3	3	3	3	3	3	3	3	4	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENT	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	3	3	3	3	3	3	3	3	3	4	2

NEWBYT CLOSE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
VISITORS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
COMMUTERS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
NON-RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

PARKHOUSE SPACE	Hourly Data											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	19	19	19	21	21	21	21	21	21	21	21
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	19	19	19	21	21	21	21	21	21	21	21

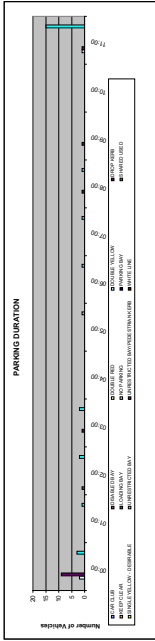
TOTAL DATE PARKING SPACES	Hourly Data											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	19	19	19	21	21	21	21	21	21	21	21
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	19	19	19	21	21	21	21	21	21	21	21

TOTAL VEHICLES	Hourly Data											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	19	19	19	21	21	21	21	21	21	21	21
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	19	19	19	21	21	21	21	21	21	21	21

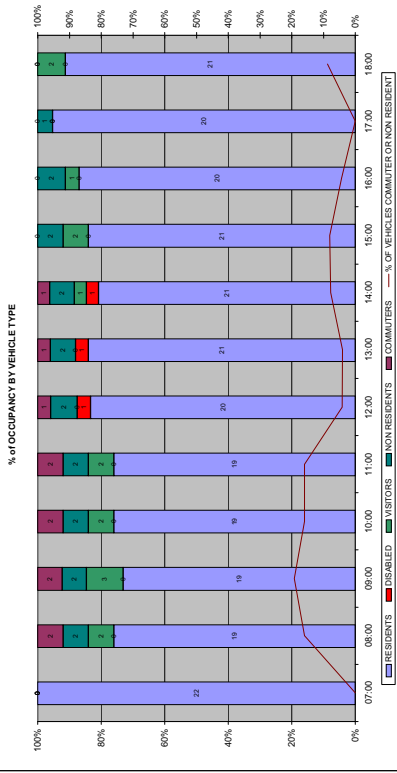
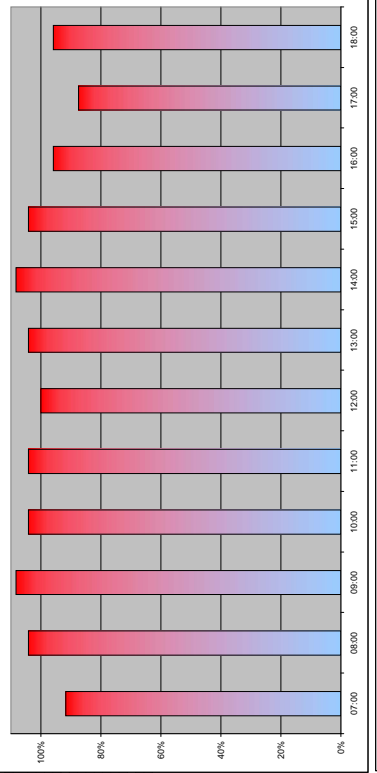


AP 101 - Walk Road
and Avenue 389.1
Signalized Interchange

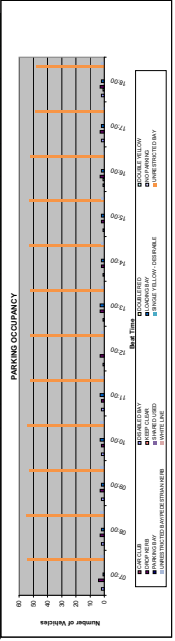
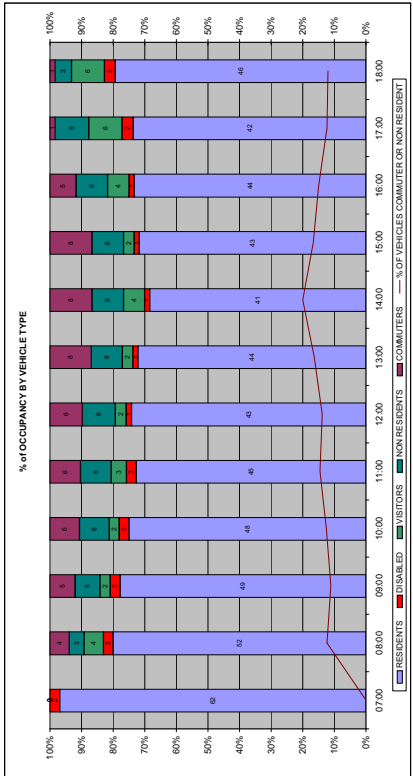
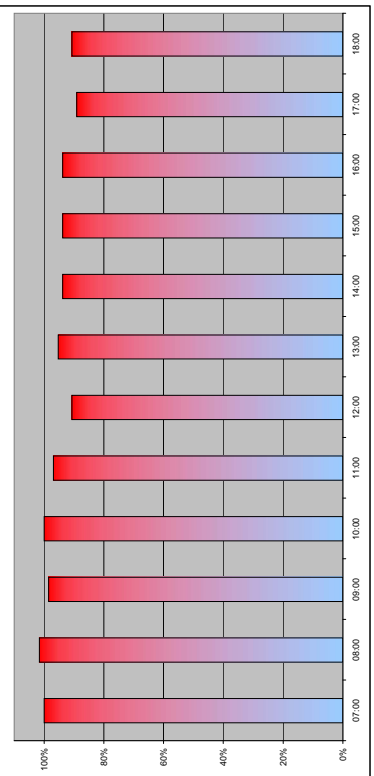
PARKHOUSE SPACE	Hourly Data											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	19	19	19	21	21	21	21	21	21	21	21
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	19	19	19	21	21	21	21	21	21	21	21



PARKHOUSE STREET OCCUPANCY BY ALL USER TYPES (THURSDAY)

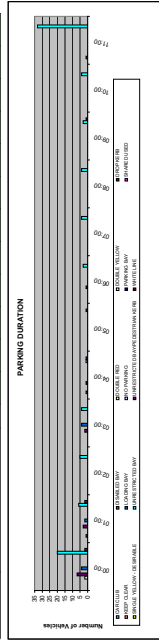
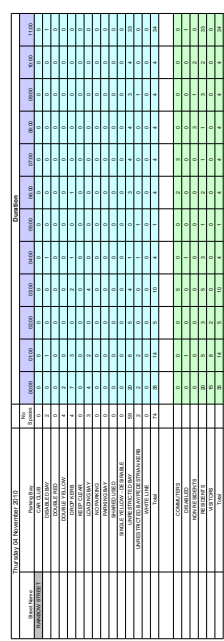


Street Name	Total Area of Inventory 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RAINBOW STREET	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

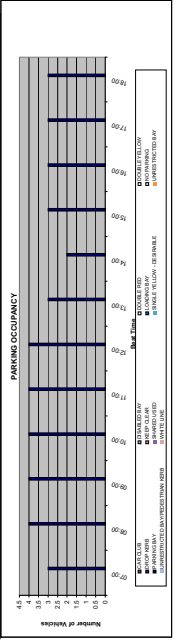


AP 161 - Walk Road
and Avenue 389-1
COUNTDOWN TO 2025

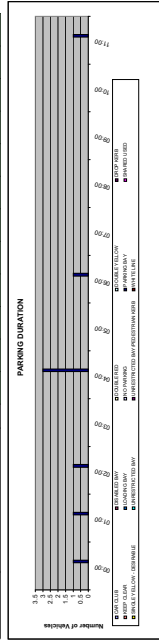
Street Name	Total Area of Inventory 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RAINBOW STREET	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



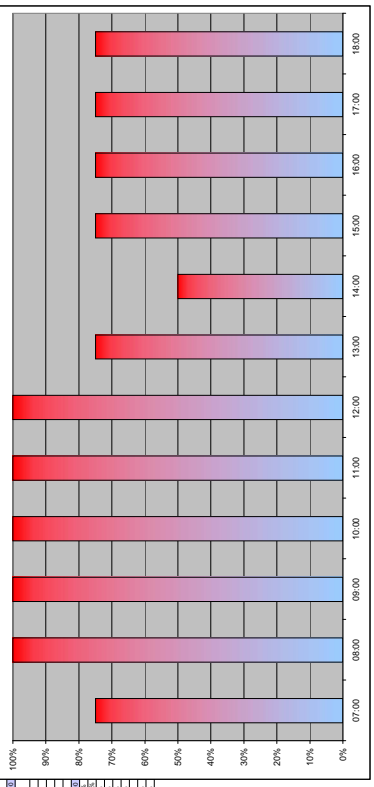
Station Name	Thursday, 05 November 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



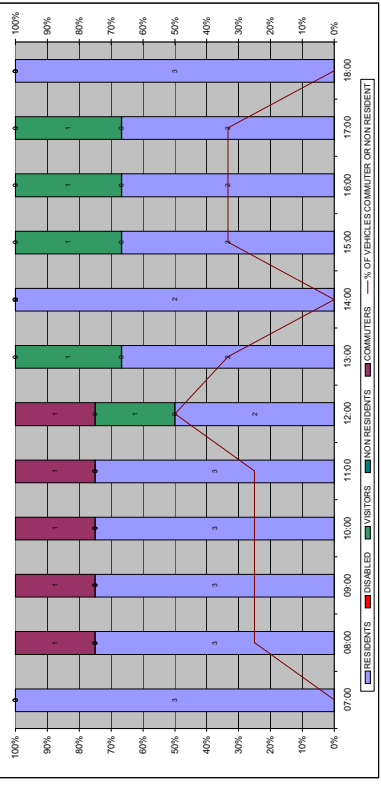
Station Name	Thursday, 05 November 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



SEDMOOR PLACE OCCUPANCY BY ALL USER TYPES (THURSDAY)



% of OCCUPANCY BY VEHICLE TYPE

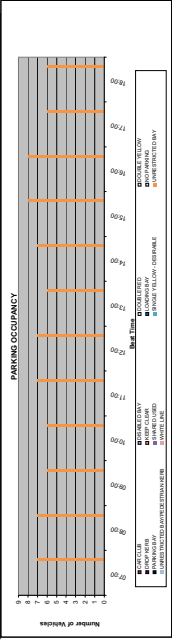


SEDMOOR PLACE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

SEDMOOR PLACE	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

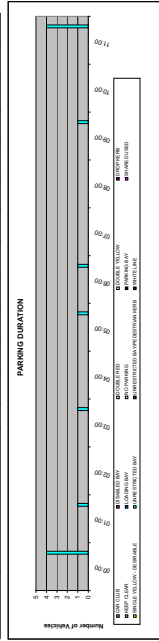
Vehicle Type	Total Area of Occupancy 2025											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Type	Total Area of Occupancy 2025											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0

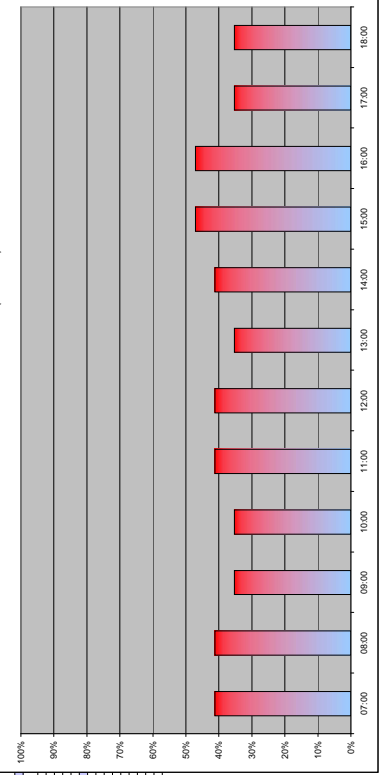


Site No. 141, Mill Lane
and adjacent SR1
Access Point - South Access

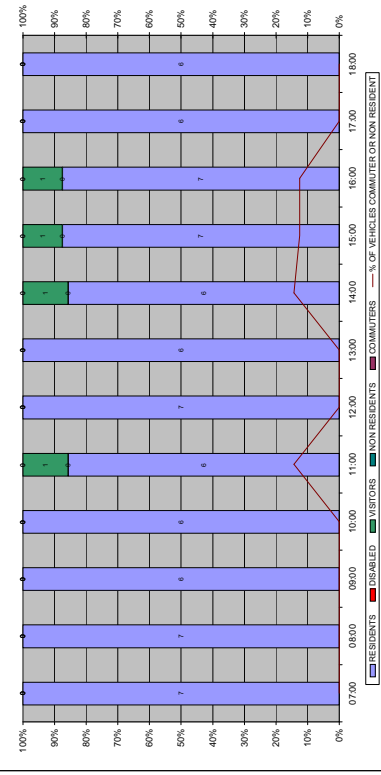
Vehicle Type	Total Area of Occupancy 2025											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



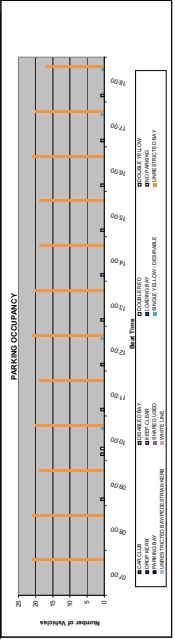
Site No. 141, Mill Lane
and adjacent SR1
Access Point - South Access



Site No. 141, Mill Lane
and adjacent SR1
Access Point - South Access

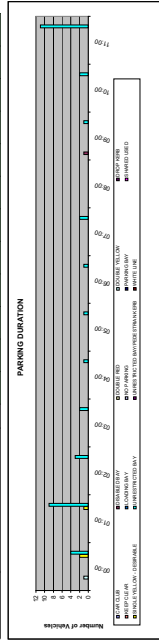


PARKING SPACE	THURSDAY 05 NOVEMBER 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
NON-RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	2	2	2	2	2	2	2	2	2	2	2

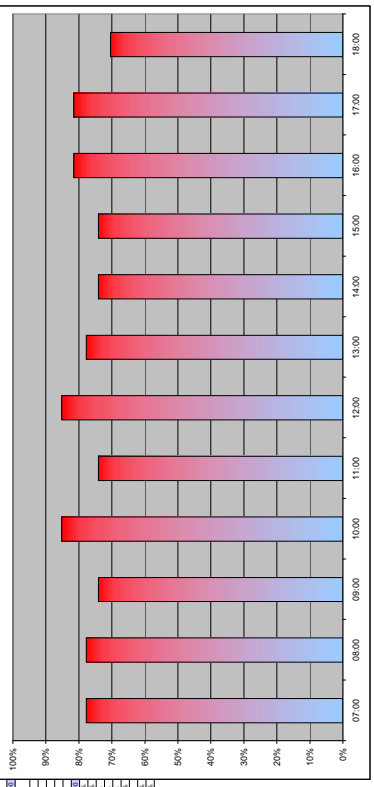


AP 144 - Wells Road
and Access 389-1
ACCESS POINT - STUDY AREA

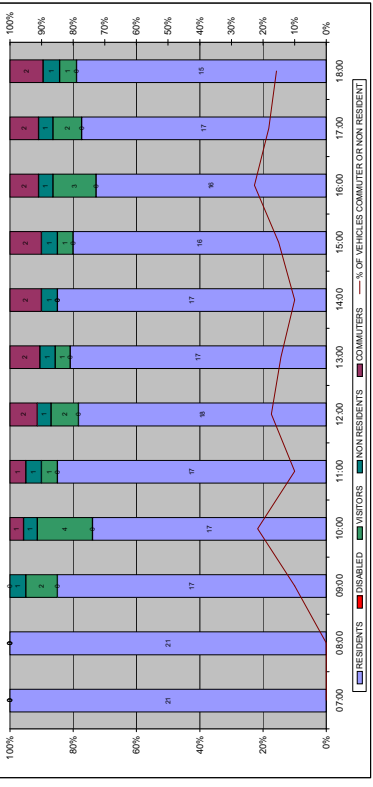
PARKING SPACE	THURSDAY 05 NOVEMBER 2015											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
NON-RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	2	2	2	2	2	2	2	2	2	2	2

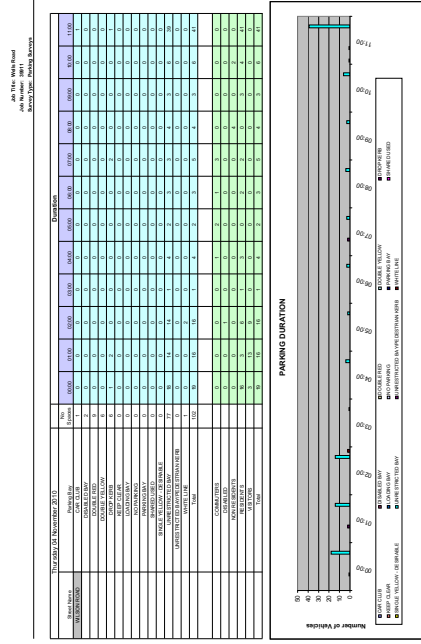
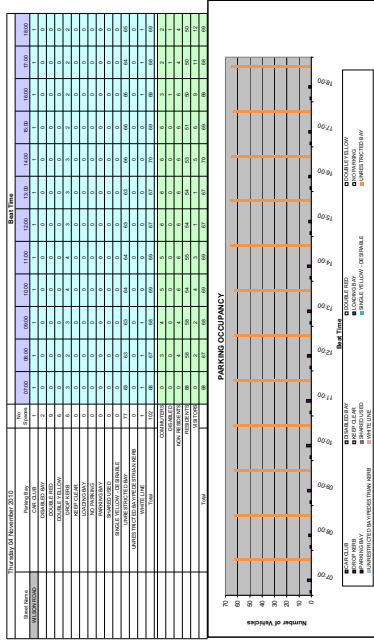


WELLS WAY OCCUPANCY BY ALL USER TYPES (THURSDAY)

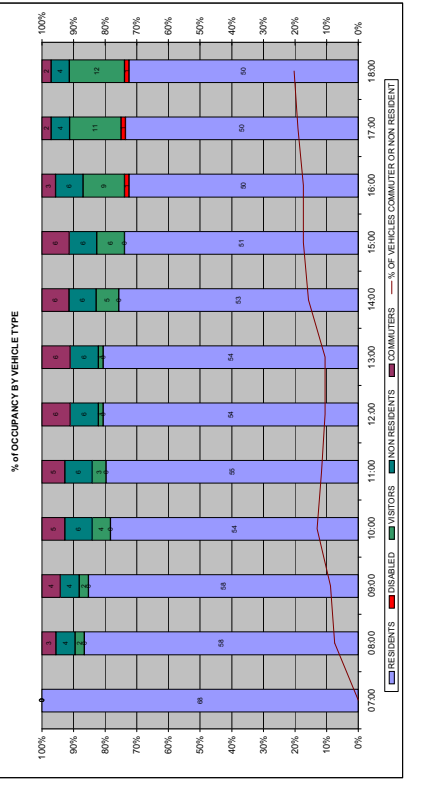
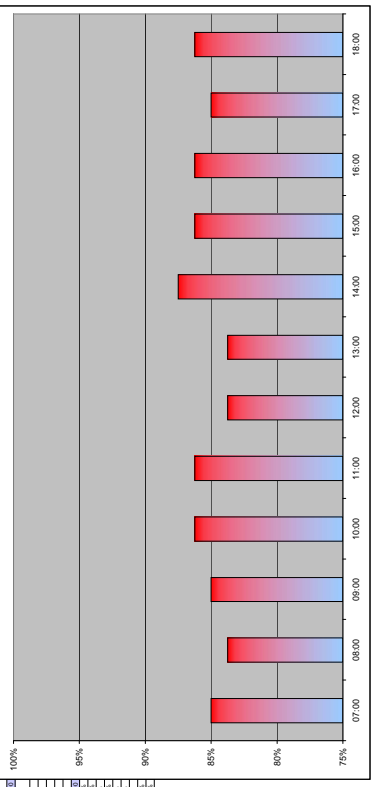


% of OCCUPANCY BY VEHICLE TYPE





WILSON ROAD OCCUPANCY BY ALL USER TYPES (THURSDAY)



WILSON ROAD	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	48	48	48	48	48	48	48	48	48	48	48	48
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	48	48	48	48	48	48	48	48	48	48	48	48

WILSON ROAD	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
NON-RESIDENTS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
VISITORS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
COMMUTERS	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%



Job Title: Wells Road

Job Number: 39911

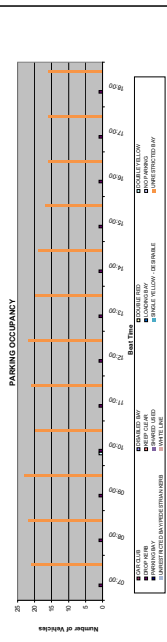
Client: London Borough of Southwark

Survey Date: Saturday 06 November 2010

Survey Period: 07:00 - 19:00

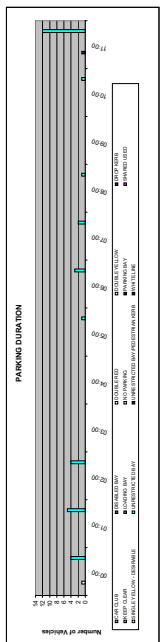
**APPENDIX 5.2 (SATURDAY)
LUCAS GARDENS AND SOUTHAMPTON WAY**

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	21	17	18	16	17	16	16	15	15	15	15
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	21	17	18	16	17	16	16	15	15	15	15

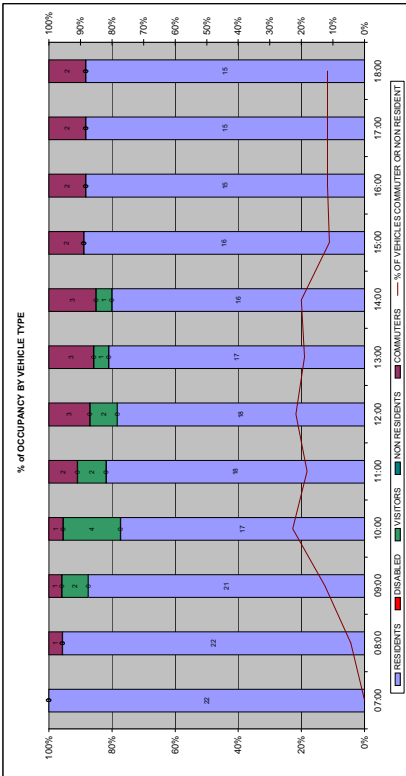
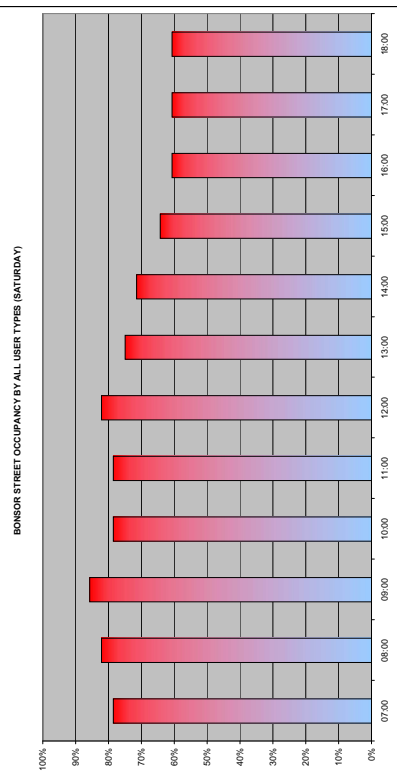


Count On Us
 100% Satisfaction Guarantee
 100% Accuracy Guarantee
 100% Reliability Guarantee
 100% Confidentiality Guarantee
 100% Professionalism Guarantee
 100% Customer Service Guarantee
 100% Data Security Guarantee
 100% Timeliness Guarantee

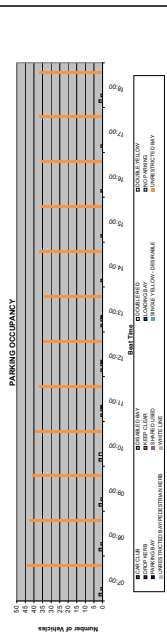
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	22	21	17	18	16	17	16	16	15	15	15	15
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	22	21	17	18	16	17	16	16	15	15	15	15



Count On Us
 100% Satisfaction Guarantee
 100% Accuracy Guarantee
 100% Reliability Guarantee
 100% Confidentiality Guarantee
 100% Professionalism Guarantee
 100% Customer Service Guarantee
 100% Data Security Guarantee
 100% Timeliness Guarantee

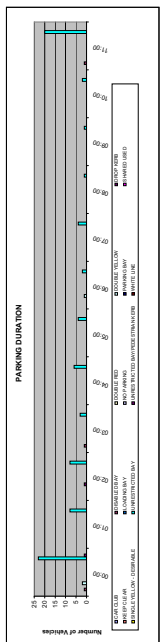


Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	45	41	38	34	30	26	22	20	20	20	20	21
NON-RESIDENTS	2	2	2	2	2	2	2	2	2	2	2	2
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
UNEMPLOYED	0	0	0	0	0	0	0	0	0	0	0	0
STUDENTS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	47	43	40	36	32	28	22	20	20	20	20	21

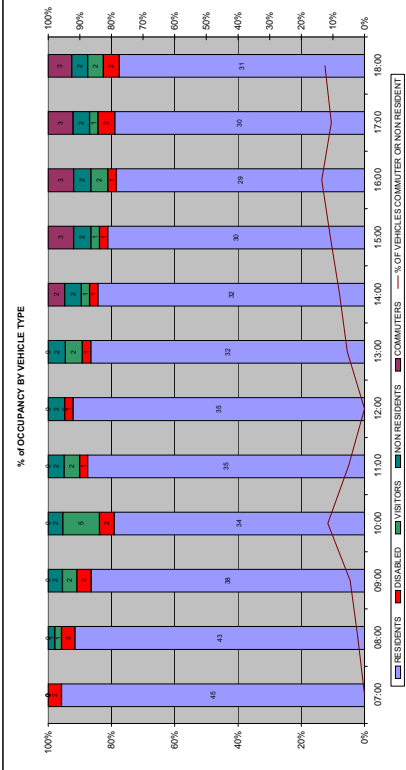
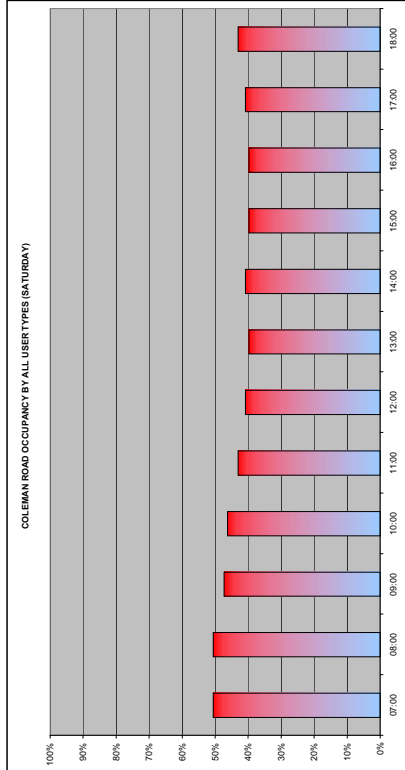


South East London
 South East London Council

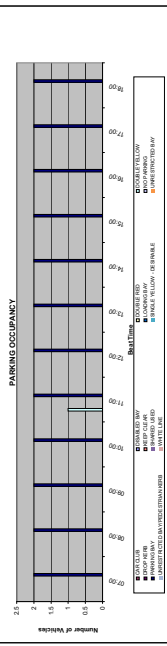
Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	45	41	38	34	30	26	22	20	20	20	20	21
NON-RESIDENTS	2	2	2	2	2	2	2	2	2	2	2	2
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
UNEMPLOYED	0	0	0	0	0	0	0	0	0	0	0	0
STUDENTS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	47	43	40	36	32	28	22	20	20	20	20	21



South East London
 South East London Council

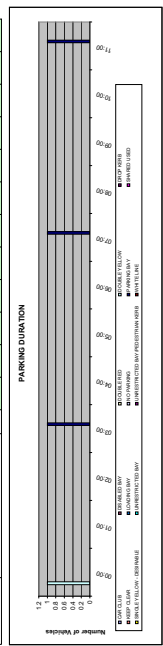


Category	07:00		08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
RESIDENTS	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
NON-RESIDENTS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
COMPUTERS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
DISABLED	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
VISITORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%



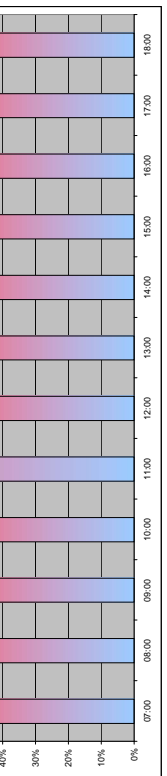
COTTAGE GREEN OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00		08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
RESIDENTS	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
NON-RESIDENTS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
COMPUTERS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
DISABLED	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
VISITORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%



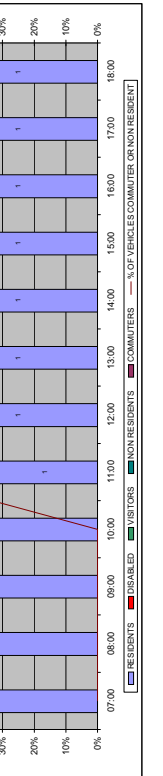
% of OCCUPANCY BY VEHICLE TYPE

Category	07:00		08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
RESIDENTS	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
NON-RESIDENTS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
COMPUTERS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
DISABLED	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
VISITORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%



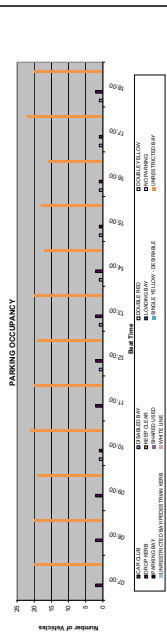
COTTAGE GREEN OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00		08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
RESIDENTS	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
NON-RESIDENTS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
COMPUTERS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
DISABLED	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
VISITORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%



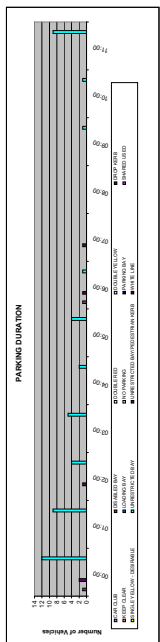
% of OCCUPANCY BY VEHICLE TYPE

Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



Count On Us
 SOUTH WEST ROAD
 BRIGHTON, EAST SUSSEX

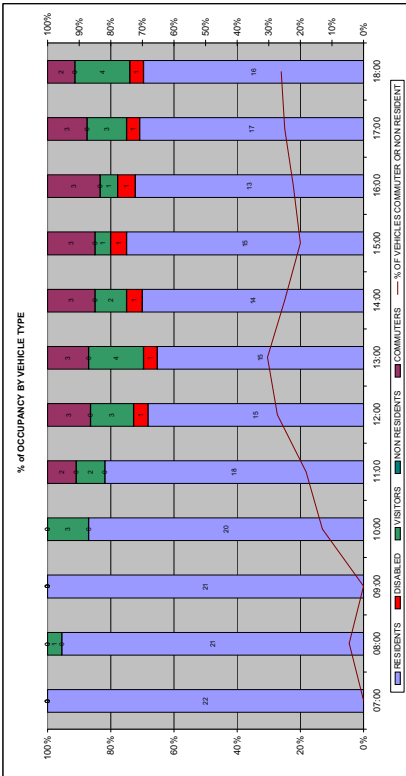
Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



Count On Us
 SOUTH WEST ROAD
 BRIGHTON, EAST SUSSEX

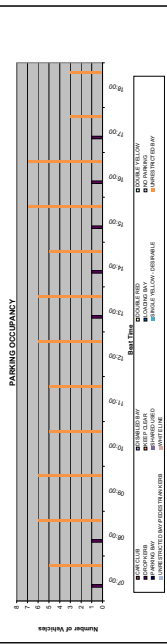
DOWN AS STREET OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0



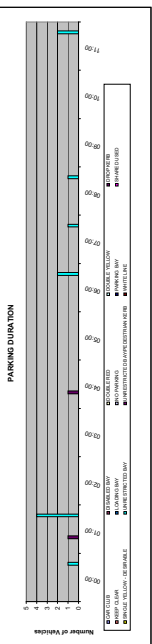
Count On Us
 SOUTH WEST ROAD
 BRIGHTON, EAST SUSSEX

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
GRACERS MEWS OCCUPANCY	6	7	6	5	4	7	4	5	4	4	4	3
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



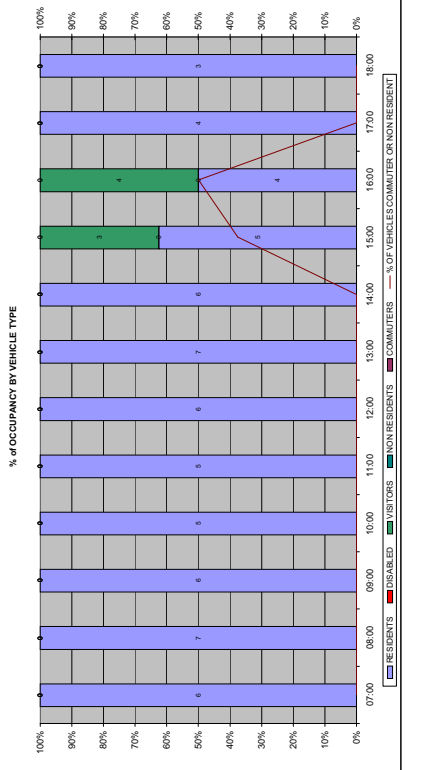
GRACERS MEWS OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
GRACERS MEWS OCCUPANCY	6	7	6	5	4	7	4	5	4	4	4	3
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



% of OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
GRACERS MEWS OCCUPANCY	6	7	6	5	4	7	4	5	4	4	4	3
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



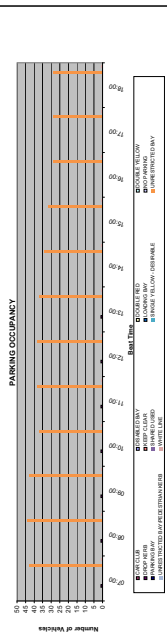
PARKING OCCUPANCY

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
GRACERS MEWS OCCUPANCY	6	7	6	5	4	7	4	5	4	4	4	3
RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0

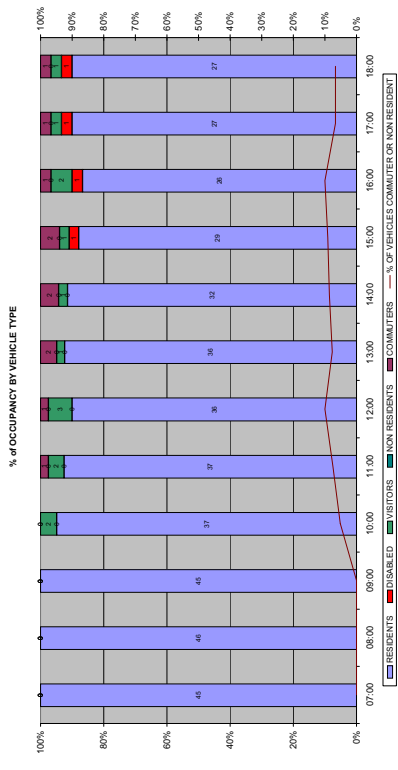


PARKING DURATION

Area	07:00		08:00		09:00		10:00		11:00		12:00		13:00		14:00		15:00		16:00		17:00		18:00	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
RESIDENTS	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%
NON-RESIDENTS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
COMMITTEES	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
DISABLED	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
VISITORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
CONTRACTORS	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
OTHER	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
TOTAL	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%	46	46%



Area	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	46	46	46	46	46	46	46	46	46	46	46	46
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
CONTRACTORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	46	46	46	46	46	46	46	46	46	46	46	46



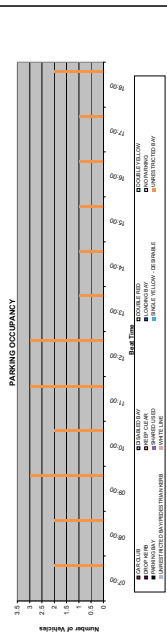
Area	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	45	46	46	46	46	46	46	46	46	46	46	46
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
CONTRACTORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	45	46	46	46	46	46	46	46	46	46	46	46

Area	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	45	46	46	46	46	46	46	46	46	46	46	46
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
CONTRACTORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	45	46	46	46	46	46	46	46	46	46	46	46



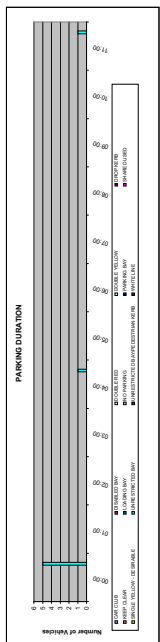
Area	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	45	46	46	46	46	46	46	46	46	46	46	46
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
CONTRACTORS	0	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	45	46	46	46	46	46	46	46	46	46	46	46

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	2	2	2	2	2	2	2	2	2	2	2	2
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0



NEWMENT CLOSE OCCUPANCY BY ALL USER TYPES (SATURDAY)

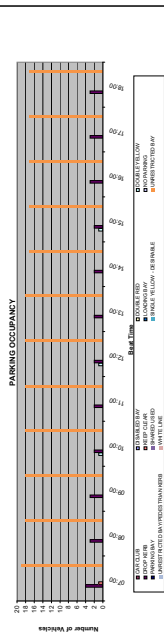
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	2	2	2	2	2	2	2	2	2	2	2	2
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0



% of OCCUPANCY BY VEHICLE TYPE

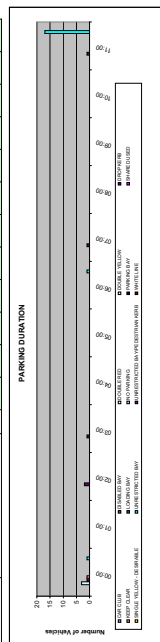
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	2	2	2	2	2	2	2	2	2	2	2	2
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	24	21	21	20	20	20	20	20	20	20	20	20
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



PARKING OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	24	21	21	20	20	20	20	20	20	20	20	20
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



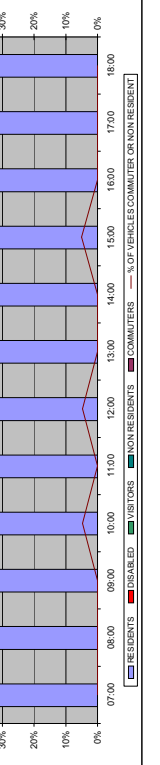
% OF OCCUPANCY BY VEHICLE TYPE

PARKING OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	24	21	21	20	20	20	20	20	20	20	20	20
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0

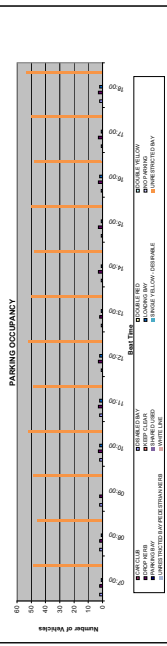
% OF OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	24	21	21	20	20	20	20	20	20	20	20	20
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



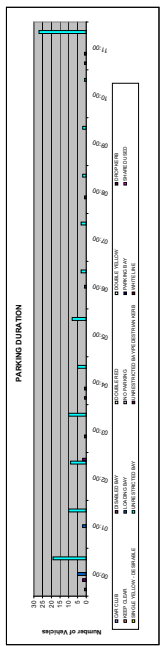
PARKING DURATION

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	49	48	47	46	45	44	43	42	41	40	39	38
NON-RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL	50	49	48	47	46	45	44	43	42	41	40	39



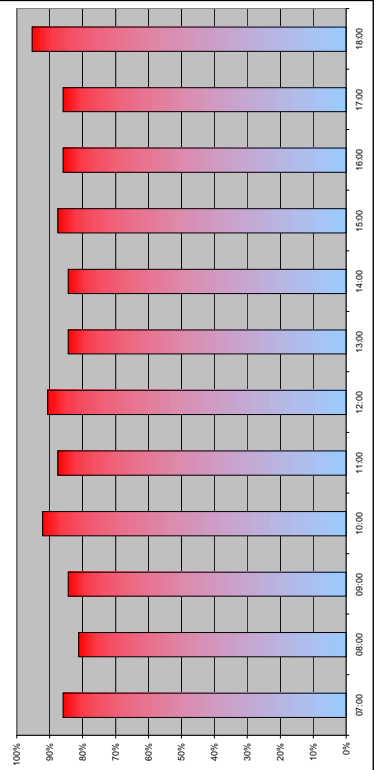
RAINBOW STREET OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	49	48	47	46	45	44	43	42	41	40	39	38
NON-RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	50	49	48	47	46	45	44	43	42	41	40	39



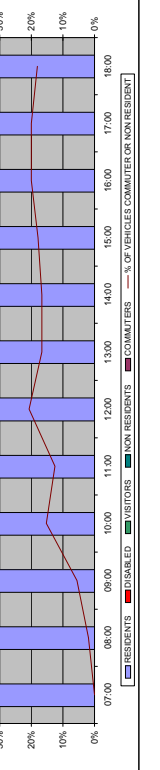
% OF OCCUPANCY BY VEHICLE TYPE

RAINBOW STREET OCCUPANCY BY ALL USER TYPES (SATURDAY)

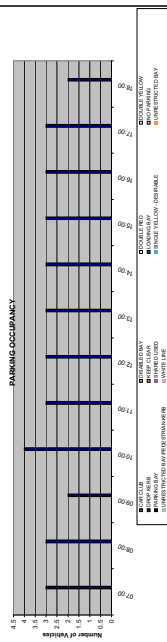


% OF OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	49	48	47	46	45	44	43	42	41	40	39	38
NON-RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	50	49	48	47	46	45	44	43	42	41	40	39

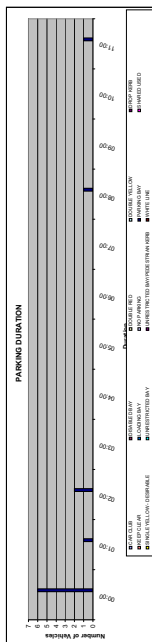


Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0

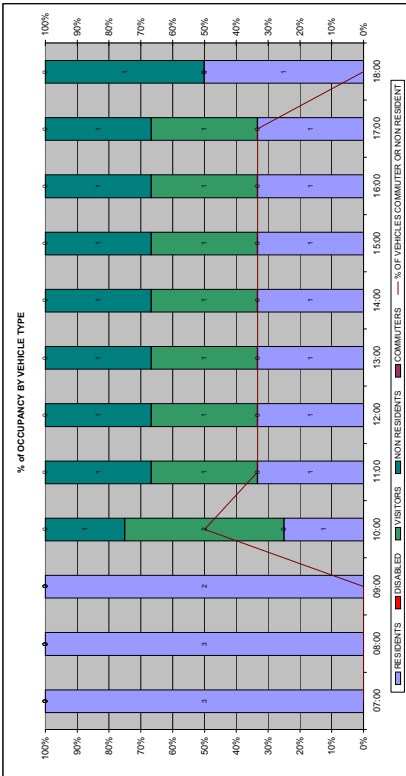
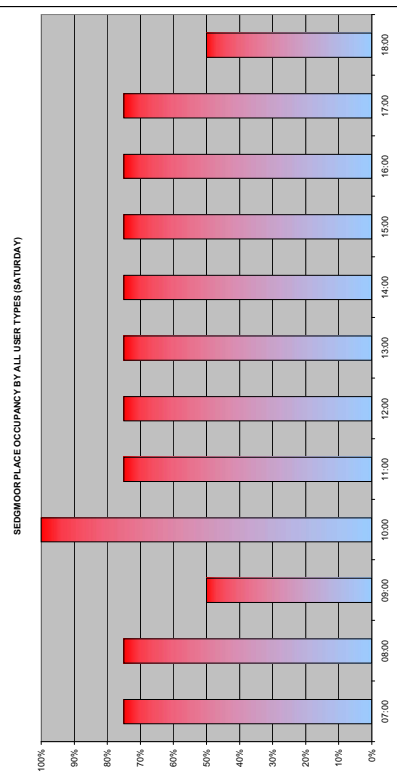


2019/2020
 2019/2020
 2019/2020

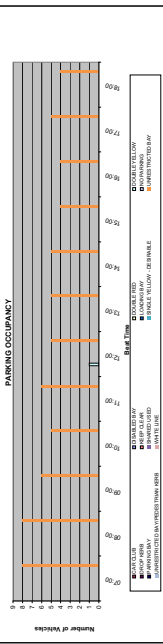
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	1	1	1	1	1	1	1	1	1	1	1	1
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0



2019/2020
 2019/2020
 2019/2020

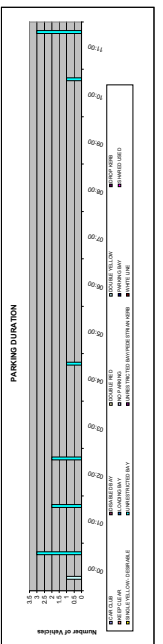


Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0



TILSON CLOSE OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0



TILSON CLOSE OCCUPANCY BY VEHICLE TYPE

Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0



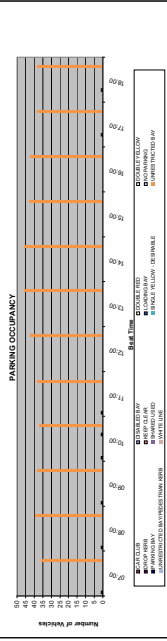
TILSON CLOSE OCCUPANCY BY VEHICLE TYPE

Category	Hour											
	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Residents	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0
Disabled	0	0	0	0	0	0	0	0	0	0	0	0
Commuters	0	0	0	0	0	0	0	0	0	0	0	0
Non-Residents	0	0	0	0	0	0	0	0	0	0	0	0



TILSON CLOSE OCCUPANCY BY VEHICLE TYPE

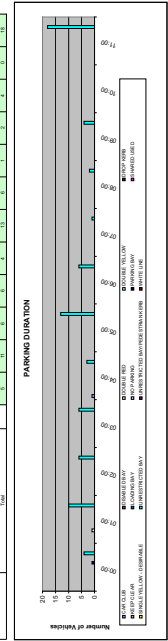
Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	37	38	36	34	29	26	27	25	21	20	19	18
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
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COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0



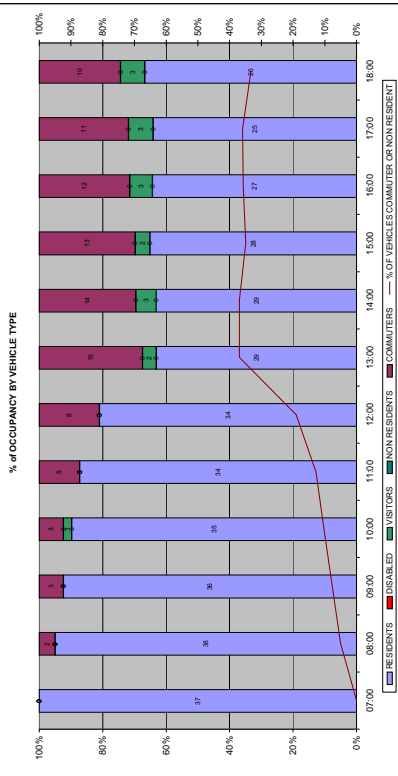
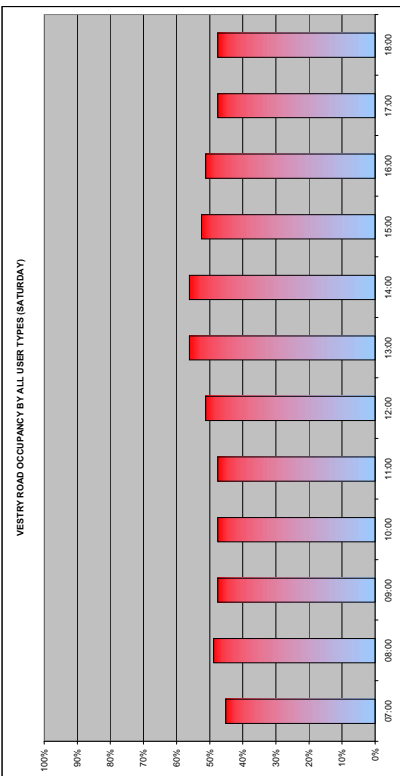
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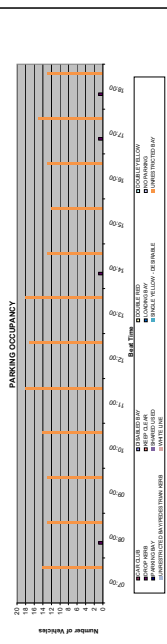
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DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
COMPUTERS	0	0	0	0	0	0	0	0	0	0	0	0



Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
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VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
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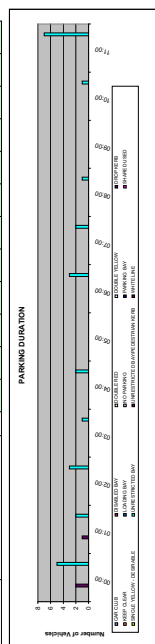


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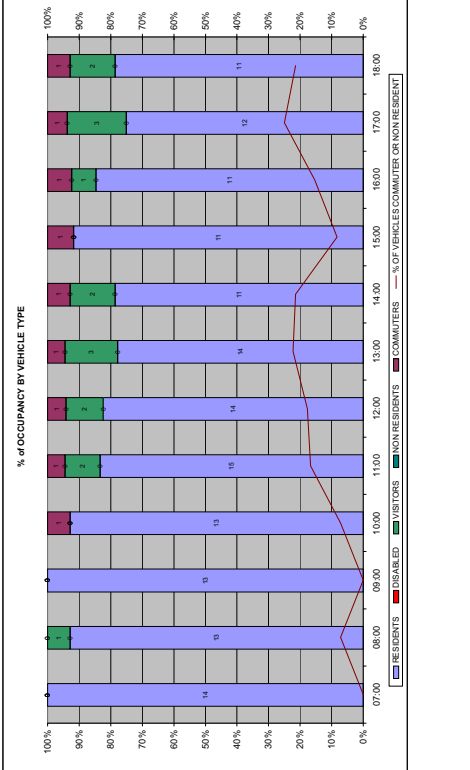
WELLS WAY OCCUPANCY BY ALL USER TYPES (SATURDAY)

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RESIDENTS	14	13	13	13	13	13	13	13	13	13	13	13
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	13	13	13	13	13	13	13	13	13	13	13



% OF OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
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NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	13	13	13	13	13	13	13	13	13	13	13



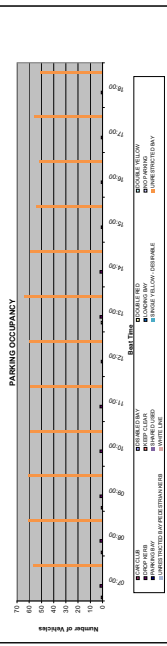
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RESIDENTS	14	13	13	13	13	13	13	13	13	13	13	13
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	14	13	13	13	13	13	13	13	13	13	13	13



% OF OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	48	48	47	46	45	44	43	42	41	40	39	38
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	48	48	47	46	45	44	43	42	41	40	39	38



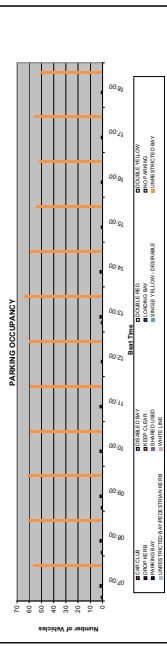
WILSON ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	60	58	57	56	55	54	53	52	51	50	49	48
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	60	58	57	56	55	54	53	52	51	50	49	48



% OF OCCUPANCY BY VEHICLE TYPE

Category	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
RESIDENTS	60	58	57	56	55	54	53	52	51	50	49	48
NON-RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0
COMMITTEES	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	60	58	57	56	55	54	53	52	51	50	49	48

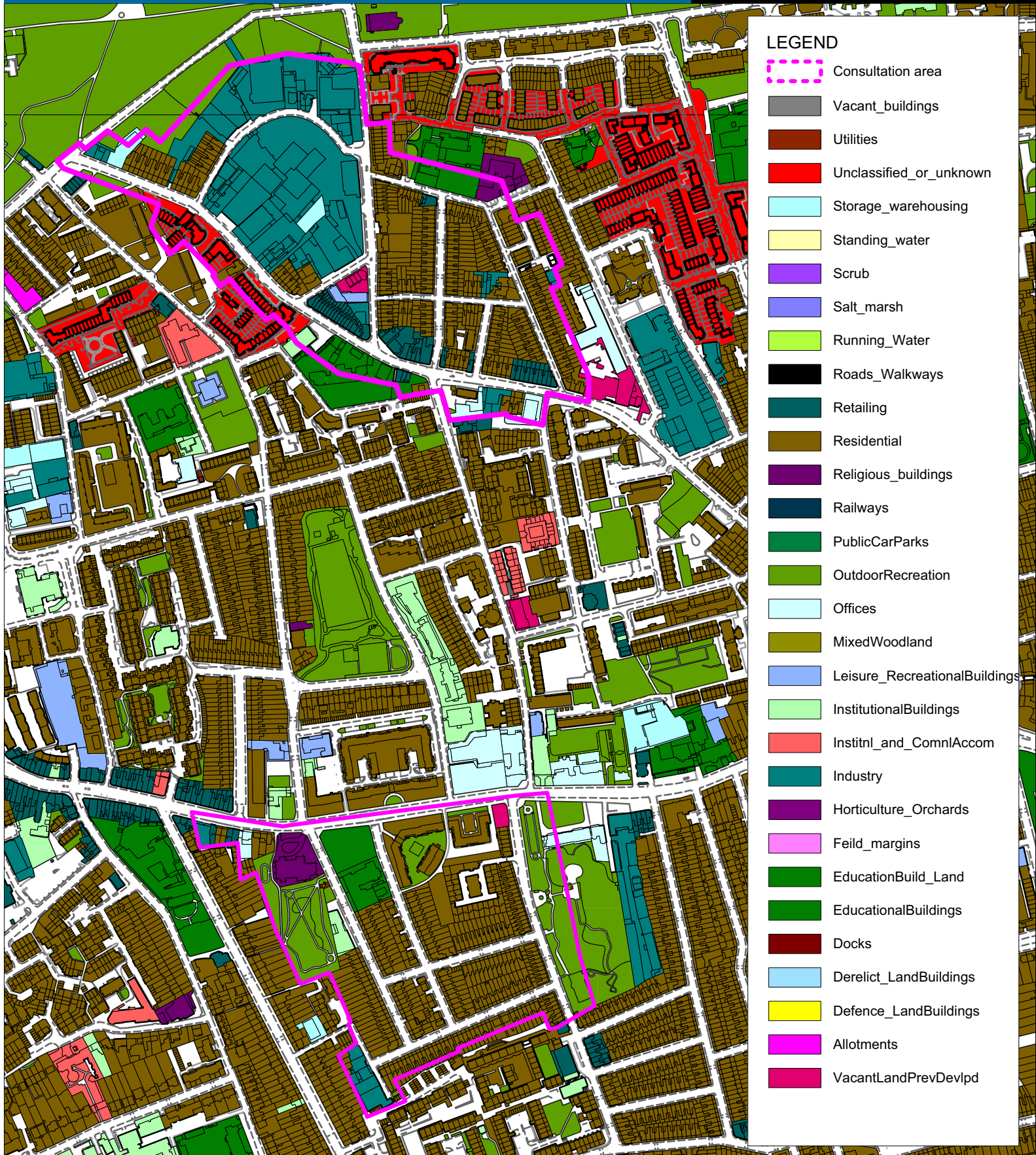


PARKING DURATION

LG/SW parking consultation Appendix 6

OS land use survey '05

March 2011



Lucas Gardens and Southampton Way 1st and 2nd stage CPZ consultation report

June 2011

www.southwark.gov.uk

This report details the findings of a study on the possibility of introducing parking controls in the Lucas Gardens and Southampton Way areas. It provides the evidence base for the associated key decision report which sets out recommendations for the cabinet member for transport, environment and recycling

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Section A – Introduction

Southwark Council has twenty Controlled Parking Zones (CPZs) in operation (appendix 1) which have been introduced over a period of almost 40 years. This time span reflects the historical and continued challenge, faced by every local authority, in matching the demand by drivers to park their cars with a finite supply of on-street parking spaces.

The Parking and Enforcement Plan¹ (PEP) sets out the council's policy in the management of parking on its public highway. The PEP acknowledges that few things polarise public opinion more than parking but that restrictions, in many areas of the borough, provide a critical tool in prioritising space in favour of certain groups (e.g. blue badge holders, residents or loading) as well as assisting in keeping the traffic flowing and improving road safety.

The PEP was adopted as an appendix to the council's overall transport strategy, the Local Implementation Plan² (LIP). Amongst a variety of transport objectives, the LIP sets out the council's aim to relieve congestion on our roads whilst recognising that motor vehicles play an important part in many people's lives and need to be catered for within our road network.

The LIP notes that congestion can be tackled through a combination of strategies – one of which is managing demand for travel through parking regulation.

Parking is the end result of a trip. The availability of parking at a destination has a clear effect on whether the trip is made by car or not. Existing parking controls all across Southwark already assist in improving traffic and congestion levels. The controls provide another significant tool that can be used to help control the use of the private car. This, in turn, provides benefits in terms of vehicular emissions, traffic congestion and social inclusion and maintenance costs.

The LIP (and it's replacement, the emerging Transport Plan 2011³) fit within the wider context, at a regional level, of the Mayor's Transport Strategy⁴.

¹ http://www.southwark.gov.uk/Uploads/FILE_42772.pdf

² <http://www.southwark.gov.uk/YourServices/transport/lip/>

³ http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011

⁴ <http://www.london.gov.uk/shaping-london/>

Section B – Study methods and decision making

Background of study

The PEP⁵ identifies the study areas as locations which may justify consideration of a new zone. The PEP describes these two areas as residential areas in which there is a high density of car ownership and there are also concentrations of employment. Another consideration is both areas' proximity to other controlled parking zones (EC, L and NC).

Network development carried out a first stage ('in-principal') consultation and analysis of an area of uncontrolled streets (non-CPZ) known as East Camberwell / West Peckham in September 2006.

Two areas showed support and were progressed to 2nd stage (detailed design) consultation, East Camberwell and Lucas Gardens (LG). This took place in November 2007.

In June/July 2008 – CPZ draft report/plans presented to Camberwell Community Council and the key decision was taken by the director of environment and housing agreeing the detailed layout and to introduce EC CPZ only. As a result of late representations from residents the decision was taken not to proceed with the introduction of the LG CPZ and Camberwell Community Council asked that LG area be monitored during the EC traffic orders experimental period.

In April 2009 EC CPZ was introduced as an experimental traffic order. In September 2010 EC CPZ traffic order was made permanent.

The council's 2010-12 network development programme was approved in June 2010 by the cabinet member for environment and transport. Pertinently, this included a parking consultation of residents and businesses in streets around the periphery of the existing EC CPZ.

The reason to re-consult is based upon a commitment⁶ to monitor parking around the periphery of EC CPZ for a period of 18 months, following the operational commencement of EC CPZ. It was agreed that a further one-stage consultation be carried out should substantial representations be made in the area (during the review period).

During the 18 month period, officers completed two spot parking-occupancy surveys that showed an increase in parking demand in surrounding roads.

All streets within the Lucas Gardens area and Parkhouse Street⁷ (noted that this is a boundary road between Camberwell and Walworth community council) have recently required the installation of double yellow lines on all junctions and bends to prevent dangerous/obstructive parking. This is a familiar indicator that parking pressure is high.

Furthermore, the council has received continued correspondence on the matter, the vast majority of which can be summarised as asking the council to re-consult / introduce a CPZ. This has included a 288

⁵ Chapter 4.3, Parking and Enforcement Plan, Southwark Council

⁶ Lucas Gardens controlled parking zone 2nd stage report, August 2008

⁷ Parkhouse Street is a boundary road between Walworth and Camberwell community council

signature petition⁸, Councillor and MP enquiries and officer's attendance to Wilson's Tenant's and Resident's Association Meeting (July 16 2009).

History of parking consultations in the area

Area	Date	Consultation	Outcome
EC and WP	2006/7	1 st stage consultation, extending approximately from Camberwell Green to Peckham Hill Street and St Georges Way to Lyndhurst Grove.	Decision to progress to 2 nd stage consultation in supportive area of EC and LG only.
EC and LG	2007/8	2 nd stage consultation in those areas identified in support during 2006 1 st stage consultation.	EC and LG 2 nd stage consultation. LG does not progress to implementation due to substantial comments against the scheme at Camberwell community council
EC only	April 2009	EC CPZ experimental traffic order made.	Camberwell Community Council asked that LG be monitored during EC experimental period.
EC only	September 2010	EC CPZ traffic order made permanent	Desktop review carried out experimental CPZ considered successful, TMO made permanent
LG and SW	2010/11	Combined 1 st and 2 nd stage consultation with: LG area includes Grace's Road, Grace's Mews, Vestry Road, Dagmar Road, Wilson Road and Maude Road SW area includes Southampton Way, Parkhouse Street, Wells Way, Coleman Road, Bonsor Street, Rainbow Street, Tilson Close, Cottage Green, Chiswell Street and Dowlas Street	

⁸ Noted that 31 signatures were from addresses outside the recommended consultation area

Project structure

Since adoption of the PEP, the council carries out its CPZ projects by way of a two-stage consultation process⁹, except where the area limits are predetermined by physical, borough or existing CPZ boundaries or by budget constraints - in which case a joint 1st/2nd stage consultation may be carried out. In this case the boundaries for LG were already defined by the earlier consultation and in SW physical and budget set the boundary, therefore a combine 1st and 2nd stage consultation was carried out.

First and second stage (combined) CPZ consultation

Parking occupancy and duration surveys are carried out to analyse who is parking in the area and for how long

A questionnaire is sent out to every property within the area asking for opinions on the principal of a CPZ and whether or not they experience parking problems. During this stage we will consult on the detail of the zone, for example, we will ask views on the type and position of parking bays, the hours and days that the CPZ should operate and other detailed parking issues.

During consultation period, public exhibitions are held in which the local community were invited to meet officers to view and discuss the detailed design.

We will also ask our key stakeholders for their comments.

Consultation replies and parking data are used to make a decision whether or not to introduce a CPZ in the area.

A draft consultation and key decision report is produced and sent to the community council for comment.

The key decision is taken by the cabinet member for environment, transport and recycling on whether or not the CPZ is introduced.

More detail of the process is shown in Figure 1.

Consultation area

A presentation of the consultation strategy was given and approved at Camberwell Community Council on 22 September 2010 and ward members from Faraday Ward were notified by email on 1 October 2010.

The streets approved for consultation are situated within Brunswick Park, Camberwell Green and Faraday Wards.

Parkhouse Street and northern section of Southampton Way are boundary roads between Camberwell and Walworth community councils.

⁹ http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/

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

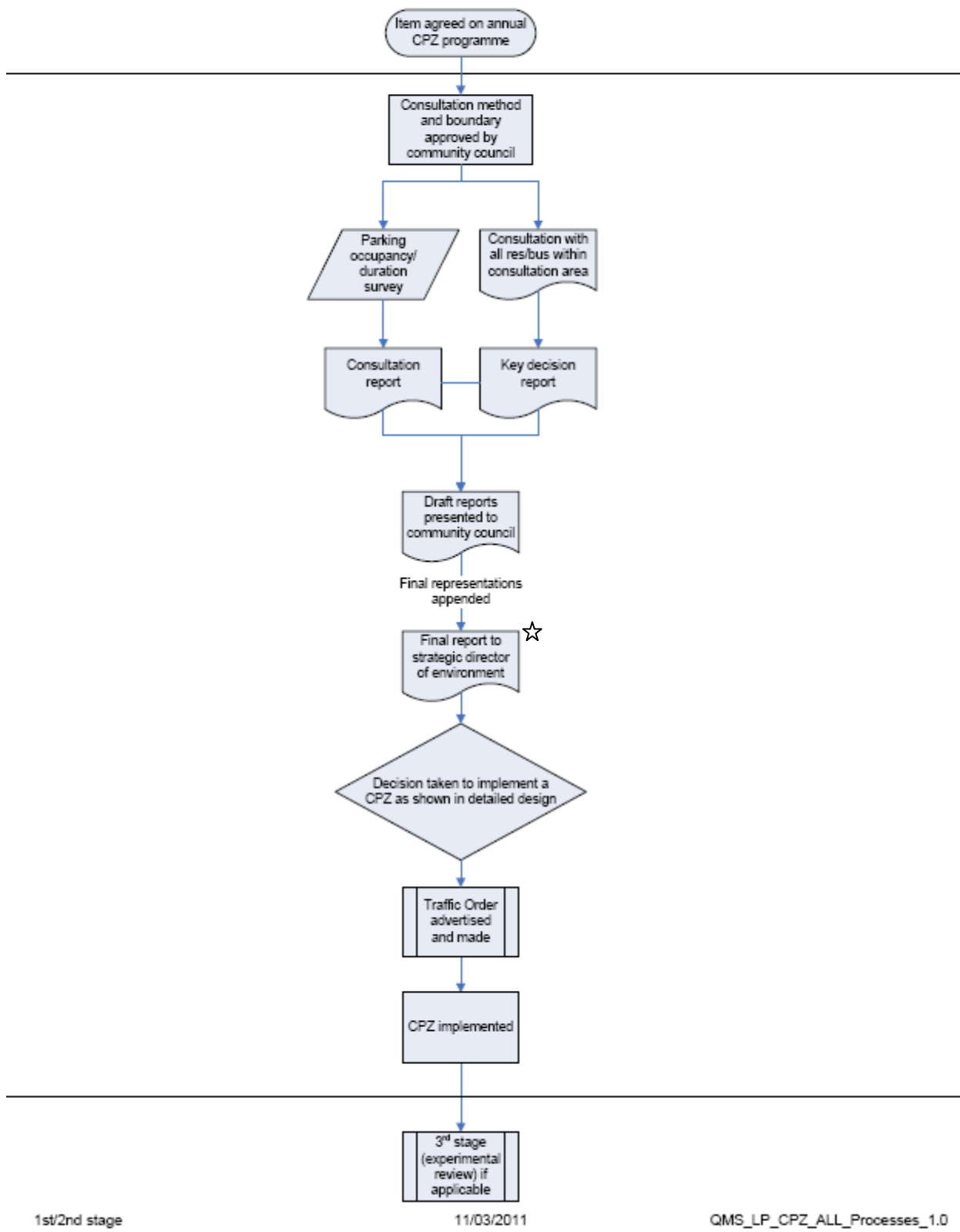


Figure 1

☆ Addendum – decision changed from strategic director to cabinet member on 25/5/11

Existing parking arrangements in LG area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking. These are summarised as:

- Road safety and traffic management measures – e.g. At any time waiting restrictions - on all junctions within the consultation area
- Origin disabled parking bays – 3 installed outside residents homes who meet the council's criteria
- Transport for London Road Network (TLRN) – Wilson Road and Vestry Road
- Vehicle crossovers – 24 allow access to private land (i.e. residential front driveways) parking is permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)

Existing parking arrangements in SW area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking. These are summarised as:

- Bus priority measures – e.g. bus stops on Southampton Way and Wells Way
- Road safety measures – e.g. formal pedestrian crossings on Southampton Way
- Local traffic management – e.g. assisting sight lines in side roads streets off Southampton Way and to improve traffic flow on Parkhouse Street
- Short term parking or loading bays – to assist turn-over of space for local business, bays located in Southampton Way and Rainbow Street
- Origin disabled parking bays – 8 installed outside residents homes who meet the council's criteria
- Vehicle crossovers – 39 allow access to private land (ie residential front driveways) parking is permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)

The above controls operate within the consultation area. Additionally, there are CPZs in the surrounding neighbourhood that will likely have influence upon the supply of on-street parking through the effects of displacement.

It should be noted that CPZs further afield, are also likely to play a part in impacting upon supply of on-street parking. CPZs in the north of Southwark (and across all central London authorities) prevent long-stay parking where motorists may otherwise choose to park and continue their journey on-foot to work. These CPZs are extensive in their area and provide protection to local residents; this may result in some motorists choosing to drive to outer rail stations or to locations that are adjacent to bus routes and then continuing on their journey by train or bus.

Consultation document

602 and 621 addresses are located within the LG and SW consultation areas respectively. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents (appendix 2 and 3) was made on 10 December 2010 by way of a blanket hand-delivery to all (residential and commercial) properties within the two consultation areas. The delivery was carried out by a leaflet distribution company - London Letterbox.

The document was also sent to the network development's key and local stakeholders. Local stakeholders were identified as the cabinet member for environment, transport and recycling, ward members, Metropolitan Police Service, London Ambulance Service, London Fire Brigade, Transport for London, internal council teams and transport user groups.

The document was designed to present information on:

- Why the consultation was being carried out
- How recipients could contribute / decision making
- What the 1st and 2nd stage CPZ consultation was about
- Southwark's policy in regard to CPZ
- Frequently asked questions
- Consultation map
- Initial design drawing

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

- Their address
- Whether they park (on-street)
- Current ability to park
- When problems occur
- Whether their opinion would change if a CPZ was introduced in an adjacent street
- Initial design
- Hours/days of enforcement
- Any other comments

The document followed Southwark's communications guidelines and provided detail on large print versions and translation services.

The questionnaire could be returned in a provided freepost envelope to the council's offices or via an online webpage.

Documents were delivered on 10 December 2010 and the response period ran until 14 January 2011 (the usual period of 3 weeks for such consultations was extended because of the Christmas period). Officers accepted and inputted responses up to 31 January 2011.

Additionally, details of a phone number and email address were provided to those receiving the document should they wish to talk to an officer or email their comments. In those cases, officers provided assistance and advised residents that they should also complete their questionnaire as data from this formed the main basis of the results analysis.

Public exhibitions

The network development team held three public exhibitions on,

- Thursday 16 December 2010 - 4pm to 8pm at the Southwark Town Hall,
- Saturday 8 January 2011 - 10am to 2pm at the Elmington Tenants and Residents Association Hall
- Thursday 13 January 2011 - 4.30pm to 8pm at the Southwark Town Hall

Further information

70 street notices were erected within the two consultation areas at the end of the 1st week of consultation (10 December 2010). A copy of the street notices and reminder street notices are found in appendix 4. The notice provided contact details (telephone and email) for more detail on the consultation and advice of what to do if consultation packs had not been received. An additional 70 reminder street notices were erected within the two consultation areas at the before the last week of the consultation (3 January 2011)

The council's parking consultation webpage¹⁰ was also updated with detail of the active consultation, its process and how decisions would be taken. A selection of frequently asked questions in relation to CPZs also provided an additional source of information for those making enquiries as to what a CPZ could mean to them.

As mentioned above, a direct phone number and email address to the network development team was made available to allow those wishing to making enquires via those methods. Officers assisted with response and also recommended that the callers complete their questionnaire.

Parking surveys

To quantify the parking situation, Count on Us were commissioned to undertake parking surveys on a weekday 4 November 2010 (appendix 5.1) and a Saturday 6 November 2010 (appendix 5.2) to ascertain parking occupancy and duration of stay on all 14 public highway roads within the two study areas.

¹⁰ <http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/>

Section C – Consultation questionnaire results summary

Summary of response rate

Figure 2.1 shows that the LG consultation yielded 136 returned questionnaires, representing a 22.6% response rate and figure 2.2 shows SW consultation yielded 94 returned questionnaires, representing 15.1%. For LG, this is an excellent response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities. For SW this is an average response rate, consistent with similar consultation elsewhere in the borough.

In LG the highest response rate was from Grace's Mews (70%), the lowest was Camberwell Church Road with no responses.

In SW the highest response rate was from Dowlas Street (44.4%), the lowest were Newent Close, Harris Street, Havil Street, Benhill Road and Sedgemoor Place with no responses. Apart from Newent Close the other streets listed are part of East Camberwell CPZ; this may explain the lack of responses.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold. Whilst the LG consultation did achieve this, overall SW did not. In accordance with the PEP, other local information sources (such as quantitative parking studies, future development, likely impact of surrounding parking controls and community council opinion) should be given greater weighting where the threshold is not reached.

A further 53 comments were made either by email, letter or phone.

LG Area Street	Delivered	Returned	Response rate	Telephone	Email/letter	Total responses to consultation
Dagmar Road	89	32	36%	2	1	35
Camberwell Church Road	24	0	0%	0	0	0
Grace's Road	85	19	22%	2	1	22
Grace's Mews	10	7	70%	4	2	13
Maude Road	55	24	44%	1	6	31
Peckham Road	121	3	2%	0	4	7
Vestry Road	44	25	57%	1	0	26
Vestry Mews	41	3	7%	0	0	3
Wilson Road	133	23	17%	1	2	26
Outside consultation area	0	0	0%	0	2	2
TOTAL	602	136	22.6%	11	18	165

Figure 2.1

SW Area Street	Delivered	Returned	Response rate	Telephone	Email/letter	Total responses to consultation
Bonsor Street	19	2	11%	0	0	2
Coleman Road	107	25	23%	1	4	30
Chiswell Street	20	5	25%	1	0	6
Cottage Green	19	1	5%	0	0	1
Dowlas Street	18	8	44%	0	0	8
Parkhouse Street	41	3	7%	0	2	5
Rainbow Street	62	19	31%	1	0	20
Southampton Way	241	16	7%	4	3	23
Tilson Close	13	3	23%	0	0	3
Wells Way	45	12	27%	1	2	15
Newent Close	9	0	0%	1	0	1
Harris Street	1	0	0%	0	0	0
Havil Street	1	0	0%	0	0	0
Sedgemoor Place	14	0	0%	0	0	0
Benhill Road	11	0	0%	0	0	0
Outside consultation area	0	0	0%	0	4	4
TOTAL	621	94	15.1%	9	15	118

Figure 2.2

Recommendations are based on feedback received from the public consultation in conjunction with objective analysis of occupancy data from parking stress surveys.

Headline consultation results for Lucas Gardens

- 1) Evaluation shows that 97.7% of responses were received from residential properties. Based upon OS land use survey data (appendix 6) this is representative of the area.
- 2) The majority of respondents have access to one or more vehicle. Only 17% of respondents in LG area don't have a vehicle. This response is unrepresentative for the ward where 50% don't have a car¹¹ and Southwark (51.9%).
- 3) Nearly three quarters, 73%, of respondents park one vehicle on the public highway, detailed in Figure 3.

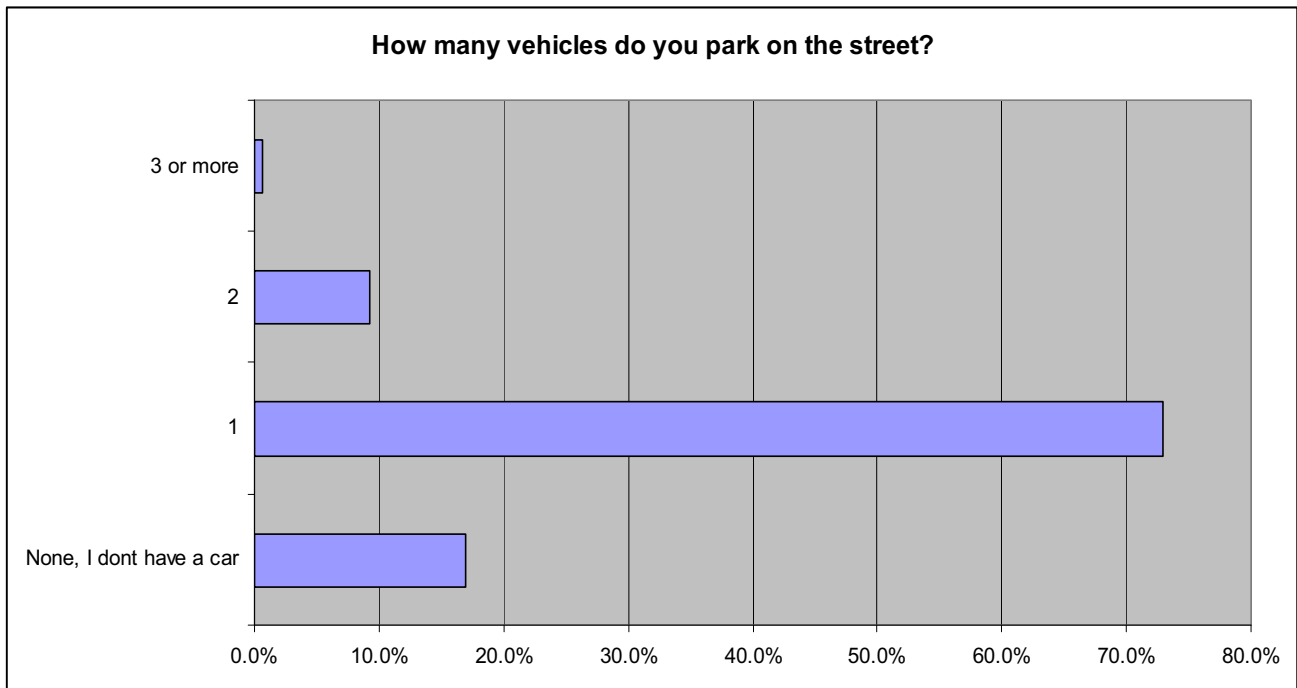


Figure 3

- 4) The vast majority (79.4%) of respondents do not have any off-street parking. It is therefore assumed that the remainder (21.1%) either have private driveways, estate parking or private car parks (ie small surface car parks most usually associated with small apartment blocks).
- 5) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 32.8% found it easy or very easy, 54.2% found it difficult or very difficult. The results were very similar when asked about *your* visitor's ability to find an on-street parking, though slightly more polarised (28% v 59.2%).
- 6) Question 4 was provided to ascertain when respondents most felt parking difficulties occurred. Figure 4 details the responses. The largest response group expressed that their parking problems occurred weekdays during the daytime. The second largest group said that problems occurred during the weekday evenings, followed by Sundays.

¹¹ Office for National Statistics, Census Area Statistics, UV62

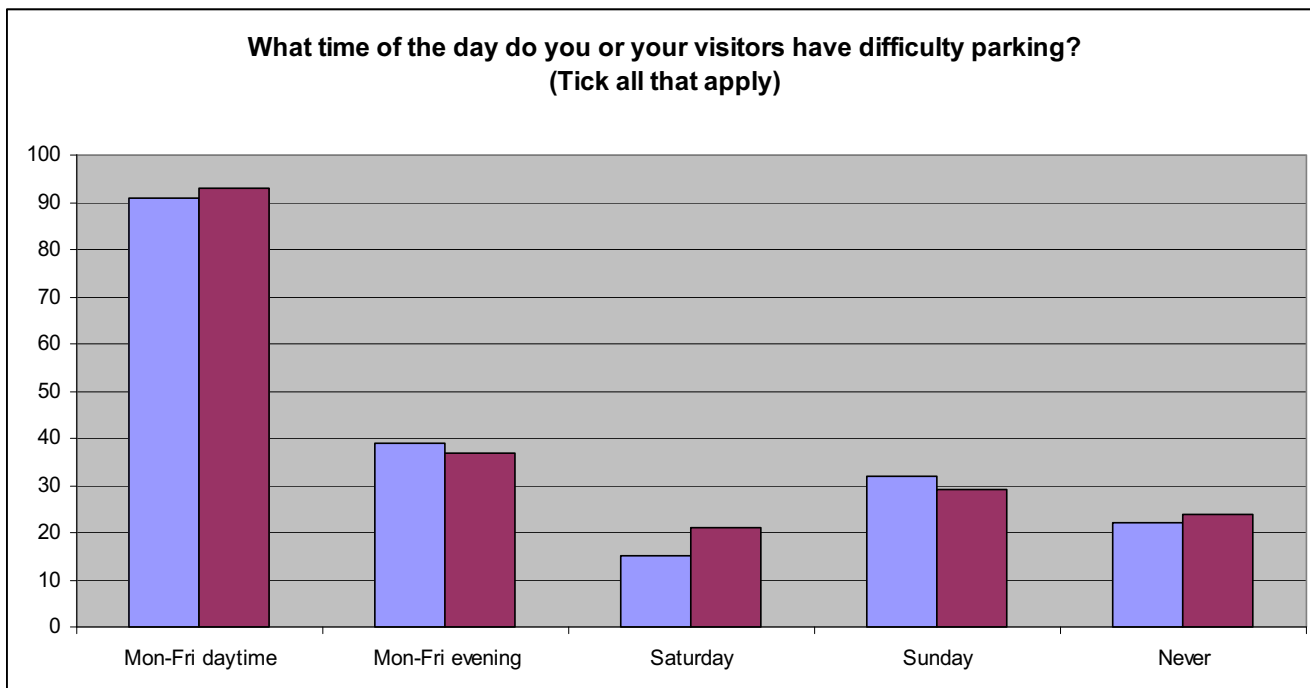


Figure 4

- 7) The key question of “do you want a CPZ?” is graphed in Figure 5.1 below. It is also illustrated on the following page, in a map format, as Figure 5 – this shows the street-by-street “% for” and the “% against” the proposal to introduce a CPZ, as well as the response rate for that street.

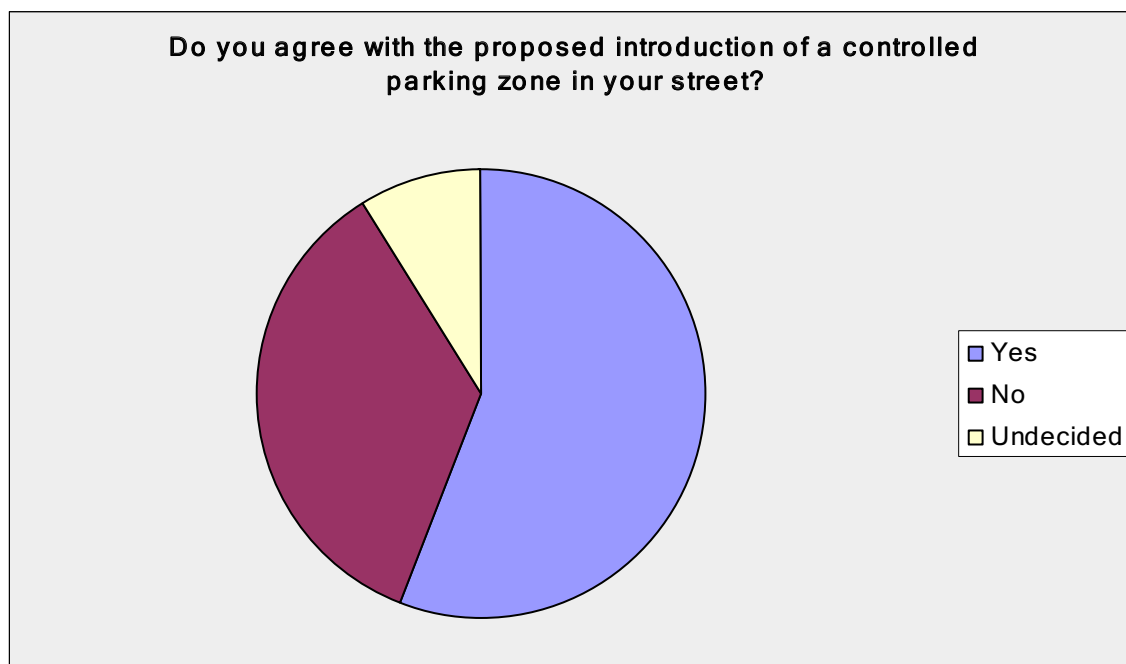


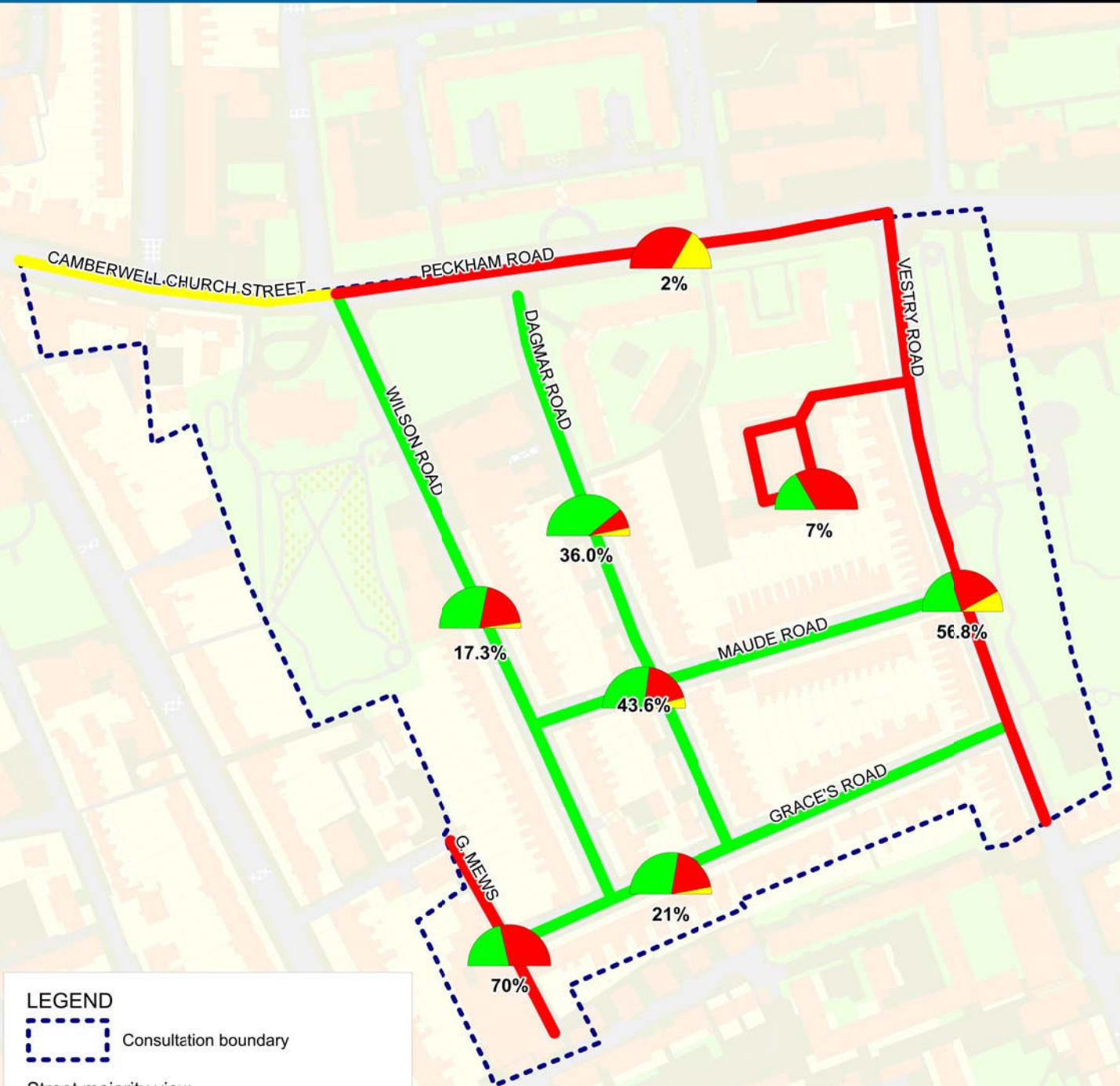
Figure 5.1

Lucas Gardens - parking consultation

Figure 5

Do you want a CPZ and response rate

March 2011



LEGEND

- Consultation boundary
- Street majority view
 - Against
 - For
 - Nil response
- Street result with % response rate
 - Yes
 - No
 - Undecided

- 8) Those persons who responded that they didn't want a CPZ in their street were asked a further question if they would change their mind if a CPZ was to be introduced in an adjacent street. Figure 6 details the responses. The majority (59.4%) would not change their mind and wanted to keep their street uncontrolled even if a CPZ was introduced into an adjacent street.

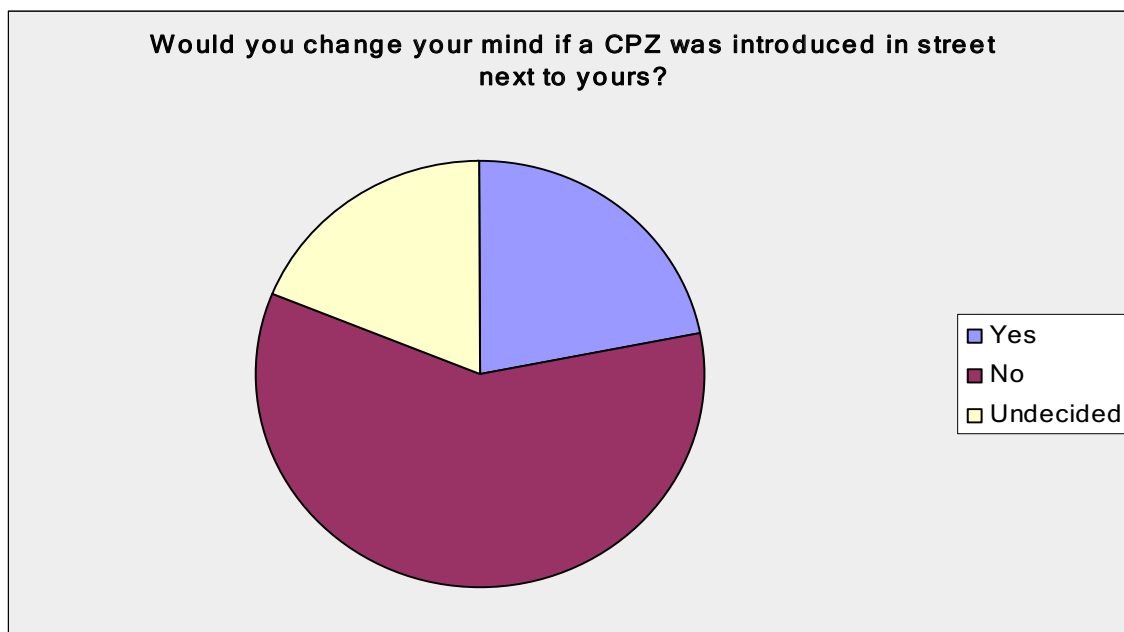


Figure 6

- 9) An initial design drawing showing the proposed parking layout was provided in the consultation pack and comments were sought from respondents 55% of those who responded agreed with the parking bay layout and 32.1% did not.
- 10) An additional question relating to the detailed design was, “do you agree with the proposed type of parking bay?” 55.7% of those who responded agreed with design and 32.1% did not.
- 11) Of those who did not agree with the proposed type of parking bays 50% want more permit holder only bays and 30.4% wanted more short stay bays. Of note was that 15% (7) respondents to this question considered that more on-street bicycle parking was required. Whilst the initial design did not propose any, this information is valuable to the council for future schemes. Figure 7 details the responses.

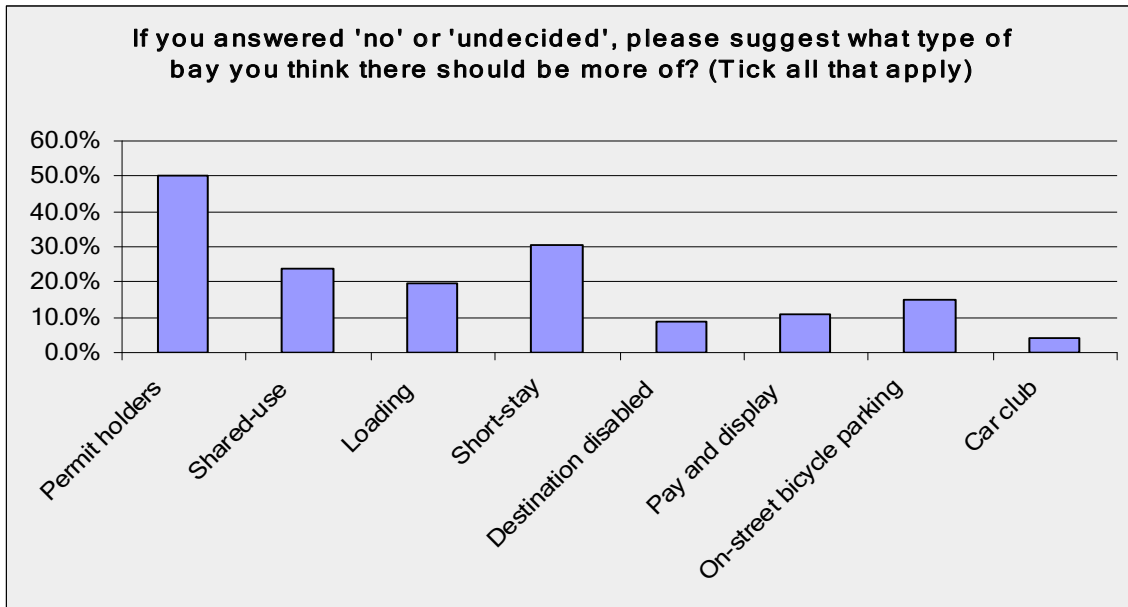


Figure 7

12) If parking controls were to be introduced, the majority (55.8%) considered Monday to Friday from 8.30am to 6.30pm as their preferred choice.

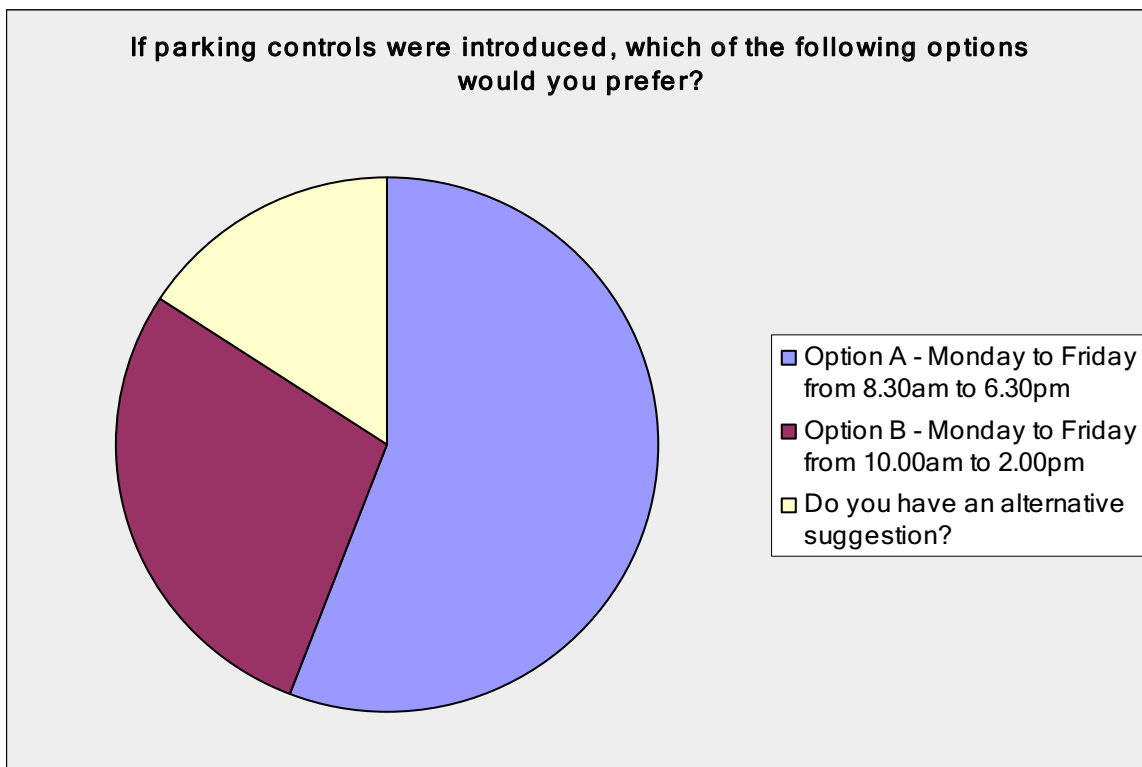


Figure 8

13) Alternative suggestions ranged from 'no parking controls at all' to requests for 24/7 controls.

14) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a CPZ was wanted or not. Figure 9 provides a random selection of comments from those in support of controls. Figure 10 provides a random selection of comments from those against controls. The text positions are indicative of the location the responses originated from.

Lucas Gardens - parking consultation

Figure 9

Additional comments from those supporting a CPZ

March 2011



Lucas Gardens - parking consultation

Figure 10

Additional comments from those against a CPZ

March 2011



Headline consultation results for Southampton Way

- 15) Evaluation shows that 94.9% of responses were received from residential properties. Based upon OS land use survey data (appendix 6) this is not very representative of the area.
- 16) The majority of respondents have access to one or more vehicle. Only 11.7% of respondents don't have a vehicle. This response is unrepresentative for the ward where 54% of households don't have a car¹² and Southwark (51.9%).
- 17) Over three quarters, 78.7%, of respondents park one vehicle on the public highway (Figure 11).

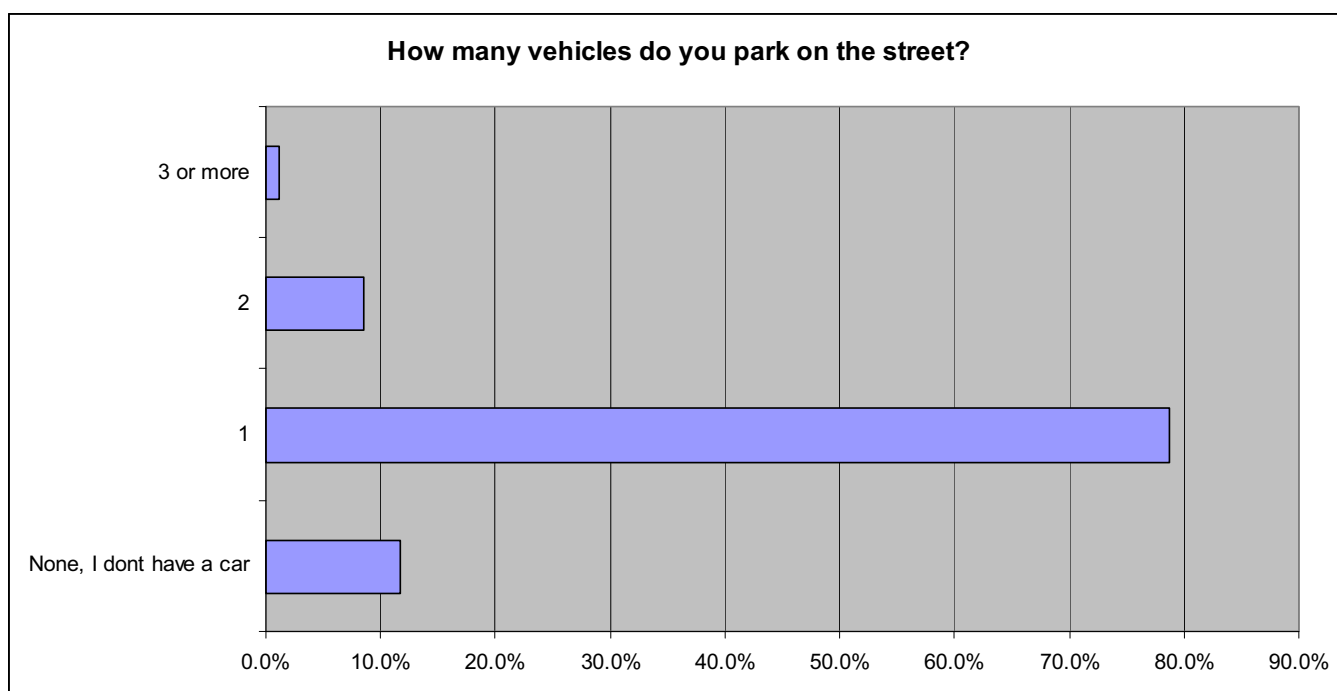


Figure 11

- 18) The vast majority (86.2%) of respondents do not have any off-street parking. It is therefore assumed that the remainder (13.8%) have either private driveways or private car parks (i.e. small surface car parks most usually associated with small apartment blocks).
- 19) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 48.8% found it easy or very easy, 40.4% found it difficult or very difficult. The results were very similar when asked about *your* visitor's ability to find an on-street parking, though more polarised (39.5% v 47.2%).
- 20) Question 4 was provided to ascertain when respondents most felt parking difficulties occurred. Figure 12 details the responses. The two largest response groups expressed that their parking problems occurred weekday during the daytime and Sundays. The second largest group said that problems never occurred. .

¹² Office for National Statistics, Census Area Statistics, UV62

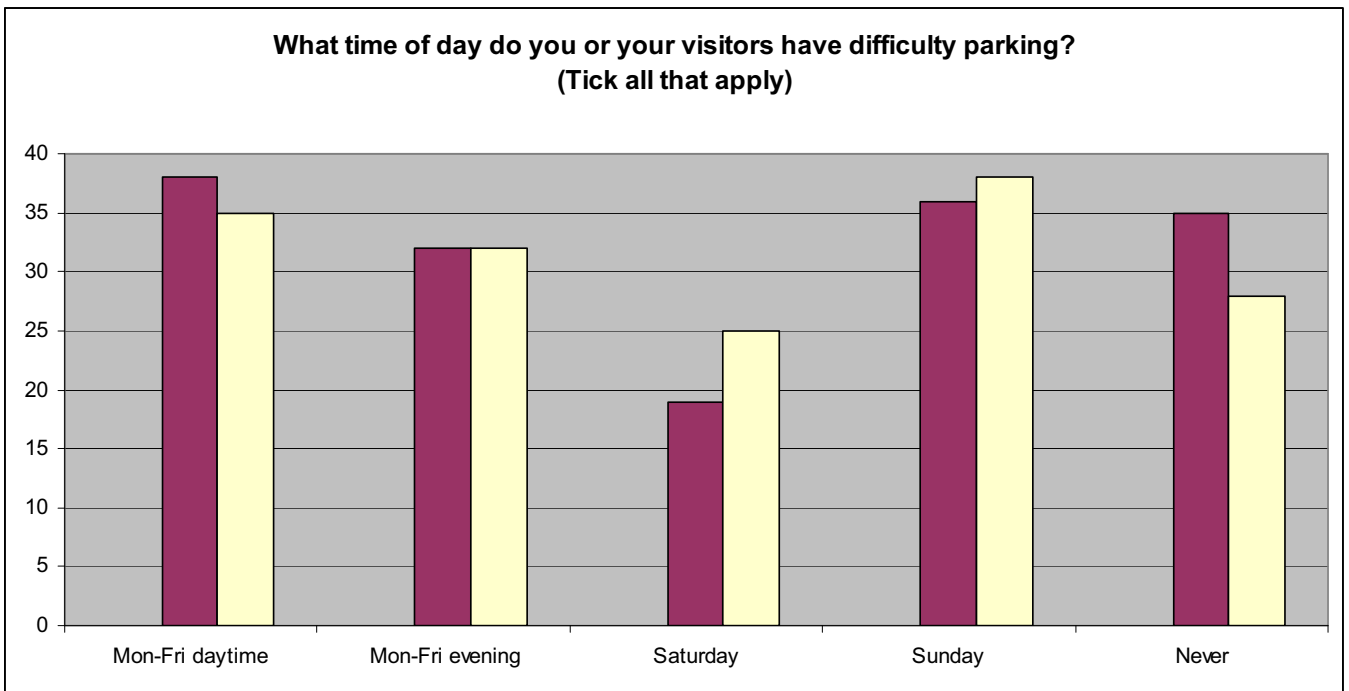


Figure 12

21) The key question of “do you want a CPZ?” is graphed in Figure 13.1 below. It is also illustrated on the following page, in a map format, as Figure 13 – this shows the street-by-street “% for” and the “% against” the proposal to introduce a CPZ, as well as the response rate for that street.

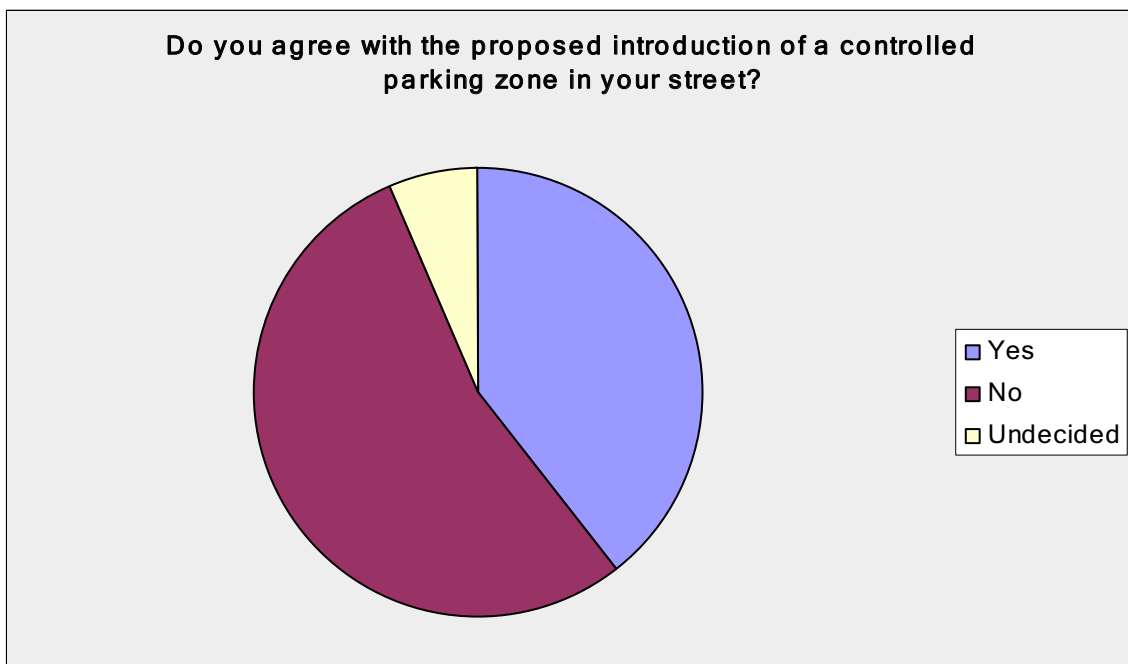


Figure 13.1

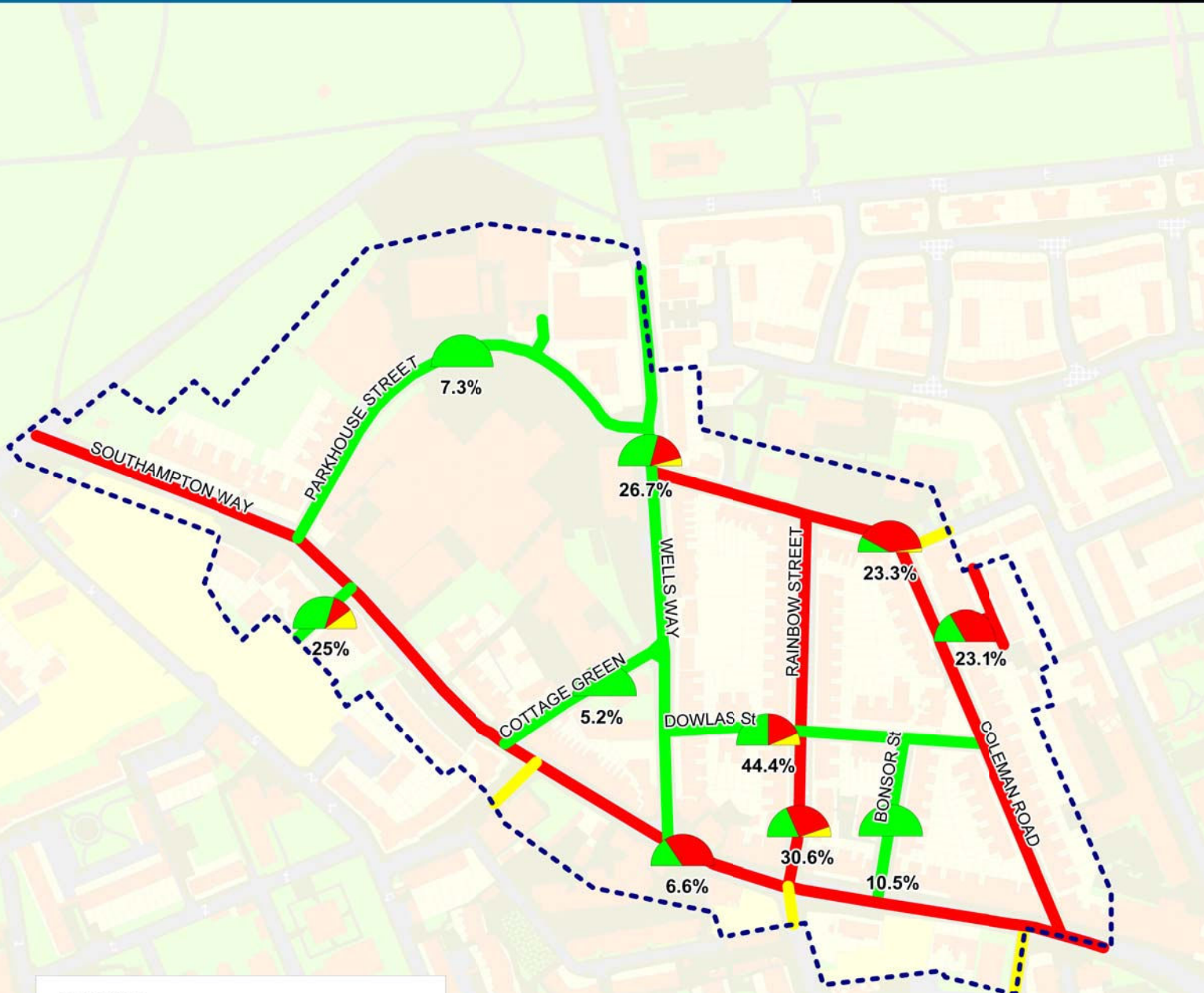
Southampton Way - parking consultation



Figure 13

Do you want a CPZ and response rate

March 2011



LEGEND

- Consultation boundary
- Street majority view**
 - Against
 - For
 - Nil response
- Street result with % response rate**
 - Yes
 - No
 - Undecided

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22) Those persons who responded that they didn't want a CPZ in a street were asked a further question if they would change their mind if a CPZ was to be introduced in an adjacent street. The majority (60.3%) would not change their mind and wanted to keep their street uncontrolled even if a CPZ was introduced into an adjacent street.

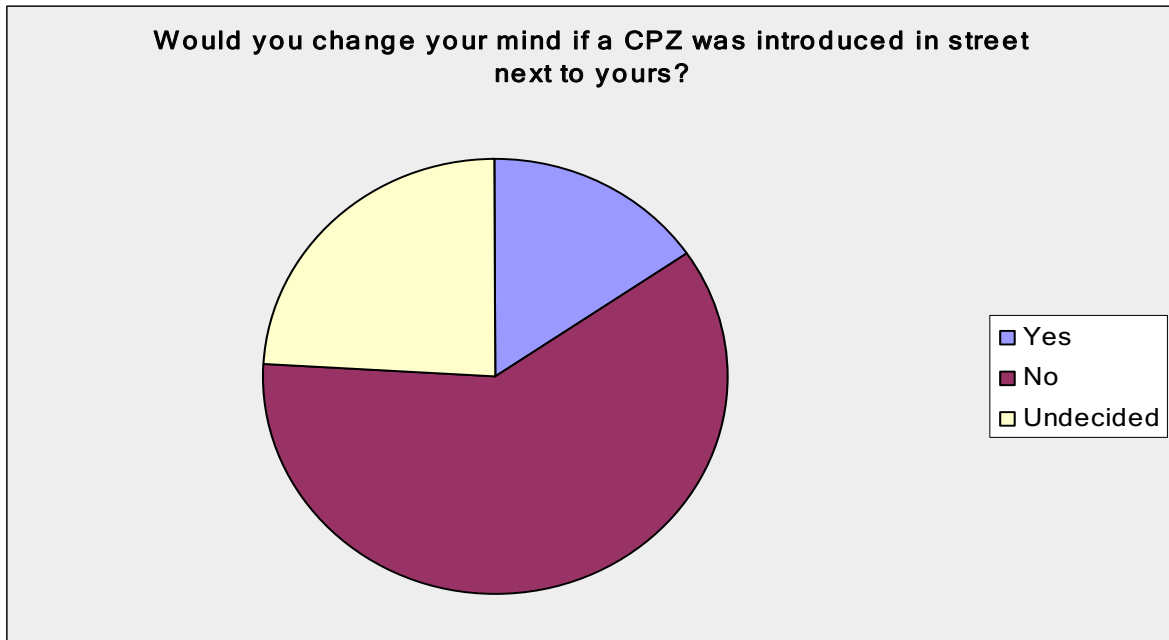


Figure 14

23) An initial design drawing showing the proposed parking layout proposed parking layout was provided in the consultation pack and comments were sought from respondents 39.1% of those who responded agreed with the parking bay layout and 41.3% did not.

24) An additional question relating to the detailed design was "do you agree with the proposed type of parking bay?" 39.1% of those who responded agreed with design and 41.3% did not, with 19.6% undecided.

25) Of those who did not agree with the proposed type of parking bays 33.3% want more permit holder only bays, 23.3% wanted more short stay bays and 26.7% wanted more shared use bays. Of note was that 26.7% (8) respondents to this question considered that more on-street bicycle parking was required and 16.7% (5) respondents considered that Car Club bays are required. Whilst the initial design did not propose any, this information is valuable to the council for future schemes. Figure 14.1 details the responses.

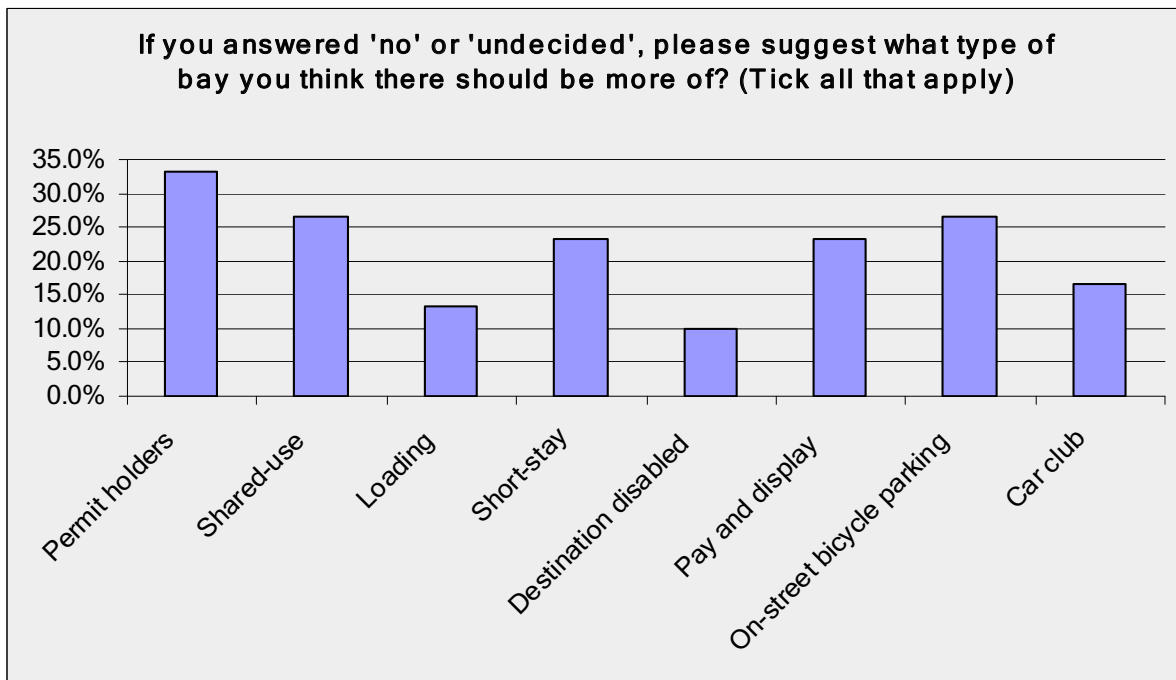
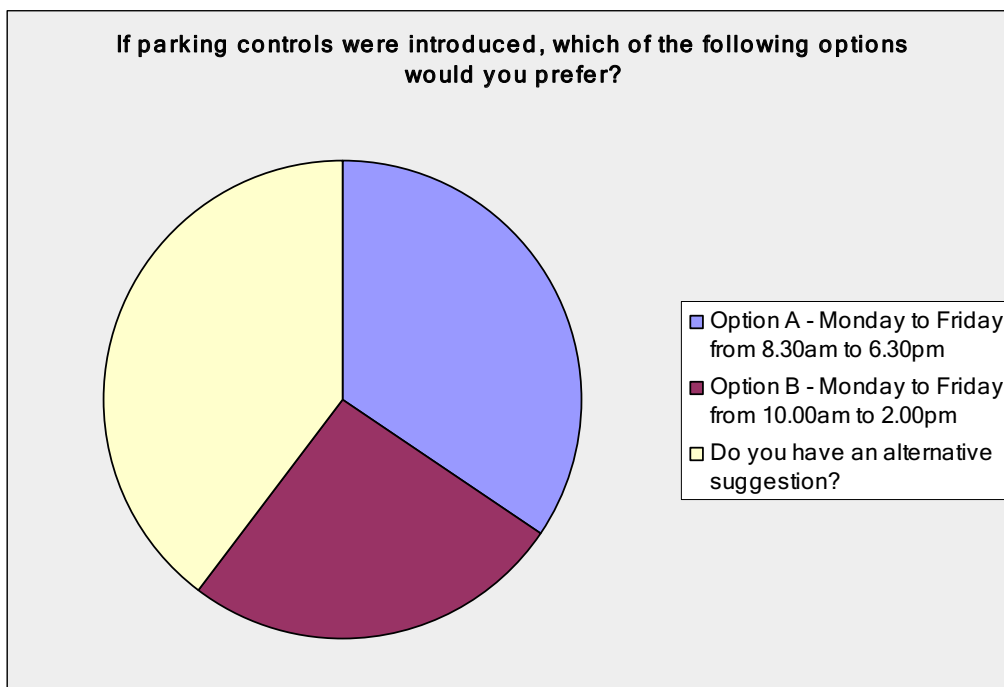


Figure 14.1

26) If parking controls were to be introduced, the largest response group provided an alternative suggestion. This indicates that the proposed options did not match respondent's expectations. Suggestions made ranged from 'no CPZ' to 'Monday to Sunday'



27) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a CPZ was wanted or not. Figure 15 provides a random selection of comments from those in support of controls. Figure 16 provides a random selection of comments from those in against controls. The text positions are indicative of the location the responses originated from.

Southampton Way - parking consultation

Figure 15

Additional comments from those supporting a CPZ

March 2011



Southampton Way - parking consultation

Figure 16

Additional comments from those against a CPZ

March 2011



Communications made outside of the Freepost questionnaire

Figures 2.1 and 2.2 displays the type of communication used by all respondents during consultation.

For the purposes of analysis, the figures used (unless stated otherwise) are based upon actual responses to the questionnaire via the freepost or online address. It is noted that when respondents scanned and emailed their responses to the council these have been included in the main questionnaire dataset.

Whilst inference can be made about the view expressed in an email or letter, for example, the council are unable to add these figures directly into the questionnaire results. This is to encourage people to read the information contained within the consultation pack, respond to specific questions, avoid risk of duplication from those persons who respond by more than one method (by email and questionnaire, for example) and to avoid misinterpretation by the officer inputting the data.

Communications made outside the questionnaire have been included in this study and Figures 17.1 and 17.2 summarise the main purpose of the correspondence.

Adhoc communications (LG)	A	B	C	D	E
communications	Supports	Against	Another consultation document required	Specific member request	Other general enquiries and scanned responses
Dagmar Road	1		1		2
Camberwell Church Road					
Grace's Road	1		1		1
Grace's Mews			2		4
Maude Road		1	1		5
Peckham Road				3	
Vestry Road					1
Vestry Mews					
Wilson Road	1		1		2
Outside consultation area		3			
TOTAL	3	4	6	3	15

Figure 17.1

Adhoc communications (SW) communications	A Supports	B Against	C Another consultation document required	D Specific member request	E Other general enquiries and scanned responses
Bonsor Street					
Coleman Road		2	1		2
Chiswell Street	1				
Cottage Green					
Dowlas Street					
Parkhouse Street	2				
Rainbow Street					1
Southampton Way		1	4		2
Tilson Close					
Wells Way	1	1			
Newent Close			1		
Harris Street					
Havil Street					
Sedgemoor Place					
Benhill Road					
Outside consultation area		2		2	
TOTAL	4	6	6	2	5

Figure 17.2

Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Thursday 4 November 2010) and a Saturday (6 November 2010).

The beat survey was carried out at every hour from 0700 to 1800. No major public events, school holidays or transport problems were reported on these dates. Full details of the results are set out in appendix 5.1 and 5.2. The weekday maximum parking occupancy is summarised in figure 18 and figure 19 and also indicates the time when the peak occurred.

The parking beat data was collected on a space by space basis with the exact location, any vehicle permit types shown, the vehicle type and the parking restriction type (if any) for each being recorded. Each space was 5.0 meters long was given a unique reference number.

The whole survey area (\approx 8.66 km kerbside) was surveyed between 0700 and 1800. The first beat in reality starts at 0600 and the last finished at 1900.

The surveys results display occupancy compared to capacity, length of vehicle stay and parking demand type for each street.

Headline results (LG)

- 1) All six roads demonstrated very high (>80%) peaks in parking occupancy. The average peak weekday occupancy was 86%. Three roads showed oversaturation (>100%) indicating parking was occurring in unsafe locations (on road junctions or yellow lines) or in obstructive locations (across dropped kerbs).
- 2) The highest level of occupancy (106%) was recorded on the weekday at 1100 in Maude Road.
- 3) The lowest level of occupancy (33%) was recorded on the Saturday at 1800 in Grace's Mews (excepting Camberwell Church Street which has no parking availability).
- 4) All roads showed a higher maximum occupancy on the weekday than the Saturday.
- 5) The average amount of weekday "commuter" or "non-resident" parking was 26% (excluding Camberwell Church Street which has no parking availability).
- 6) Vestry Road showed the highest peak proportion (37%) of weekday "commuter" or "non-resident" parking. The lowest proportion (20%) was in Wilson Road.

Headline results (SW)

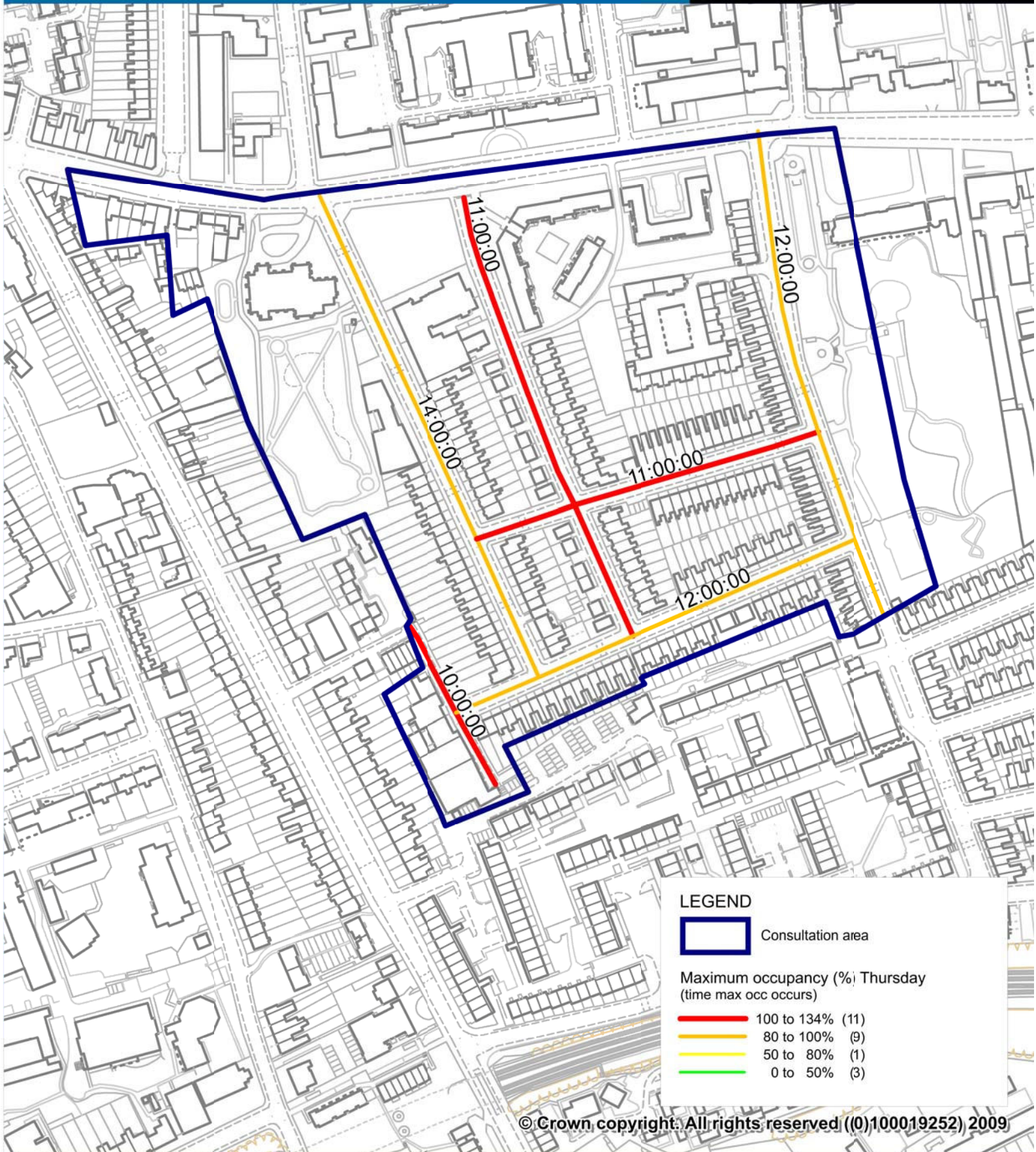
- 7) Six of the ten roads demonstrated very high (>80%) peaks in parking occupancy. The average peak weekday occupancy was 79%. Four roads showed oversaturation (>100%) indicating parking was occurring in unsafe locations (on road junctions or yellow lines) or in obstructive locations (across dropped kerbs).
- 8) The highest level of occupancy (133%) was recorded on the weekday at 0800 in Cottage Green.

- 9) The lowest level of occupancy (8%) was recorded on the Saturday at 1300 and 1700 in Newent Close.
- 10) All roads showed a higher maximum occupancy on the weekday than the Saturday.
- 11) The average amount of weekday “commuter” or “non-resident” parking was 26%.
- 12) Southampton Way showed the highest peak proportion (43% on weekday 44% on Saturday) of “commuter” or “non-resident parking”. These figures exclude Newent Close, Cottage Green and Sedgemore Place due to the very low number of parking spaces available or included within the survey.

Lucas Gardens Parking Max Occupancy

Network development

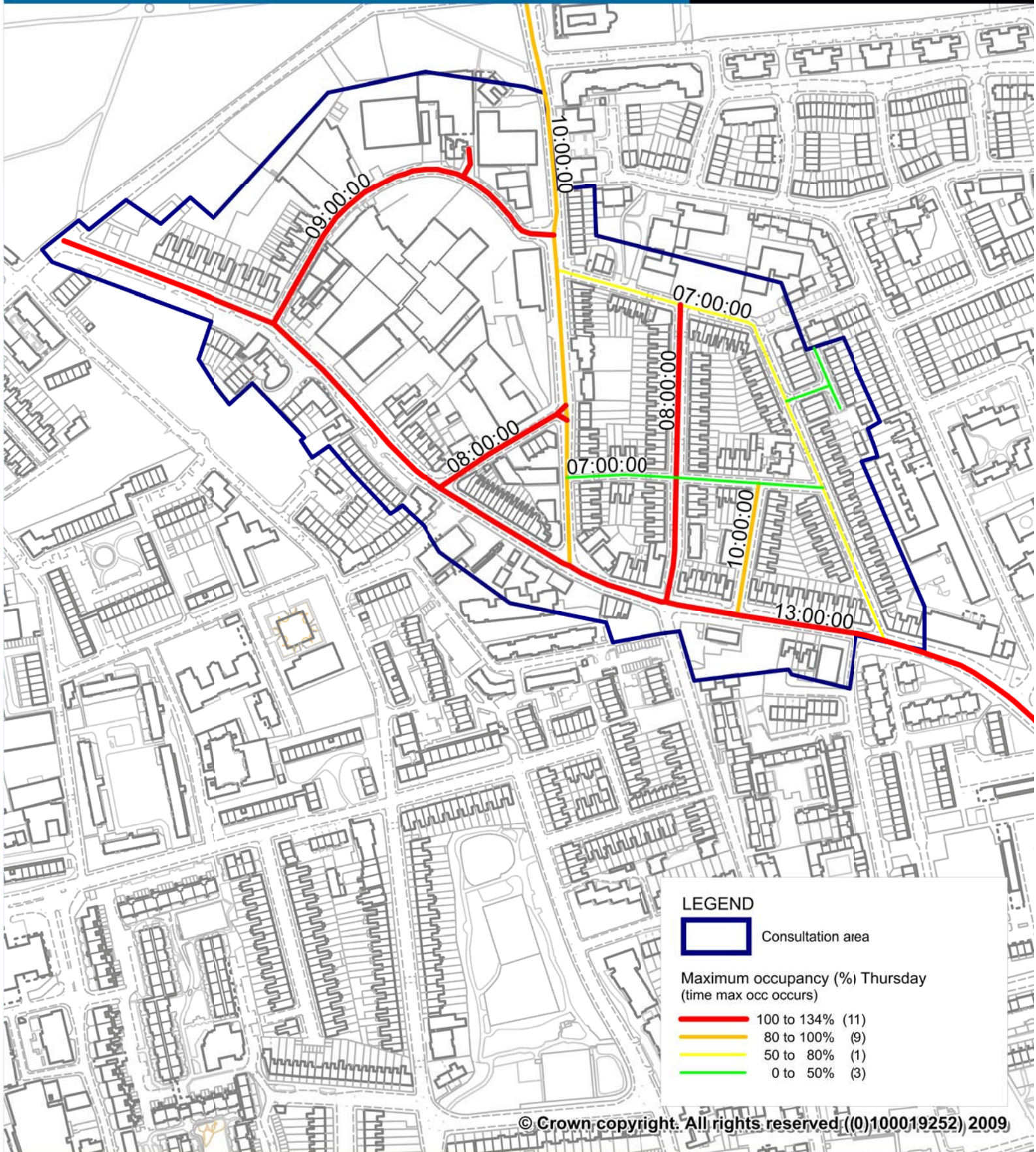
Thurs 4 Nov 2010



Southampton Way Parking Max Occupancy

Network development

Thurs 4 Nov 2010



Section E – Study conclusions and recommendations

Parking controls continue to provide varied and polarised opinion. The perception on whether or not controls are required will depend on personal factors as well as the local conditions on-street.

It should also be noted that self-selection bias may occur in a study where potential respondents have control over whether they participate.

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.

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 they be, extrapolated across all stakeholders. We can only be certain that the consultation feedback received is representative of those who chose to respond.

Consideration has been given to those views expressed by alternative methods to the Freepost questionnaire. Whilst they have not been added to the results for reasons discussed on page (28) it was important to check that there was no significant contrast of opinion between questionnaire responses and emailed comments. As there were relatively few pieces of additional correspondence, no discernable difference is evident.

Consultation results show a clear correlation between support for the CPZ and perceived easy/difficulty in parking. Those supporting the introduction of a CPZ report difficulty parking in their street, 54.2% of CPZ supporters said that they found parking difficult (≥ 4 on scale of 1(easy) to 5(difficult)). The converse is equally true and those against the introduction of a CPZ who reported little difficulty parking in their street. 32.8% of those against the CPZ found parking easy (≤ 2 on scale of 1(easy) to 5(difficult)).

Each individual response was mapped in GIS which provided opportunity to look for patterns beyond that displayed on a street level (Figure 5 and 13); i.e. to identify if support was clustered at one end of a road, etc. Patterns were identified in the northern half of Southampton Way, discussed below.

Options - LG

- 1) Approve the CPZ in LG in all streets consulted.
- 2) Approve the CPZ in LG in only those streets with clear support (shown in Figure 5). This would exclude Vestry Road and Grace's Mews from the CPZ.

Options - SW

- 3) Approve CPZ in SW in all streets consulted.
- 4) Approve CPZ in SW in those streets with support (shown in Figure 13). This would exclude Coleman Road, Southampton Way and Rainbow Street.
- 5) Approve extension of East Camberwell (EC) CPZ to include northern section of Southampton Way (Wells Way to New Church Street), Parkhouse Street, Cottage Green and Wells Way (Parkhouse Street to St George's Way). This option recognises the cluster of support for the CPZ in the northern half of Southampton Way (including Chiswell Street) and is based upon need for a logical boundary. This option excludes two streets that showed support for the CPZ (Dowlas Street and Bonsor Street)
- 6) Do not approve the implementation of a CPZ in Coleman Road, Rainbow Street, Dowlas Road, Bonsor Street or the southern section of Southampton Way (south of Wells Way) but do make minor adjustments to those street to prevent parking on junctions and install a new car club bay in Rainbow Street.

In view of the consultation results and taking account of correspondence received outside of the questionnaire and the need to provide a logical CPZ boundary (as far as possible) it is recommended that the council precede to statutory consultation in Lucas Gardens and the northern section of the Southampton Way area, as outlined in options 1, 5 and 6.

Whilst the consultation in Dowlas Street and Bonsor Street showed support for the CPZ, the introduction of a CPZ into such a small area with interconnected, uncontrolled streets would lead to immediate displacement and a perceived failure of the newly introduced CPZ.

Should option 5 be accepted it is recommended option 6 is implemented to improve sight lines, improve road safety for all road users including pedestrians and traffic flow especially for refuse and emergency vehicles. The Southwark car club scheme has proved very successful and each bay has been shown to result in the removal of 25 private vehicles from the road network.

Taking into consideration all aspects of the report, it is recommended that options 1, 5 and 6 are carried out by the council.

List of appendices

1. Borough and beyond CPZ map
2. LG consultation document
3. SW consultation document
4. LG and SW Consultation Street notices
- 5.1 LG and SW (weekday) occupancy survey
- 5.2 LG and SW (Saturday) occupancy survey
6. OS land use map

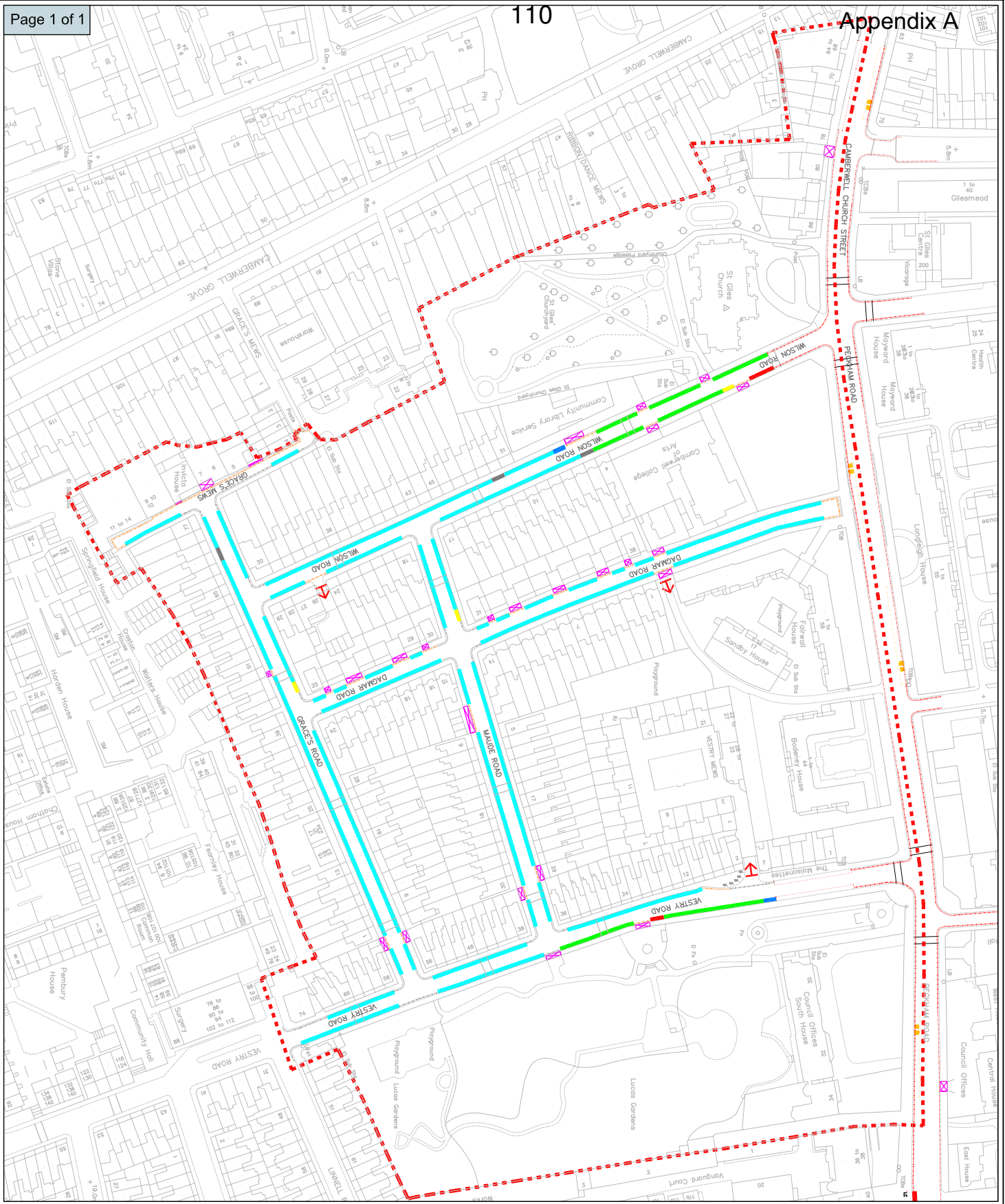
Version control

Version 1.0 FINAL

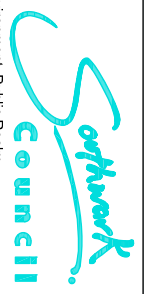
Author: Michael Herd

Checked by: Tim Walker

Approved by: Tim Walker



NETWORK DEVELOPMENT



Environment, Public Realm
PO Box 64529, London SE1 5LX

LEGEND

- Inventory:**
- Existing Red Route Single Red Line
 - Existing Red Route Double Red Line
 - Existing Red Route Bay
 - Existing Double Yellow Line
 - Double Yellow Line
 - Existing Disabled Bays
 - Permit Holder Only Bays
 - Shared Use Bays
 - Disabled Bays
 - Motorcycle Bays
 - Existing Car Club Bay
 - Vehicle crossover
 - Non Public Highway

Revision details	By	Date	Suffix
			A
			B

Project ID / name
1032_1ST AND 2ND_STAGE_CONSULTATION

Drawing title
APPENDIX_A

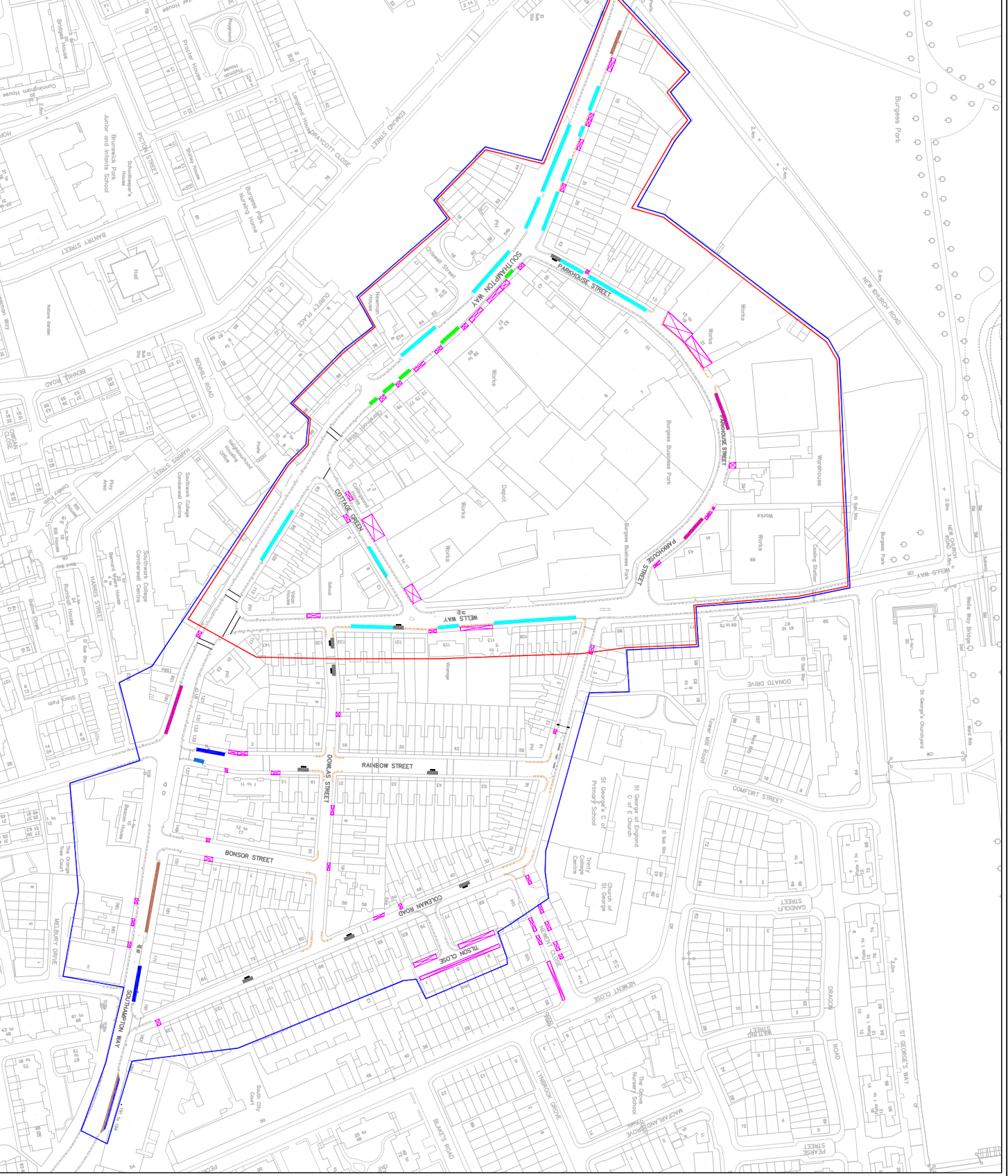
Layout
DETAILED DESIGN

Scale
NTS

File Name
1032_LG_DD_1.0_Final.dwg

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
10/06/11	10/06/11	10/06/11	10/06/11

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NETWORK DEVELOPMENT



Environment, Public Realm
PO Box 64529, London SE1 5LX

LEGEND

- Existing Double Yellow Line
- Double Yellow Line
- Time restricted free bay
- Permit Holder Only Bays
- Shared Use (permitted and display) Bays
- Existing Disabled Bay
- Existing Loading only Bay
- Existing Car Club Bay
- Combined loading / time restricted bay
- Vehicle crossover
- Non Public Highway
- Original consultation boundary
- Revised CPZ boundary for implementation

Revision details	By	Date	Suffix
			A
			B

Project ID / name			
1032_1ST_AND_2ND_STAGE_CONSULTATION			
Drawing title			
APPENDIX_B			
Layout			
DETAILED DESIGN			
Scale			
NTS			
File Name			
1032_SW_DD_1.0_final.dwg			
Drawn	Designed	Checked	Approved
MH	MH	TW	TW
10/06/11	10/06/11	10/06/11	10/06/11

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Item No. 10	Classification: Open	Date: 22 June 2011	Meeting Name: Camberwell Community Council
Report title:		Camberwell Community Council Fund 2011-12	
Ward(s) or groups affected:		Brunswick Park, Camberwell Green and South Camberwell	
From:		Stephen Douglass, Head of Community Engagement	

RECOMMENDATION

1. For the Community Council to agree £15,220 community funding.

BACKGROUND INFORMATION

2. The Community Council Fund provides revenue grants of between £100 and £1,000 for community projects. Applications are considered by the borough's eight community councils, which have £15,260 each, for projects that will benefit the community.

KEY ISSUES FOR CONSIDERATION

3. The Community Council Fund forms part of Southwark 2016 objectives of
 - Improving life chances
 - A better place for people
 - Delivering quality services.

COMMUNITY IMPACT STATEMENT

4. The allocation of the Camberwell Community Council fund will, in the main, affect the people living in the Community Council area. However, in making the area a better place to live and improving life chances for local people, the Community Fund activities will have an impact on the whole of Southwark.

The Cambewell Community Council fund aims to increase community participation and activity within the area and provide such groups with the support that they would have not been able to access otherwise.

RESOURCE IMPLICATIONS

5. The budget for the Cambewell Community Council Fund is £15,260 to be spent by the 31 March 2012.

LEGAL/FINANCIAL IMPLICATIONS

6. The Council has power under section 2 of the Local Government Act 2000 (“the Act”) to do anything which it calculates is likely to promote or improve the economic, social or environmental well being of the area. This power can be exercised for benefit of the whole or any part of the council’s area or for the benefits of any person resident or present in the area.

Section 2(3) of the Act requires the Council to have regard to its Community Strategy when determining whether or not to exercise this power. Section 2(4) of the Act specifies that this includes a power to give financial assistance to any person.

The Council has power under the Act to provide funding to voluntary organisations but in exercising this power regard must be had to the Council’s sustainable community strategy. These grants, from the community fund, are from revenue budgets.

The Executive in November 2005 agreed for this to be done by the community councils. The money can be granted to community projects ranging from cultural celebrations to providing equipment for local sports teams.

BACKGROUND DOCUMENTS

APPENDICES

No.	Title
Appendix 1	Camberwell Community Council Fund Applications Insert 2011-12
Appendix 2	Community Council Fund Information Sheet 2011-12

AUDIT TRAIL

Lead Officer	Stephen Douglass, Head of Community Engagement	
Report Author	Abdi Mohamed-Ibrahim, Neighbourhood Co-ordinator	
Version	Final	
Dated	7 June 2011	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	Yes	Yes
Finance Director	No	No
List other officers here		
Cabinet Member	No	No
Date final report sent to Constitutional Team	8 June 2011	

Ward	Project Ref:	Activity Name	Activity Nature	Organisation	Activity Date	Proposed Recipients	Amount requested	Previous years	Any issues
BRUNSWICK PARK	C1001	Breastfeeding Awareness	The event is to encourage pregnant women and new mums, breastfeeding	The Grove Children & Family Centre	Tuesday 21st June 2011	Pregnant women and new mums	1,000	No	No issues
BRUNSWICK PARK	C1002	Southwark Apprenticeship Fair	Job recruitment fair for young people	Ofbeat [Liberty Development Enterprise]	19&20 August 2011	Young people	1000.00	No	No issues
CAMBERWELL GREEN	C1003	Somali education and family engagement	Workshops for parents. Working in schools	Southwark Somali Refugee Council	June-Aug 2011	Local children and parents	1000.00	No	No issues
CAMBERWELL GREEN	C1004	World Environment Day	To host an activity day in celebration of World Env. Day	Blenheim Community Drug Project		Vulnerable adults in Camberwell	500.00	No	No issues
SOUTH CAMBERWELL	C1005	Young Money Makers Workshop	A 2 day workshop for young people from church and other community groups in Camberwell	Jummy Taribo [Youth Leader]	27&28th 2011 October - Half term break	Children and teenagers between the ages of 11-18	900.00	No	No issues
CAMBERWELL GREEN	C1006	Millwall Street Pro [Summer 2011]	6 weeks of Friday pm football sessions	Millwall Community Scheme	29/07/2011 - 02/09/2011	Young people	1000.00	Yes	No issues
CAMBERWELL GREEN	C1007	Children's art workshops	To hold 6 workshops for children, to make ceramic tiles/stepping stones	Camberwell After School Project	25 July to 25 August 2011	Local residents, parents and children	910.00	Yes	No issues
SOUTH CAMBERWELL	C1008	Albrighton Youth	To launch the opening of Albrighton Centre	East Dulwich Estate T&RA	Sep-11	Local residents	985.00	No	No issues
BRUNSWICK PARK	C1009	Shinken-Do	To deliver free training sessions of Shinken-Do. To beginners & advanced students	Camberwell Arts	21st and 23rd June 2011	Local residents	820.00	No	No issues
CAMBERWELL GREEN	C1010	Oral History Project at Grosvenor Park Elderly Scheme	To hold an Oral History Project at Grosvenor Park Elderly Scheme	Cooltan Arts	Sept-Nov 2011	Residents of Grosvenor Park Elderly Scheme	1000.00	No	No issues

BRUNSWICK PARK	C1011	Seaside Trip	2 coaches	.The Grove Family & Childrens Centre	16th August 2011	Vulnerable parents	1000.00	No	No issues
BRUNSWICK PARK	C1012	Yaddah Gospel Night	Event to bring together up and coming gospel artists	Grace and Glory Ministries	Oct-11	Residents	1500.00	No	No issues
CAMBERWELL GREEN	C1013	Pop-up Cycle Maintenance Day	A bicycle repair workshop for young people in Camberwell	The Synergy Centre	Aug-11	Young people 13-18.Synergy Youth Council	380.00	Yes	No issues
BRUNSWICK PARK	C1014	Games We Play	Workshops to explore games children from around world	Empowering Creative Opportunities	Feb-11	Local residents	1000.00	No	No issues
SOUTH CAMBERWELL	C1015	Gospel Café Peace Choir	Train up to 40 volunteers.For Soul Food Project	The Holy Apostles Theatre Ministry	Oct-11	SLAM BME Volunteer Programme.Maudis ey Hosp	1660.00	No	No issues
BRUNSWICK PARK	C1016	Camberwell Summer Holidays Activities Club	2 days a week in summer hols.Activities Club	Rapid Solution Community Link	25July-4Sept 2011	Children8-12years	1000.00	Yes	No issues
SOUTH CAMBERWELL	C1017	30th year anniversary, film night	Celebrate 30th anniversary, London Wildlife Trust	London Wildlife Trust	15th September 2011	local residents	1000.00	Yes	No issues
BRUNSWICK PARK	C1018	Visual Art Exhibition	Art Exhibition week in Camberwell	Tracy Allen.Simon Taylor	Aug-11	Local residents	1000.00	No	No issues
SOUTH CAMBERWELL	C1019	Come Let us Reason Project	Develop a theatre production	Christian Evangelical Centre	Aug2011-Jan 2012	Disadvantaged young people	1000.00	No	No issues
CAMBERWELL GREEN	C1020	One Year To Go Olympics 2012 Event	Event to promote interest in the Games	SE5 Forum	23rd July 2011	All ages	1000.00	No	No issues
BRUNSWICK PARK	C1021	Kite Flying	6 week course kite flying for parents	Parent Skills2Go	1st Sept-6Oct 2011	Parents	1000.00	No	No issues
CAMBERWELL GREEN	C1022	A Friend Indeed-Workshop	Training and information about rights	The McKenzie Tree	Oct-11	Local residents	850.00	Yes	No issues
BRUNSWICK PARK	C1023	Oxjam Camberwell Takeover	Takeover Event.Local artists,musicians.	Oxfam	June-Oct 2011	Local residents	975.00	No	No issues
CAMBERWELL GREEN	C1024	SOYAF Swimming Project	Access new facilities at Camberwell Leisure Centre	Somali Youth Action Forum	Sept-March 2012	Young People	976.00	No	No issues

SOUTH CAMBERWELL	C1025	Faith Community Sports Day	5 a side football tournament	CAN	Aug-11	Young People	1120.00	No	No issues
CAMBERWELL GREEN	C1026	Summer Participation Project	Camping experience for young people	Southwark Woodcraft	Aug-11	Young People 11-18years	800.00	No	No issues
CAMBERWELL GREEN	C1027	Blue Elephant Summer School	Provide a performing arts summer school	Blue Elephant Theatre Ltd	8Aug-13Aug2011	Children 7-11years	1000.00	Yes	No issues
BRUNSWICK PARK	C1028	Caribb Youth Club Open Day	Open Day Of Events. Quizzes.BME history	Caribb Youth & community Assoc	28-Aug-11	Local residents	1000.00	Yes	No issues
BRUNSWICK PARK	C1029	Carnival procession,street party	Small Carnival procession & street party	Grosvenor T&RA	August Bank Holiday 2011	Local residents	1000.00	No	No issues
BRUNSWICK PARK	C1030	Sceaux Gardens Summer Festival	Sceaux Gardens Summer Festival	Sceaux Gardens T&RA	27-Aug-11	local residents	1000.00	Yes	No issues
CAMBERWELL GREEN	C1031	LettsomCommunity FunDay.&Back to school	Community Fun Day	Lettsom Move Forward T@RA	27-Aug-11	Local residents	1000.00	Yes	No issues
CAMBERWELL GREEN	C1032	Trip to Southend on Sea	Seaside day outing	Deynsford Estate T&RA	Aug-11	Local residents	575.00	Yes	No issues
BRUNSWICK PARK	C1033	Brunswick Pk Fete	Community Event	Brunswick ParkTRA	3rd Sept 2011	Local residents	1000.00	Yes	No issues
CAMBERWELL GREEN	C1034	Community Play	Perform a community play	Wyndham&Comber T&RA	Feb-12	Local community	1000.00	Yes	No issues
BRUNSWICK PARK	C1035	Funday-GlebeEstate	Fun Day for Glebe N&S Pensioners& ChildrensTrip	Glebe Estate T&RA.N&S	Jul-11	Local residents	1375.00	No	No issues
CAMBERWELL GREEN	C1036	Trips to the Coast	Pensioners& ChildrensTrip	Brandon 3 T&RA	Aug/Sept11	Pensioners&Children	1000.00	No	No issues
BRUNSWICK PARK	C1037	GilesmeadCommunity SummerParty	Summer party in communal garden	Gilesmead T&RA	Aug-11	Local residents	1000.00	No	No issues
SOUTH CAMBERWELL	C1038		Banquet for young people	The Sunday Essiestt Company	25-Jun	Local community young people	622.00	No	No issues
CAMBERWELL GREEN	C1039	Eid Party with fun activities	Event for children and adults	Mumtaz banu	Sep-11	Local community	1000.00	No	No issues
CAMBERWELL GREEN	C1040	Southwark Volunteers After-School Club Service	Community Event-Camberwell Green	Sistalink Womens Group	13-Aug-11	Local community	900.00	No	No issues
SOUTH CAMBERWELL	C1041	Healing Arts for Older Adults withMH	16 taster sessions,healing arts activity	SLAM,Maudsley Hospital	Sept2011-March 2012	Older adults-On 2 inpatient wards	560	No	No issues

Community Council Fund

2011 - 2012



Information sheet

www.southwark.gov.uk/communityfund

Your community council has £15,000 to support activities run by local groups for local people

Who can apply?

- New and emerging local groups
- Small local organisations (having less than £30,000 in their bank account)
- Any constituted local group
- Any group or individual that has a constituted local organisation to administer the funds on their behalf
- Groups that are active within the community council area

Who cannot apply?

- Organisations not established in the UK
- Organisations which do not have any local links
- Political groups or organisations

What kind of things can be funded?

The community council fund can fund projects benefitting people who live in the community council area, for example

- One-off events such as fun days and festivals
- A series of workshops or activities involving members of the local community
- Publicity or merchandise to advertise an event you are doing

What kind of things will not be funded?

- Loans or interest payments
- Political groups or activities promoting political beliefs
- Activities which have happened or started before the grant decision date
- Activities that finish after 31 March 2012
- Activities that do not benefit people living in the community council area
- Anything which is capital funding, eg, building works or large playground equipment

How much can groups apply for?

- From £100 up to £1000. Groups can only submit one application.



COMMUNITY COUNCILS
A voice for your community

Bermondsey CC
Gill Kelly
T: 020 7525 3690
E: gill.kelly@southwark.gov.uk

Borough and Bankside CC
Pauline Bonner
T: 020 7525 1019
E: Pauline.Bonner@southwark.gov.uk

Camberwell CC
Grace Semakula
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Rotherhithe CC
Gill Kelly
T: 020 7525 3690
E: gill.kelly@southwark.gov.uk

Postal address for all the above
Community engagement,
Communities, Law and
governance,
Southwark Council,
PO Box 64529
London
SE1P 5LX

How can people apply?

You can get an application form either by

- going to www.southwark.gov.uk/communityfund to download it or
- by contacting the officer for the relevant CC area as listed on the left.

After filling in the form, send it back by post or email to the officer for the relevant CC area as listed on the left or at the back of the application form.

Closing date for receiving all applications is **Monday 16 May 2011**.

Late or partially filled applications will not be considered.

How can I get more information or support?

If you would like help with filling in the application please contact the officer for the relevant CC area as listed on the left.

How does the scheme work?

Applications will be screened to make sure they meet the criteria above. Remember that eligibility for the scheme is also conditional on the applicant providing all the necessary information outlined in the application form which includes evidence on how they are or will be complying with appropriate safeguarding and health and safety policies.

Applications not fulfilling any of the above criteria will not be considered.

Locally elected councillors will be responsible for making decisions on all the eligible applications using the priorities outlined below:

- Applications that show a high level of involvement by the local community.
- Applications that involve groups working together.
- Activities delivered by:
 - New and emerging groups/individuals
 - We will give preference to groups who have not received community council funding in the last two years
 - Groups who are based in the community council area.
- Activities taking place within the community council area – unless they involve an outing, or there is lack of space for it within the area.
- Where the majority of people benefitting from the activity live within the community council area.

Decisions for applications will be made and announced by councillors at the first community council meeting which will take place after the end of June 2011.

Every applicant will be notified of decisions by a letter no longer than 15 working days after the decision is taken. Successful applicants will be asked to sign and return a condition of funding agreement. It is only once this agreement has been received that we can release the funding.

So when planning your activity please make sure that you give enough time for this and that your activity does not start until at least four weeks after the decision date.

Please note that groups that are not constituted or individuals who would like to apply with project ideas should get in touch with the community council development officer (contact details on the left) for advice as soon as possible. Remember all applications – whether by email or post - must reach us by **Monday 16 May 2011**.

Item No. 13.	Classification: Open	Date: 22 June 2011	Meeting Name: Camberwell Community Council
Report title:		Cleaner Greener Safer: Funding Reallocation	
Ward(s) or groups affected:		All Wards in the Camberwell Area	
From:		Des Waters, Head of Public Realm, Environment and Housing	

RECOMMENDATION(S)

1. That Camberwell Community Council note the financial savings and deficits for relevant projects as set out in Appendix 1 and approve the re-allocation of a total of £102,000 to four projects where additional expenditure will be required.

BACKGROUND INFORMATION

2. Cleaner Greener, Safer (CGS) is part of the London Borough of Southwark's capital programme. Between 2003 and 2010 £3.25m has been made available each year for local residents to apply for awards to make their local area a better place to live. The programme attracts hundreds of proposals ranging from a few hundred pounds for bulb planting to brighten up open spaces to tens of thousands of pounds to create community gardens. These projects often introduce new ideas such as outdoor gyms in public spaces, community gardens, public art and energy saving projects which not only make the borough cleaner, greener and safer but greatly contribute to a sustainable public realm by involving residents in the funding process and in the delivery of projects.

KEY ISSUES FOR CONSIDERATION

3. Appendix 1 highlights eleven projects which have a total underspend of £107,500.
4. It is recommended that project *[01239] Camberwell street cabinet decoration* is aborted and £5,000 funding is reallocated to projects where additional expenditure is required.
5. Projects *[01769] Dog Kennel Hill woodland* and *[01793] Champion Hill Estate Access* will be funded by Section 106, making £33,000 of CGS funding available to reallocate to projects where additional funding is required.
6. Projects *[02067] D'Eynsford Estate Community Garden* and *[104657] Resurfacing of D'Eynsford Estate Ball Court* have a combined underspend of £4,384.26. At Community Council on 16 March 2011 it was agreed that £1,884.26 should remain with these projects for further works and the subsequent £2,500 should be reallocated to projects where additional expenditure is required.

7. Project [104025] *Camberwell Courts Pretty safe crossing areas* is recommended to be aborted and £10,000 funding to be reallocated to projects where additional funding is required.
8. Project [104329] *Lomond Grove Green Link* has an underspend of £7,000. It is recommend that this underspend is reallocated to projects where additional funding is required.
9. Project [104486] *Trees and Trellising at McNeil Road* has an underspend of £6,000. It is recommend that this underspend is reallocated to projects where additional funding is required.
10. Projects [01780] *Camberwell Green Park Improvements* and [00717] *Camberwell Green and Orchard*, and [00025] *Welcome to Camberwell* have £90,512.54 funds remaining. It is recommended that £44,000 of this funding is reallocated to projects where additional funding is required.
11. Appendix 1 highlights four projects that require a total of £92,000 funding to proceed.
12. It is recommended that £15,000 is reallocated to project [103017] *Brandon 3 Farmer's Garden Phase II*, as agreed at the Community Council meeting on 16 March 2011.
13. It is recommended that £33,000 is reallocated to [105472] *Dog Kennel Hill area improvements*. Scope to be agreed.
14. It is recommended that £44,000 is reallocated to [101461] *Camberwell Green Partnership Scheme in Conservation Areas*.
15. It is recommended that £10,000 is reallocated to [105471] *Kerb and paving works near Camberwell Courts*.
16. It is recommended that the remaining £5,500 which has not been reallocated to a project is returned to the Community Council, to be reallocated when required.

Policy implications

17. N/A

Community impact statement

18. The reallocation of funding will have a positive impact on the community. D'Eynsford Estate will benefit from an improved community garden, and murals designed with input from young people on the Estate, which will give them a sense of ownership in the area where they live. The Dog Kennel Hill area will benefit from ecological and other improvements. The Brandon 3 Gardening Group will benefit from being in a better position to gain external funding to contribute towards the community garden and public square. Project. [101461] *Camberwell Green Partnership Scheme in Conservation Areas* will bring in £112,000 of external funding from English Heritage. Historic buildings in the Camberwell Green area will benefit from renovation.

Resource implications

19. This is the reallocation of existing CGS funding that was originally awarded in 2003-04, 2007-08, 2009-10 and 2010-11. CGS has an allocated budget of funding, which is distributed evenly among the eight community councils in Southwark. The reallocation of funds between projects in Camberwell will allow for these to be completed.

Consultation

20. All Cleaner Greener Safer projects require consultation with stakeholders, including the project applicant, local residents and Tenants and Residents Associations where appropriate.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

21. There are no comments.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Camberwell Community Council Minutes 03-03-2010 – Appendix to Minute 11	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Pippa Krishnan 020 7525 5133
Camberwell Community Council Minutes 06-05-2009	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Pippa Krishnan 020 7525 5133
Camberwell Community Council Minutes 30-10-2007	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Pippa Krishnan 020 7525 5133
Camberwell Community Council Minutes 22-09-2003	Cleaner Greener Safer, Public Realm, 160 Tooley Street, London, SE1 2TZ	Pippa Krishnan 020 7525 5133

APPENDICES

No.	Title
Appendix 1	Cleaner Greener Safer: Funding Reallocation Table

AUDIT TRAIL

Lead Officer	Michelle Normanly, Senior Project Manager
Report Author	Pippa Krishnan, Project Manager
Version	Final

Dated	7 May 2011	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Finance Director	No	No
Cabinet Member	No	No
Date final report sent to Community Council Team		10 June 2011

Cleaner Greener Safer Funding Reallocation Table (June 2011)

Projects that need extra funding

Project Number and Name	Date project was approved	CGS Funding	Other Funding	Issue	Funding Required	Notes
[103017] Brandon 3 Farmer's Garden Phase II	03 March 2010	£10,000.00	£30K to £80K in total (£30K of Veolia funding confirmed, £50K Community Spaces funding (TBC))	Costings have come in at £140K which is over budget. The Brandon Gardening Group has applied for £110K of additional funding. Another £20K is required	£15,000.00	This was agreed at Community Council on 16 March 2011.
[105473] Dog Kennel Hill area improvements	n/a	n/a	The project currently has £75K of Section 106 funding. £33,000 of this S106 funding is to be reallocated to cover all spends on CGS projects 01769 and 01793	Officers recommend allocating funding towards other improvements in the Dog Kennel Hill area	£33,000.00	This was agreed at Community Council on 16 March 2011.
101461 Camberwell Green Partnership Scheme in Conservation Areas	03 March 2011	£31,000.00	£112K of English Heritage funding	A total of £75,000 was pledged, which means there is a deficit of £44,000	£44,000.00	
[105471] Kerb and paving works near Camberwell Courts	n/a	n/a	None	A budget of £10,000 is required to allow this project to go ahead	£10,000.00	

TOTAL FUNDS REQUIRED £102,000.00

Projects that have underspends or recommended to abort

Project Number and Name	Date Project was approved	CGS Funding	Other Funding	Issue	Funding to Reallocate	Have there been any spends?	Notes
[01239] Camberwell street cabinet decoration	04 June 2008	£5,000.00	None	Councillors recommend to abort this project	£5,000.00	No	
01769 and 01793 - Champion Hill Estate woodland	06 May 2009	£33,000.00	None	S106 funding will be used to pay for this ecological project. The CGS funds will be reallocated to [105473] Dog Kennel Hill area improvements	£33,000.00	£33,000 will be spent by the end of July 2011	Funding to be reallocated to "other purposes" at Dog Kennel Hill open space. This was agreed at Community Council on 16 March 2011.
[104657] Resurfacing of D'Eynsford Estate Ball Court	03 March 2010	£14,000.00	None	This project has an underspend, but the TRA would like to spend it on murals for the ballcourt			
[02067] D'Eynsford Estate Community Garden	06 May 2009	£25,000.00	None	This project has an underspend, but the TRA would like to spend it on extra plants for the garden	£2,500.00	Total underspend for both projects is £4,384.26	£2,500 of the underspend will be reallocated. This was agreed at Community Council on 16 March 2011.
[104025] Camberwell Courts Pretty safe crossing areas	03 March 2010	£10,000.00	None	Due to issues with the scope and feasibility, Officers recommend to abort this project	£10,000.00		
[104329] Lomond Grove Green Link	03 March 2010	£14,000.00	None	This project is complete and has an underspend.	£7,000.00	Project cost was £7,000	
[104486] Trees and Trellising at McNeil Road	03 March 2010	£10,000.00	None	This project is complete and has an underspend.	£6,000.00	Project cost was £4,000	
01780 - Camberwell Green Park Improvements, and 00717 - Camberwell Green and Orchard, and 00025 - Welcome to Camberwell	6 May 2009, and 30 October 2007 and 22 September 2003	£209,450.00	£39,450 of CGS funding was reallocated to this project on 3 March 2010		£44,000.00	Yes, £118,937.46 has been spent, leaving remaining funds of £90,512.54	

TOTAL FUNDS TO REALLOCATE £107,500.00

Projects that require approval for additional works

Project Number and Name	Date Project was approved	CGS Funding	Other Funding	Works required	Cost of works	Notes
[104657] Resurfacing of D'Eynsford Estate Ball Court	03 March 2010	£14,000.00	none	The TRA would like murals for the ballcourt and planting in the community garden. Workshops with children have already begun to design the murals.		No additional funds required. The original project funding will cover these works. This was agreed at Community Council on 16 March 2011.
02067 - D'Eynsford Estate Community Garden	06 May 2009	£25,000.00	none		£1,884.26	

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**MEMBERS & EXTERNAL DISTRIBUTION LIST MUNICIPAL YEAR 2011-2012
CAMBERWELL COMMUNITY COUNCIL**

Note: Original held by Constitutional Team (Community Councils)
(Tel: 020 7525 7385)

	Copies		Copies
To all members of the community council			
Councillor Norma Gibbes (Chair)	1	Shahida Nasim	1
Councillor Dora Dixon-Fyle (Vice Chair)	1	Audit Commission	
Councillor Kevin Ahern	1	Ground Floor	
Councillor Stephen Govier	1	Tooley Street	
Councillor Peter John	1		
Councillor Right Revd Emmanuel Oyewole	1		
Councillor Ian Wingfield	1		
Councillor Veronica Ward	1	Borough Commander	1
Councillor Mark Williams	1	Southwark Police	
Other Members			
Councillor Catherine Bowman (Chair, OSC)	1	Station 323 Borough High Street London SE1 1JL	
Libraries			
Libraries	3	Trade Unions	
Local Studies Library	1	UNISON Southwark Branch	1
		Roy Fielding, GMB/APEX	1
		TGWU/ACTS	1
		Tony O'Brien, UCATT	1
Press			
Southwark News	1		
South London Press	1	Housing Offices	
		Camberwell Area Housing Office	1
Members of Parliament			
Harriet Harman M.P.	1		
Tessa Jowell M.P.	1		
		Total	55
Constitutional Officer (Community Councils) (at CLG, Tooley Street – Second Floor – Hub 4)	30		