

# Camberwell Community Council

Wednesday 13 February 2013

7.00 pm

Heartbeat International, 3 - 15 Brisbane Street, Camberwell, London SE5 7NL

Theme: Revitalise5 Camberwell

## 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

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Members of the committee are summoned to attend this meeting

**Eleanor Kelly**

Chief Executive

Date: Tuesday 5 February 2013



## Order of Business

Item No.	Title	Time
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	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.

Item No.	Title	Time
4.	<b>DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS</b>	
	Members 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.	
5.	<b>MINUTES</b> (Pages 1 - 8)	
	To confirm as a correct record the minutes of the meeting held on 21 November 2012.	
6.	<b>DEPUTATIONS/PETITIONS (IF ANY)</b>	
	The chair to advise on any deputations or petitions received.	
7.	<b>COMMUNITY ANNOUNCEMENTS</b>	7.05pm
	<ul style="list-style-type: none"> <li>• Chair's announcements</li> <li>• Southwark Tenancy Support Service</li> <li>• Community Infrastructure Levy (CIL) public consultation on the draft charging schedule</li> </ul>	
8.	<b>COMMUNITY COUNCIL FUND 2013/14</b> (Pages 9 - 21)	7.10pm
	<p><b>Note:</b> This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
9.	<b>YOUTH RESTORATION FUND DECISION UPDATE</b>	7.15pm
	Edward James, Children's and Adult's Services to present	
10.	<b>COMMUNITY SAFETY UPDATE</b>	7.20pm
	<p>Officers from the local Police Safer Neighbourhoods Teams to give an update and respond to questions.</p> <p>Community Wardens update</p>	
11.	<b>PECKHAM ROAD SOUTH, CONTROLLED PARKING ZONE UPDATE</b> (Pages 22 - 132)	7.30pm
	Report for Members' comments	

Item No.	Title	Time
12.	<b>LOCAL PARKING AMENDMENTS</b> (Pages 133 - 140)	7.40pm
	<p><b>Note:</b> This is an executive function</p> <p>Councillors to consider the recommendations contained in the report.</p>	
13.	<b>REVITALISE5 CAMBERWELL</b>	7.45pm
	<ul style="list-style-type: none"> <li>• Stakeholder engagement</li> <li>• Camberwell Supplementary Planning Document (SPD)</li> <li>• Streetscape improvements</li> <li>• Pocket spaces</li> <li>• Camberwell Green</li> <li>• A new library for Camberwell</li> </ul>	
14.	<b>PUBLIC QUESTION TIME</b> (Page 141)	8.25pm
	<p>A public question form is included at page 141</p> <p>This is an opportunity for public questions to be addressed to the chair. 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>Responses may be supplied in writing following the meeting.</p>	
15.	<b>COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY</b>	8.30pm
	<p>Each community council may submit one question to a council assembly meeting that has previously been considered and noted by the community council.</p> <p>Any question to be submitted from a community council to council assembly should first be the subject of discussion at a community council meeting. The subject matter and question should be clearly noted in the community council's minutes and thereafter the agreed question can be referred to the constitutional team.</p> <p>The community council is invited to consider if it wishes to submit a question to the ordinary meeting of council assembly in March 2013.</p>	

Date: Tuesday 5 February 2013

## **INFORMATION FOR MEMBERS OF THE PUBLIC**

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**CONTACT:** Tim Murtagh, Constitutional Officer, Tel: 020 7525 7187 or email: [tim.murtagh@southwark.gov.uk](mailto:tim.murtagh@southwark.gov.uk)  
Website: [www.southwark.gov.uk](http://www.southwark.gov.uk)

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### **ACCESSIBLE MEETINGS**

The council is committed to making its meetings accessible. For further details on building access, translation and interpreting services, the provision of signers and other access requirements, please contact the Constitutional Officer.

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 7187.**





## CAMBERWELL COMMUNITY COUNCIL

MINUTES of the Camberwell Community Council held on Wednesday 21 November 2012 at 7.00 pm at Heartbeat International, 3 - 15 Brisbane Street, Camberwell, London SE5 7NL

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**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 Mark Williams  
Councillor Ian Wingfield

### **OTHER MEMBERS**

**PRESENT:** Councillor Robin Crookshank Hilton

### **OFFICER**

**SUPPORT:** Jessica Caruth, Project Manager  
Sally Crew, Transport Planning Team  
Angie Meehan, Housing Services  
Jay Akinola Daisi, Revenue & Benefits Development Officer  
Jo Skelton, Community Wardens Team Leader  
Grace Semakula, Community Council Development Officer  
Tim Murtagh, Constitutional Officer

### **1. INTRODUCTION AND WELCOME**

The chair welcomed councillors, members of the public and officers to the meeting.

### **2. APOLOGIES**

Apologies for absence were received from Councillor Peter John.

### **3. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT**

The chair announced that maps for Item 16 had been circulated as part of Supplemental

Agenda No. 1.

#### 4. **DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS**

Councillors made the following declaration in relation to:

##### **16. Cycle Permeability Scheme**

Councillor Stephen Govier, non pecuniary interest as he is a member of the London Cycling Campaign and Southwark Cyclists.

#### 5. **MINUTES**

##### **RESOLVED:**

That the minutes of the meeting held on 24 September 2012, be approved as a correct record and signed by the chair.

#### 6. **DEPUTATIONS/PETITIONS (IF ANY)**

There were none.

#### 7. **COMMUNITY ANNOUNCEMENTS**

The chair made the following announcements:

##### **Local Historian**

John Beasley, a local author was in attendance. He had recently written a book about the history of Peckham.

##### **Camberwell Youth Centre**

A new Camberwell youth centre would be opening on 26 January 2013. It would be based at the Camberwell Leisure Centre.

##### **Youth Restoration Fund**

The deadline for applications for the Youth Restoration Fund was 14 December 2012. Southwark had £100,000 to allocate to organisations for projects for local young people.

##### **Cleaner Greener Safer 2013/14**

The Cleaner Greener Safer Capital Fund 2013/14 was open for applications until Friday 30 November 2012.

##### **Community Council Fund 2013/14**

The Community Council Fund 2013/14 was open for people to apply to fund local activities. Awards of between £100 and £1,000 were available. The closing date for applications was 14 December 2012.

### **New Corporate Complaints Policy consultation**

Consultation was taking place on the new corporate complaints policy. Angie Meehan, Housing Services, was in attendance to deal with resident's questions. Part of the proposals involved replacing the current three-stage model with a two-stage model. The deadline for responses to the consultation was Friday 1 February 2013 at 5pm.

## **8. COMMUNITY SAFETY UPDATE**

### **New Borough Commander**

John Sutherland, Borough Commander, introduced himself to the meeting. He explained that he was previously a police sergeant in Peckham in the 1990s. He was optimistic about the challenges that lay ahead.

The Borough Commander outlined how the Metropolitan Police had to save over £500 million from its budget over the next two and a half years. It would have an impact on police stations and public access over counters but he hoped to maintain front line police services in Southwark for the foreseeable future.

In response to questions, Commander Sutherland said that:

- Hate crime in all forms was unacceptable and would be dealt with. In addition there were officers specially trained at dealing with the victims of hate crime.
- Major savings were unlikely to come from front line street officer numbers being reduced and was more likely to come from reductions in senior posts and the sale of buildings. There would be changes to the support functions that operate behind the scenes.
- Police buildings in London were now owned by the Mayor's Office for Policing and Crime (MOPAC). MOPAC would decide on any sales or disposals. In addition to police stations, in future there would be some pop-up / temporary police facilities at local spaces advertised in advance to the community.
- He was committed to working in partnerships with the Council and residents. There would be a strong effort to tackle the problems of youth violence and gangs.

The chair thanked the Borough Commander and invited him to return to future meetings.

### **Safer Neighbourhood Teams**

Sergeant Tom Leach, Brunswick Park and South Camberwell Safer Neighbourhood Teams (SNT) gave the following updates for each ward:

#### **Camberwell Green**

- Officers had been working in partnership with local betting shops to tackle anti-social behaviour (ASB) and drug dealers. Several known individuals had been excluded from betting shops which had reduced the problem in Camberwell Green.
- There had been nine arrests related to drug dealing and a crack house was

closed down.

- Street drinking had led to more than one hundred seizures of alcohol by officers.

#### **Brunswick Park**

- Dangerous dogs had been tackled via a dog watch partnership with the council called Operation Bark.
- Officers were working with young people and an organisation called Catch-22 to divert young people away from possible gang involvement.
- There had been eight arrests for drug offences in the ward.
- PC Liam Morrow had recently joined Brunswick Park SNT.

#### **South Camberwell**

- PC David Olley and PC Malcolm Gillespie had joined the team since the Olympics.
- PC Olley organised the cadets at Alleyn School on Thursday evenings, which helped to reduce local ASB.
- In South Camberwell there were 52 neighbourhood watch schemes and officers gave crime prevention advice to those groups.
- A cannabis factory on the East Dulwich estate had been raided and several arrests were made.

In response to questions, Sgt Leach said that begging was an arrestable offence and a blight on the area. The public should contact officers who would deal with it.

#### **Community Wardens**

Jo Skelton, Community Wardens Team Leader, explained that team capacity would soon double to six wardens covering the Camberwell area. Wardens worked mainly in three strands: environmental crime reporting, tackling anti-social behaviour and issuing penalty notices for things such as fly-tipping and dog fouling. The focus of their work was about to shift a little away from the town centres and more towards the housing estates. Community wardens, as part of their duties, visited burglary victims and vulnerable adults during the winter period.

In response to a question regarding unauthorised advertising / billboards on pavements, Jo said he would follow that up and take action to deal with the problem.

## **9. WELFARE REFORMS PRESENTATION**

Jay Akinola Daisi, Revenue & Benefits Service Development Officer, explained that part of his role was to implement the major changes to benefits that were imminent. He made the following points:

- Most benefits would be reformed in some way. The Council was responsible for administering council tax benefit and housing benefit.
- A universal credit scheme was scheduled for 2013. The idea was to simplify and introduce one benefit that would encompass housing benefit, income support, child benefit and others together.
- A benefit cap would be introduced in April 2013. It would limit the total sum of benefits to £500 per week for a household or £350 for a single person.
- Housing benefit would be restricted for council and housing association tenants depending on the number of rooms a household needed. About 3,000 of Southwark's 21,000 council tenants would be affected by the changes.
- Council tax benefit would be replaced by a new system whereby every local authority would have to develop a new way of managing people on low incomes.
- The council was writing to affected residents, starting with the most vulnerable and inviting them to contact the council advice centres to discuss options. The benefit changes would not affect those of pensionable age.

In response to questions, Jay gave the following replies:

- Not everyone affected would be on housing benefit. Downsizing of property would be the best option for some tenants and a higher priority would be given to those who did so.
- He would be willing to speak to affected groups and those with concerns about the benefit changes. He had already been to thirty public events to discuss the reforms.

Councillors thanked Jay for his presentation and expressed concern about the impact the changes would have on Southwark residents.

## 10. CAMBERWELL GREEN LINKS

Members considered the information in the report.

### **RESOLVED:**

That Councillors noted the information in the report and supported the following:

- Proposals to improve access to Burgess Park for pedestrians and cyclists via Bowyer Place.
- The loss of one parking space on Lomond Grove due to footway widening.

## 11. CAMBERWELL LIBRARY UPDATE

Councillor Veronica Ward, Cabinet member for culture, leisure, sport, the Olympics and Regeneration (South) explained that consultation on the new library was ongoing. The site in front of the magistrates' court was the only site being considered. The library would provide educational resources for everyone, a study space, access to IT and information about available council services. The views of local residents were sought on various options which would be firmed up over the weeks ahead.

In response to questions, Councillor Ward made the following points:

- There had never been an alternative site for the library. There wasn't one available in the centre of Camberwell. Many people were waiting for the new library to be built and opened.
- The new library meant the council would not have to pay around £100,000 per year in rental fees.

Jessica Caruth, Project Manager, responding to questions made the following points:

- The money for the library project was from the council's capital fund. Cabinet had approved £1.9 million to be set aside. Along with the new library there would be improvements to the public realm in the vicinity of the building.
- The options on the display boards took into account the amount of space needed for the library. The library would be open plan and all on one level.

## 12. CIVIC AWARDS NOMINATIONS

Councillor Ian Wingfield explained that he was presenting the item on behalf of the Southwark Civic Association (SCA).

The SCA was an independent organisation made up of individuals and groups representing local businesses, heritage groups and the community. Its main objective was to promote the borough in terms of its civic pride. It was founded in 1997 and there was an annual service each May at St George's Cathedral. Civic awards were made to individuals or organisations who the SCA considered had made a significant contribution during the course of the year to the interests of the borough. Examples of actions that might lead to a civic award included: an act of courage, some innovation or the promotion of community cohesion.

For more information contact: The Mayor's Office, Tel. 020 7525 7303  
Closing date: 31 January 2013.

## 13. PUBLIC QUESTION TIME

In response to a public question about negotiations with Transport for London (TfL) regarding hanging baskets, the chair said that officers would provide a written response.

A resident who had waited nearly two months for a receipt for a parking permit, despite numerous requests, asked that a receipt be automatically provided for such a payment. Councillors noted the question.

In response to a public question about the possible closure of local fire stations including Peckham's, Councillor Wingfield said members were totally opposed to the closure of any fire station in the borough. With Lakanal House based in Peckham – where many died in a tragic fire - there was a strong reminder of the importance of a local fire station.

In response to a re-submitted written question regarding Cleaner Greener Safer funding, the chair asked that a written reply be sent by the relevant officer.

#### **14. COMMUNITY COUNCIL QUESTION TO COUNCIL ASSEMBLY**

Following the earlier discussions around the new library for Camberwell and the project's links with other planned regeneration improvements in the area, the community council considered whether to submit a question to the next Council Assembly meeting and agreed the following:

“Can the Council provide an update on the regeneration plans for Camberwell.”

#### **15. CLEANER GREENER SAFER: FUNDING REALLOCATION**

**Note:** This is an executive function.

Members considered the information in the report.

#### **RESOLVED:**

1. That an under spend totalling £24,700 from the following four projects be noted:
  - Peckham Road Shopping Parade
  - New Street Lights in Artichoke Place
  - Camberwell Green Open Air Art Gallery
  - Camberwell Green Park additional table tennis facilities
  
2. That £11,820 of the Cleaner Greener Safer 2012/13 Capital fund be reallocated to the following three projects:
  - Camberwell Gardens Community Allotment Project (£820)
  - Glebe Estate Multi-Games Refurbishment (£9,000)
  - Additional Fence to Communal Garden on Dylways (£2,000)

**16. CYCLE PERMEABILITY SCHEME**

Members considered the information in the report.

**RESOLVED:**

That the following comments be reported back to officers:

Councillors supported the proposed cycle permeability schemes listed for Camberwell, contained in the report with the exception of Love Walk. Love Walk should not be included for reasons highlighted in the consultation.

The meeting ended at 9.05pm

**CHAIR:**

**DATED:**



<b>Item No.</b> 8.	<b>Classification:</b> Open	<b>Date:</b> 13 February 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Camberwell Community Council Fund 2013-14	
<b>Ward(s) or groups affected:</b>		Brunswick Park, Camberwell Green and South Camberwell Wards	
<b>From:</b>		Stephen Douglass, Head of Community Engagement	

## RECOMMENDATION

1. For the community council to approve the allocation of £18,440 community council funding from applications listed in Appendix 1.

## BACKGROUND INFORMATION

2. Camberwell Community Council has a total of £17,440 for the 2013 round. It also has a further £1,000 under spend from the 2012/13 round (returned by Brunswick Park Tenants & Residents Association)
3. The Community Council Fund ('the CCF') provides revenue grants of between £100 and £1,000 for community projects. Applications are considered by the borough's five community councils, which have a total of £122,000, for projects that will benefit the community.
4. The Community Council Fund was first launched in 2004. It is intended to encourage small and 'hard to reach' groups to organise activities and events which would benefit their community. It is designed to promote the work of community councils and provide opportunities to engage with some marginalised communities (appendix 2). The fund is targeted to build and improve community cohesion by creating opportunities for bringing different communities together in local activities.

## KEY ISSUES FOR CONSIDERATION

### Community impact statement

5. The allocation of the Camberwell Community Council Fund will, in the main, affect the people living in the Camberwell Community Council area. However, in making the area a better place to live and improving life chances for local people, the Camberwell Community Council Fund activities will have an impact on the whole of Southwark.
6. The Camberwell 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 (Appendix 2).
7. The roles and functions of community councils include the promotion of involvement of local people in the democratic process. Community councils take decisions on local matters including environmental improvement and community

safety as well as consultation on a wide range of policies and strategies that affect the area.

8. An explicit objective within community councils is that they be used to actively engage as widely as possible with, and bring together, Southwark's diverse local communities on issues of shared or mutual interest. The community council fund is an important tool in achieving community participation.
9. In fulfilling the above objectives that Community Councils have of bringing together and involving Southwark's diverse local communities, consideration has also been given to the council's duty under The Equality Act 2010 which requires the council to have due regard when taking decisions to the need to:
  - a. Eliminate discrimination, harassment, victimisation or other prohibited conduct;
  - b. Advance of equality of opportunity between persons who share a relevant protected characteristic and those who do not share it;
  - c. Foster good relations between those who share a relevant characteristic and those that do not share it.
10. Of particular regard are issues of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. In this process there are no issues that contravene the Equality Act 2010.
11. Having due regard to the need to advance equality of opportunity is further defined in s.149 as having due regard to the need of:
  - Remove or minimise disadvantages connected with a relevant protected characteristic
  - Take steps to meet the different needs of persons who share a relevant protected characteristic
  - Encourage persons who share a relevant protected characteristic participate in public life or any other activity in which they are under-represented

Due consideration was given to equalities impact assessment during the design of this awards process and no adverse impact was evident.

### **Resource implications**

12. The total budget for the Camberwell Community Council Fund is £17,440 to be spent by 31 March 2014. There is also an addition of £1,000 under spend from the 2012/13 round which makes the total budget of £18,400 to be spent by 31 March 2014.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Director of Legal Services**

13. The Localism Act 2011 gives councils a general power of competence whereby they have power to do anything that individuals generally may do. This power can be used even if legislation already exists that allows a local authority to do the same thing. However the general power of competence does not enable a local authority to do anything which it was restricted or prevented from doing

under that previous legislation.

14. This general power of competence would include the power to:
- (a) incur expenditure;
  - (b) give financial assistance to any person;
  - (c) enter into arrangements or agreements with any person;
  - (d) co-operate with, or facilitate or co-ordinate the activities of any person;
  - (e) exercise on behalf of any person any functions of that person; and
  - (f) provide staff, goods, services or accommodation to any person.
15. The provision of funding under the CCF falls within the scope of the kind of activities the council can undertake under the general power of competence as this includes a power to give financial assistance to any person.
16. In allocating funding under the CCF community councils must have regard to the council's equality duties set out in section 149 of the Equality Act 2010. The report author has demonstrated how those duties have been considered in the body of the report at paragraphs [8, 9, 10, 11].
17. Community councils are 'area committees' within the meaning of the Local Government Act 2000 and executive functions can be delegated to them by the leader and these are in Part 3H of the councils Constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Camberwell Community Council Fund 2012/13 Report, 26 June 2012	Online: <a href="http://moderngov.southwarbsites.com/documents/s29681/Report%20Community%20Council%20Fund%202012-13.pdf">http://moderngov.southwarbsites.com/documents/s29681/Report%20Community%20Council%20Fund%202012-13.pdf</a>	Forid Ahmed, Community Council Coordinator  020 7525 5540
Camberwell Community Council meeting minutes, 21 November 2012	<a href="http://moderngov.southwarbsites.com/mgAi.aspx?ID=26899">http://moderngov.southwarbsites.com/mgAi.aspx?ID=26899</a>	

## APPENDICES

No.	Title
Appendix 1	Camberwell Community Council Fund Applications List 2013
Appendix 2	Community Council Fund Information Sheet 2013

**AUDIT TRAIL**

<b>Lead Officer</b>	Forid Ahmed, Community Council Coordinator	
<b>Report Author</b>	Grace Semakula, Community Council Development Officer	
<b>Version</b>	Final	
<b>Dated</b>	21 January 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Housing and Community Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>		1 February 2013

## CAMBERWELL COMMUNITY COUNCIL FUND 2013/14 - ALL APPLICATIONS LIST

Project Ref:	Activity Name	Description	Organisation	Activities Dates	Proposed Recipients	Amount Requested
C1301	Dance Classes for St Georges Pop In	St Georges Pop-In runs social, educational and physical Pop-In meetings for adults in Southwark with severe learning difficulties. In order to run a program of dance throughout the next financial year, we are seeking funding for the dance class	St Georges Pop In	02/04/2013-25/03/2014	Dance classes for adults-severe learning difficulties	£500
C1302	Brunswick Park Village Fete	Brunswick Park Village Fete, a day of stalls, events and music designed to bring the community together, promote social cohesion and encourage responsible use of public space.	Friends Of Brunswick Park	08/09/2013-08/09/2013	Local community	£1,090
C1303	International Fashion Show	To showcase music, costume and dance from five continents by bringing parents, children and families to share and explore ideas, history etc	Lyndhurst School Association	18/10/2013-18/10/2013	Celebrate children's heritage and culture	£1,000
C1304	Camberwell Subterranean Bike Project	Summer holiday bicycle activities, Brandon Estate, Camberwell. They have been operating for 6 months on the estate from Aberfeldy House Garages	Camberwell Subterranean Bike Project	24/07/2013-03/09/2013	Local residents	£1,000
C1305	Family Fun Day	To run a community fun day for children and their parents and the local community in the summer 2013	Bethwin Road Playground	01/07/2013-10/09/2013	Local community	£1,000
C1306	Largactyl shuffle community picnic	Would like to hold a community picnic on Camberwell Green as part of the Largactyl Shuffle Walks	Cooltan Arts	01/06/2013-31/08/2013	Local residents	£999.95

Project Ref:	Activity Name	Description	Organisation	Activities Dates	Proposed Recipients	Amount Requested
C1307	Black History Month	A cooking event in celebration of black history. To give live demonstrations of cultural food being cooked in a healthier way	Crawford Parents Forum	01/10/2013-31/10/2013	Local residents	£1,000
C1308	Cultural Summer Party	To hold a culturally themed summer garden party. Members of Golden Oldies and local residents will be invited to come along and enjoy a culturally themed day out. Providing various activities where participants will be encouraged to join in	Walworth Golden Oldies	27/06/2013-27/06/2013	Local pensioners	£1,000
C1309	Stay Fit-Goshen TRA	We intend on running exercise classes whereby a fitness instructor will train residents in the TRA hall on a weekly basis for 2 months	Goschen TRA	01/04/2013-30/06/2013	Local residents	£700
C1310	Stay Fit-Albany Road,Chumleigh Gdns	I will want to do different activities for children of all age groups. Trying to do funfair, face painting,bbq, and many more during the holidays	Julie M Kaun	25/07/2013-08/08/2013	Activities for children	£5,000
C1311	A Song For Camberwell	To develop a "Song for Camberwell", taking ideas from a variety of groups and to perform it, at different venues around Camberwell	SE5 Forum	01/04/2013-31/07/2013	Local community	£1,000
C1312	Self Love Self Defence	To provide a self defence workshop for women within the local community to develop confidence, self empowerment and self esteem	Self Love	15/06/2013-15/06/2013	Women and children	£950

Project Ref:	Activity Name	Description	Organisation	Activities Dates	Proposed Recipients	Amount Requested
C1313	Eid Festival	We are planning to bring local communities together on a joyous occasion to celebrate the festival of Eid, in conjunction with all different community groups in Southwark. This will be a family event open to all.	Southwark Multi-Faith Forum	08/08/2013-08/08/2013	Local community	£1,000
C1314	Camberwell Enterprise Project	The project will group our boys with an adult instructor supporting them and assign them to an organisation for whom they will produce silk screen products or stimulate business activity.	Southside Young Leaders Academy	01/04/2013-31/08/2013	Local community	£997
C1315	Home Search Support	We will provide housing benefit training course for 10 members of the local community. Also 2 public events to assist people, working with LBS to target households who want to downsize.	Southwark CAB	01/04/2013-01/07/2013	Local community	£870
C1316	Eye to IT	A series of tutor led computer classes for 20 older adults with visual impairment. To pay for tutor costs, purchase adapted keyboards, voice recognition software	Southwark Pensioners Centre	01/04/2013-01/07/2013	Older Adults- visually impaired	£1,000
C1317	Young Minds	To provide a one day trip to a theme park for young people. As part of an annual outreach event of drama,dance,music, debate etc.	Jummy Taribo	27/07/2013-27/07/2013	Parents and children	£900
C1318	Children and Democracy In Action	Our plan is to bring together 50 children for a residential experience, where they can debate and practice democracy	Southwark Woodcraft	01/05/2013-01/08/2013	Residential for 50 children	£1,000

Project Ref:	Activity Name	Description	Organisation	Activities Dates	Proposed Recipients	Amount Requested
C1319	Denmark Hill Adventure Playground Project Fun Day	Inviting local small businesses who specialise in handmade products, i.e. cakes, childrens customise clothing, pottery etc to showcase their work in a Community Fun Day	Dog Kennel Hill Adventure Playground	01/02/2013-01/02/2013	Local community	£1,000
C1320	Green Film Screen	Organise a public event as part of the wider free film festival. Provide outdoor screening of an environmentally film theme	Free Film Festival	12/09/2013-12/09/2013	Local community	£1,000
C1321	Friends Of Bessemer World Carnival	To support Bessemer Grange School put on its annual carnival, around local streets and Denmark Hill Estate, ending with summer fair in July 2013	Friends Of Bessemer	30/04/2013-19/07/2013	Local community	£1,000
C1322	People Projects-Every Person Matters	Our planned activity is to hold quarterly network and development meetings	Network of local focussed practitioners	01/04/2013-31/03/2014	Local community	£591
C1323	4 in 10 Wellness Project-Maudsley	LGBT specific wellbeing workshops on yoga mediation, creative arts, etc	4 in 10 Wellness Project-SLAM	01/04/2013-31/03/2014	LGBT Service User Group	£620
C1324	Camberwell Arts Festival	An important part of the Festival is creating opportunities and partnerships with local residents, artists and community groups to participate in the arts i.e. workshops, exhibitions, talks, etc	Camberwell Arts Festival	01/05/2013-31/07/2013	Local community	£1,000
C1325	The Welcome Singers	An average of 25-30 retired people mostly over 70, meet weekly under their professional conductor to sing a range of choral music	The Welcome Singers	30/04/2013-28/03/2014	Local pensioners	£910



Project Ref:	Activity Name	Description	Organisation	Activities Dates	Proposed Recipients	Amount Requested
C1326	Camberwell's TRAs Big Film Week	This is a joint application from the TRAs for a week long series of filmmaking workshops and film screening	Elmington, Lettison Wilsons Rd, Bessemer Grange TRAs	15/04/2013-22/07/2013	Local residents	£4,500
C1327	Healthy Living Awareness Workshops	To deliver a series of 5 healthy living awareness workshops to the community to support vulnerable people living in deprived areas of Camberwell who are disadvantaged by disability, ill health and poverty.	Stroke Care	22/04/2013-31/03/2014	Adults and elderly people	£1,000
C1328	Eid Celebration	I have planned an eid fun day for the local community in Camberwell. The aims are to support community cohesion	Mumtaz Banu	23/06/2013-26/06/2013	Local community	£986.30
C1329	Pensioners Exploring 2013	The grant would be spent on visits to historic, cultural and artistic places of interest and hire of coaches for journeys outside London	Southwark Explorers Club	08/04/2013-29/11/2013	Local pensioners	£1,000
C1330	Recognition Awards Night	An initiative by Tayo Situ Foundation to recognise and celebrate the outstanding efforts of youths in Southwark.	Opi Alimi	01/04/2013-31/05/2013	Southwark Youths	£1,000
C1331	Kontakt:Southwark	To explore the possibilities of setting up a real and meaningful community theatre in Camberwell. To attend theatre workshops	The Working Party	03/04/2013-26/06/2013	Set up community theatre for 16+years to be involved	£442
C1332	Burgess Park Multi-sport holiday programme	Free Multi-sport programme ie tennis,rugby,football, boxing	Burgess Sports	02/04/2013-25/03/2014	6-16 year olds	£750

# Community council fund 2013



## About the community council fund

Southwark's community councils have a total of £122,000 to support activities run by local groups for local people across the borough.



## 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
- Workshops or activities involving members of the local community
- Publicity or merchandise to advertise an event you are doing

## Who can apply?

- New and emerging local groups
- Small local organisations
- Any constituted local group
- Any group or individual that has a constituted local organisation to administer the funds on their behalf
- Groups that are based 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 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 2014

- Activities that do not benefit people living in the community council area
- Anything which is capital funding, for instance building works or large playground equipment

## How much can groups apply for?

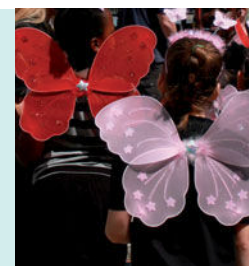
- From £100 up to £1,000. Groups can only submit one application per community council area. In exceptional circumstances awards in excess of £1,000 may be considered.

## How can people apply?

- By completing the application form attached
- By completing an online application form at: [www.southwark.gov.uk/communitycouncilfund](http://www.southwark.gov.uk/communitycouncilfund)
- Contacting the officer for the relevant community council area, as listed on page two, to request an application form

Closing date for receipt of all applications is **12pm Friday 14 December 2012.**

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 community council area as listed overleaf.

## How does the scheme work?

Applications will be screened to make sure they meet the criteria. Remember that eligibility for the fund 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.**

### 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 from the local community
- Applications that involve groups working together
- Activities delivered by:
  - New and emerging groups/individuals
  - Groups who have not previously received community council funding
  - 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 community council meeting which will take place in January or February 2013.

**So, when planning your activity, please make sure that you give enough time for this and that it does not start before 1 April 2013.**

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.

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 below) for advice as soon as possible.

All necessary documentation must be submitted with the application before it can be considered. It is the responsibility of the applicant to ensure that they or their sponsor group have the appropriate safeguarding policies, insurance, risk assessments, constitution and current bank account details.

**Remember all applications, whether online, email or post must reach us by 12pm Friday 14 December 2012.**

For more information about the scheme please go to [www.southwark.gov.uk/communitycouncilfund](http://www.southwark.gov.uk/communitycouncilfund)

## Contacts

### Bermondsey and Rotherhithe

Gill Kelly  
T: 020 7525 3690  
E: [gill.kelly@southwark.gov.uk](mailto:gill.kelly@southwark.gov.uk)

### Borough, Bankside and Walworth

Pauline Bonner  
T: 020 7525 1019  
E: [pauline.bonner@southwark.gov.uk](mailto:pauline.bonner@southwark.gov.uk)

### Camberwell

Grace Semakula  
T: 020 7525 4928  
E: [grace.semakula@southwark.gov.uk](mailto:grace.semakula@southwark.gov.uk)

### Dulwich

Fitzroy Lewis  
T: 020 7525 3084  
E: [fitzroy.lewis@southwark.gov.uk](mailto:fitzroy.lewis@southwark.gov.uk)

### Peckham and Nunhead

Marian Farrugia  
T: 020 7525 1780  
E: [marian.farrugia@southwark.gov.uk](mailto:marian.farrugia@southwark.gov.uk)

### Postal address for all above

Southwark Council  
Housing and community services  
Community engagement team  
PO Box 64529  
London  
SE1P 5LX

## Community council fund 2013 application form

### Section 1: About your project

1. a) Name of group/applicant

- b) Name of project

2. Please tick the community council area you are applying to

- Bermondsey and Rotherhithe  
 Borough, Bankside and Walworth  
 Camberwell  
 Dulwich  
 Peckham and Nunhead

3. Please describe your planned activity, what you are trying to achieve and what other groups (if any) are involved in this project in no more than 200 words.

4. When would your project start and finish? If you don't know the exact dates, please state approximate dates. (All activities must be completed between 1 April 2013 and 31 March 2014)

5. Where would the project take place? Please state exact location and also state which council ward

6. Who would benefit and how many people would take part?

7. What percentage of those taking part come from the community council area?

8. How would you measure the success of the project?

(You will be asked to fill in a monitoring form once the project is complete)

9. How much will the project cost in total?

10. Who else are you requesting funds from and how much are you requesting?

11. How much are you requesting from the community council fund?

12. Please give a breakdown of costs which should total to the amount requested in 11. For example:

Room hire	25 sessions at £10	£250

## Section 2: About your group

1. Name of group

2. Registered address (address held by bank etc)

  
  
 Postcode

3. Name of contact

4. Position in group

5. Contact details

 Telephone number  
 Mobile number  
 Email

6. Does your group have rules or a constitution?

Yes  No

If yes, please attach a copy

7. Does your group have an appropriate safeguarding policy?

Yes  No

If yes, please attach a copy if your project involves work with children or vulnerable adults.

8. Has your group been funded by a community council fund previously?

Yes  No

If yes please give date and amount

9. Does your group have a business bank account?

Yes  No

If yes, please give details below (Please note personal bank accounts are not acceptable)

Name of bank account

Name of bank

Address of bank

  
  
 Postcode

10. Please write no more than 50 words about the aims and activities of your group and your work in the community council area. Include status, for example charity/voluntary/business.

11. Please give one referee who can vouch for your organisation (name, address and phone number)

## Section 3: Declaration

We certify that the information in this application is true (two people are required to sign)

	Signature	Name in block capitals	Position in group
1)	<input type="text"/>	<input type="text"/>	<input type="text"/>
2)	<input type="text"/>	<input type="text"/>	<input type="text"/>

Closing date for applications: 12pm Friday 14 December 2012. Please contact the officer (details on page two) if you have not received an acknowledgement receipt of your application within a week. Please note: All relevant documentation must be submitted with the application before it can be considered.

**Please return to:** Community council development officer, housing and community services, community engagement team, PO Box 64529, London SE1P 5LX

<b>Item No.</b> 11.	<b>Classification:</b> Open	<b>Date:</b> 13 February 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Peckham Road South, first stage parking zone consultation	
<b>Ward(s) or groups affected:</b>		Brunswick Park and The Lane	
<b>From:</b>		Strategic Director, Environment and Leisure	

### RECOMMENDATION

1. That the community council note and comment on the following recommendations that are due to be made to the Cabinet Member for Environment, Transport and Recycling:
  - To not approve the implementation of a parking zone in any of the Peckham Road south study area
  - To approve the implementation of 'at any time' waiting restrictions (double yellow lines) on all unrestricted junctions where currently absent in the Peckham Road south study area.

### BACKGROUND INFORMATION

2. In accordance with Part 3H paragraphs 19 and 21 of the Southwark Constitution, community councils are to be consulted on the detail of strategic parking/traffic/safety schemes. In practice this is carried out following public consultation.
3. In accordance with Part 3D paragraph 21 of the council's constitution the decision to implement a new strategic transport scheme lies with the individual Cabinet Member for Environment, Transport and Recycling.
4. The community council is now being given opportunity to make final representations to the cabinet member following public consultation.
5. Full details of all results associated with the Peckham Road south first stage parking consultation, can be found in Appendix A the 'consultation report'.
6. Approval to consult residents on the principal of a possible parking zone in the Peckham Road south area was given by Camberwell Community Council<sup>1</sup> on 24 September 2012 and by Peckham and Nunhead Community Council<sup>2</sup> on 24 September 2012.

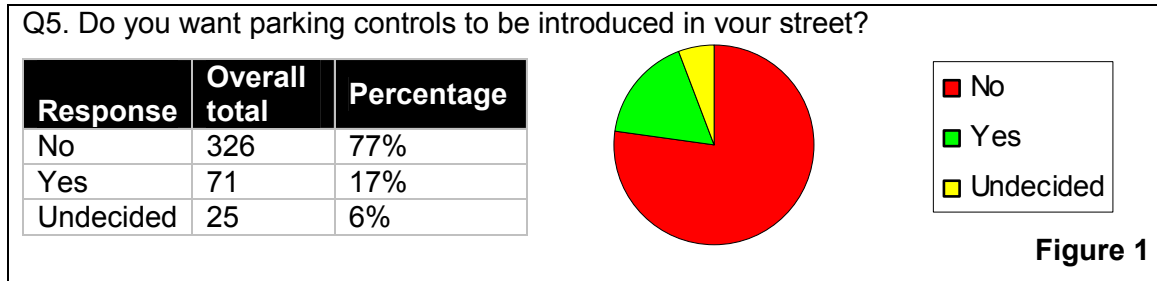
### KEY ISSUES FOR CONSIDERATION

<sup>1</sup> <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CIId=175&MIId=4320&Ver=4>

<sup>2</sup> <http://moderngov.southwark.gov.uk/ieListDocuments.aspx?CIId=352&MIId=4358&Ver=4>



7. Informal public consultation took place with all residents and businesses within the consultation area from 16 November 2012 until 14 December 2012.
8. Figure 1 details the overall response to the headline question, 'do you want parking controls introduced in your street?'



9. Full detail of the consultation strategy, results, options and conclusions can be found in the consultation report.

### **Recommendations to the Cabinet Member for Environment, Transport and Recycling**

10. On the basis of the results of the public consultation the cabinet member is recommended to approve the recommendations detailed in paragraph 1.

### **Policy implications**

11. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly:

Policy 5.1 - Improve safety on our roads and to help make all modes of transport safer.

- The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.

### **Community impact statement**

12. The implementation of any transport project creates a range of community impacts. All transport schemes aim to improve the safety and security of vulnerable groups and support economic development by improving the overall transport system and access to it.
13. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
14. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
15. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
16. The recommendations support the council's equalities and human rights policies

and promote social inclusion by:

- Providing improved access for key services such as emergency and refuge vehicles.
- Improving road safety, in particular for vulnerable road users, on the public highway.

### Resource implications

17. This report is for the purposes of consultation only and there are no resource implications associated with it.
18. It is, however, noted that this project is funded through the council's capital CPZ funding.

### Consultation

19. The community council was consulted prior to commencement of the study.
20. Informal public consultation was carried out in November and December 2012, as detailed above.
21. This report provides an opportunity for final comment to be made by the community council prior to a non-key decision scheduled to be taken by the Cabinet Member for Environment, Transport and Recycling in March 2013.
22. If approved for implementation this will be subject to statutory consultation required in the making of any permanent Traffic Management Orders.

### BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Matthew Hill, Public Realm Programme Manager 020 7525 3541

### APPENDICES

No.	Title
Appendix 1	Peckham Road South first stage parking zone consultation report



**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	14 January 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
Cabinet Member	Yes	No
<b>Date final report sent to Constitutional Team</b>		31 January 2013



# Peckham Road south

## First stage parking zone consultation report

February 2013

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

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## Section A – Introduction and policy context

**This report details the findings of a study on the possibility of introducing parking controls in the Peckham Road south area. It provides the evidence base for the associated IDM report which sets out recommendations for the Cabinet Member for Transport, Environment and Recycling.**

Southwark Council has twenty one parking zones in operation (appendix A) which have been introduced over a period of 40 years. This time span reflects the historical and continuing challenge, faced by every local authority, in matching the demand to park with a finite supply of on-street spaces.

The Parking and Enforcement Plan<sup>1</sup> (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 a supporting document to the council's 2006 transport strategy, the Local Implementation Plan<sup>2</sup> (LIP) which was recently replaced by the Transport Plan 2011<sup>3</sup>.

The Transport Plan, incorporating Southwark's Local implementation plan (Lip), is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. Southwark's Transport Plan responds to the revised Mayor's Transport Strategy (MTS), the Sub Regional Transport Plans (SRTPs), Southwark's Sustainable Community Strategy (SCS) and other relevant policies.

Amongst its eight key objectives, the Transport Plan sets out the council's aim to "encourage sustainable travel choices" and "reduce the impact of transport on the environment".

The plan sets a target to reduce traffic levels by 3% by 2013.

The Transport Plan states "the council supports the introduction of CPZs as an important traffic demand management tool. CPZs do not provide long-stay parking for commuters and therefore existing zones assist in reducing car trips within those zones as well as trips across and through the borough".

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<sup>1</sup> [http://www.southwark.gov.uk/Uploads/FILE\\_42772.pdf](http://www.southwark.gov.uk/Uploads/FILE_42772.pdf)

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

<sup>3</sup> [http://www.southwark.gov.uk/info/200107/transport\\_policy/1947/southwark\\_transport\\_plan\\_2011](http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011)

It continues that “parking controls are also significant in releasing suppressed demand for sustainable modes, such as walking, cycling and public transport.”

It is important to recognise that the majority of households in Southwark do not have access to a car and the needs of this majority must also be considered in the allocation of street space.

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 council has a duty<sup>4</sup> to provide suitable and adequate parking facilities on and off the highway as well as securing “the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”.

Southwark’s streets provide a finite supply of parking space, limited by various existing measures that have been installed for a variety of traffic management purposes for example to: improve safety (eg. pedestrian crossings), reduce congestion (eg. yellow lines), improve public journey times (eg. bus lanes) or encourage cycling (eg. cycle lanes).

The remaining space can generally be used for parking but in areas where demand exceeds supply the prioritisation of that remaining kerb space becomes essential.

In practice, the council prioritises that remaining space through the introduction of parking zones as well as local parking restrictions outside of those zones, to manage parking and loading requirements.

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<sup>4</sup> [Road Traffic Regulation Act, 1984](#), and [Traffic Management Act, 2004](#)

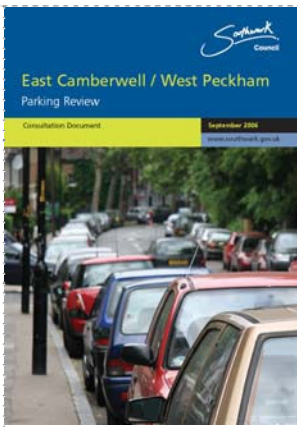
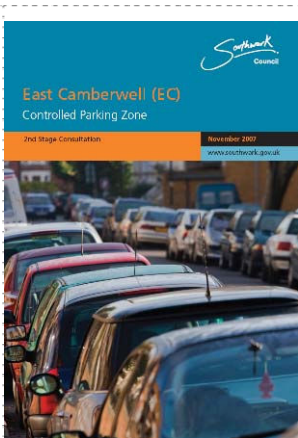



## Section B – Study methods and decision making

### History of parking consultations in the area

The PEP<sup>5</sup> identifies the study area as a location which may justify consideration of a new zone. The PEP describes the area as a residential area in which there is a high density of car ownership and also concentrations of employment. Another consideration is the areas' proximity to other parking zones (LG, B, EC, L).

The history of previous parking consultations in the immediate vicinity to this study area is shown in the following table and is described thereafter.

Date	Consultation summary
September 2006	 <p><b>East Camberwell and West Peckham first stage parking consultation.</b></p> <p>This was the last time streets south of Peckham Road south area were consulted. This consultation identified that a lack of support for parking controls. However, there was support for controls in roads north of Camberwell Church Street and around Camberwell Green Magistrates Court and a decision was made to progress to a second stage consultation.</p>
November 2007 - April 2009	 <p><b>East Camberwell (EC) second stage consultation</b></p> <p>Resident and businesses were consulted on the detailed layout of a parking zone. There was support for controls and subsequently the East Camberwell (EC) parking zone was introduced.</p>
December 2010 - January 2012	 <p><b>Lucas Gardens (LG) first and second stage consultation</b></p> <p>The consultation identified that there was support for controls in a network of roads south of Peckham Road.</p> <p>A parking zone was subsequently introduced in Grace's Road, Grace's Mews, Dagmar Road, Wilson Road, Maude Road and part of Vestry Road</p>

<sup>5</sup> Chapter 4.3, Parking and Enforcement Plan, Southwark Council

December 2010 -  
April 2012

Southampton Way (SW)  
Controlled Parking Zone



### Southampton Way (SW) first and second stage consultation



This consultation led to the East Camberwell (EC) parking zone being extended to Cottage Green, Parkhouse Street and part of Southampton Way and Wells Way.

However, the parking zone was not extended to Bonsor Street, Coleman Road, Dowlas Street and Rainbow Street, due to lack of support.

In September 2006 the council carried out a first stage ('in-principal') study of an area of uncontrolled (non-parking zone) streets known as East Camberwell / West Peckham.

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

In June and July 2008 draft parking proposals were presented to Camberwell Community Council. A subsequent decision was taken by the Strategic Director that agreed to the introduction and detailed layout of a parking zone in the EC area only.

As a result of late representations from residents at the community council meeting a decision was taken not to proceed with the introduction of the LG parking zone. Camberwell Community Council asked that LG area be monitored during the 18 month experimental period of EC parking zone.

In April 2009 EC parking zone was introduced as an experimental traffic order and was made permanent in September 2010.

The council's 2010-12 parking projects 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 parking zone.

In December 2010 consultation was carried out with residents and businesses in the Lucas Gardens and Southampton Way area. These consultations subsequently led to the introduction of the Lucas Gardens (LG) parking zone in January 2012 and the extension of the EC parking zone in April 2012.

Following the introduction of the LG parking zone, the council received communication from residents on the periphery of the new LG parking zone regarding an increase in parking pressure in their street.

On 25 April 2012, a deputation was made from a group of residents from Shenley and Linnell Roads at Camberwell Community council, regarding the impact the LG parking zone had on their street.

At the meeting it was formally requested that Southwark Council consult residents on streets outside of the LG parking zone, not presently covered by parking controls on options to manage on-street parking pressures.

### **Parking zone requests**

In addition to the residents deputation made to Camberwell Community Council on 25 April 2012, the council has received correspondence on the matter directly from the public. The vast majority of which can be summarised as asking the council to consult upon (or implement) parking controls to favour residents in the area. There have been a total of 22 individuals contacting the council. 18 of those have been received since January 2012.

### **Project structure**

Since adoption of the PEP, the council has generally carried out it's parking projects by way of a two-stage consultation process<sup>6</sup>, except where the area limits are predetermined by physical, borough or existing parking zone boundaries or by budget constraints - in which case a joint first/second stage consultation may be carried out.

The two-stage consultation approach can be summarised as:

#### *First stage (in principal) parking zone consultation*

This stage is to establish if parking problems are occurring and, if so, where and at what times.

A questionnaire is sent out to every property within the area asking for opinions on the principal of a parking zone and whether or not they experience parking problems. We will also ask our key stakeholders for their comments too.

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

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

The key decision is taken by the Cabinet Member for Transport, Environment and Recycling but the draft report is made public and discussed with the community council before the decision date. This decision is subject to further second stage (detailed design) consultation, see below.

#### *Second stage (detailed design) parking zone consultation*

Once a parking zone has been approved in principal, we seek views on how the parking zone should operate.

During this stage we will consult again 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 parking zone should operate and other detailed parking issues.

A report will be discussed with the community council before the Cabinet Member for Transport, Environment and Recycling approves the final layout, if required.

More detail of the first stage process is shown in Figure 1.

<sup>6</sup> [http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ\\_how\\_consult/](http://www.southwark.gov.uk/YourServices/transport/parking/cpzreviews/CPZ_how_consult/)



A draft version of this report will be presented to the relevant community council prior to a decision being taken. Opportunity for comment will be made at that meeting and those representations will be appended alongside this report and the formal decision.

### Consultation area

A presentation of the consultation methods and boundaries was given and approved at both Camberwell and Peckham and Nunhead, Community Council meetings on 24 September 2012.

The streets approved for consultation are situated within Brunswick Park and The Lane wards.

STREET	WARD	NO. PROPERTIES	STATUS
AINSWORTH CLOSE	Brunswick Park	11	Private street – Parking controls would not apply
AZENBY ROAD	The Lane	28	Public highway
BUSHEY HILL ROAD	Brunswick Park / The Lane	190	Public highway
CACTUS CLOSE	Brunswick Park	9	Private street – Parking controls would not apply
CROFTON ROAD	Brunswick Park / The Lane	218	Public highway
DENMAN ROAD	Brunswick Park	109	Public highway
GAIRLOCH ROAD	Brunswick Park	33	Public highway
GRUMMANT ROAD	The Lane	195	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Pelican Estate which have their own parking regulations and will remain independent from a parking zone.
LETTSOM STREET	Brunswick Park	74	Lettsom Street has its parking regulations and will remain independent from a parking zone.
LINNELL ROAD	Brunswick Park	49	Public highway
LYNDHURST GROVE	Brunswick Park / The Lane	72	Public highway
MCNEIL ROAD	Brunswick Park	198	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Lettsom Estate which have their own parking regulations and will remain independent from a parking zone.
OSWYTH ROAD	Brunswick Park	41	Public highway
PECKHAM HIGH STREET	The Lane	1	Part of the Transport for London Road Network (TLRN) Parking controls would not apply on this street.
PECKHAM ROAD	Brunswick Park / The Lane	238	Part of the Transport for London Road Network (TLRN) Parking controls would not apply on this street.
SHENLEY ROAD	Brunswick Park	188	Public highway
TALFOURD PLACE	The Lane	12	Public highway
TALFOURD ROAD	The Lane	251	Public highway
VESTRY ROAD (non parking zone area, south of Linnell Road)	Brunswick Park	180	Part public highway, part housing estate.  It should be noted that the majority of postal address fall within the Lettsom Estate which have their own parking regulations and will remain independent from a parking zone.
<b>TOTAL</b>		<b>2097</b>	
<b>Peckham &amp; Nunhead Community Council</b>		<b>~900</b>	
<b>Camberwell Community Council</b>		<b>~1200</b>	

## CPZ – 1<sup>st</sup> stage (in principal) consultation and study process



### Existing parking arrangements in the Peckham Road south consultation area

Parking within the consultation area is predominantly uncontrolled but there are some restrictions that prevent kerb-side parking, these are summarised in the following table.

<b>Existing restrictions within the consultation area that prevent kerb-side parking</b>	<b>Location</b>
<ul style="list-style-type: none"> <li>Origin disabled bays (outside resident's homes who meets the council's criteria)</li> </ul>	- 32 installed throughout area, positioned outside resident's homes
<ul style="list-style-type: none"> <li>Road safety measures (eg. Formal pedestrian crossings)</li> </ul>	- Red route restrictions in roads leading off Peckham Road - Zebra crossing in Vestry Road
<ul style="list-style-type: none"> <li>Local traffic management (single/double yellow lines to assist in sight lines and maintain traffic flow)</li> </ul>	Double yellow lines in Mcneil Road and Grummant Road
<ul style="list-style-type: none"> <li>Vehicle crossovers allow access to private land (ie residential front driveways) parking is generally permitted but it can be enforced against by the council at request of the landowner (certain conditions apply)</li> </ul>	Various locations throughout the area. Predominantly in Talfourd Road.
<ul style="list-style-type: none"> <li>Dropped kerbs / raised footways – informal crossing points installed to assist pedestrian to cross the road and where parking is unlawful.</li> </ul>	Various locations throughout consultation area.

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

- Lucas Gardens (LG), introduced 2012
- East Camberwell (EC), introduced 2009 and extended in 2012
- South Camberwell (L), introduced 1999
- Peckham town centre (B), introduced 1974

It should be noted that parking zones further afield, are also likely to play a part in impacting upon supply of on-street parking. Parking zones 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 other London parking zones are extensive in their area – they cover all of TFL Zone 1 and most of Zone 2 - and provide protection to local residents parking needs. These zones 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**

2097 postal addresses are located within the Peckham Road south consultation area. This data was derived from the council's Local Land and Property Gazetteer (LLPG).

Distribution of the consultation documents (appendix B) was made on 16 November 2012 by way of a blanket hand-delivery to all (residential and commercial) properties within the consultation area. The delivery was carried out by officers from the parking projects team.

The document was also sent to key and local stakeholders. Local stakeholders were identified as the Cabinet Member for transport, environment, 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 first stage parking consultation was about
- Southwark's policy in regard to parking zones
- Frequently asked questions
- Website link to the online questionnaire and 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 they want parking controls introduced in their street
- If they don't want parking controls, why?
- Whether their opinion would change if parking controls was introduced in an adjacent street
- Would they like to be part of a working group if we progress to a second stage consultation
- 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 completed online via Southwark's consultation webpage.

### Street Notices

40 street notices were erected within the consultation area on 19 November 2012. A copy of the street notice can be found in appendix C.

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

A QR barcode was also included on the street notice, this provided the option to anyone with a smart phone to scan the barcode and be directed straight to the Peckham Road South parking consultation webpage.

40 “reminder – consultation closes” notices were erected on 3 December 2012.



## Website

The council's parking consultation webpage<sup>7</sup> provided detail of the consultation, its process and how decisions would be taken. A selection of frequently asked questions relating to the specific consultation (and parking zones in general) provided an additional source of information for those wanting to know more about what parking controls could mean to them.

The Peckham Road south webpage also included the following PDF downloads:

- A suggested (concept design) parking zone layout (appendix D)
- The first stage consultation document
- Southwark parking zone history map (how parking zones have evolved)
- Street by street parking demand and occupancy data (appendix E)

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

## Twitter

A Tweet was sent out on 16 November 2012 on the social media website Twitter. At that time @lb\_southwark had 5,750 followers. The tweet was to say that a parking consultation was underway in the Peckham Road south area.



A reminder tweet was sent out again on 30 November 2012.

## Consultation period - key dates

Date	Consultation summary
16 November 2012	Consultation pack hand delivered to the area
16 November 2012	Tweet sent out to @lb_southwark followers
19 November 2012	40 street notices erected on lamp columns in the area
30 November 2012	A reminder tweet sent out to @lb_southwark followers
3 December 2012	40 reminder street notices erected on lamp columns in the area
14 December 2012	Consultation response deadline

## Parking surveys

To quantify the parking situation, Traffic Survey Partners were commissioned to undertake parking surveys on a weekday, Wednesday 17 October 2012 and a weekend, Saturday 20 October 2012, to ascertain parking occupancy and duration of stay on all public highway roads within the consultation area. A summarised version of the parking beat surveys can be found in appendix F.

<sup>7</sup> [http://www.southwark.gov.uk/info/200140/parking\\_projects](http://www.southwark.gov.uk/info/200140/parking_projects)

## Section C – Consultation area questionnaire results summary

### Summary of response rate

Figure 2 shows that the Peckham Road south consultation yielded 422 returned questionnaires from within the consultation area, representing a 20 % response rate. This is a good response rate for this type of consultation when compared with similar consultations in the borough and benchmarked against other London authorities.

It should be noted that the response could be considered to be closer to 30% when excluding properties that already have their own permit parking schemes (such as the Lettsom and Pelican estates) and Peckham Road, which falls on the Transport for London Road Network (TLRN).

The highest response rate was from Denman Road (49%), the lowest were Cactus Close (a private street) and Peckham High Street (part of the TLRN) with no responses. As there were only a few properties in these streets, this may explain the lack of responses. Figure 2.1 provides a graph of each street's response rate.

The PEP sets out that the council will give significant weight to the consultation return when it exceeds a 20% threshold. 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 20 comments were made either by email, letter or phone.

Street	Delivered	Returned	Response rate	Telephone	Email/Letter	Total responses to consultation
Ainsworth Close	11	1	9%			1
Azenby Road	28	2	7%			2
Bushey Hill Road	190	73	38%	1	1	75
Cactus Close	9	0	0%			0
Crofton Road	218	75	34%	1	1	77
Denman Road	109	53	49%		2	55
Gairloch Road	33	10	30%			10
Grumant Road	195	8	4%			8
Lettsom Street	74	1	1%			1
Linnell Road	49	13	27%	1		14
Lyndhurst Grove	72	17	24%		1	18
McNeil Road	198	7	4%			7
Oswyth Road	41	13	32%			13
Peckham High Street	1	0	0%			0
Peckham Road	238	10	4%			10
Shenley Road	188	63	34%	3	7	73
Talfourd Place	12	3	25%			3
Talfourd Road	251	56	22%		1	57
Vestry Road	180	17	9%		1	18
<b>TOTAL</b>	<b>2097</b>	<b>422</b>	<b>20%</b>	<b>6</b>	<b>14</b>	<b>442</b>

**Figure 2**

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

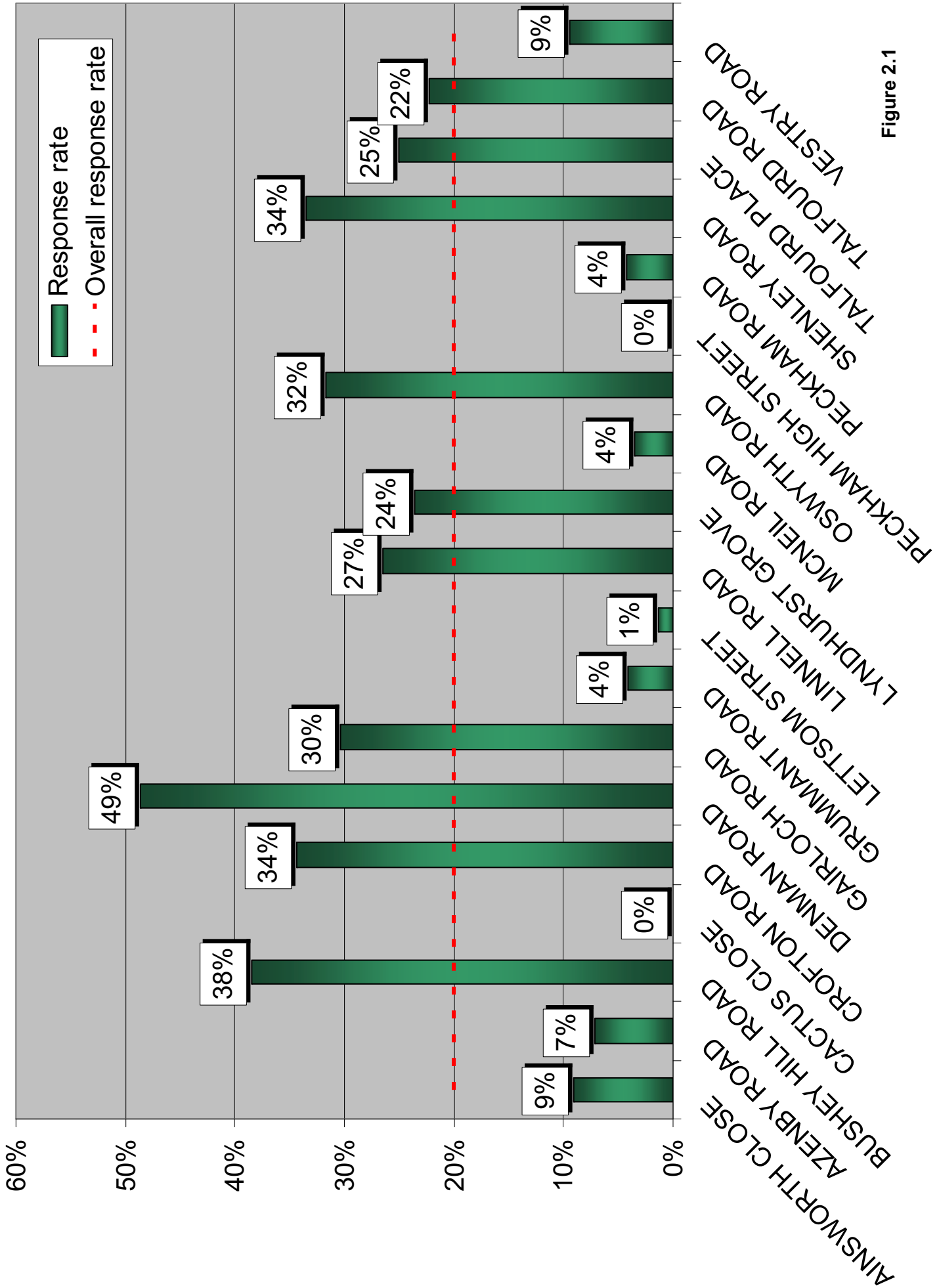


Figure 2.1



## Headline consultation results

### Q1) Are you a resident or business?

- 1) 98% of responses were received from residential properties. Based upon OS land use survey data this is reasonably representative of the area.
- 2) 2% of responses came from businesses, the majority of these coming from Peckham Road.

### Q2) How many vehicles do you park on the street?

- 3) The vast majority (81%) of respondents do not have any off-street parking. It is therefore assumed that the remainder (19%) either have private driveways, estate parking, garages or a space within a private car park (ie small surface car parks most usually associated with small apartment blocks).
- 4) The highest proportion of off-street parking is in Talfourd Road.
- 5) The majority of respondents have access to one or more vehicle. Only 15% of respondents in the study area don't have a vehicle. This response is unrepresentative for the ward where Brunswick Park 54% and The Lane 54% don't have a car<sup>8</sup> and Southwark (51.9%). This may reflect the fact that car users are more likely to respond than non-users as they perceive themselves as more directly affected by parking matters.
- 6) 80% of respondents park one or more vehicles on the public highway, detailed in Figure 3.

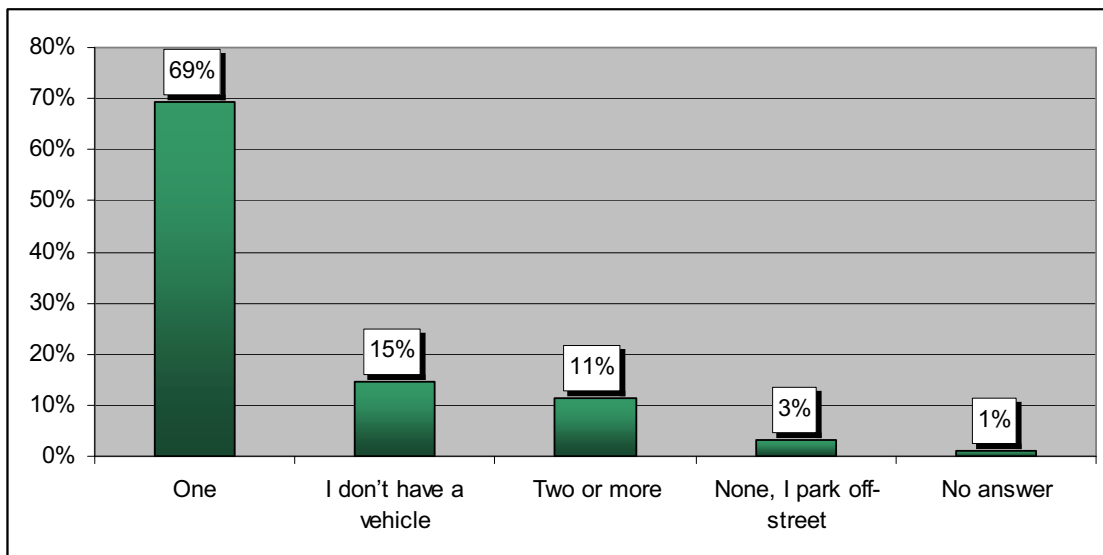


Figure 3

### Q3) Please rate the ability to find an on-street parking space near this address?

- 7) This question aims to understand respondents subjective view to parking conditions in their street.
- 8) Across the whole consultation area, when asked about *your* ability to find an on-street parking space: 57% found it easy or very easy, 23% found difficult or very difficult.

<sup>8</sup> Office for National Statistics, Census Area Statistics, KS17

9) The results were similar for visitor parking (56% easy or very easy v 25% difficult or very difficult).

10) There are, however, notable differences of opinion between different streets; for example 54% of respondents in Oswyth Street found parking difficult or very difficult whereas 77% of respondents in Bushey Hill Road found parking easy or very easy. Figure 4 details the overall response.

	1 (Very easy) + 2 (Easy)		4 (Difficult) + 5 (Very difficult)	
	Percentage	Street	Percentage	Street
Please rate the ability to find an on-street parking space near this address?	100%	Ainsworth Close	54%	Oswyth Road
	100%	Azenby Road	50%	Gairloch Road
	100%	Talfourd Place	46%	Linnell Road
	77%	Bushey Hill Road	46%	Shenley Road
	73%	Crofton Road	38%	Grummant Road
	71%	Talfourd Road	35%	Vestry Road
	65%	Lyndhurst Grove	30%	Peckham Road
	58%	Denman Road	24%	Lyndhurst Grove
	57%	McNeil Road	19%	Denman Road
	40%	Gairloch Road	14%	McNeil Road
	38%	Linnell Road	12%	Crofton Road
	38%	Grummant Road	11%	Bushey Hill Road
	35%	Vestry Road	9%	Talfourd Road
	30%	Peckham Road	0%	Ainsworth Close
	22%	Shenley Road	0%	Azenby Road
	15%	Oswyth Road	0%	Lettsom Street
	0%	Lettsom Street	0%	Talfourd Place

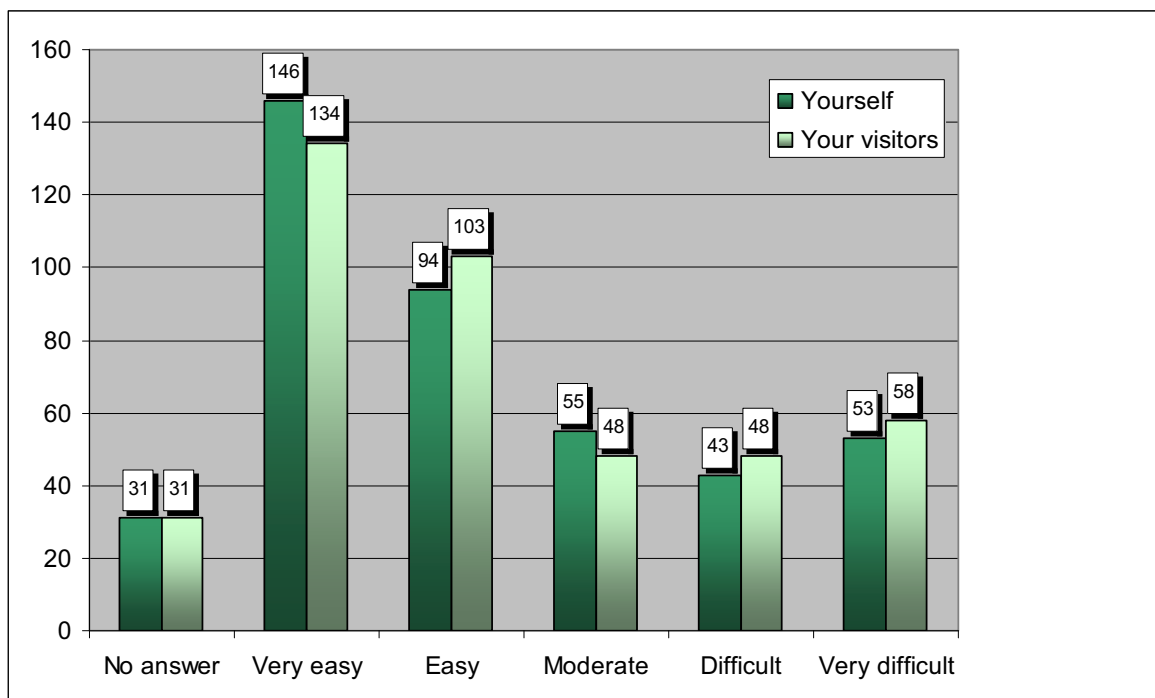


Figure 4

Figure 4.1 – Please rate the ability to find an on-street parking space near this address (Yourself)?

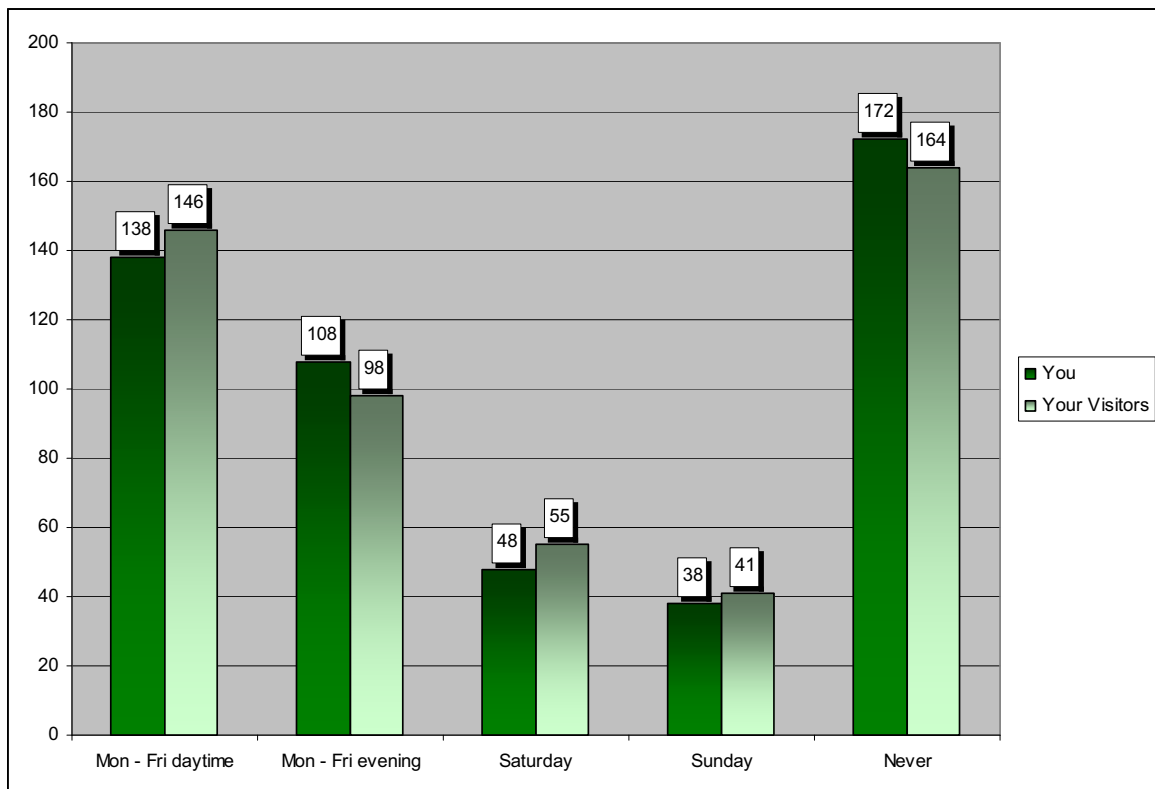


Figure 4.1

**Q4) What time of day do you or your visitors have difficulty parking?**

11) Question 4 was provided to ascertain when respondents most felt parking difficulties occurred. Figure 5 details the overall responses. The largest response group expressed that they never experienced parking problems. The second largest group said that problems occurred during the weekday daytime, followed by the weekday evening. The table provides a count of what time residents considered that they experienced difficulty in parking. The results were similar for visitor parking. Respondents could select as many or few times periods as they considered appropriate.

Never	Mon - Fri daytime	Mon - Fri evening	Saturday	Sunday
43 Bushey Hill Road	41 Shenley Road	22 Shenley Road	8 Shenley Road	10 Talfourd Road
36 Crofton Road	21 Crofton Road	18 Talfourd Road	7 Talfourd Road	5 Shenley Road
29 Talfourd Road	14 Denman Road	15 Denman Road	7 Crofton Road	5 Bushey Hill Road
23 Denman Road	10 Bushey Hill Road	13 Bushey Hill Road	5 Bushey Hill Road	5 Denman Road
11 Lyndhurst Grove	10 Talfourd Road	12 Crofton Road	5 Oswyth Road	3 Crofton Road
10 Shenley Road	7 Gairloch Road	4 Linnell Road	4 Denman Road	2 Oswyth Road
4 Gairloch Road	7 Linnell Road	4 Vestry Road	3 Vestry Road	2 Vestry Road
3 Peckham Road	7 Vestry Road	4 Peckham Road	3 Grummant Road	2 Grummant Road
3 Linnell Road	5 Lyndhurst Grove	4 Oswyth Road	2 Peckham Road	2 Peckham Road
3 McNeil Road	5 Peckham Road	3 Gairloch Road	2 Lyndhurst Grove	2 Linnell Road
2 Oswyth Road	5 Oswyth Road	3 Lyndhurst Grove	1 Linnell Road	0 Lyndhurst Grove
2 Vestry Road	3 McNeil Road	3 Grummant Road	1 Gairloch Road	0 Gairloch Road
2 Talfourd Place	3 Grummant Road	2 McNeil Road	0 McNeil Road	0 McNeil Road
1 Azenby Road	0 Talfourd Place	1 Talfourd Place	0 Talfourd Place	0 Talfourd Place
0 Grummant Road	0 Azenby Road	0 Azenby Road	0 Azenby Road	0 Azenby Road
0 Lettsom Street	0 Lettsom Street	0 Lettsom Street	0 Lettsom Street	0 Lettsom Street
0 Ainsworth Close	0 Ainsworth Close	0 Ainsworth Close	0 Ainsworth Close	0 Ainsworth Close

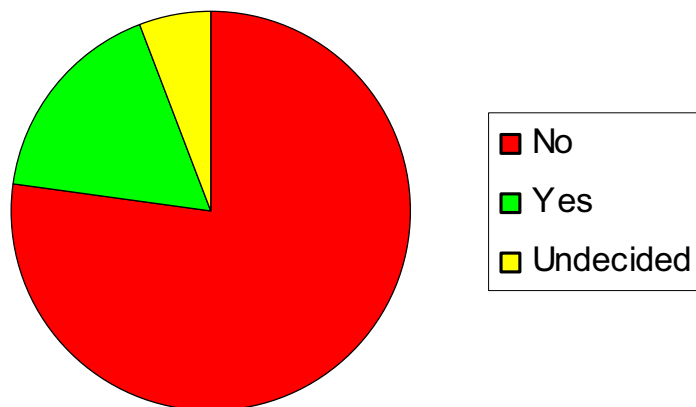


**Figure 5**

**Q5) Do you want parking controls to be introduced in your street?**

12) The key question of “do you want parking controls to be introduced in your street?” is tabulated for the entire consultation area in Figure 6, graphed in Figure 6.1 and individual responses mapped on a street-by-street bases in Figure 6.2.

Response	Overall total	Percentage
No	326	77%
Yes	71	17%
Undecided	25	6%



Street	Do you want parking controls to be introduced in your street?						Response rate		
	No	No (%)	Yes	Yes (%)	Undecided	Undecided (%)	Total Returned	Total delivered	Response rate %
Ainsworth Close	1	100%	0	0%	0	0%	1	11	9%
Azenby Road	2	100%	0	0%	0	0%	2	28	7%
Bushey Hill Road	63	86%	7	10%	3	4%	73	190	38%
Cactus Close	0	0%	0	0%	0	0%	0	9	0%
Crofton Road	64	85%	6	8%	5	7%	75	218	34%
Denman Road	46	87%	4	8%	3	6%	53	109	49%
Gairloch Road	6	60%	4	40%	0	0%	10	33	30%
Grummant Road	7	88%	0	0%	1	13%	8	195	4%
Lettsom Street	0	0%	0	0%	1	100%	1	74	1%
Linnell Road	8	62%	5	38%	0	0%	13	49	27%
Lyndhurst Grove	12	71%	4	24%	1	6%	17	72	24%
McNeil Road	5	71%	1	14%	1	14%	7	198	4%
Oswyth Road	6	46%	7	54%	0	0%	13	41	32%
Peckham High Street	0	0%	0	0%	0	0%	0	1	0%
Peckham Road	8	80%	1	10%	1	10%	10	238	4%
Shenley Road	32	51%	26	41%	5	8%	63	188	34%
Talfourd Place	3	100%	0	0%	0	0%	3	12	25%
Talfourd Road	50	89%	3	5%	3	5%	56	251	22%
Vestry Road	13	76%	3	18%	1	6%	17	180	9%
<b>GRAND TOTAL</b>	<b>326</b>	<b>77%</b>	<b>71</b>	<b>17%</b>	<b>25</b>	<b>6%</b>	<b>422</b>	<b>2097</b>	<b>20%</b>

**Figure 6**

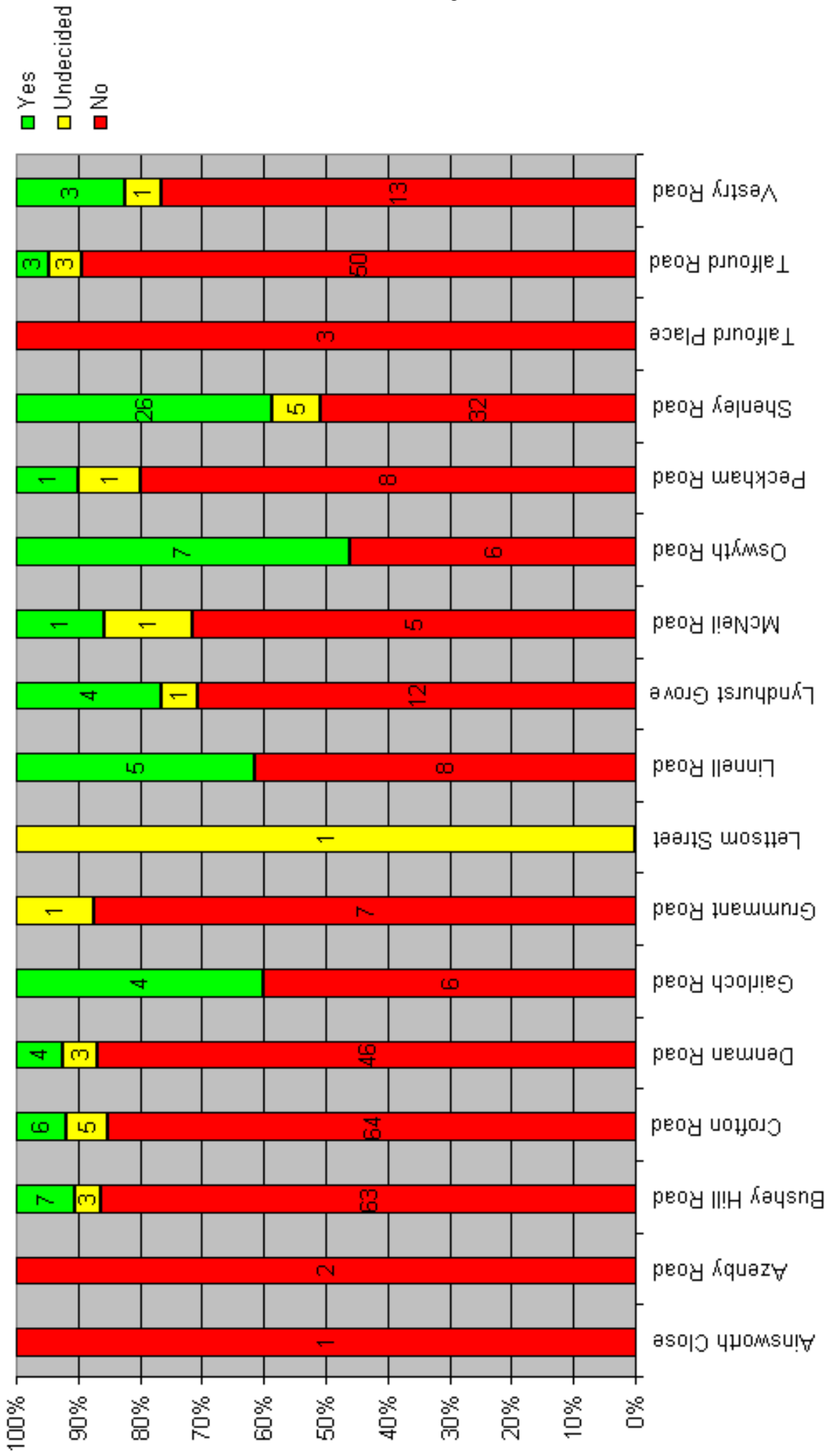


Figure 6.1



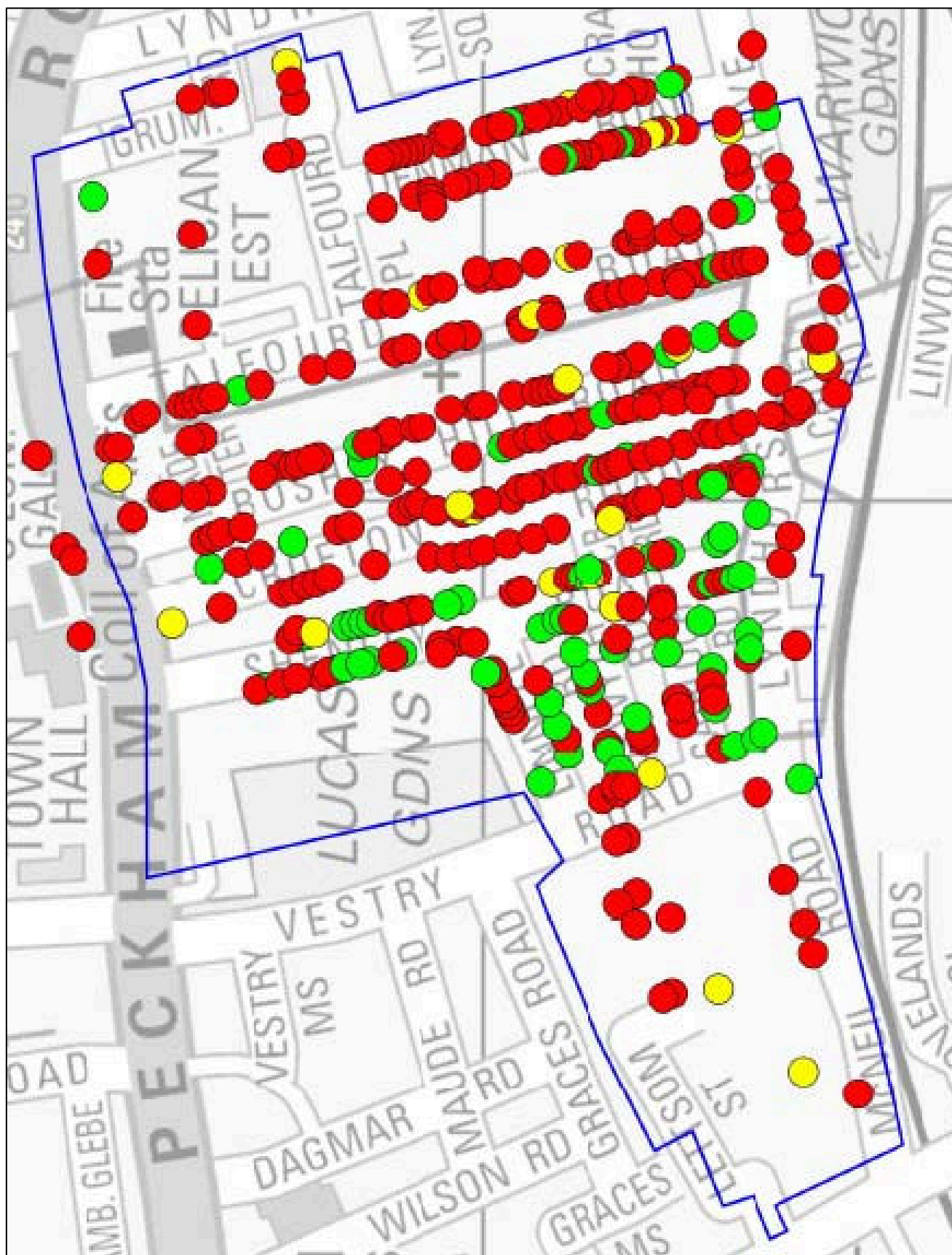
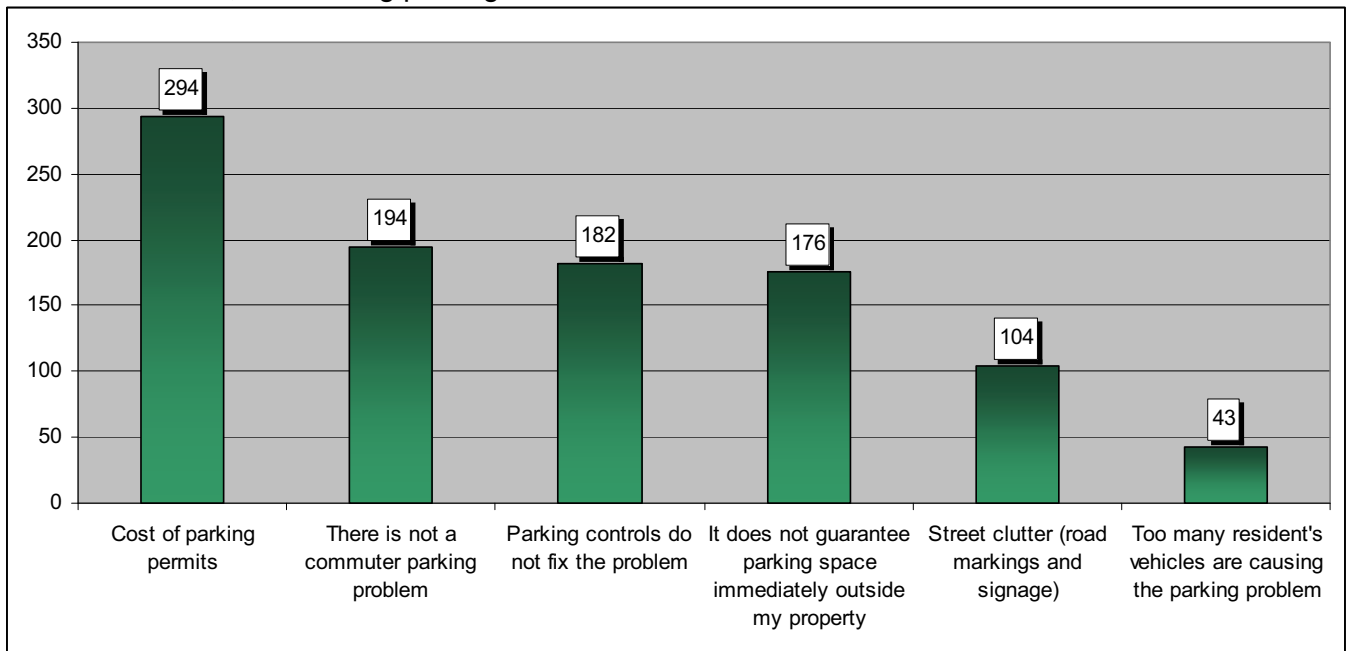


Figure 6.2

**Q5a) If you answered 'No' or "Undecided" to parking controls in your street, please explain why?**

13) Those persons who responded that they didn't want or were undecided on parking controls in their street were asked a further question giving the opportunity to explain why they didn't want parking controls. Respondents could tick multiple boxes.

14) Figure 7 shows that the cost of parking permits is the main reason why those against or undecided, not wanting parking controls.

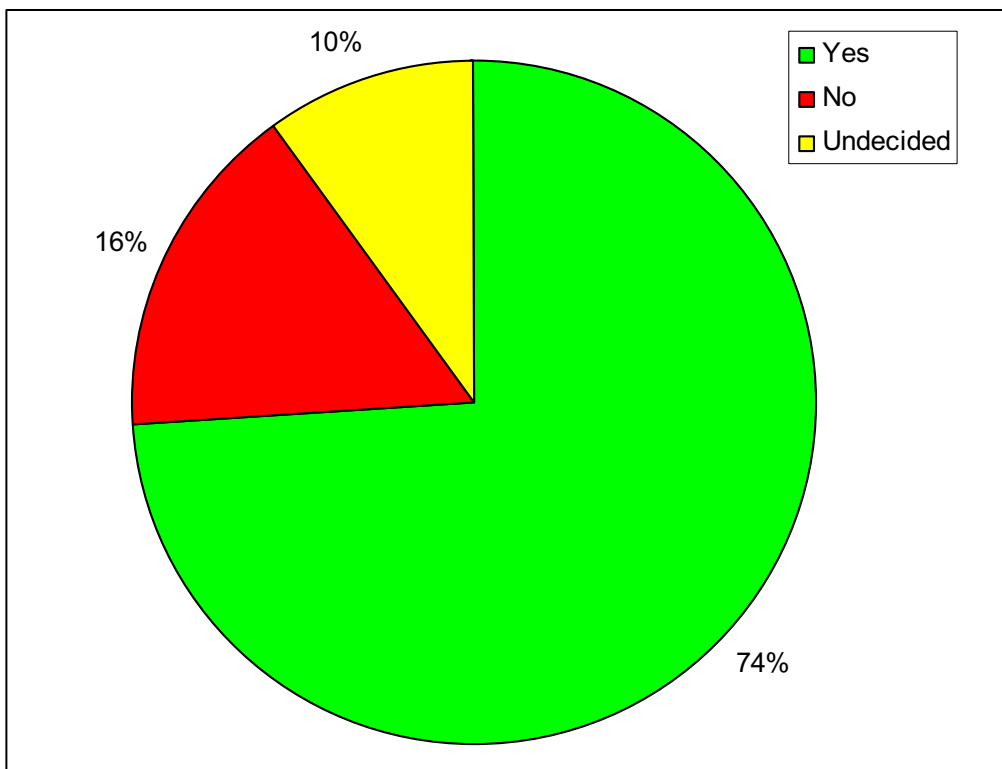


**Figure 7**



**Q6) If you answered “No” or “Undecided” to Q5 would you want to be reconsulted if a parking zone was introduced in an adjacent street?**

- 15) Those persons who responded that they didn't want or were undecided on a parking zone in their street were asked a further question<sup>9</sup> if they would they want to be reconsulted if a parking zone was to be introduced in an adjacent street.
- 16) Figure 8 details the responses. The majority (74%) would want to be reconsulted if a parking zone was introduced in an adjacent street. This is an unusual result when compared with previous, similar consultations.



**Figure 8**

<sup>9</sup> Those persons completing the paper copy of the questionnaire were able to answer this Q6 even if they had said “yes” to Q5. As their views were not relevant in analysing Q6 we have deleted their responses from the results in this question section.

**Q7) If we progress to a second stage consultation in your street, would you be keen to join a small working group to help develop any further designs?**

17) Those is the consultation area were also offered the opportunity to join a small working group to help develop any further designs should the consultation progress to a second stage.

18) 170 respondents indicated that they would be keen to join a working group, figure 9, summarised what the working group would involve.

*Officers would meet with residents twice:*

1. *Before any second stage consultation started.*
2. *After the second stage consultation had closed (to consider the feedback we'd received and to make design changes)*

*The concept of the working group is generally a two-way meeting for:*

- *officers to explain traffic sign law and how this will effect the look of the street (what we can/cannot do for signs/lines/machines, etc)*
- *officers to explain the council's adopted streetscape design manual*
- *group to give feedback to the consultation document (content and questions)*
- *group to give feedback to the design (position and type of bays, signs, road markings)*
- *the group to have stakeholder view included in the final report, to make any specific recommendations*

**Figure 9**

19) Finally, other comments were sought. Understandably, the responses given generally mirrored the view expressed to the key question of whether a parking zone was wanted or not. Figure 10 provides a random selection of comments from those in support of controls. Figure 11 provides a random selection of comments from those against controls. The text positions are indicative of the location the responses originated from.

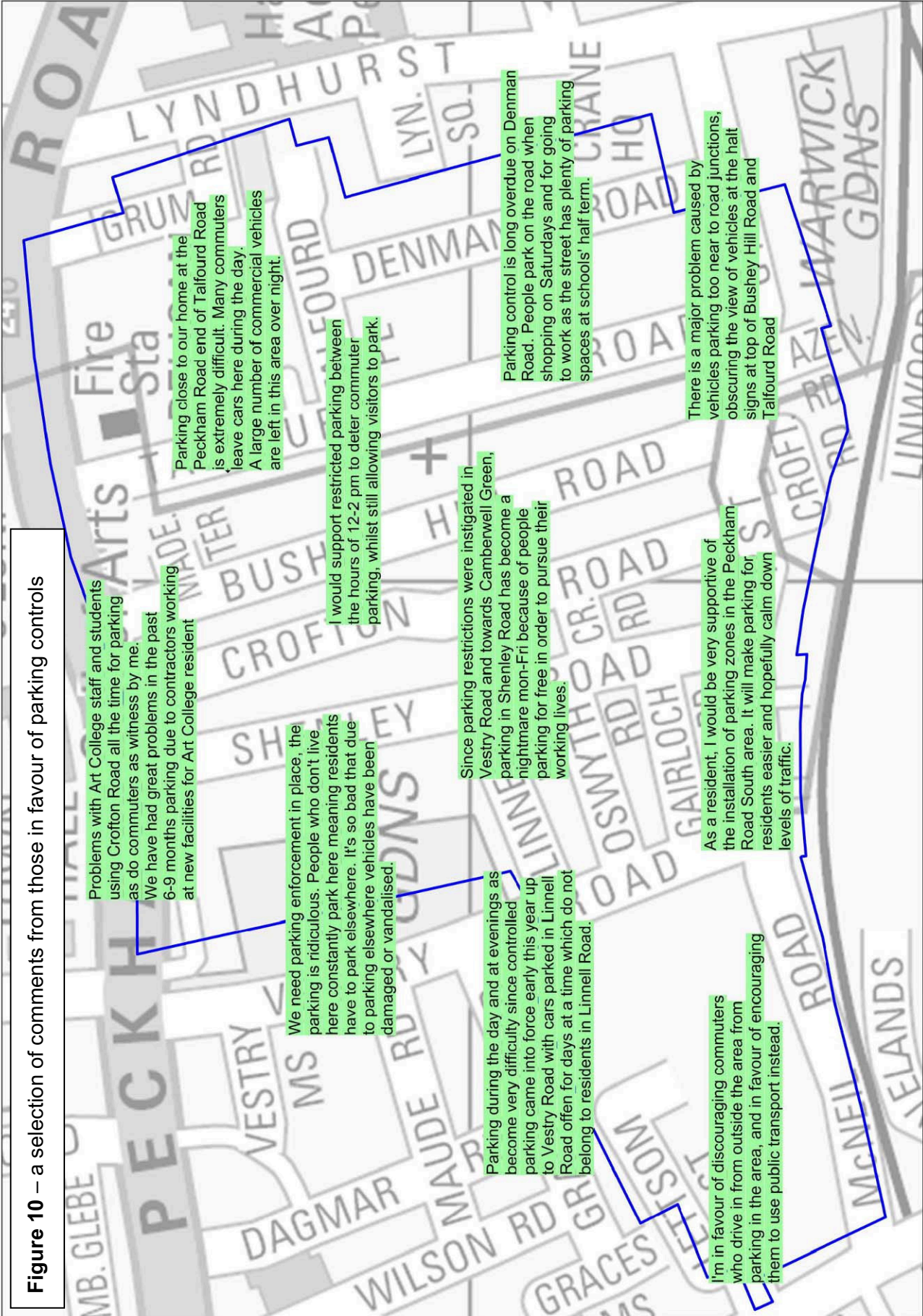
**Other notable aspects of the consultation results**

20) 43% of questionnaire were returned by post and 57% submitted online.

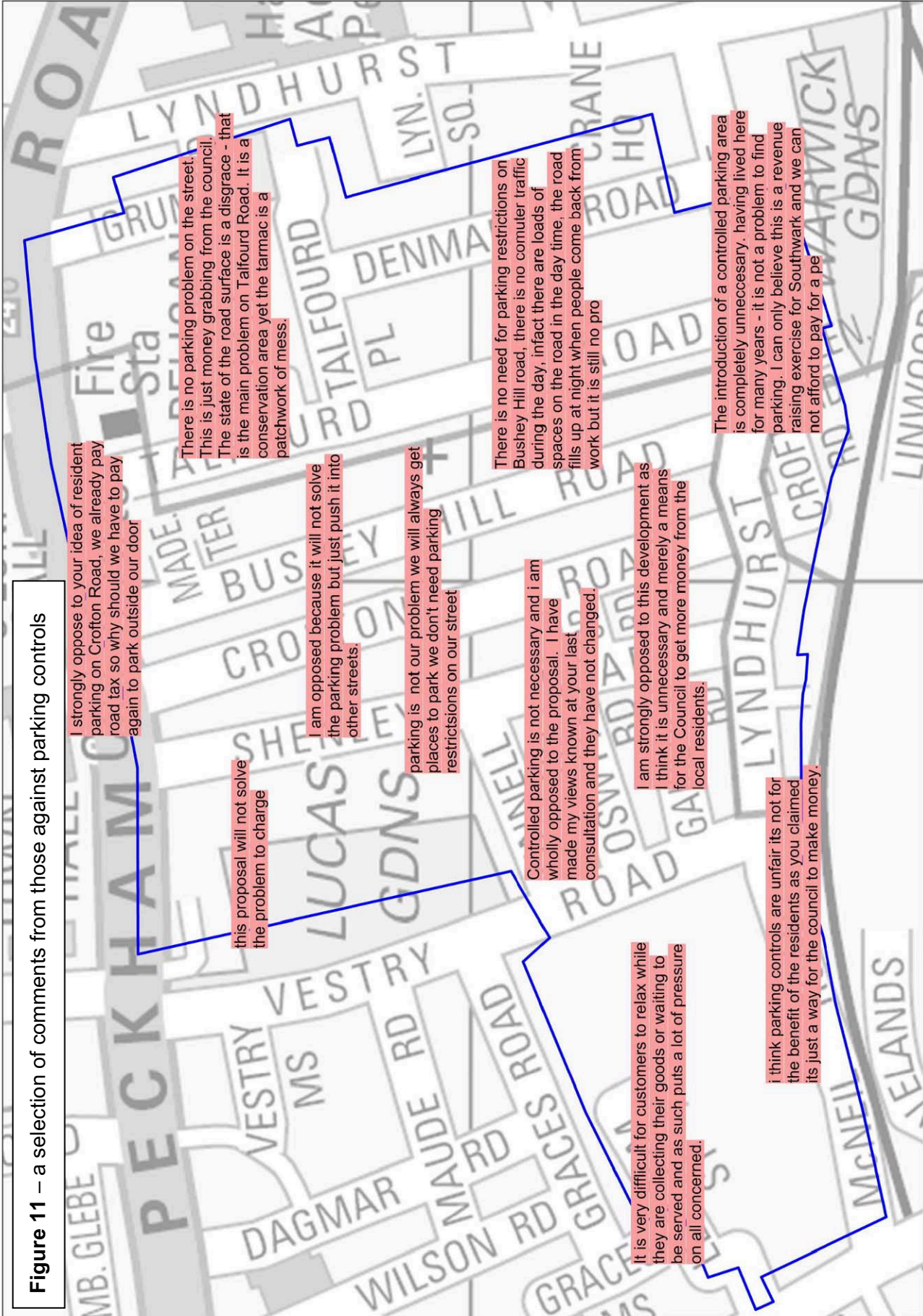
21) It is worth noting that 63 duplicate responses have been omitted from the analysis. A duplicate is where a response, from the same property address, was submitted twice, by post and online.

22) The majority of duplicates were received from Talfourd Road (15), Crofton Road (14), Bushey Hill Road (11) and Shenley Road (10).

23) It is also noted that 10 postal questionnaire were received after the consultation closed and have not been included in the analysis.







### Communication made from outside the study area

Parking consultations can generate correspondence from residents on the periphery of the consultation boundary who may be concerned about be excluded from the consultation and the impacts a parking zone in a nearby street, may have on their street.

No correspondence was received from residents outside the consultation boundary.

### Communications made outside of the freepost or online questionnaire

Figure 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.

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 of the questionnaire responses have been included in this study and Figures 12 summarises the main purpose of the correspondence.

	Against a parking zone	Supports a parking zone	Comment about the suggest parking design	Cost of permits / revenue costs	Request for a consultation document
Comments made in correspondence	7	1	5	12	6

**Figure 12**

It is noted that during the consultation, informal flyers and posters were circulated in the area by local residents.

The council understand that eight different flyers/poster were circulated in the area.

It is noted that six of the circulars were against parking controls and two were in favour of parking controls.

Copies of the circulars can be found in appendix G

### Stakeholder communication

No correspondence was received from key stakeholders relating to the consultation.

**Summary of petitions**

Three petitions were received in response to the consultation undertaken in November – December 2012 in relation to the Peckham Road south first stage parking zone study, as follows:

- 1) An online petition setup on the website [www.change.org](http://www.change.org), by a resident of Denman Road, the electronic petition was signed by 70 residents, against parking controls in the Peckham Road south area.
- 2) A petition was received from a resident of Denman Road, the petition was signed by 244 residents across the study area, against parking controls in the Peckham Road south area.
- 3) A petition was collated and received from a resident of Vestry Road, the petition was signed by 284 residents across the study area, against parking controls in the Peckham Road south area.

Petition ref	Type	Collated by	Date received	Title and content	No. Signed the petition	Officer comments
001	Online petition	Resident of Denman Road	22/11/12 - 14/12/12	<p><b>SOUTHWARK COUNCIL: Stop the Controlled Parking Zone in Peckham Road South</b></p> <p>If you're a resident of the Peckham Road South area a parking permit is no guarantee of a parking space outside your house or nearby on your street, in fact the council sells more permits than there are bays, and a CPZ reduces the total number of parking bays. So you pay £125 per year over and above your council tax for no discernible improvement in parking.</p>	70 (electronic)	<ul style="list-style-type: none"> <li>The electronic petition was set up by a resident using the website <a href="http://www.change.org">www.change.org</a></li> <li>Each petition response submitted online was also forwarded to parking designs generic email address (<a href="mailto:parkingreview@southwark.gov.uk">parkingreview@southwark.gov.uk</a>). As well as the petition administrator.</li> <li>A email response was sent to the petition organizer</li> <li>33 of the responses included comments from the respondent.</li> </ul>
002	Petition	Resident of Denman Road	13/12/12	<p><b>Petition Against the Proposed CPZ for The Peckham South Road Area</b></p> <p>Resident signatures' given before 14/12/12</p> <p>We the undersigned as residents of the Peckham Road South are believe that a parking permit is no guarantee of a parking space outside our homes or nearby on our streets</p> <p>We believe the council sells more permits than there are bays, and a CPZ (Controlled Parking Zone) reduces the total number of available parking spaces. We do not wish to pay £125 per year over and above our council tax for no discernible improvement in parking.</p> <p>Also, for those of us who do not own or regularly use a vehicle we do not wish to pay our friends, family or visitors, to have to park their vehicles.</p> <p>We also believe that the increase in road markings and street signage that come with a CPZ would have a negative visual impact on our surroundings.</p>	244	<ul style="list-style-type: none"> <li>Petition signed by residents across the consultation area.</li> </ul>
003	Petition	Resident of Vestry Road	17/12/12	<p><b>PETITION Against Parking Enforcement</b></p> <p>This Petition will be presented to Southwark Council our local Authority in protest against parking Enforcement in our area. Street affected Vestry Rd, Linnel Rd, Oswyth Rd, Gairloch Rd, McNeil Rd, Crofton Rd, Shenley Rd, Bushy Hill Rd, Talfourd Rd, Azenby Rd, Lyndhurst Rd, Denman Rd</p> <p>If you DO NOT wish this to be implemented as Parking and visitors permits cost will only keep rising every year!!</p> <p>Don't we pay enough Tax.</p> <p>Please sign below.</p>	284	<ul style="list-style-type: none"> <li>Petition signed by residents across the consultation area</li> </ul>
<b>TOTAL</b>					<b>598</b>	

## Section D – Parking stress survey summary

This section provides a summary of the parking survey conducted on a weekday (Wednesday 17 October 2012) and a weekend (Saturday 20 October 2012).

The beat survey was carried out at every hour from 0600 to 2100. No major public events, school holidays or transport problems were reported on these dates. Full details of the results are set out in appendix H. The average weekday parking occupancy is graphed in figure 13.

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 5.5 meters long was given a unique reference number.

The whole survey area was surveyed between 0600 and 2100 with a 30 minute frequency. The first beat in reality starts at 0500 and the last finished at 2200.

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

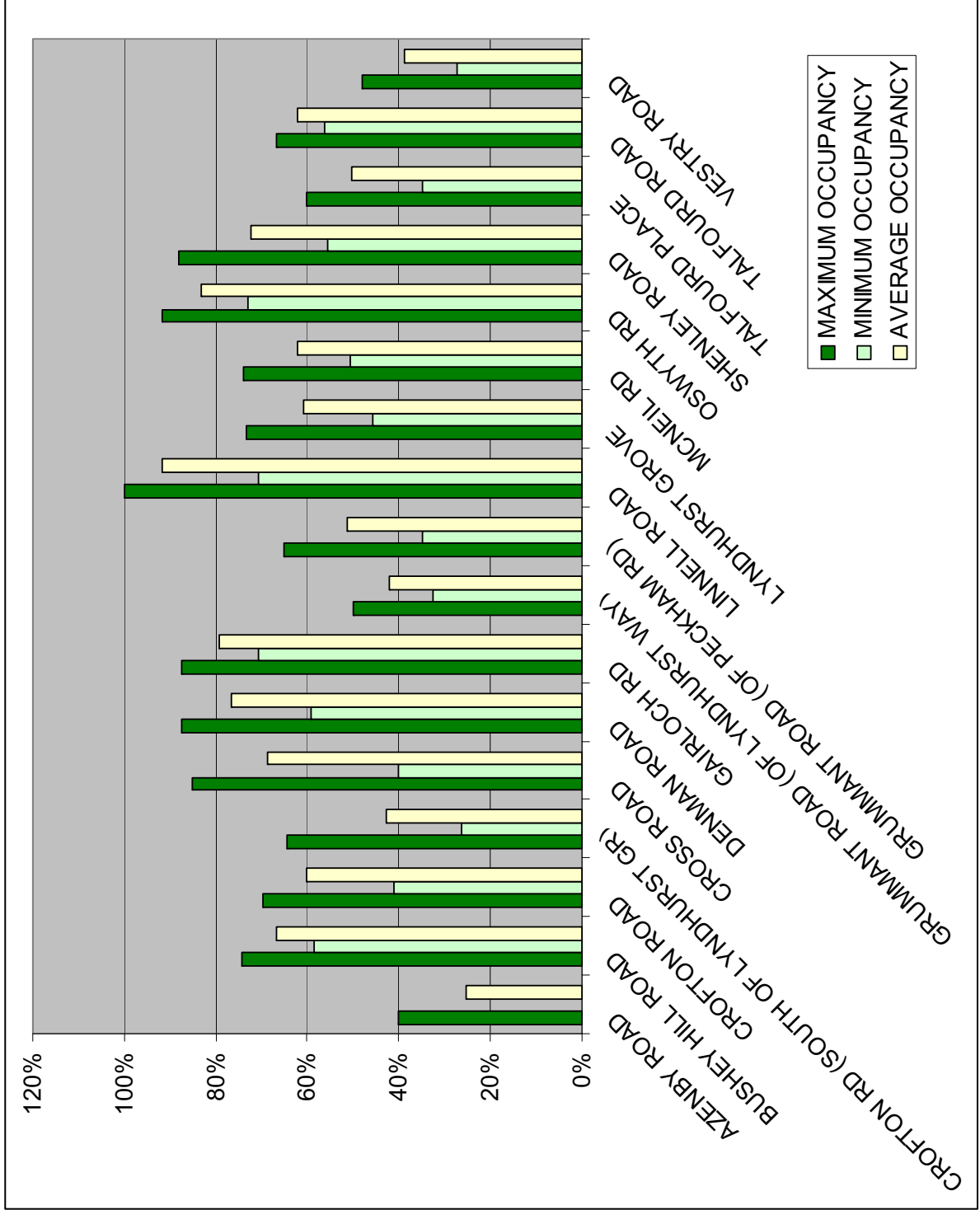
### Headline results

- 1) Linnell Road and Oswyth Road demonstrated a very high (>80%) average occupancy on the weekday survey. The average occupancy across the study area was 61%. Linnell Road during the day, showed over saturation (>100%) at some point on the weekday survey indicating parking was occurring in unsafe locations (on road junctions or yellow lines) or in obstructive locations (across dropped kerbs or double parking).
- 2) The highest level of occupancy (100%) was recorded at 10.00 in Linnell Road.
- 3) The lowest level of occupancy (40%) was recorded in Azenby Road.
- 4) Between 0700-1900 there was an average of 17% “commuters” or “non residents” vehicles parked in the study area.
- 5) The highest number of average “commuter / non resident” vehicles (0700-1900) were between 20%-23% capacity in Grummant Road (of Peckham Road), McNeil Road, Azenby Road, Oswyth Road, Gairloch Road and Linnell Road.
- 6) The Wednesday survey revealed that there were 904 resident vehicles parked in the study area at 0600. This gives us an indication of the number of resident vehicles in the study area.
- 7) At the weekend average occupancy was lower and fell to 54% (Saturday).



**Parking occupancy map**

The average weekday parking occupancy (Wednesday 17 October 2012) in the Peckham Road south study area



**Figure 13**

## Section E – Study conclusions and recommendations

### Conclusions

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 it 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 questionnaire and also to views expressed via the questionnaire received from people outside the study area. 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.

Consultation results show a clear correlation between support for the parking zone and perceived easy/difficulty in parking. Those supporting the introduction of a parking zone report difficulty parking in their street, 80% of parking zone supporters said that they found parking difficult ( $\geq 4$  on scale of 1(very easy) to 5(very difficult)). The converse is equally true and those against the introduction of a parking zone who reported little difficulty parking in their street. 71% of those against the parking zone found parking easy ( $\leq 2$  on scale of 1(very easy) to 5(very difficult)).

Each individual response was mapped in GIS which provided opportunity to look for patterns beyond that displayed on a street level.

The results from the consultation are conclusive and show that in response to the headline question, '*Do you want parking controls to be introduced in your street?*', there is a clear majority against parking controls across the entire consultation area. Only Oswyth Road showed support for controls, however, this cannot be given serious weight as there is not a clear majority in favour.

It is clear from the parking surveys and questions 3 and 4 of the consultation results that some roads do experience parking congestion and that the main reason residents have opted against parking controls is due to the cost of an annual parking permit.

Two recommendations are outlined in Figure 14.

## Peckham Road south area recommendations

### Officer recommendations

Recommendations	Rationale	Risks	Benefits
1 <ul style="list-style-type: none"> <li>Not to proceed with the installation of parking controls in any of the Peckham Road south study area</li> </ul>	<ul style="list-style-type: none"> <li>Overall majority against parking controls in the study area</li> <li>Petitions received indicate that the community doesn't want controls in the area</li> </ul>	<p>This will not address the parking difficulties currently being experienced (and shown) in some streets in the area and will not respond to those residents who took part in the consultation and supported the scheme.</p>	<p>Is in line with the overall response from the consultation.</p>
2 <ul style="list-style-type: none"> <li>Install no waiting at any time waiting restrictions (double yellow lines on all unrestricted junctions where currently absent in the Peckham Road south study area (Figure 15).</li> <li>Minimise restrictions, declutter and refresh existing signs wherever possible</li> <li>Declutter on existing disabled bay signposts (approximately 32 locations), by replacing with small back of footway signposts</li> </ul>	<ul style="list-style-type: none"> <li>Recognition of high parking demand leading to obstructive parking at some junctions.</li> <li>The well established guidelines given in the Highway Code states that motorists do not stop or Park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space</li> </ul>	<p>Installing double yellow lines on junctions could displace some vehicles (ie further increase parking pressure)</p>	<p>Sightlines are improved for all road users, particularly vulnerable road users.</p> <p>Access will improve for the London Fire Brigade</p> <p>Improved public realm</p> <p>Clarity of Highway Code to motorists</p>

59

Figure 14

It is recommended that:

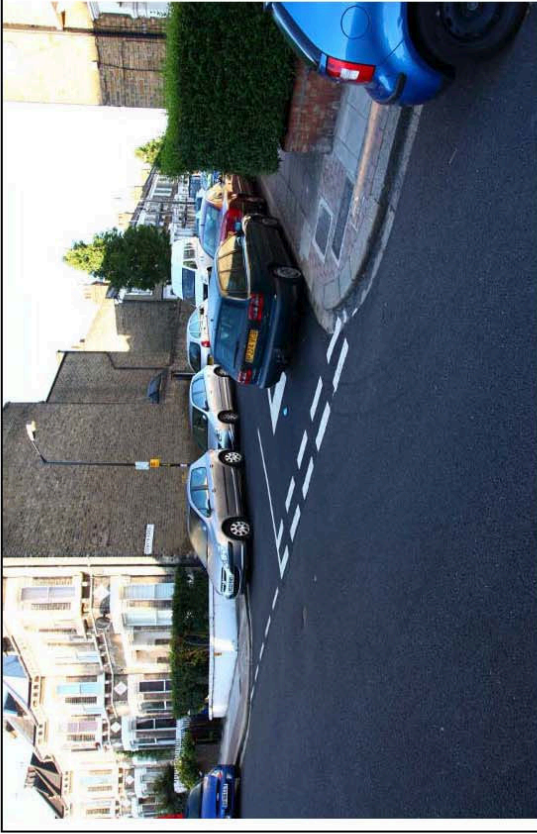
1. The officer recommendations outlined above are discussed at both Camberwell and Peckham and Nunhead community council in February 2013.
2. That formal comment is sought from both community councils on those recommendations.
3. That a non-key decision IDM be prepared that summarises the content of this report and to include those comments received by both community councils, this will be a decision taken by the Cabinet Member for Transport, Environment and Recycling in March 2013.

Figure 15 – Proposed no waiting at any time (double yellow lines) on junctions





Photographs of vehicles parking close to junctions



Oswyth Road junction with Shenley Road



Gairloch Road junction with Shenley Road



Vestry Road junction with Lyndhurst Grove



Cross Road junction with Crofton Road

## List of figures

<b>Figure</b>	<b>Title</b>
Figure 1	<i>First stage parking zone consultation process</i>
Figure 2 and 2.1	<i>Response rate</i>
Figure 3	<i>Graph (Q2)</i>
Figure 4 and 4.1	<i>Graph (Q3)</i>
Figure 5	<i>Graph (Q4)</i>
Figure 6, 6.1 and 6.2	<i>Graph and street by street data (Q5)</i>
Figure 7	<i>Graph (Q5a)</i>
Figure 8	<i>Graph (Q6)</i>
Figure 9	<i>Working group process (Q7)</i>
Figure 10	<i>Comments from those who support a parking zone (Q8)</i>
Figure 11	<i>Comments from those who are against a parking zone (Q8)</i>
Figure 12	<i>Communications received</i>
Figure 13	<i>Graph – Average weekday parking occupancy</i>
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Figure 15	<i>Proposed no waiting at any time (double yellow lines) on junctions</i>

## List of appendices

<b>Appendix</b>	<b>Title</b>
Appendix A	<i>Southwark's existing parking zones</i>
Appendix B	<i>Peckham Road south first stage parking zone consultation document</i>
Appendix C	<i>Peckham Road south street notice</i>
Appendix D	<i>Peckham Road south suggested parking zone layout</i>
Appendix E	<i>Street by street parking demand and occupancy data</i>
Appendix F	<i>Parking beat surveys (summarised)</i>
Appendix G	<i>Consultation circulars</i>
Appendix H	<i>Parking beat surveys (detailed)</i>

## Version control

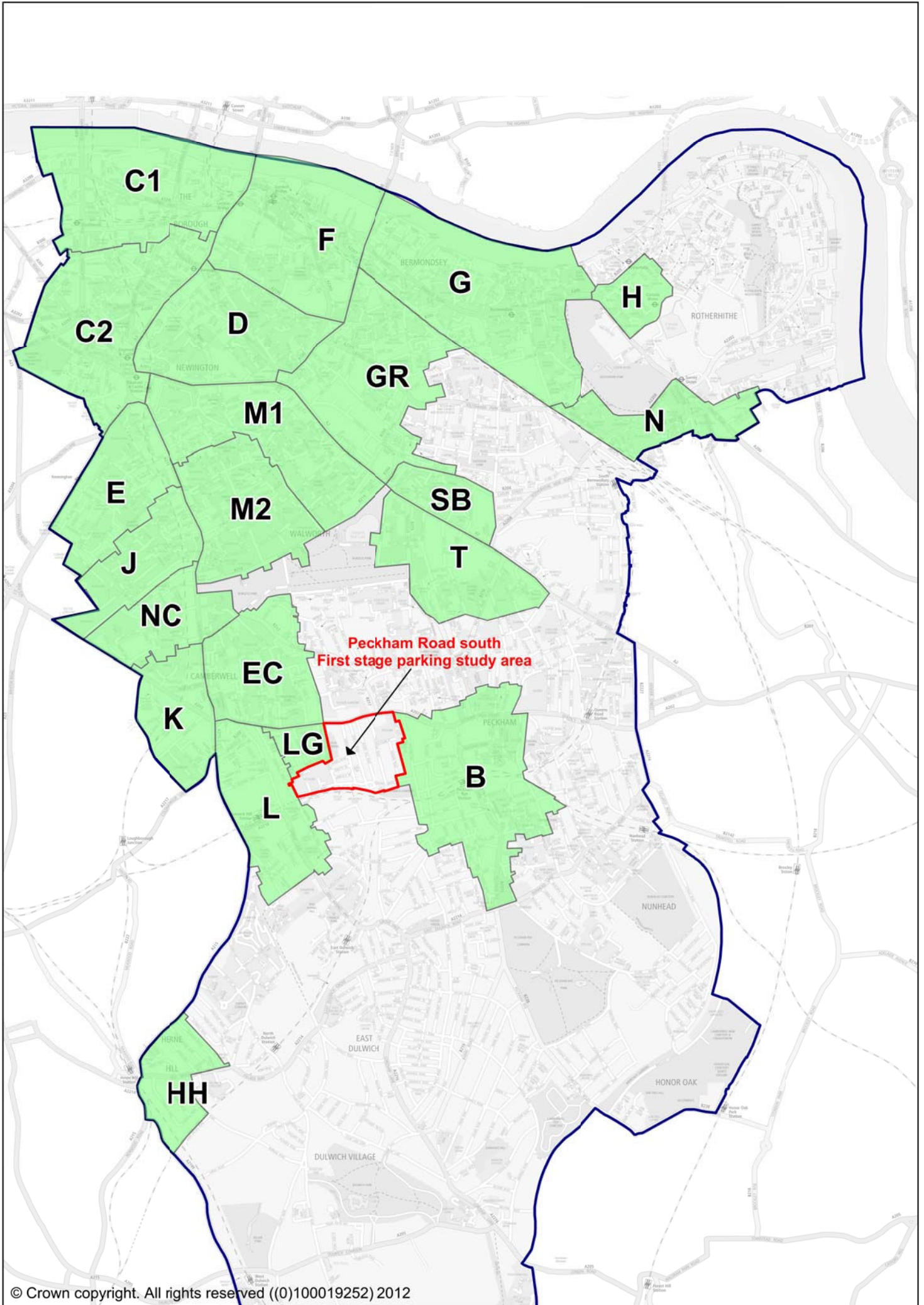
Version 1.0 Draft

Author: Paul Gellard

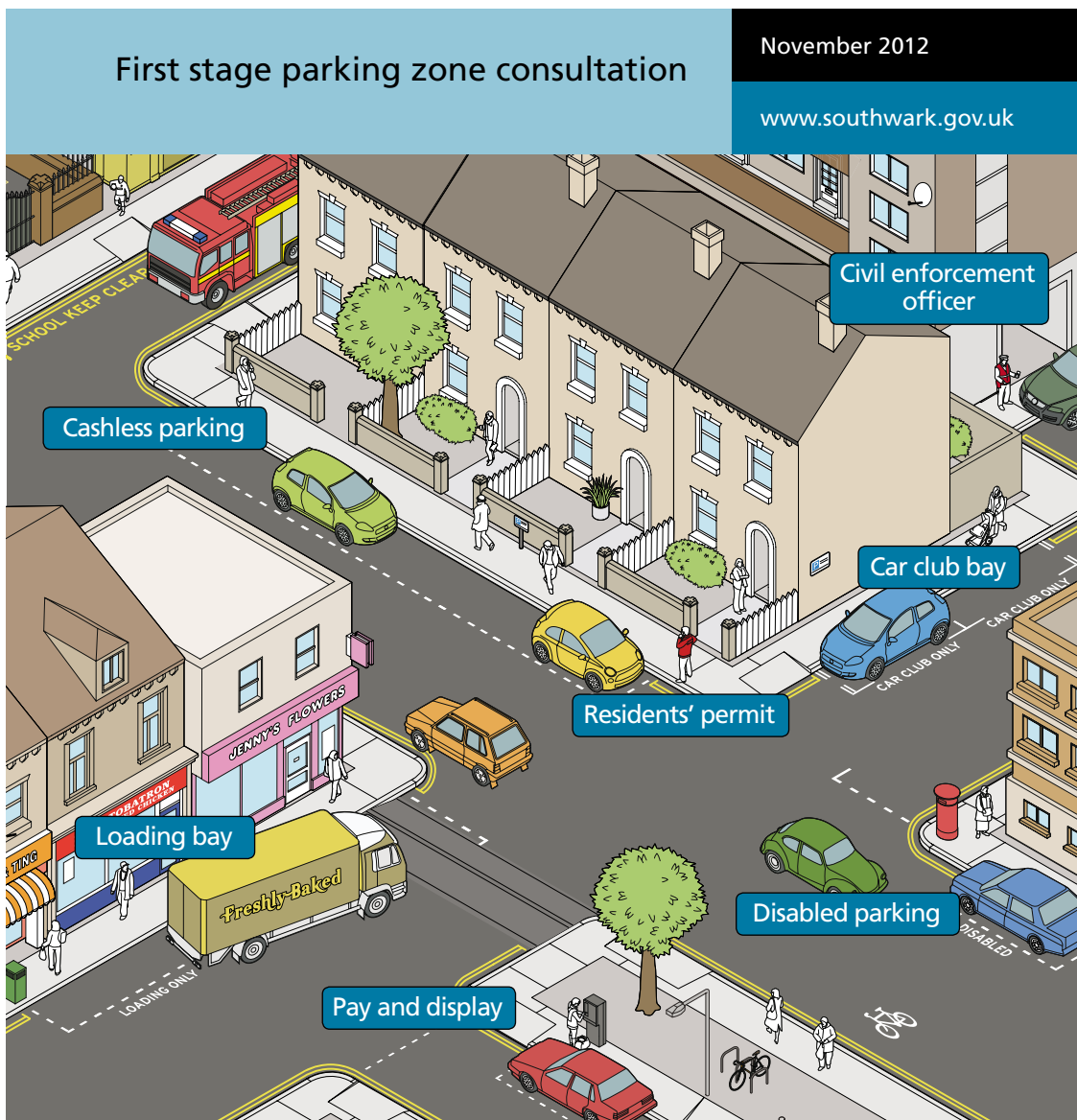
Checked by: Tim Walker

Approved by: Matt Hill





# Peckham Road south





## Why have I received this consultation pack?

The council sets out an annual programme to look at parking issues. This year, this includes a first stage parking consultation in uncontrolled streets south of Peckham Road.

Feedback from residents tells us that the parking situation has recently changed in some streets within the consultation area. This is likely to be due to the implementation of the Lucas Gardens (LG) parking zone which became operational in January 2012 following public support in that area.

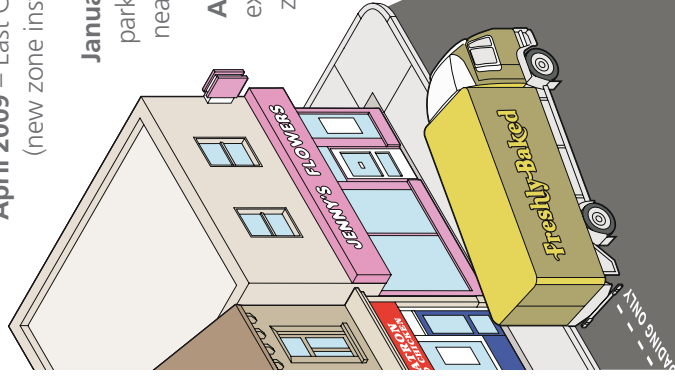
As well as the introduction of the LG parking zone, it is worth considering that Camberwell has seen a significant change in parking patterns in recent years with a number of recent projects, summarised as:

**September 2006** – Your area was last consulted on a parking zone (first stage consultation only, not supportive)

**April 2009** – East Camberwell (EC) residents support a new parking zone (new zone installed north of Peckham Road)

**January 2012** – Lucas Gardens (LG) residents support a new parking zone (new zone installed south of Peckham Road, near Camberwell)

**April 2012** – East Camberwell (EC) parking zone extended in some supportive streets (extension of EC zone into Southampton Way area)



**This is a first stage consultation where a decision is made on whether parking controls should be introduced. We would consult with you again about the layout and type of parking if a decision is made to introduce parking controls in your street.**

### Parking occupancy surveys

In advance of this consultation, we have carried out spot vehicle occupancy surveys as part of the LG zone monitoring.

Our findings show that roads close to the existing LG zone are either at very high capacity (80% to 100%) or over capacity (> 100%). There are also streets within the consultation boundary that have a low to medium parking occupancy level and therefore views will vary about the need for parking controls.

30% of all vehicles parked within the project area on a weekday in April 2012 were registered to an address originating from a postcode between 2km and 30km away from the study area, this is an indicator of commuter parking.

Further information on our spot vehicle occupancy surveys can be found on our website [www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)

A more detailed parking occupancy and duration survey has been commissioned. This will provide street-by-street data on who is parking and for how long. The results of this survey will be used as part of the evidence base at the end of this first stage consultation.

**More maps and data about your area can be found on our website.**

### This leaflet will explain:

- How you can have your say
- What will happen after the consultation closes
- How a parking zone operates and what you would need to do to be able to park in it

This information is intended to help you understand the proposals being made to change parking in your area and so you can make informed decisions when completing the accompanying questionnaire. Your opinion is very important to us so please make sure you send your questionnaire back before consultation closes on 14 December 2012.

You can submit your questionnaire online by visiting [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations)

### Your views count

We are giving you the opportunity to tell us if you would like your street to be part of a parking zone. The inclusion of your road would be based on several factors including: support from local residents and businesses, parking survey results and the need to create a clear and logical parking zone boundary.

**A map showing the area being consulted is enclosed with this leaflet.**

## How can I let you know my views?

We have sent this consultation pack to all residents and businesses in the area as everybody's opinion counts. We want to hear from you even if you do not drive; parking will affect you as a pedestrian or cyclist and any visitors you receive.

The best way to give feedback is by completing the questionnaire online at [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations) or by returning it to us by freepost.

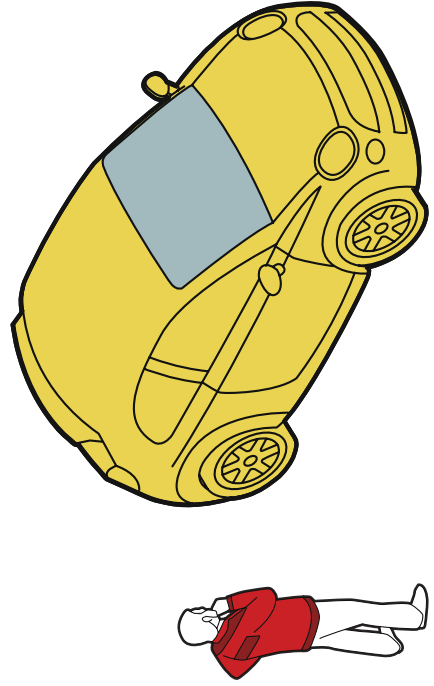
Please note that you should only respond via one method, duplicate responses will not be included in the final analysis.

**The consultation closes on 14 December 2012.**

**You can also:**

Phone: **020 7525 7764 or 020 7525 2021**

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



## What happens after the consultation closes?

The Southwark Constitution sets out how all council decisions are made. Parking zones are considered strategic transport decisions and the final decision rests with the Cabinet Member for Transport, Environment and Recycling.

Before that decision is made, officers will analyse all the results and comments made during this consultation.

We will prepare a draft report of the findings and present this to the public meetings of Camberwell Community Council and Peckham & Nunhead Community Council in early 2013. These meetings will provide opportunity for any final feedback to the draft recommendations before the final decision is made.

If a decision is taken for parking controls to be introduced in some or all streets we will carry out a second stage consultation in those streets. We expect that consultation to take place in Spring 2013.

A second stage consultation includes discussion on the detail of the scheme, for example the position and type of parking bays and the days and times that the scheme should operate.

## What is a parking zone and how does it operate?

A parking zone is an area in which all on-street parking is controlled. Parking bays are painted on the road to show where it is safe to park and all other kerb lengths are marked with yellow lines. This helps keep the street safe for both drivers and other road users allowing priority for parking to be given to disabled people, residents and their visitors and local businesses.

## Parking zone layout

Although, at this stage, we are not consulting on the layout of parking (type and position of parking bays) we do appreciate that you may want to get an understanding of what this might look like in your street before responding to the questionnaire.

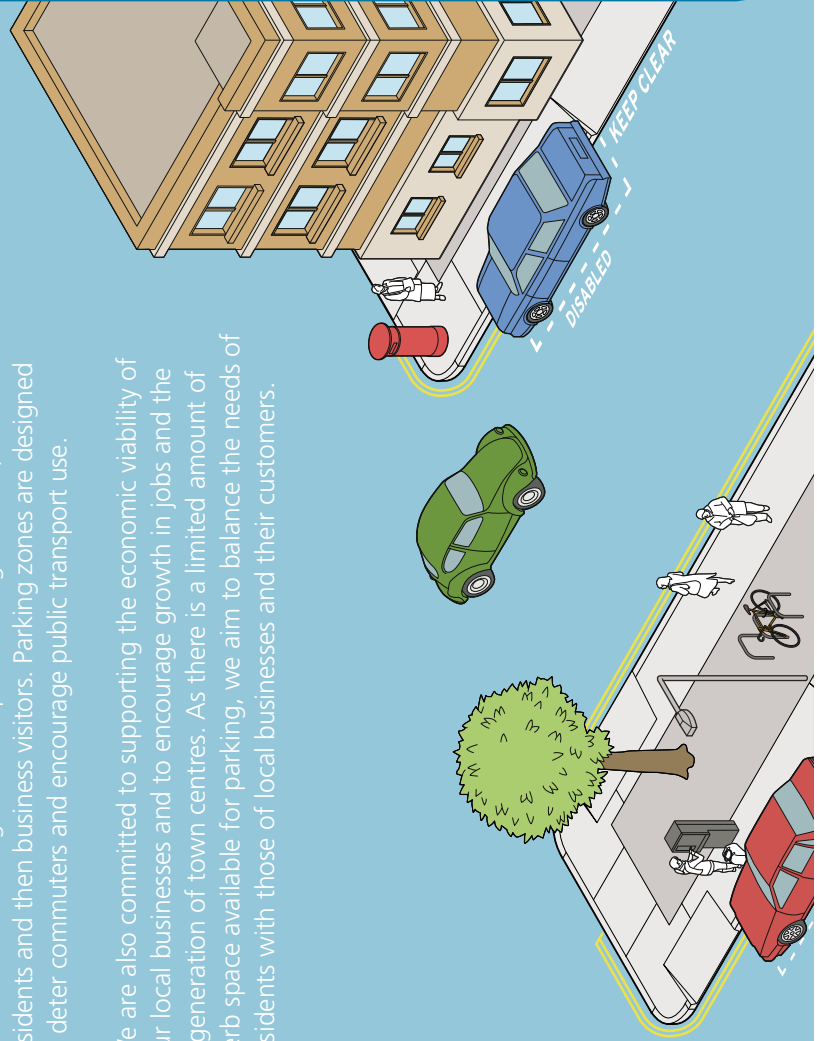
A suggested layout has been drawn and is available to view online by visiting the Peckham Road South consultation page, under parking projects at [www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)

The suggested design is by no means a proposed parking zone for your area, it is there purely to help you with your response. We don't need your feedback on the design at this stage, this would happen if we were to progress to a second stage consultation.

## How do you balance different parking needs?

Southwark Council has established a parking priority that is detailed in our 2011 Transport Plan. It is our policy to give priority to disabled blue badge and companion badge holders, local residents and then business visitors. Parking zones are designed to deter commuters and encourage public transport use.

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.



## Parking controls provide benefits for the surrounding community, whether they are pedestrians, cyclists, motorists or those on buses.

- Greater ease in finding parking spaces close to home for residents and their visitors.
- Easier parking near shops, schools and other amenities within the area with nearby pay and display bays, loading bays and disabled visitors.
- Reduced traffic congestion due to less inappropriate parking as all kerb lengths will be controlled either through designated parking bays or yellow lines. Parking zones already reduce the number of vehicles driving into or through Southwark.
- A safer road environment for all motorists, cyclists and pedestrians due to less dangerous parking.
- 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.
- Improving 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 parking zone surrounds the site, therefore reducing the impact on existing communities.
- Improved public realm due to the reduction of parked cars. Streets used for other purposes than just parking.

## We recognise that parking controls can also provide some disadvantages.

- Residents, businesses, visitors and shoppers need to pay for on-street parking.
- The road needs to be marked out with parking bays and there is also a need for signs and posts. We will use our Design Manual to keep clutter to an absolute minimum.
- Commuter parking may be displaced to other areas outside the parking zone.
- It does not guarantee parking space immediately outside individual properties, though evidence shows it certainly helps.
- If a vehicle is parked in contravention (e.g by not displaying a permit), the vehicle may be issued with a Penalty Charge Notice, commonly called a parking ticket.

## Frequently asked questions

### What is the difference between the first and second stage consultation?

**First Stage Consultation**  
This initial consultation aims to establish whether or not there is support for a parking zone. We usually ask a large area so that everyone is aware of the consultation. Based upon the results, the council will decide whether a parking zone should be implemented in some, all or none of the streets. Before the parking zone is introduced a second stage consultation will be carried out.

### Second Stage Consultation

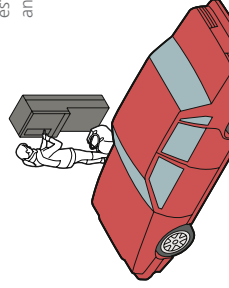
The second stage consultation aims to understand how you think the layout (type and position) of parking bays should be arranged. The results of your comments are analysed and reported before the proposals are advertised and implemented.

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

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

### When will the parking zone operate?

You will be consulted on the operational hours/days at the second stage, if a parking zone is approved for your area. However, controls are introduced that match the requirements of the area. For example town centres require longer hours of control (eg. Monday to Saturday 8.30am – 6.30pm) but areas affected by commuter parking will be successful with shorter hours (eg. Monday to Friday Noon to 2pm).



### How much will the permit cost?\*

Type of permit	Cost of permit				Discount
Resident	1month	3months	6months	12months	75% discount for alternative fuel vehicles or motorcycles
	£15.74	£36.58	£67.83	£125.00	
	Business	3month	6months	12months	
	£160.00	£320.00	£525.00		
Residents' visitors	£16 for ten, one-day permits. (1st book)				
	£36 for ten, one-day permits (2nd + book per year)				
Average pay and display charge	£2.70 per hour				

\*Charges are reviewed annually. Information correct at time of going to print

### Where will my visitors park?

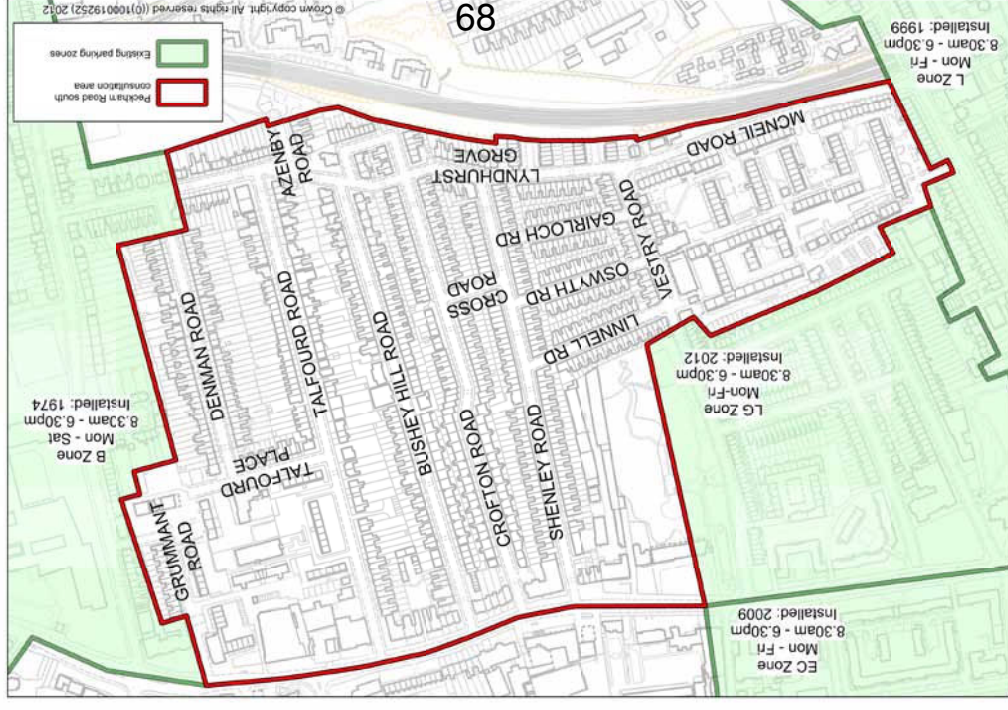
Residents are eligible to purchase 'resident-visitor' permits which allow visitors to park in any vacant resident, permit or shared-use ('pay and display' and permit) bay in the parking zone. You only need to use a visitor permit during the operational hours of the zone. Each voucher allows a whole day's parking.

### What if I have a blue badge?

Blue badge holders can park free and without time limit in all shared-use bays ('pay and display' and permits), 'pay and display' bays, on yellow lines (for a maximum of 3 hours) and in dedicated blue badge bays. The council also offers a disabled parking bay service to blue badge holders. This service continues irrespective of any new parking zone. If you don't have a blue badge bay you would need to purchase a resident parking permit.

### What if I live on an estate?

The Lettsom and Pelican estates have their own parking regulations which will remain independent from a parking zone and would not be altered as a result of this consultation. Views of the residents on the Lettsom and Pelican estates still count in this consultation and residents would be entitled to buy an on-street permit.





## Have your say about parking

The following questions should only take you a few minutes to complete and will ask you:

- A) for a few details about you  
B) about your parking experience and whether or not you support the introduction of a parking zone in your street

You can complete this consultation online at [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations)

Please refer to the background document whilst completing the questionnaire.

### Section A – About you

It's important to know some details about you so that we can carefully analyse the results. To enable your comments to be matched to your street and to avoid any possible duplication of responses we need your full details. Additionally, we will be able to give greater weight to your comments if you provide us with your name and address.

1. Are you a resident or business  Resident  Business  Both

Name: required

House/ flat number: required

Street name: required

Postcode: required

Email:

### Section B – Your parking experience

2. How many vehicles do you park on the street?  
 None, I park off-street  1  2 or more  I don't have a vehicle

3. Please rate the ability to find an on-street parking space near this address?

a) Yourself	Easy	1	2	3	4	5
b) Your visitors	Easy	1	2	3	4	5

4. What time of day do you or your visitors have difficulty parking? (Tick all that apply)

Mon – Fri daytime	<input type="radio"/> You	<input type="radio"/> Your visitors
Mon – Fri evening	<input type="radio"/> You	<input type="radio"/> Your visitors
Saturday	<input type="radio"/> You	<input type="radio"/> Your visitors
Sunday	<input type="radio"/> You	<input type="radio"/> Your visitors
Never	<input type="radio"/> You	<input type="radio"/> Your visitors

5. Do you want parking controls to be introduced in your street?

- Yes  No  Undecided

5a. If you answered 'No' or 'undecided' to parking controls in your street, please explain why: (Please tick all that apply)

- Cost of parking permits  
 Parking controls do not fix the problem  
 It does not guarantee parking space immediately outside my property  
 There is not a commuter parking problem  
 Too many resident's vehicles are causing the parking problem  
 Street clutter (road markings and signage)

6. If you answered "No" or "undecided" to Q5 would you want to be reconsulted if a parking zone was introduced in an adjacent street?

*This is an important question: if you don't want a parking zone at the moment but consider parking to be quite difficult – a parking zone in the road next to yours is likely to increase the demand for space in your street.*

- Yes  No  Undecided

7. If we progress to a second stage consultation in your street, would you be keen to join a small working group to help develop any further designs?

*If you tick yes, please ensure you have provided us with an email address. We will only contact you if we progress to a second stage consultation. Working group meetings will be held at our Tooley Street offices.*

- Yes  No  Undecided

8. Please let us know any other comments you have about this proposal or the consultation?

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

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

#### Somali

Dokumintigaan waxaa ku qoran macluumaad ku saabsan adeegyada meesha baabuurta la dhigo ee Southwark. Haddii aad u baahan tahay in aad heshid iyadoo tarjuman ama iyadoo qaab kale ku habeeysan sida maqal ahaan ama iyadoo nuqul ballaaran ku daabacan, faa'iida boqoq cinwaanka hoos ku xusan.

#### French

Ce document contient des informations au sujet des services de stationnement à Southwark. Si vous avez besoin d'une traduction ou d'un autre format tel que par audio ou en gros caractères, veuillez aller à l'adresse ci-dessous.

#### Spanish

Este documento contiene información sobre los servicios de aparcamiento en Southwark. Si usted requiere ayuda con traducción u otros formatos tales como grabación o letra grande, por favor visite la dirección abajo mencionada.

#### Turkish

Bu belge Southwark'taki park etme servisleri hakkında bilgi içerir. Eğer tercümeyle ilgili yardıma ihtiyacınız olursa veya onu sesli yada iri harfli yazılmış olarak gibi farklı biçimlerde edinmek isterseniz, lütfen aşağıdaki adresi ziyaret ediniz.

#### Arabic

تحتوي هذه الوثيقة على معلومات حول خدمات موقف السيارات في بلدية سوثارك. إذا كنت تحتاج مساعدة في الترجمة أو الصيغة الأخرى مثل طباعة الصوت أو بحرف كبيرة، يرجى زيارة الموقع على العنوان أدناه.

#### Chinese

此份文件包含了有關在 Southwark 停車服務的資訊，如果你需要幫助翻譯，或者需要其它諸如聽力或大字體印刷產品的材料，請使用以下的地址。

#### Vietnamese

Tài liệu này bao gồm thông tin về các dịch vụ đỗ xe ở Southwark. Nếu quý vị muốn nó được dịch sang ngôn ngữ của mình hay ở dưới các hình thức khác như bằng in lớn hoặc chữ in nổi, xin hãy vào địa chỉ của chúng tôi ở bên dưới.

#### Bengali

সামগ্রিক নথিটিতে পাঠকদের সাহায্যের জন্য বিভিন্ন ধরনের তথ্য রয়েছে। আপনি যদি বাংলায় বা অন্য কোনো ভাষায় অনুবাদ বা বড় অক্ষর এটি পাঠ্যের বিষয়ে সাহায্য চান তবে অনুগ্রহ করে নিচের ঠিকানা পর্যালোচনা করুন।

# Reminder

## Consultation closes 14 December 2012

For more information  
[www.southwark.gov.uk/parking](http://www.southwark.gov.uk/parking)  
Tel: 020 7525 7764  
or 020 7525 2021



Printed on FSC approved paper from sustainable forests

Design by Turnbull Grey [www.turnbullgrey.co.uk](http://www.turnbullgrey.co.uk)  
Illustration by Tobatron [www.tobatron.com](http://www.tobatron.com)

# Peckham Road south

## First stage parking zone consultation

HAVE YOUR SAY

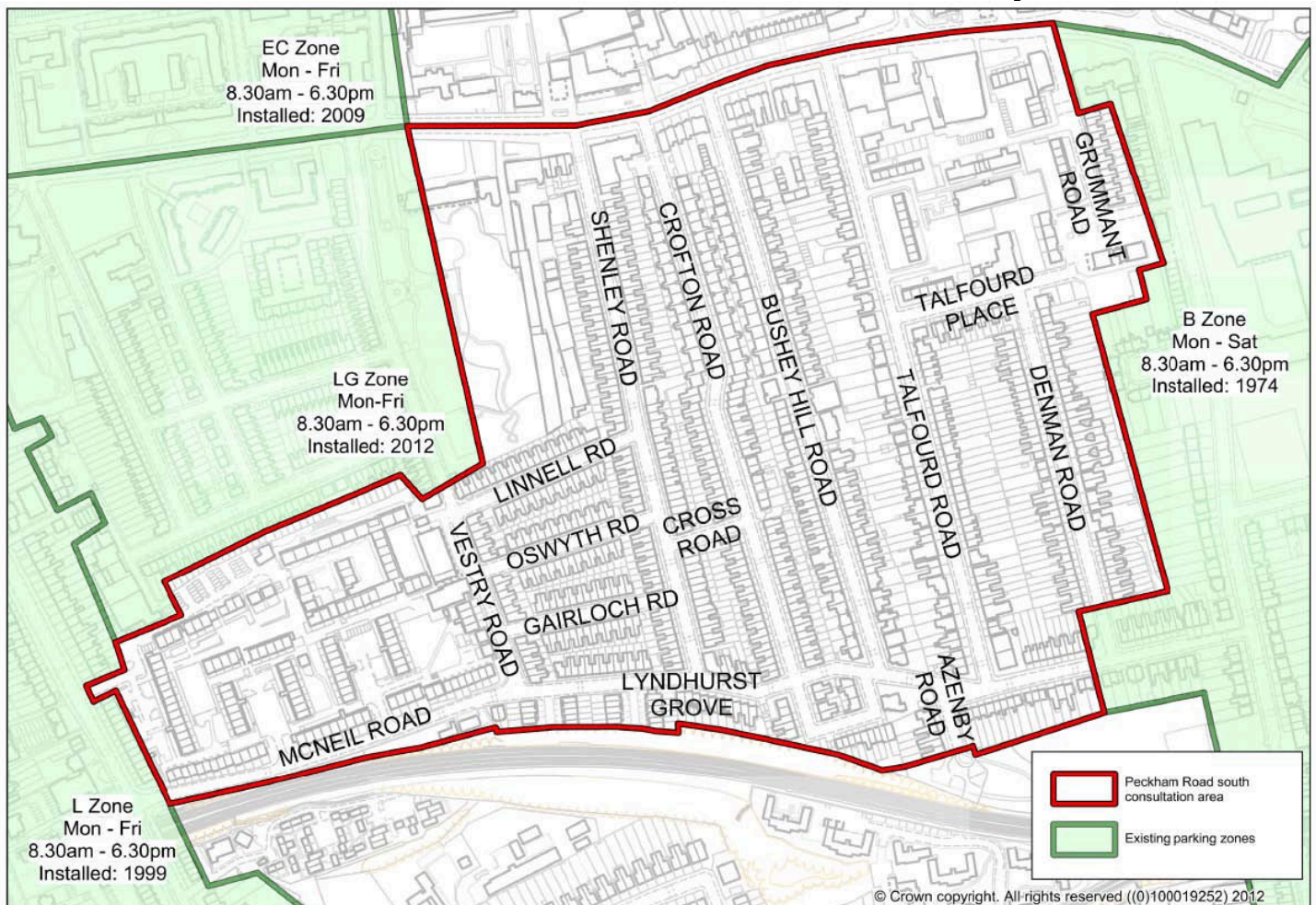
Your views will help us develop our parking plans for the future

November 2012

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

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

We need the views of all residents and businesses in the area – whether you own a car or not.



Your views are very important to us.

Please return your questionnaire to later than **Friday 14 December 2012**

You can complete the consultation online at: [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations)

If you haven't received your consultation pack please contact us:

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

Telephone: 020 7525 7764 / 020 7525 2021









# WHOLE AREA

## Current parking occupancy

*This is the average number of vehicles parked in WHOLE AREA. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in WHOLE AREA*

Average number of vehicles parking in WHOLE AREA **937**

Average parking occupancy in WHOLE AREA **97%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in WHOLE AREA*

Existing number of (unreserved) parking spaces available for residents **962**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **913**

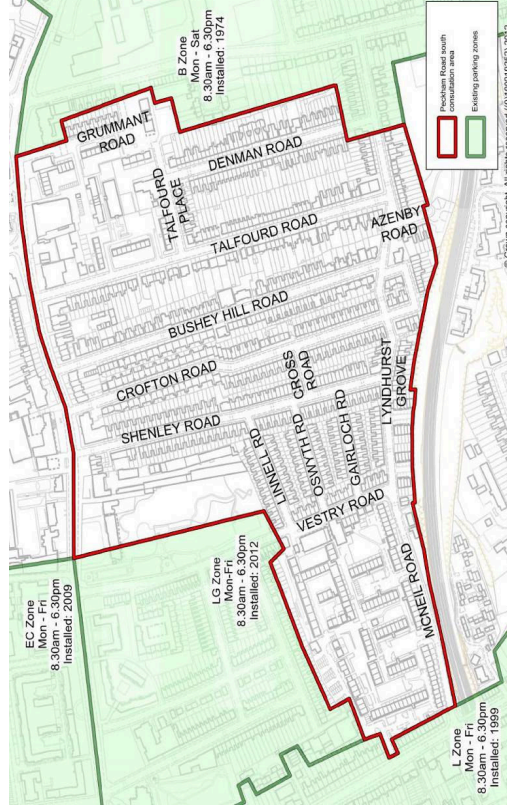
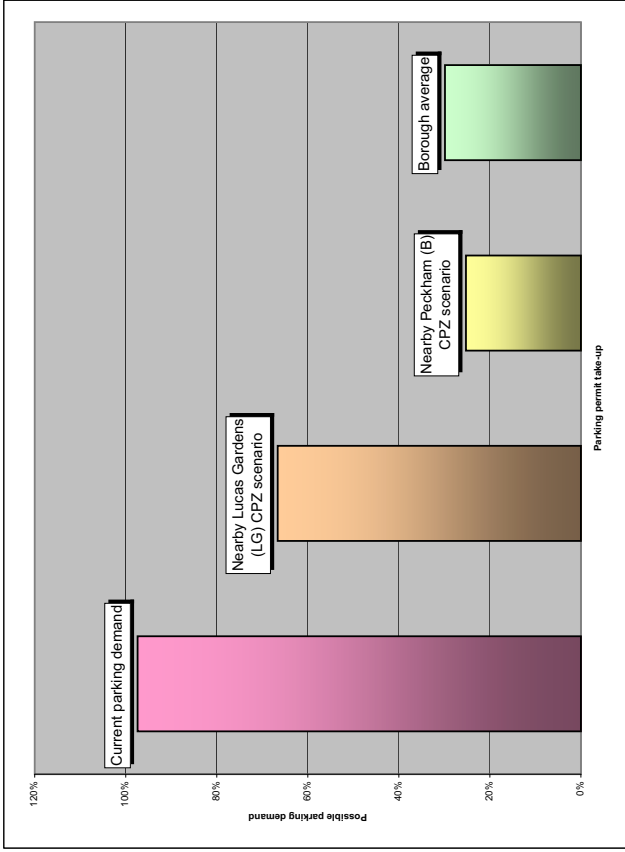
*The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)*

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in WHOLE AREA should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>608</b>	<b>67%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>231</b>	<b>25%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>273</b>	<b>30%</b>

*To estimate the expected permit "take-up" we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.*



PHOTOGRAPH OF WHOLE AREA

# AZENBY ROAD

## Current parking occupancy

This is the average number of vehicles parked in AZENBY ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in AZENBY ROAD

Average number of vehicles parking in AZENBY ROAD **6**

Average parking occupancy in AZENBY ROAD **67%**

## Available parking spaces for residents

This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in AZENBY ROAD

Existing number of (unreserved) parking spaces available for residents **9**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **8**

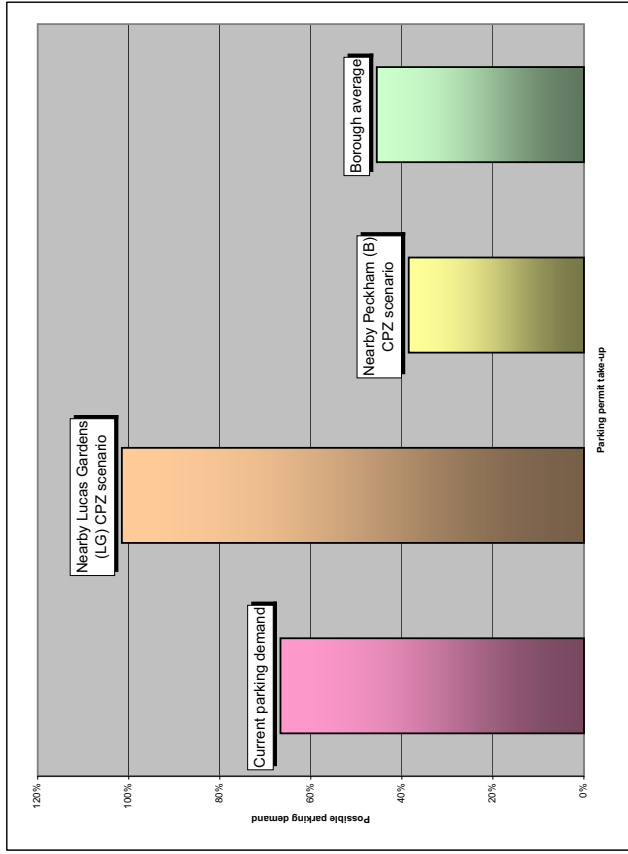
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

These different scenarios give us an idea of what the possible resident permit take up could be in AZENBY ROAD should parking controls be introduced

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>8</b>	<b>102%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>3</b>	<b>39%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>4</b>	<b>46%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



Picture 2

# BUSHEY HILL ROAD

## Current parking occupancy

This is the average number of vehicles parked in BUSHEY HILL ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in BUSHEY HILL ROAD

Average number of vehicles parked in BUSHEY HILL ROAD **134**

Average parking occupancy in BUSHEY HILL ROAD **99%**

## Available parking spaces for residents

This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in BUSHEY HILL ROAD

Existing number of (unreserved) parking spaces available for residents **135**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **133**

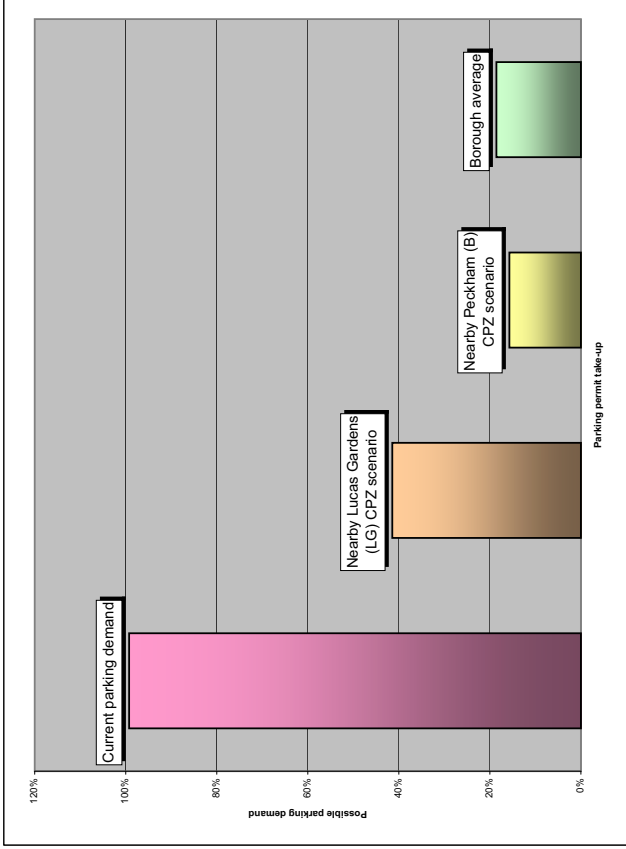
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

These different scenarios give us an idea of what the possible resident permit take up could be in BUSHEY HILL ROAD should parking controls be introduced

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>55</b>	<b>41%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>21</b>	<b>16%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>25</b>	<b>19%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF BUSHEY HILL ROAD



# CROFTON ROAD

## Current parking occupancy

*This is the average number of vehicles parked in CROFTON ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in CROFTON ROAD*

Average number of vehicles parking in CROFTON ROAD **133**

Average parking occupancy in CROFTON ROAD **99%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in CROFTON ROAD*

Existing number of (unreserved) parking spaces available for residents **135**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **136**

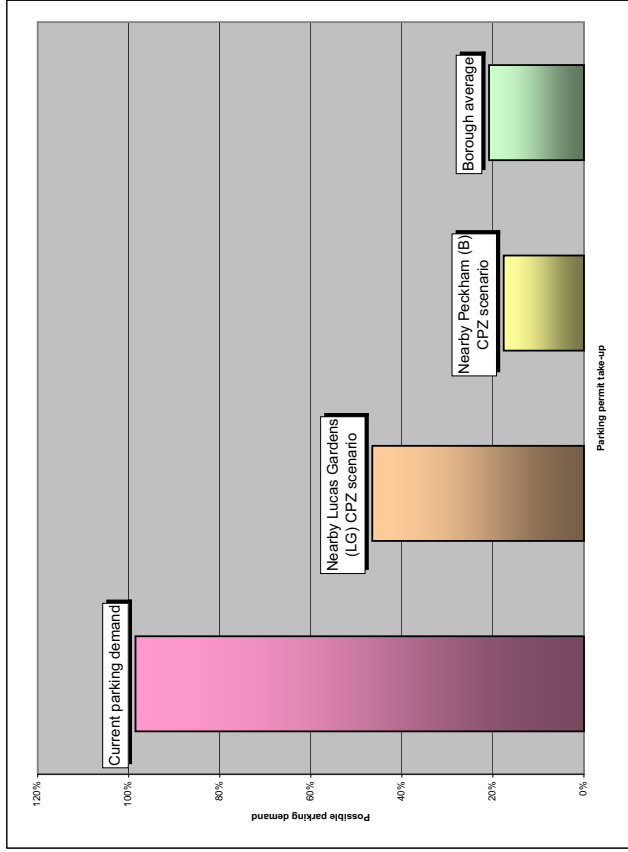
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in CROFTON ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>63</b>	<b>46%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>24</b>	<b>18%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>28</b>	<b>21%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF CROFTON ROAD

# CROSS ROAD

## Current parking occupancy

*This is the average number of vehicles parked in CROSS ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in CROSS ROAD*

Average number of vehicles parking in CROSS ROAD 15

Average parking occupancy in CROSS ROAD 107%

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in CROSS ROAD*

Existing number of (unreserved) parking spaces available for residents 14

Proposed number of parking space available for resident permit holders (if a zone was introduced) 12

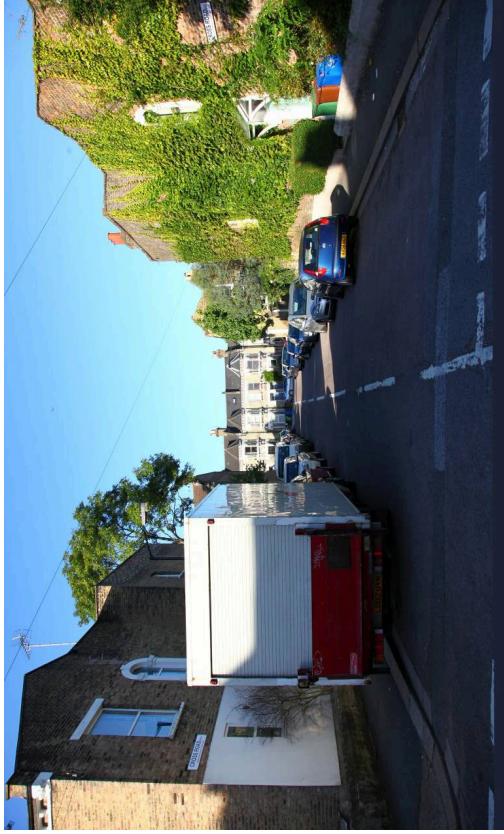
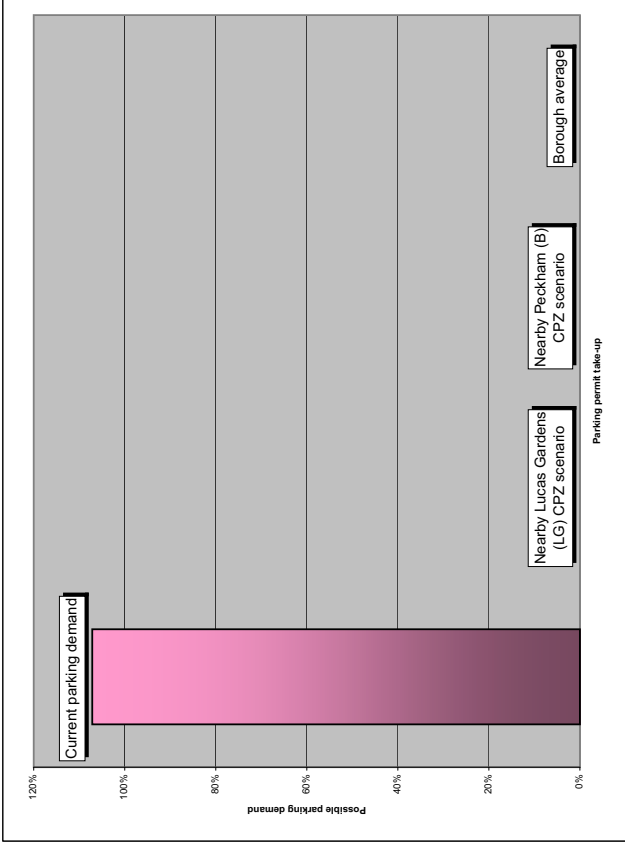
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in CROSS ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	0	0%
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	0	0%
Average of all Southwark CPZs - 13% (the average all-zone scenario)	0	0%

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF CROSS ROAD

# DENMAN ROAD

## Current parking occupancy

*This is the average number of vehicles parked in DENMAN ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in DENMAN ROAD*

Average number of vehicles parking in DENMAN ROAD **78**

Average parking occupancy in DENMAN ROAD **101%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in DENMAN ROAD*

Existing number of (unreserved) parking spaces available for residents **77**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **79**

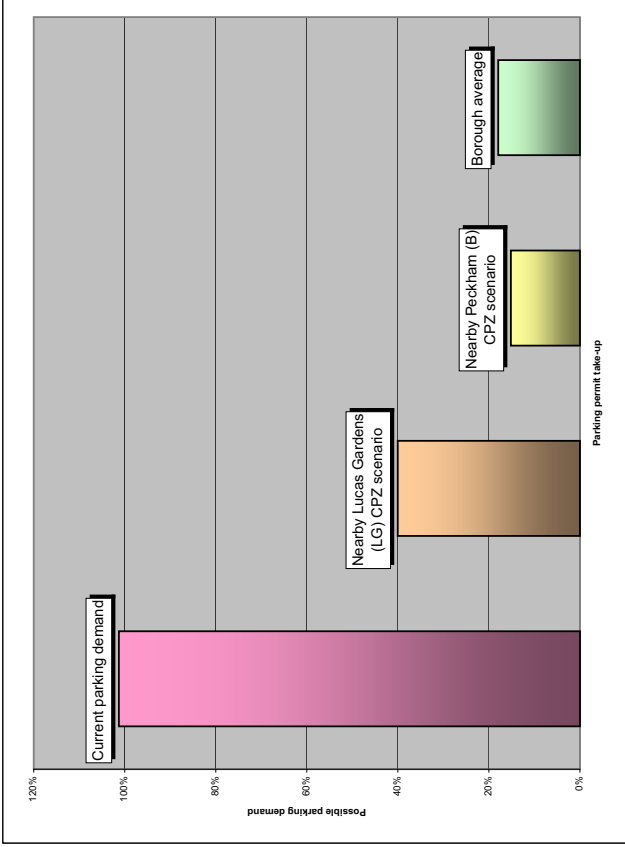
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in DENMAN ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>32</b>	<b>40%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>12</b>	<b>15%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>14</b>	<b>18%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF DENMAN ROAD



# GAIRLOCH ROAD

## Current parking occupancy

*This is the average number of vehicles parked in GAIRLOCH ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in GAIRLOCH ROAD.*

Average number of vehicles parking in GAIRLOCH ROAD **42**

Average parking occupancy in GAIRLOCH ROAD **102%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in GAIRLOCH ROAD.*

Existing number of (unreserved) parking spaces available for residents **41**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **33**

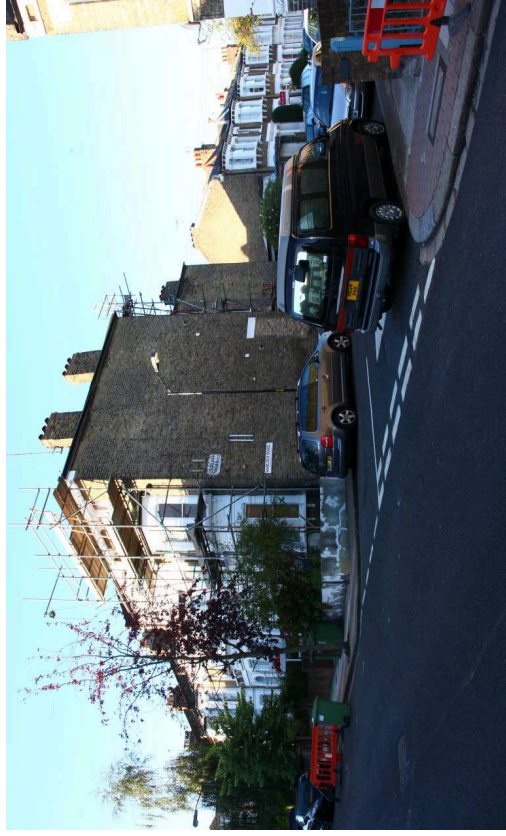
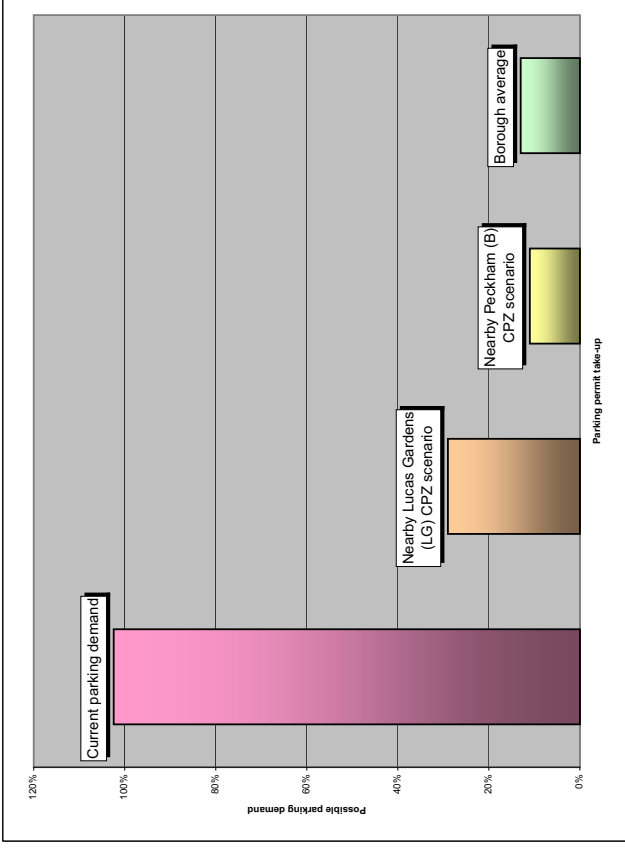
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in GAIRLOCH ROAD should parking controls be introduced.*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>10</b>	<b>29%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>4</b>	<b>11%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>4</b>	<b>13%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF GAIRLOCH ROAD

# GRUMMANT ROAD

## Current parking occupancy

*This is the average number of vehicles parked in GRUMMANT ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in GRUMMANT ROAD*

Average number of vehicles parking in GRUMMANT ROAD **35**

Average parking occupancy in GRUMMANT ROAD **121%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in GRUMMANT ROAD*

Existing number of (unreserved) parking spaces available for residents **29**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **41**

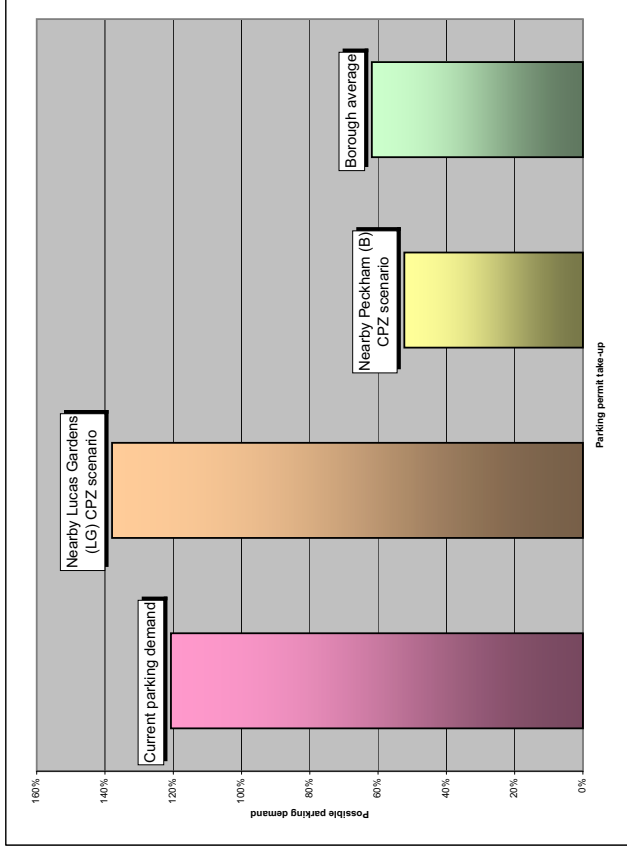
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in GRUMMANT ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>57</b>	<b>138%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>21</b>	<b>52%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>25</b>	<b>62%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF GRUMMANT ROAD



# LINNELL ROAD

## Current parking occupancy

*This is the average number of vehicles parked in LINNELL ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in LINNELL ROAD*

Average number of vehicles parking in LINNELL ROAD **46**

Average parking occupancy in LINNELL ROAD **102%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in LINNELL ROAD*

Existing number of (unreserved) parking spaces available for residents **45**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **39**

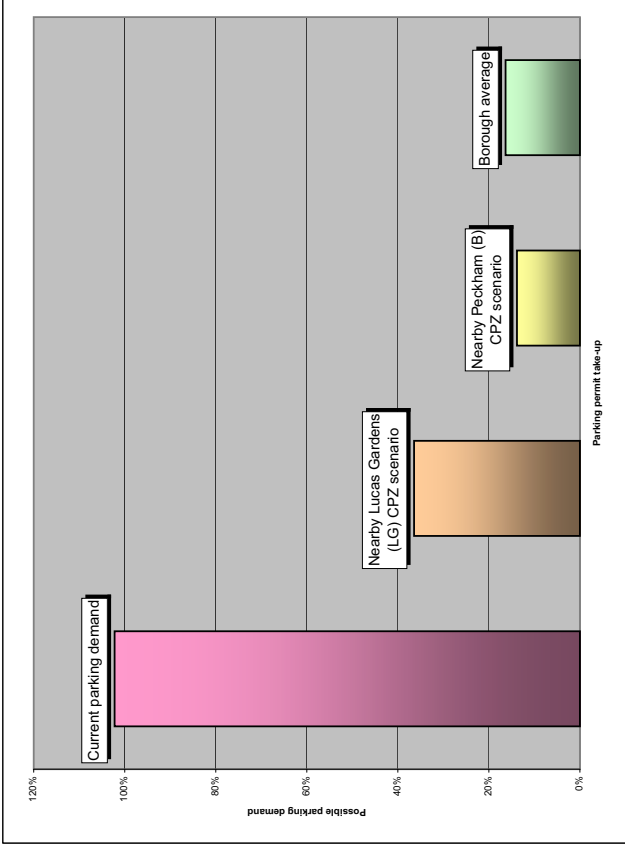
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in LINNELL ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>14</b>	<b>36%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>5</b>	<b>14%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>6</b>	<b>16%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF LINNELL ROAD

# LYNDHURST GROVE

## Current parking occupancy

*This is the average number of vehicles parked in LYNDHURST GROVE. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in LYNDHURST GROVE*

Average number of vehicles parking in LYNDHURST GROVE **92**

Average parking occupancy in LYNDHURST GROVE **77%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in LYNDHURST GROVE*

Existing number of (unreserved) parking spaces available for residents **119**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **104**

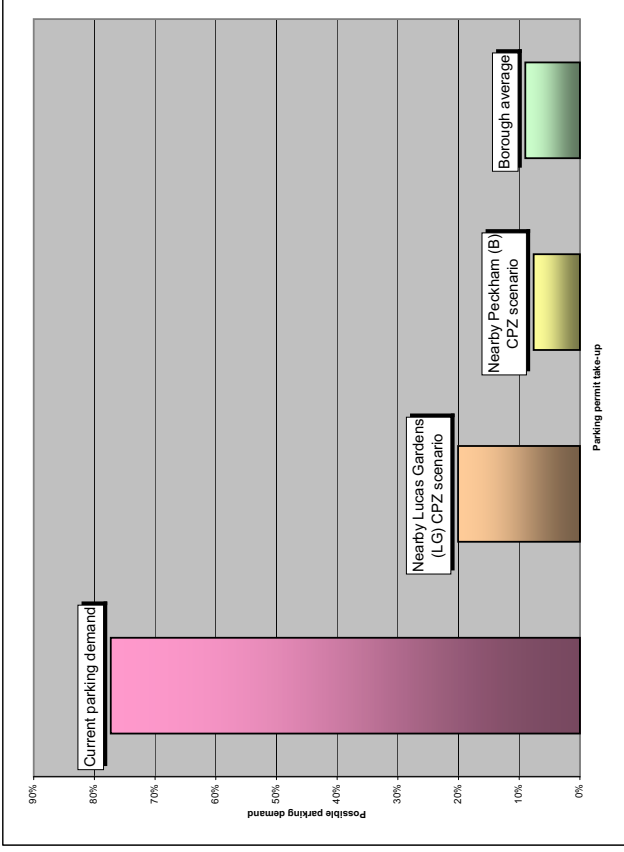
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in LYNDHURST GROVE should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>21</b>	<b>20%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>8</b>	<b>8%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>9</b>	<b>9%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF LYNDHURST GROVE

# MCNEIL ROAD

## Current parking occupancy

*This is the average number of vehicles parked in MCNEIL ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in MCNEIL ROAD*

Average number of vehicles parking in MCNEIL ROAD **35**

Average parking occupancy in MCNEIL ROAD **103%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in MCNEIL ROAD*

Existing number of (unreserved) parking spaces available for residents **34**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **31**

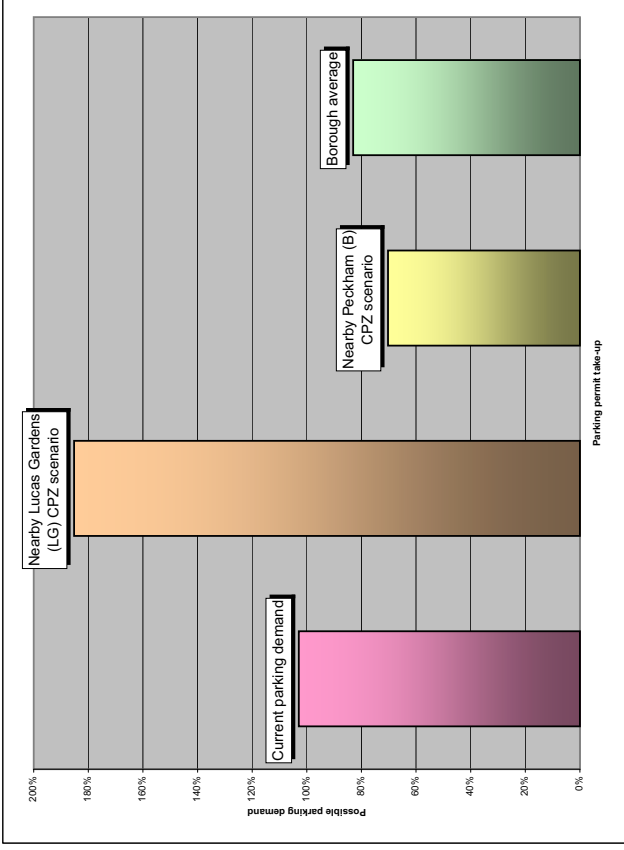
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in MCNEIL ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>57</b>	<b>185%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>22</b>	<b>70%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>26</b>	<b>83%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF MCNEIL ROAD



# OSWYTH ROAD

## Current parking occupancy

*This is the average number of vehicles parked in OSWYTH ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in OSWYTH ROAD*

Average number of vehicles parked in OSWYTH ROAD **41**

Average parking occupancy in OSWYTH ROAD **98%**

## Available parking spaces for residents

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in OSWYTH ROAD*

Existing number of (unreserved) parking spaces available for residents **42**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **36**

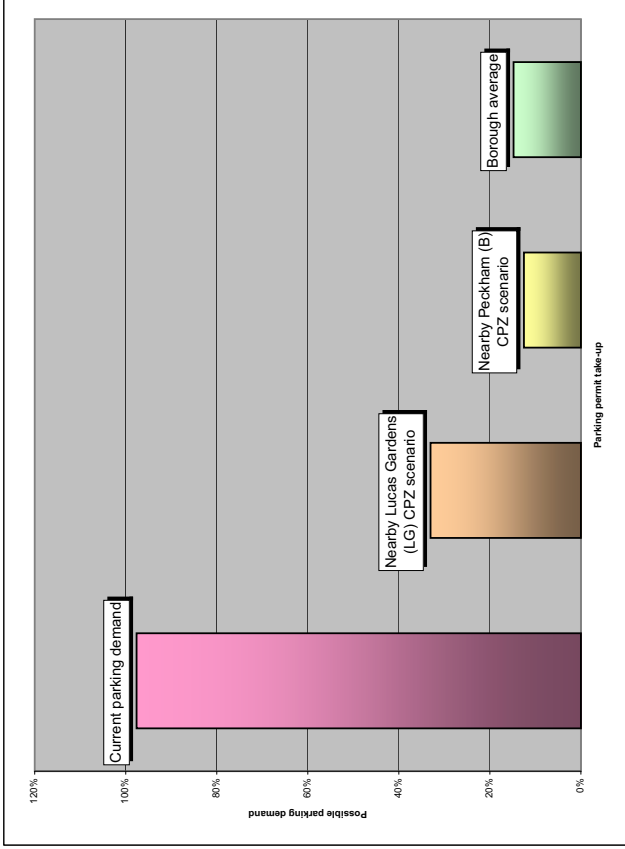
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

*These different scenarios give us an idea of what the possible resident permit take up could be in OSWYTH ROAD should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>12</b>	<b>33%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>5</b>	<b>13%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>5</b>	<b>15%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF OSWYTH ROAD

# SHENLEY ROAD

## Current parking occupancy

This is the average number of vehicles parked in SHENLEY ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in SHENLEY ROAD

Average number of vehicles parking in SHENLEY ROAD **121**

Average parking occupancy in SHENLEY ROAD **107%**

## Available parking spaces for residents

This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in SHENLEY ROAD

Existing number of (unreserved) parking spaces available for residents **113**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **104**

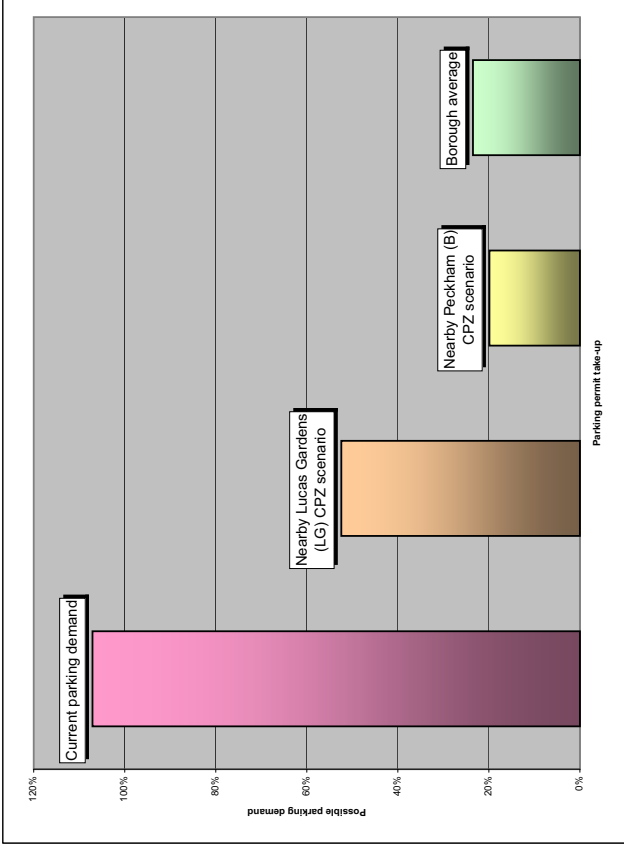
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

These different scenarios give us an idea of what the possible resident permit take up could be in SHENLEY ROAD should parking controls be introduced

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>55</b>	<b>52%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>21</b>	<b>20%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>24</b>	<b>24%</b>

To estimate the expected permit "take-up" we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF SHENLEY ROAD

# TALFOURD PLACE

## Current parking occupancy

This is the average number of vehicles parked in TALFOURD PLACE. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in TALFOURD PLACE

Average number of vehicles parked in TALFOURD PLACE **37**

Average parking occupancy in TALFOURD PLACE **95%**

## Available parking spaces for residents

This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in TALFOURD PLACE

Existing number of (unreserved) parking spaces available for residents **39**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **34**

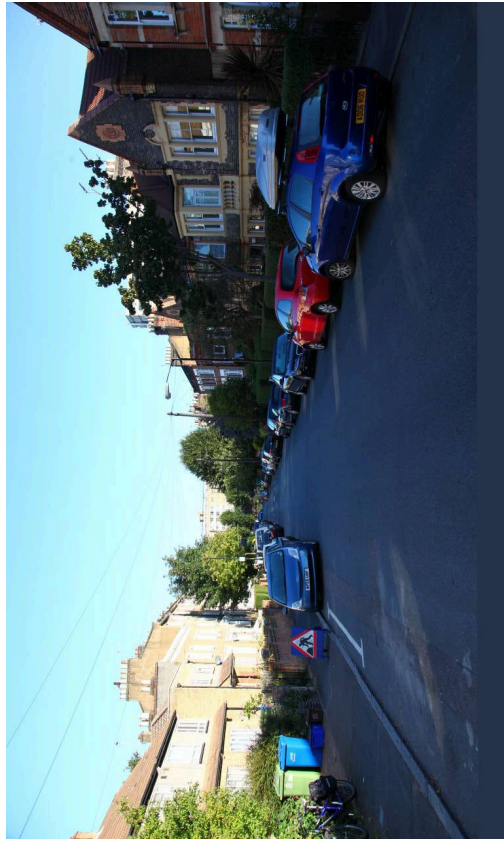
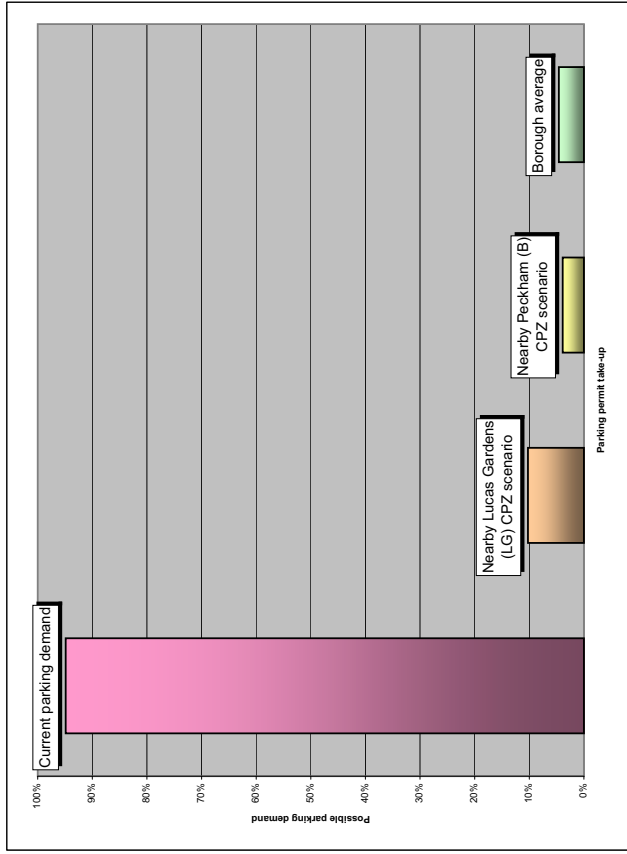
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

These different scenarios give us an idea of what the possible resident permit take up could be in TALFOURD PLACE should parking controls be introduced

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>3</b>	<b>10%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>1</b>	<b>4%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>2</b>	<b>5%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF TALFOURD PLACE



# TALFOURD ROAD

## Current parking occupancy

This is the average number of vehicles parked in TALFOURD ROAD. This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in TALFOURD ROAD

Average number of vehicles parking in TALFOURD ROAD **98**

Average parking occupancy in TALFOURD ROAD **91%**

## Available parking spaces for residents

This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in TALFOURD ROAD

Existing number of (unreserved) parking spaces available for residents **108**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **104**

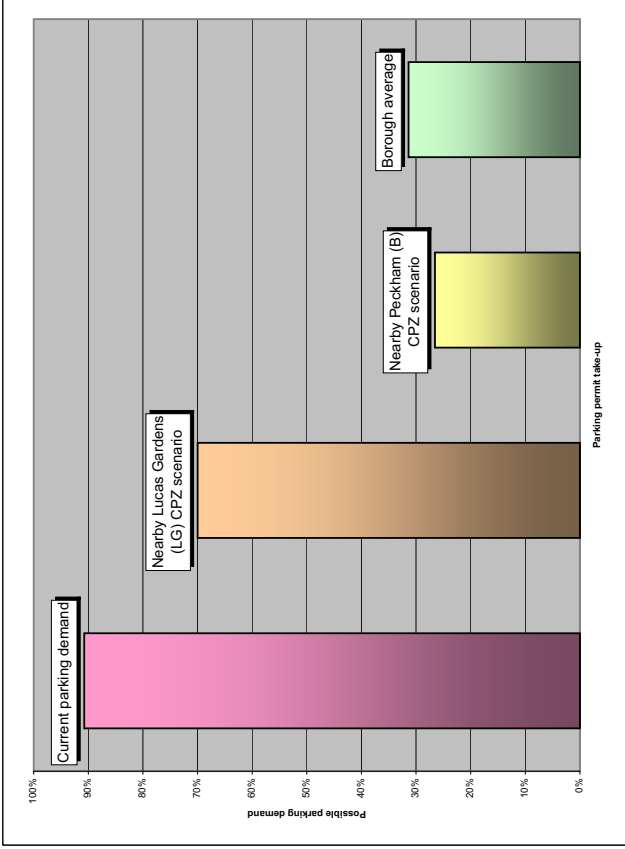
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

## Possible resident parking permit take up

These different scenarios give us an idea of what the possible resident permit take up could be in TALFOURD ROAD should parking controls be introduced

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>73</b>	<b>70%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>28</b>	<b>27%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>33</b>	<b>31%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



PHOTOGRAPH OF TALFOURD ROAD

**VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only)**

**Current parking occupancy**

*This is the average number of vehicles parked in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only) This average figure has been taken over 4 'spot' occupancy survey dates, this provides an idea of the current parking demand in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only)*

Average number of vehicles parking in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove) **24**

Average parking occupancy in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only) **109%**

**Available parking spaces for residents**

*This compares the existing number of (unreserved) parking spaces currently available for residents against the number that would be available for resident permit holders should the 1st stage indicative design be implemented in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only)*

Existing number of (unreserved) parking spaces available for residents **22**

Proposed number of parking space available for resident permit holders (if a zone was introduced) **19**

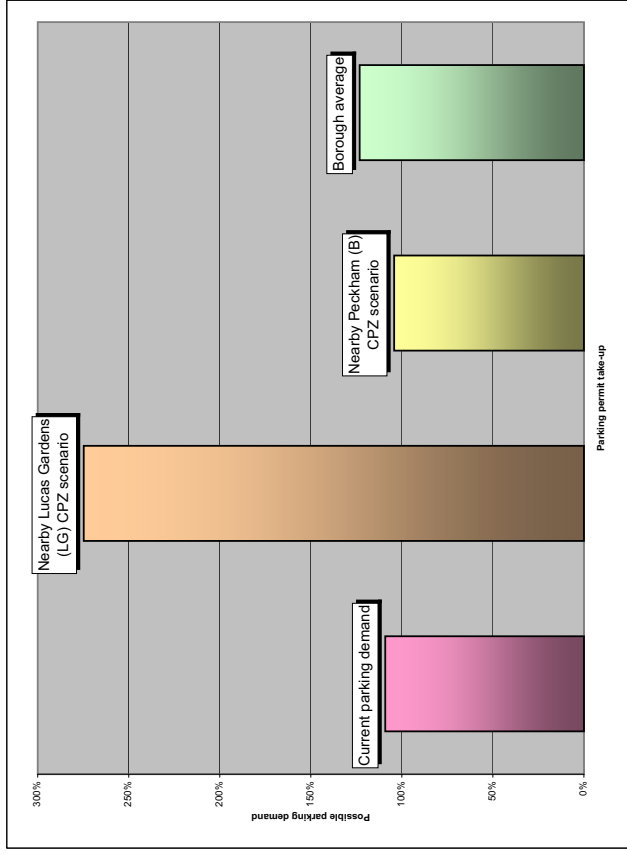
The number of spaces is the length available divided by 5.5m (this is a standard length used which accounts for parking and manoeuvring into the space (An average VW Polo is ~4.0m, a Ford Mondeo is ~4.8m)

**Possible resident parking permit take up**

*These different scenarios give us an idea of what the possible resident permit take up could be in VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only) should parking controls be introduced*

Possible scenarios	Number of residents purchasing a permit	Resulting parking occupancy (%)
Lucas Gardens (LG) CPZ - 29% (An adjacent CPZ scenario)	<b>52</b>	<b>275%</b>
Peckham (B) CPZ - 11% (An adjacent CPZ scenario)	<b>20</b>	<b>104%</b>
Average of all Southwark CPZs - 13% (the average all-zone scenario)	<b>23</b>	<b>123%</b>

To estimate the expected permit "take-up", we should compare against other parking zones. The average permit take-up across of Southwark's 21 existing parking zones is 13% - that is 13% of the properties within a parking zone choose to purchase a permit. There is a considerable range in permit take-up between different zones (currently between 4% and 63%); it will vary because of many influencing factors such as car-ownership levels, off-street parking availability, public transport as well as by social and economic demographics.



**PHOTOGRAPH OF VESTRY ROAD (Between Linnell Road and Lyndhurst Grove only)**



Project Number: **TSP11197**  
 Project Name: **Peckham Road South Area**  
 Survey Type: **Parking Survey data**  
 Date: **20 October 2012, Saturday**



Green = < 70%  
 Amber = 70% to 80%  
 Red = 80% >

ROAD	AVERAGE OCCUPANCY	MAXIMUM OCCUPANCY	TIME OF 1ST MAXIMUM OCCUPANCY	MINIMUM OCCUPANCY	TIME OF FIRST MINIMUM OCCUPANCY	AVE COMMUTER / NON RESIDENT (ALL SURVEY PERIOD 0600 - 2:00)	AVE COMMUTER / NON RESIDENT (DAY PERIOD 0700 - 1900)
AZENBY ROAD	45%	60%	16:00	27%	20:00	16%	18%
BUSHEY HILL ROAD	69%	75%	06:00	62%	18:00	11%	12%
CROFTON ROAD	61%	69%	06:00	52%	18:00	8%	8%
CROFTON ROAD (SOUTH OF LYNTHURST GROVE)	43%	52%	06:00	38%	12:00	5%	5%
CROSS ROAD	40%	50%	06:00	35%	14:00	0%	0%
DENMAN ROAD	77%	88%	06:00	71%	17:00	8%	9%
GAIRLOCH RD	62%	73%	08:00	52%	15:00	11%	11%
GRUMMANT ROAD (OF LYNTHURST WAY)	27%	29%	10:00	23%	19:00	3%	4%
GRUMMANT ROAD (OF PECKHAM RD)	60%	70%	06:00	39%	17:00	9%	10%
LINNELL ROAD	75%	86%	06:00	61%	14:00	10%	9%
LYNTHURST GROVE	46%	52%	06:00	41%	20:00	5%	5%
MONEIL RD	49%	62%	06:00	41%	15:00	6%	6%
OSWYTH RD	57%	69%	09:00	48%	16:00	4%	4%
SHENLEY ROAD	67%	78%	06:00	54%	18:00	9%	10%
TALFOURD PLACE	46%	52%	06:00	40%	15:00	7%	7%
TALFOURD ROAD	61%	70%	08:00	54%	12:00	7%	7%
VESTRY ROAD	34%	40%	11:00	30%	07:00	11%	11%
<b>ZONE AVERAGE or MODE</b>	<b>54%</b>	<b>63%</b>	<b>06:00</b>	<b>45%</b>	<b>15:00 &amp; 18:00</b>	<b>8%</b>	<b>8%</b>
MONA IMAX	77%	88%	N/A	71%	N/A	16%	18%
ZONE MIN	27%	29%	N/A	23%	N/A	0%	0%

Project Number: TSP11197  
 Project Name: Peckham Road South Area  
 Survey Type: Parking Survey data  
 Date: 17 October 2012, Wednesday



Green = < 70%  
 Amber = 70% to 80%  
 Red = 80% >

ROAD	AVERAGE OCCUPANCY	MAXIMUM OCCUPANCY	TIME OF 1ST MAXIMUM OCCUPANCY	MINIMUM OCCUPANCY	TIME OF FIRST MINIMUM OCCUPANCY	AVE COMMUTER / NON RESIDENT (ALL SURVEY PERIOD 0600 - 2100)	AVE COMMUTER / NON RESIDENT (DAY PERIOD 0700 - 1900)
AZENBY ROAD	25%	40%	12:00	0%	20:00	18%	22%
BUSHEY HILL ROAD	67%	74%	06:00	59%	20:00	13%	13%
CROFTON ROAD	60%	70%	09:00	41%	20:00	8%	9%
CROFTON ROAD (SOUTH OF LYNTHURST GROVE)	43%	64%	14:00	26%	08:00	16%	20%
CROSS ROAD	69%	85%	13:00	40%	20:00	9%	10%
DENMAN ROAD	77%	87%	10:00	59%	18:00	17%	19%
GAIRLOCH RD	79%	88%	10:00	71%	19:00	19%	20%
GRUMMANT ROAD (OF LYNTHURST WAY)	42%	50%	14:00	33%	07:00	13%	13%
GRUMMANT ROAD (OF PECKHAM RD)	51%	65%	07:00	35%	16:00	21%	23%
LINNELL ROAD	92%	100%	11:00	71%	19:00	18%	20%
LYNDHURST GROVE	61%	73%	12:00	46%	19:00	16%	19%
MCNEIL RD	62%	74%	10:00	51%	16:00	22%	22%
OSWYTH RD	83%	92%	14:00	73%	19:00	19%	21%
SHENLEY ROAD	72%	88%	12:00	56%	20:00	11%	12%
TALFOURD PLACE	50%	60%	10:00	35%	19:00	16%	19%
TALFOURD ROAD	62%	67%	07:00	56%	08:00	14%	15%
VESTRY ROAD	39%	48%	11:00	27%	16:00	13%	15%
ZONE AVERAGE or MODE	61%	72%	10:00	46%	19:00 and 20:00	15%	17%
MONA MAX	92%	100%	N/A	73%	N/A	22%	23%
ZONE MIN	25%	40%	N/A	0%	N/A	8%	9%

**VOTE 'NO' TO SOUTHWARK COUNCIL CPZ EXTENSION**  
**CONSULTATION ENDS 14 DECEMBER**

Join many other residents in **OPPOSING** Southwark Council's attempt to extend **Controlled Parking** from **VESTRY ROAD** to **TALFOURD ROAD**

- £125 per vehicle for cars, more for commercial vehicles
- **THIS IS A TAX ON VISITORS** – Visitors permits cost £3.60 per day & are non-transferable, therefore 2 visitors or tradesmen, even if at different times, require 2 permits.
- There is an annual limit on the number of visitors permits you may purchase
- This CPZ will mean visitors can no longer 'pop-in' & will fundamentally change the character of this area
- This is one of the last areas of free parking in the area, once this goes the council can raise the charge. In Haringay, some residents are already paying £206 per year
- Note this consultation has only come about now that the council offices has moved to SE1!! Why are consultations timed just before Xmas when people too busy to notice???
- **THIS DOES NOT GUARANTEE A PARKING SPACE** – you could be paying for something which **DOES NOT EXIST** – as residents in Clapham have found, when zones get bigger
  - **COMPLETE YOUR QUESTIONNAIRE** hidden in the back of the booklet delivered **OR ONLINE** at [http://www.southwark.gov.uk/info/200140/parking\\_projects/2855/peckham\\_road\\_south](http://www.southwark.gov.uk/info/200140/parking_projects/2855/peckham_road_south)

- \* DON'T FOLLOW THE HERD – JUST SAY NO – STOP THE SPREAD OF CPZs \*
- \* SAY 'NO' TO PARKING WARDENS WAITING TO TICKET YOUR VISITORS \*
- \* KEEP YOUR STREETS FREE FROM SIGNS & CLUTTER \*
- \* KEEP THIS LOVELY AREA CPZ FREE & SAY NO TO THIS VOLUNTARY TAX\*

## Attention Residents!!!

**Please Vote against Parking Enforcement**

**Don't** we pay enough taxes already? Let alone having to pay to park outside your own residential home/area.

To pay **£16** for visitor's book then **ANOTHER £36** per 10 books **EXTRA AGAIN** for visitors to come to your home during the day, and the price **WILL NOT STOP there!!**

If you **DON'T** stand up they **will enforce this Parking** and we will be the only ones to blame. Other areas has successfully **WON** were the community have stood together against the change.

**PLEASE fill** out your form and send it off or voice your option by telephone.



## PARKING RESTRICTIONS ARE BEING PROPOSED FOR SHENLEY ROAD

This affects everyone even if they do not drive a car.

IT IS IMPORTANT RESIDENTS OF SHENLEY ROAD RETURN THE CONSULTATION FORMS ASAP! It seems the Council did not post additional packs to some buildings with multiple flats meaning some residents may be unaware of the consultation. Once parking restrictions are introduced the council will be *making money from the scheme* and it would be very unlikely to have the scheme removed.

There are alternatives; one is to Re-instate free parking on Vestry Rd!! Since Vestry Rd has been made into a controlled parking zone Vestry road is virtually free of parked cars during the day. If there was free parking on (at least one side of) Vestry Rd this would ease the burden on Shenley rd.

Introducing Permit Parking on Shenley rd *WILL CREATE MORE PROBLEMS THAN IT WILL SOLVE* for the majority of Residents

- \* Property prices will be adversely affected with house prices going down.
- \* Residents are only guaranteed *one* resident permit per household. Residents with more than one car owner may not be eligible to purchase additional permits. If you car share, are a named driver, or use a car *you are not the registered owner* of you will NOT be able to get a Permit.
- \* A fee of £3.60 *per visitor* per day will make it difficult and costly for friends and family to visit (£16 is only for the first 10 tickets). A new ticket is needed for each visitor even if they only park for a couple of hours. If Visitor Tickets are mislaid, or lost, or due to unexpected visitors you have run out of tickets then Visitors will have to pay for meter parking at £2.70 *per hour*, or risk a penalty fine.
- \* Purchasing Visitor Tickets will be inconvenient. Only residents named on tenancy agreements are able to purchase these tickets. They are not available online. Purchase must be done in person at the counter at the One-Stop shop. Other family members will not be able to purchase these, even if they also live at the address.
- \* Permits for the year will cost up to £189 per year. If you lose your permit you will have to pay £16 for a replacement. If you sell your car or buy a new one, you will also have to pay to have a new permit.
- \* Overnight guests and visitors will need to leave before parking restrictions are operational otherwise they will need to have *two* visitor parking tickets (£7.20). Or risk a penalty fine.
- \* Tradesmen and people visiting to carry out repairs and maintenance will need to have a visitor ticket (£3.60), as will Hire cars and Rental vehicles, or pay for meter parking £2.70 per hour.
- \* Visitors will not need a parking permit on Christmas day BUT if they stay until Boxing Day they will need a visitor ticket or risk a penalty fine. On all other family and social occasions all visitors will each need a visitor ticket if the occasion falls in restricted times
- \* Risk of Penalty fines and parking wardens prowling the street.

The Councils premise for this scheme is that a survey recently showed 30% of cars parked on Shenley Road were not registered to an address on this Street. The Council says this indicates 'Commuter Parking'. **THIS IS A FLAWED ASSUMPTION!**

- \* Some of those cars will be overflowed visitors and residents from the nearby streets which have had parking restrictions implemented.
- \* Some of those cars will be friends and family visitors to Shenley Road residents. Often friends and family are providing *essential support*, including care to elderly, childcare for parents, shopping trips for those with mobility issues, or just plain visits to stay in touch because they care.
- \* Some of those cars will be cars lawfully used by residents but for which there is shared use i.e. the resident is a named driver on a car which they are not the registered owner of.

You can express your views about the proposal for the Peckham South area by emailing [parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk) Or calling 0207 525 7764. Or completing an online form at [www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations) **THIS MUST BE DONE BEFORE DEC 14th**



## **FED UP OF SHENLEY ROAD BEING A COMMUTER CAR PARK?**

### **FACT!**

- **PARKING IN OUR ROAD IS GOING TO GET WORSE IF WE JUST SIT BACK**
  - The new Employment Academy on Peckham Road is in the process of opening.
  - The new student halls on Peckham Rd will also open its doors over the coming months.
  - Where will these daily staff / visitors park? **YES – SHENLEY ROAD**
- **PROPERTY PRICES WILL NOT FALL AS A RESULT OF CONTROLLED PARKING**
  - Parking restrictions **IMPROVE** the appearance and accessibility of streets.
  - The appearance of Shenley Road has changed dramatically since the Lucas Gardens CPZ was introduced. Between working hours it has become a gridlocked car park for the hospital, magistrates, Sunshine House and the station.
  - Less cars create less pollution, less street congestion.
  - Would you prefer to buy a property on a quiet street, free of commuter traffic? Or one that is rammed with vehicles?
- **AN ANNUAL PERMIT FROM SOUTHWARK COUNCIL IS £125**
  - That's £10.41 per month – or roughly 34p a day
- **SOUTHWARK PARKING PERMITS ALLOW THREE PERMITS PER HOUSEHOLD, ONE PER REGISTERED VEHICLE USER.**
- **30% OF PEOPLE USING OUR STREET ARE COMMUTERS**
  - Research shows that these are parking between 8.30am and 5.30pm everyday.
- **THE COUNCIL WILL NOT FREE UP VESTRY ROAD**
  - It is false optimism to assume the Council will free up one side of Vestry Road to alleviate parking for Shenley Road.
  - The Council will **NOT** do this as residents on this road have to pay for a permit. Residents will simply park over the other side for free – hence negating any benefits.
- **ROAD SAFETY WILL BE IMPROVED**
  - Currently we have commuter cars parked across junctions, and parked bumper-to-bumper, making crossing the roads a hazard for pedestrians, including children going to school.
  - Parking restrictions will improve this current hazard.
- **YOU HAVE A SAY IN OPERATIONAL HOURS**
  - If a CPZ is introduced then Shenley Rd **COULD** request limited hours to deter commuters (e.g. 12pm-2pm).
  - This would **NOT** adversely affect tradespeople or visitors, and would limit any visiting parking costs.

**DON'T WANT SHENLEY ROAD TO REMAIN THE COMMUTERS' CAR PARK FOR SOUTH EAST LONDON?**

**THEN PLEASE TAKE ACTION. EXPRESS YOUR VIEWS AT**  
[parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk) or by completing an online form at  
[www.southwark.gov.uk/consultations](http://www.southwark.gov.uk/consultations) by THIS FRIDAY December 14th



# Why we need to say 'YES' to CPZ

## First stage parking zone consultation

If you haven't already returned your consultation voting form, consider this...

- ◆ **creating more parking spaces for residents, making it easier for local people to park in the street near their home;**
- ◆ **discouraging people from outside your area parking on your street;**
- ◆ **encouraging commuters to use available Council car parks;**
- ◆ **reducing traffic and congestion on streets within the CPZ due to a reduction in vehicles searching for parking spaces;**
- ◆ **improving access for emergency vehicles;**
- ◆ **greater security Patrols monitoring CPZ enforcement will provide an increased security presence on our streets;**
- ◆ **a safer road environment for cyclist and pedestrians due to less dangerous parking.**



A MESSAGE FROM RESIDENTS OF CROFTON ROAD  
**SOUTHWARK COUNCIL PARKING ZONE CONSULTATION**  
**PECKHAM ROAD SOUTH**

**A MESSAGE FOR RESIDENTS IN:**

CROFTON ROAD, SHENLEY ROAD, BUSHEY HILL ROAD, TALFORD ROAD, TALFOURD PLACE, DENMAN ROAD, AZENBY ROAD, LINNELL ROAD, OSWYTH ROAD, GAIRLOCH ROAD, VESTRY ROAD, MCNEIL ROAD

**You will have recently received a white envelope from Southwark Council entitled Parking Zone Consultation. DO NOT THROW IT AWAY - OTHERWISE YOU COULD END UP PAYING £125 PER YEAR TO PARK YOUR CAR OUTSIDE YOUR OWN HOME - AND NO DOUBT THIS GOES UP EVERY YEAR! SO RESPOND SOON!! - POST OR EMAIL [parkingreview@southwark.gov.uk](mailto:parkingreview@southwark.gov.uk)**

According to Southwark Council a parking zone helps keep the street safe for both drivers and other road users. However, what imposing parking zones does is raise funds for Southwark Council and impose fees on residents.

**RESULTS OF A PARKING ZONE BELOW:**

- Impose fines on your friends and family who come to visit you during the day
- Impose fines on visitors to our elderly residents who depend on relatives and other visitors to visit them during the day for support
- Impose fines on visitors to our disabled residents who depend on others to visit them during the day for support
- Impose fines on residents who are vulnerable who depend on visitors for support during the day
- Impose fines on those who come to fix your central heating, electrical problems, drain problems, roof problems, washing machine problems etc – **AND THE PENALTY MAY BE PASSED ONTO YOU AS THE CUSTOMER**
- Impose a fine on **YOURSELF** if you forget to display your resident parking permit
- Is a burden on us car owners who already pay high fees for Road Tax, Council Tax, Car Insurance, MOT tests and high fuel costs
- So vote **NO TO PARKING ZONES AND RETURN YOUR CONSULTATION FORM NOW!** (PLEASE PASS TO OTHERS)



**This Friday 14th December 2012 is the  
deadline to register your response to  
CONTROLLED PARKING in these streets**

**Arguments for Controlled Parking:**

- 1 Commuters will not be able to park here in the daytime.
- 2 We will all be contributing £125 or more a year (plus visitors parking fees and fines) to an overstretched, underfunded council.

**Arguments against Controlled Parking:**

- 1 Many people cannot afford to pay £125 a year - plus visitor parking fees of £3.30 day-permits or £2.70 per hour meters.  
If paying monthly, the cost will be £188.88 each year.
- 2 Voting "No" at this stage of consultation may enable us to negotiate for a 2 hour restriction (eg: 12 - 2pm which will deter commuters while still allowing visitors) rather than the standard 8.30am - 6.30pm restriction (which our neighbours in the Brunswick Park area bitterly regret and are petitioning to change).

**Please register your response online by following these instructions:**

- Go to [southwark.gov.uk/parking](http://southwark.gov.uk/parking)
- Click on 'Parking projects' in the list on the lower left
- Scroll down to 'New Parking Zone Project'
- Click on 'Peckham Road south area'
- Click 'Submit your questionnaire online'
- Click 'No thanks, just take me to the form', then click to continue
- Fill in the form and follow the instructions to submit it.

Or you can complete the form you received in the post and return it in the pre-paid envelope.

**Thank you**

Pelican Plus Tenants and Residents Association  
Collectively shaping our community, creating value together





Client: Southwark Council

Project Number: TSP11197

Project Name: Peckham Road South Area

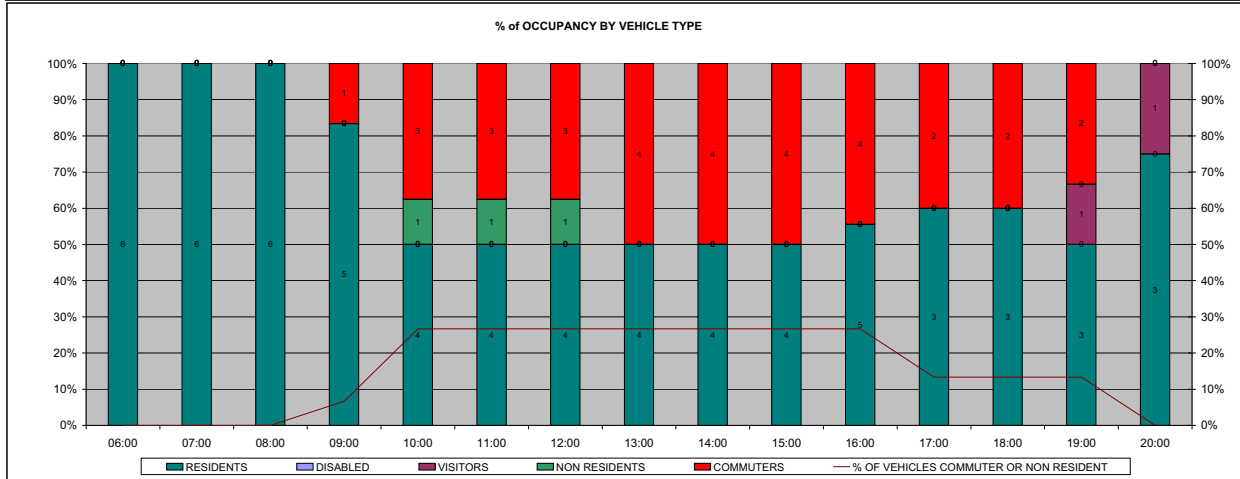
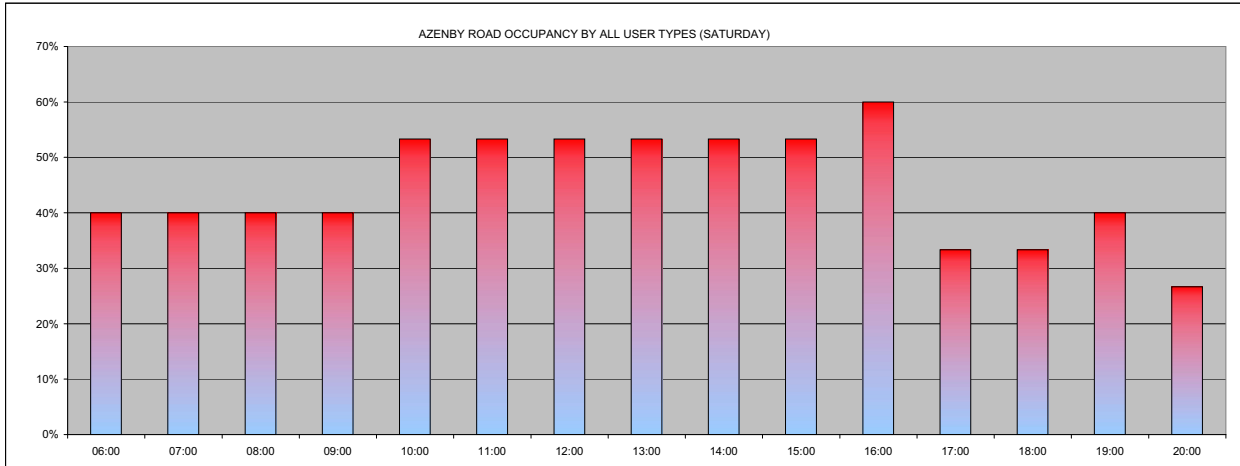
Survey Type: Parking Survey data

Survey Date: Saturday 20 October 2012

Survey Time: 06:00 - 21:00

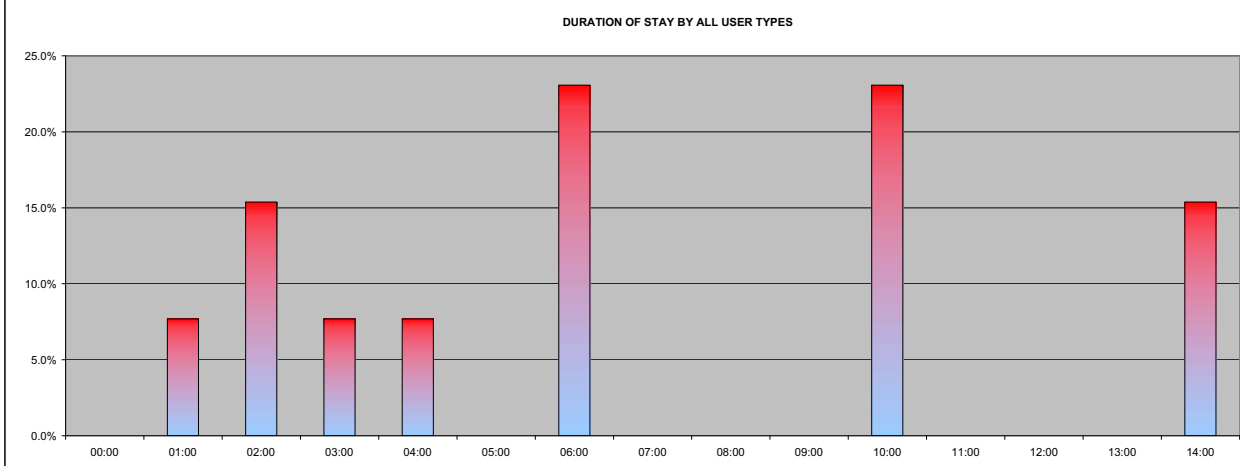
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	3	3	3	4	4	4	4	2	2	2	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0
RESIDENTS	6	6	6	5	4	4	4	4	4	4	5	3	3	3	3
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
TOTAL SAFE PARKING SPACES	15														
AZENBY ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)	40%	40%	40%	40%	53%	53%	53%	53%	53%	53%	60%	33%	33%	40%	27%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	7%	20%	20%	20%	27%	27%	27%	27%	13%	13%	13%	0%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	7%	7%	7%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - RESIDENTS	40%	40%	40%	33%	27%	27%	27%	27%	27%	27%	33%	20%	20%	20%	20%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	7%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	7%	27%	27%	27%	27%	27%	27%	27%	13%	13%	13%	0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	40%	40%	40%	33%	27%	27%	27%	27%	27%	27%	33%	20%	20%	27%	27%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
RESIDENTS	0	0	1	1	1	0	0	0	0	0	2	0	0	0	2	7
VISITORS	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	1	2	1	1	0	3	0	0	0	3	0	0	0	2	13
TOTAL SAFE PARKING SPACES	13															
AZENBY ROAD DURATION BY ALL USER TYPES	0.0%	7.7%	15.4%	7.7%	7.7%	0.0%	23.1%	0.0%	0.0%	0.0%	23.1%	0.0%	0.0%	0.0%	15.4%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.1%	0.0%	0.0%	0.0%	23.1%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	7.7%	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 VEHICLES - RESIDENTS	0.0%	0.0%	7.7%	7.7%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	0.0%	0.0%	0.0%	15.4%	
% OF VEHICLES - VISITORS (0-3hrs)	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

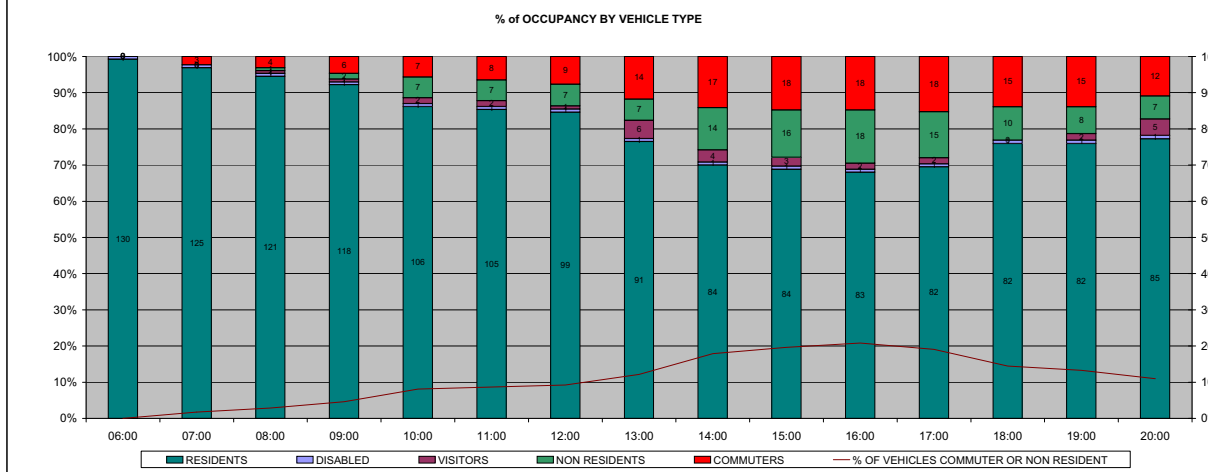
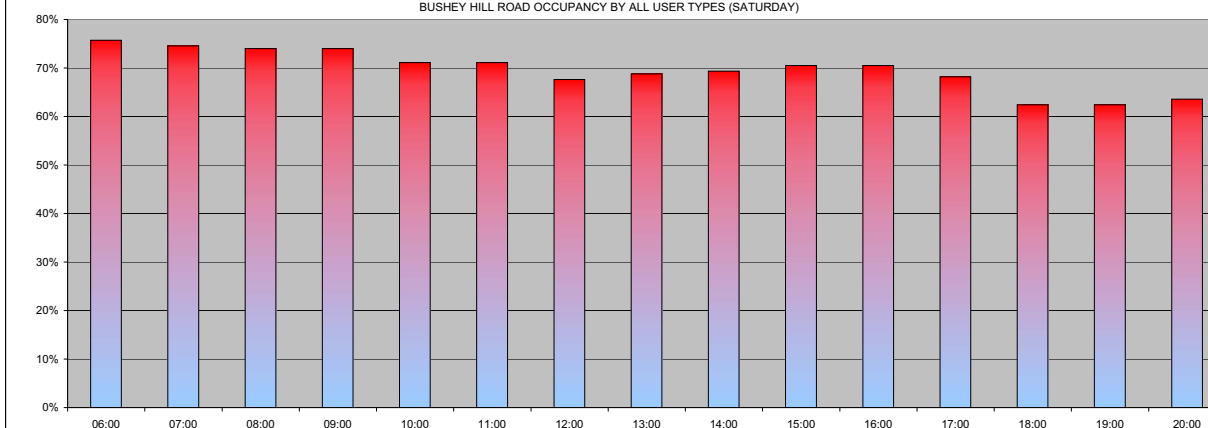
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.6%	0.6%	0.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	85.7%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	3	4	6	7	8	9	14	17	18	18	18	15	15	12
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	1	2	7	7	7	14	16	18	15	10	8	7	7
RESIDENTS	130	125	121	118	106	99	91	84	84	83	82	82	82	82	85
VISITORS	0	0	1	1	2	2	1	8	4	3	2	0	2	0	5
TOTAL SAFE PARKING SPACES	173														

BUSHEY HILL ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	2%	3%	5%	8%	9%	9%	12%	18%	20%	21%	19%	14%	13%	11%
% OF VEHICLES - DISABLED	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	1%	1%	4%	4%	4%	8%	9%	10%	10%	9%	6%	5%	4%
% OF VEHICLES - RESIDENTS	75%	72%	70%	68%	61%	61%	57%	53%	49%	48%	48%	47%	43%	47%	46%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	1%	1%	1%	1%	1%	3%	2%	2%	1%	1%	0%	1%	3%

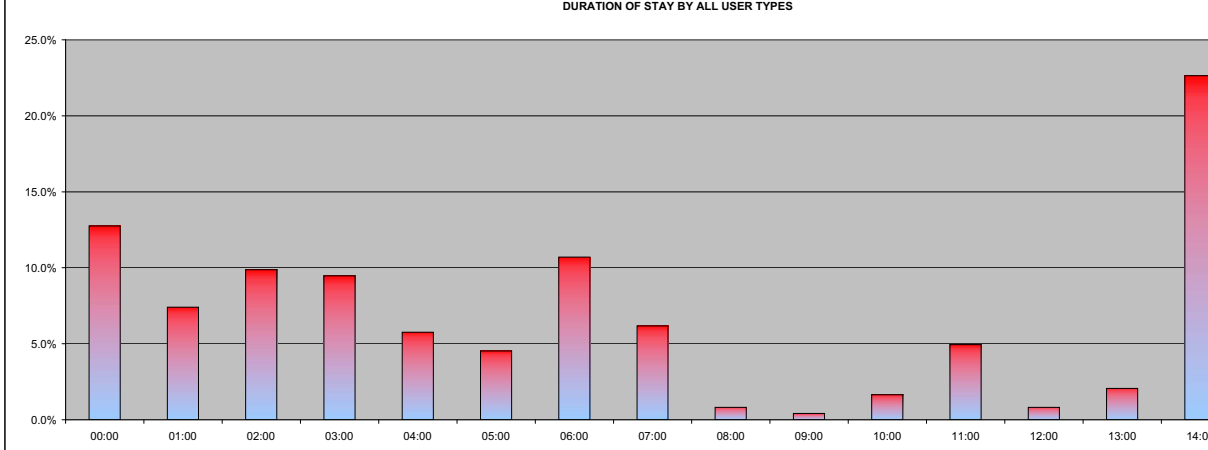
% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	3%	5%	8%	9%	9%	12%	18%	20%	21%	19%	14%	13%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	76%	73%	71%	69%	63%	62%	58%	51%	51%	51%	50%	49%	48%	49%	53%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	2	7	0	0	0	0	2	1	3	18
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	11	9	10	0	0	0	0	0	0	0	0	0	0	30
RESIDENTS	14	11	13	14	4	9	19	32	2	1	4	10	1	2	54	173
VISITORS	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	24
TOTAL	31	18	24	23	14	11	26	32	2	1	4	12	2	5	55	243

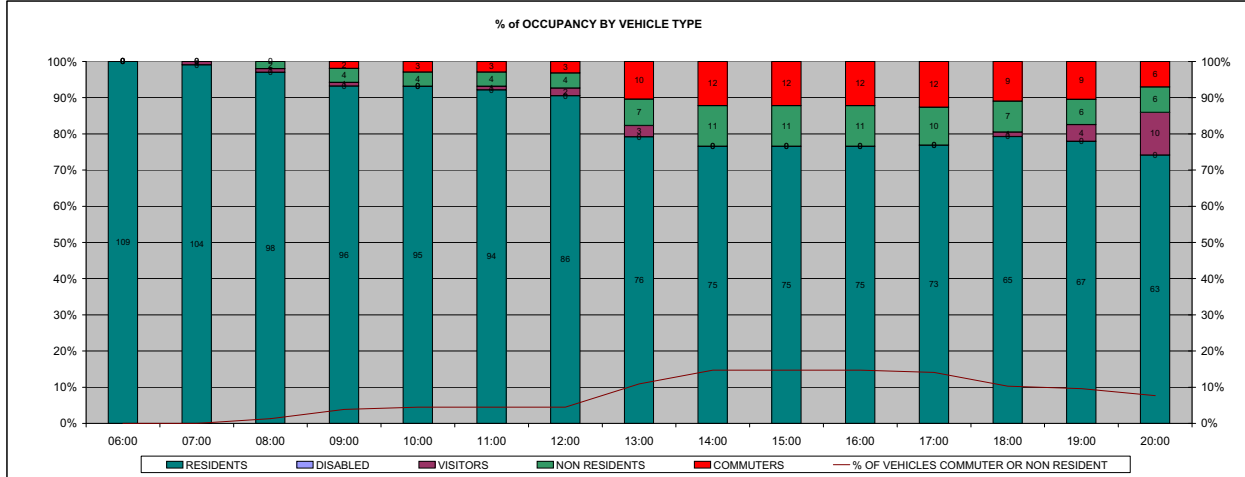
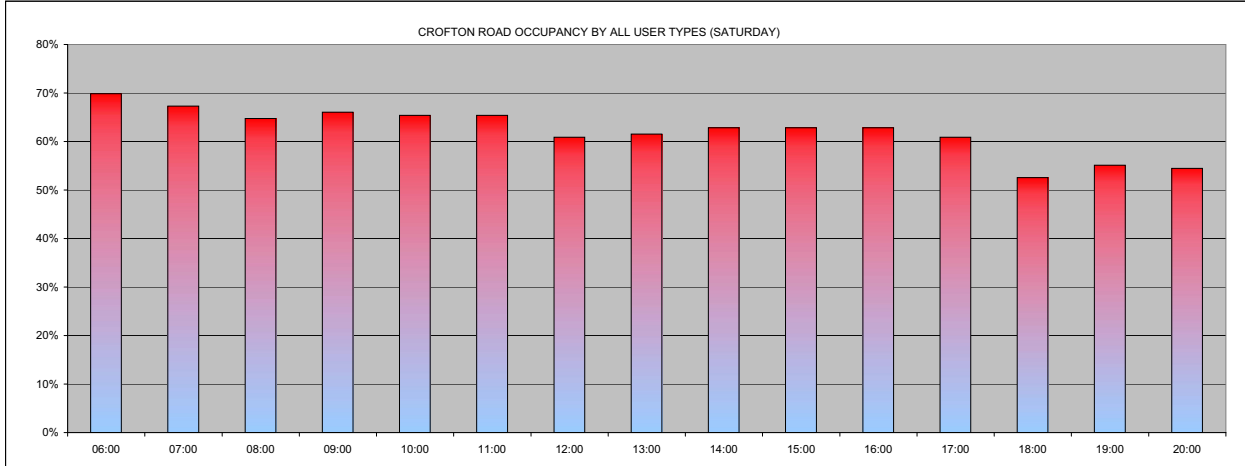
BUSHEY HILL ROAD DURATION BY ALL USER TYPES	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	2.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.5%	3.7%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
% OF VEHICLES - RESIDENTS	5.8%	4.5%	5.3%	5.8%	1.5%	3.7%	7.8%	4.9%	0.8%	0.4%	1.6%	4.1%	0.4%	0.8%	22.2%
% OF VEHICLES - VISITORS (0-3hrs)	7.0%	2.9%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



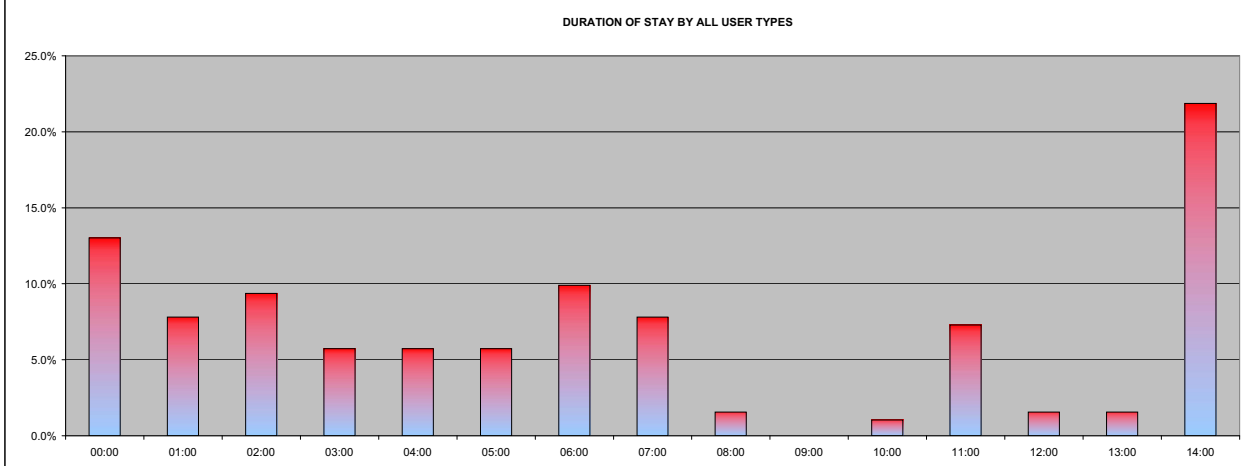
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COMMUTERS	0	0	0	2	3	3	3	10	12	12	12	12	9	9	6
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	2	4	4	4	4	7	11	11	11	10	7	6	6
RESIDENTS	109	104	98	96	95	94	86	76	75	75	73	65	67	63	63
VISITORS	0	1	1	1	0	1	2	3	0	0	0	1	4	10	10
TOTAL SAFE PARKING SPACES	156														
CROFTON ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)	70%	67%	66%	66%	65%	65%	61%	62%	63%	63%	63%	61%	53%	55%	54%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	1%	2%	2%	2%	6%	6%	6%	6%	6%	6%	6%	4%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	1%	3%	3%	3%	4%	4%	7%	7%	7%	6%	4%	4%	4%
% OF VEHICLES - RESIDENTS	70%	67%	63%	62%	61%	60%	56%	48%	48%	48%	47%	42%	43%	40%	40%
% OF VEHICLES - VISITORS (0-3hrs)	0%	1%	1%	1%	0%	1%	1%	2%	0%	0%	0%	1%	3%	8%	8%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	1%	4%	4%	4%	4%	11%	15%	15%	15%	14%	10%	10%	8%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	70%	67%	63%	62%	61%	61%	56%	51%	48%	48%	48%	47%	42%	46%	47%



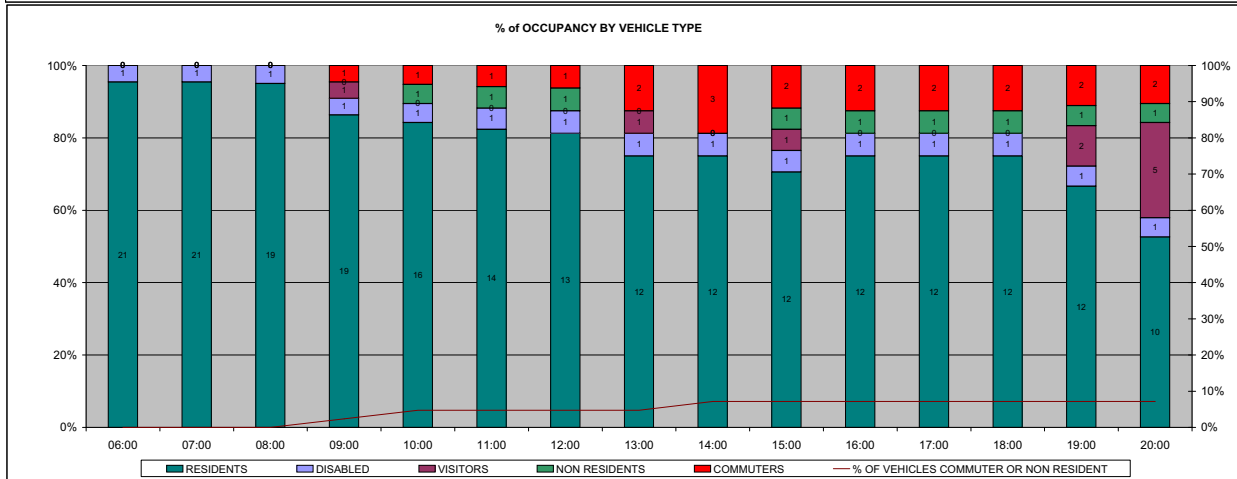
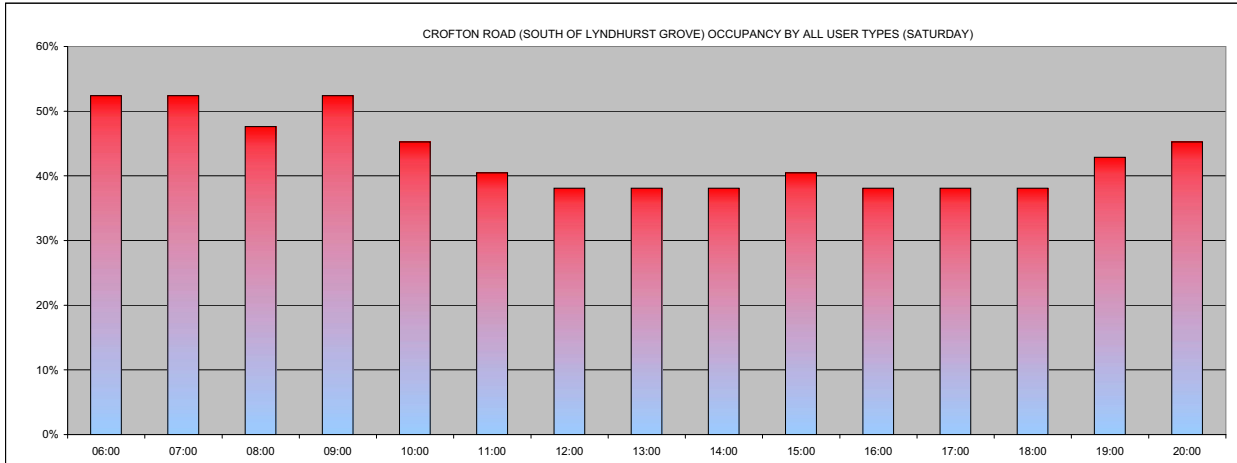
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	3	6	2	0	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	8	9	0	0	0	0	0	0	0	0	0	0	21
RESIDENTS	11	10	12	5	2	10	16	9	1	0	2	14	3	3	42	140
VISITORS	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19
TOTAL	25	15	18	11	11	11	19	15	3	0	2	14	3	3	42	192
TOTAL SAFE PARKING SPACES	13															
CROFTON ROAD DURATION BY ALL USER TYPES	13.0%	6.0%	9.4%	5.7%	5.7%	5.7%	9.9%	7.8%	1.6%	0.0%	7.3%	1.6%	1.6%	1.6%	21.9%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.1%	4.7%	4.7%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	5.7%	5.2%	6.3%	2.6%	1.0%	5.2%	6.3%	4.7%	0.5%	0.0%	1.0%	2.3%	1.6%	1.6%	21.9%	
% OF VEHICLES - VISITORS (0-3hrs)	7.3%	2.6%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



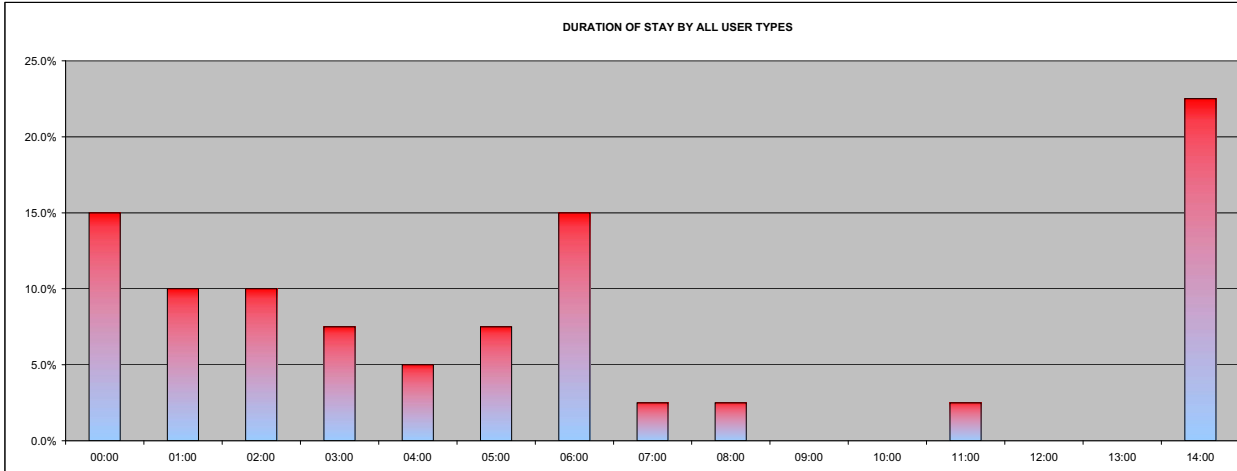
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	1	1	2	3	2	2	2	2	2	2	2
DISABLED	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	0	1	1	1	0	0	1	1	1	1	1	1
RESIDENTS	21	21	19	19	16	14	13	12	12	12	12	12	12	12	10
VISITORS	0	0	0	1	0	0	0	1	0	0	0	0	0	2	5
TOTAL SAFE PARKING SPACES	42														
CROFTON ROAD (SOUTH OF LYNHURST GROVE) OCCUPANCY BY ALL USER TYPES (SATURDAY)	52%	52%	48%	52%	45%	40%	38%	38%	38%	40%	38%	38%	38%	43%	45%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	2%	2%	2%	2%	2%	7%	5%	5%	5%	5%	5%	5%
% OF VEHICLES - DISABLED	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	2%	2%	2%	0%	0%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - RESIDENTS	50%	50%	48%	45%	38%	33%	31%	29%	29%	29%	29%	29%	29%	29%	24%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	2%	0%	0%	0%	2%	0%	2%	0%	0%	0%	5%	12%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	2%	5%	5%	5%	5%	7%	7%	7%	7%	7%	7%	7%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	52%	52%	48%	50%	40%	36%	33%	33%	31%	33%	31%	31%	31%	36%	38%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
NON RESIDENTS	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
RESIDENTS	0	2	1	3	2	2	5	0	1	0	0	1	0	0	0	25
VISITORS	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	6	2	4	3	2	3	6	1	1	0	0	1	0	0	0	40
TOTAL SAFE PARKING SPACES	13															
CROFTON ROAD (SOUTH OF LYNHURST GROVE) DURATION BY ALL USER	15.0%	10.0%	10.0%	7.5%	5.0%	7.5%	15.0%	2.5%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	22.5%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	2.5%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	7.5%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	0.0%	5.0%	2.5%	7.5%	5.0%	5.0%	12.5%	0.0%	2.5%	0.0%	2.5%	0.0%	2.5%	0.0%	0.0%	20.0%
% OF VEHICLES - VISITORS (0-3hrs)	15.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

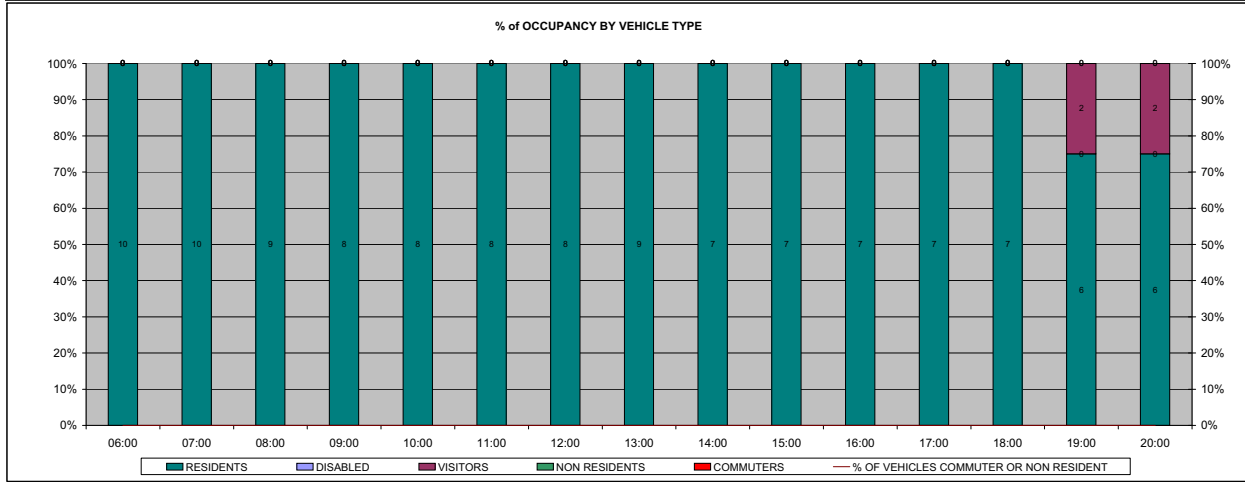
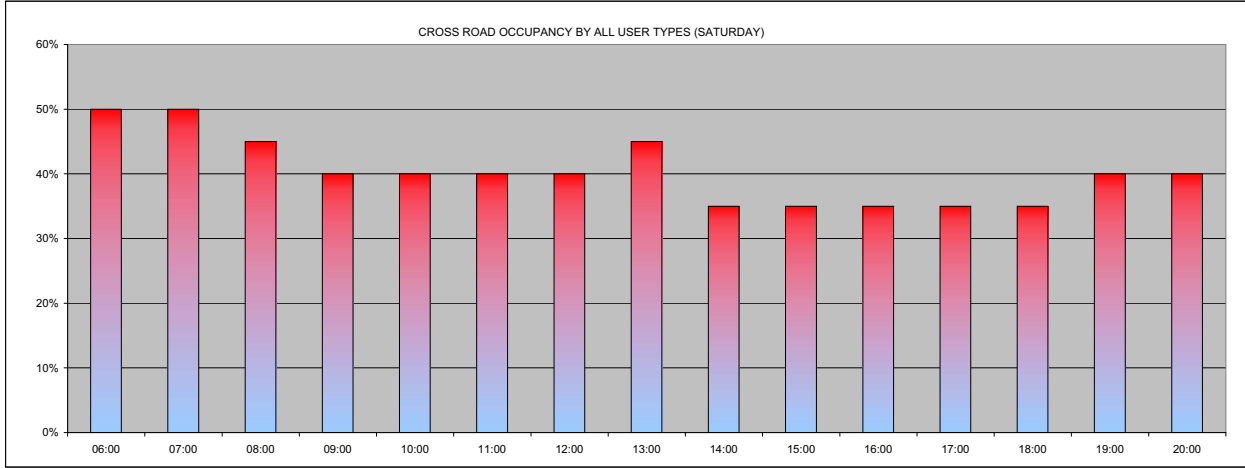
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.4%	0.3%	0.1%	0.2%	0.1%	0.1%	0.3%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	85.7%





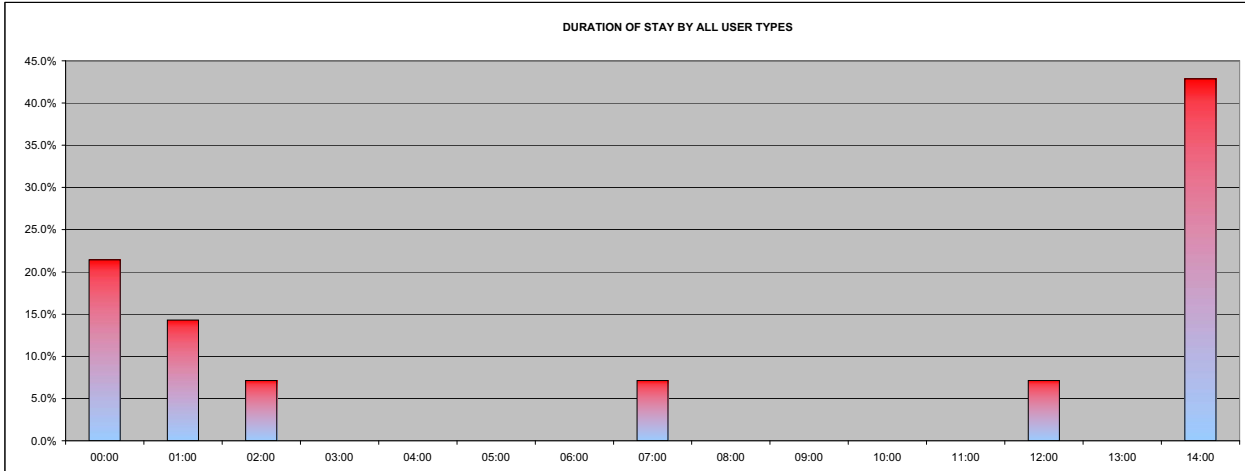
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	10	10	9	8	8	8	8	9	7	7	7	7	7	6	6
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
TOTAL SAFE PARKING SPACES	20														
CROSS ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - RESIDENTS	50%	50%	45%	40%	40%	40%	40%	45%	35%	35%	35%	35%	35%	30%	30%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	10%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	50%	50%	45%	40%	40%	40%	40%	45%	35%	35%	35%	35%	35%	40%	40%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	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
NON RESIDENTS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RESIDENTS	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	11
VISITORS	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	3	2	1	0	0	0	0	1	0	0	0	0	1	0	0	14
TOTAL SAFE PARKING SPACES	13															
CROSS ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	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 VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	0.0%	0.0%	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 VEHICLES - RESIDENTS	7.1%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	42.9%
% OF VEHICLES - VISITORS (0-3hrs)	14.3%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

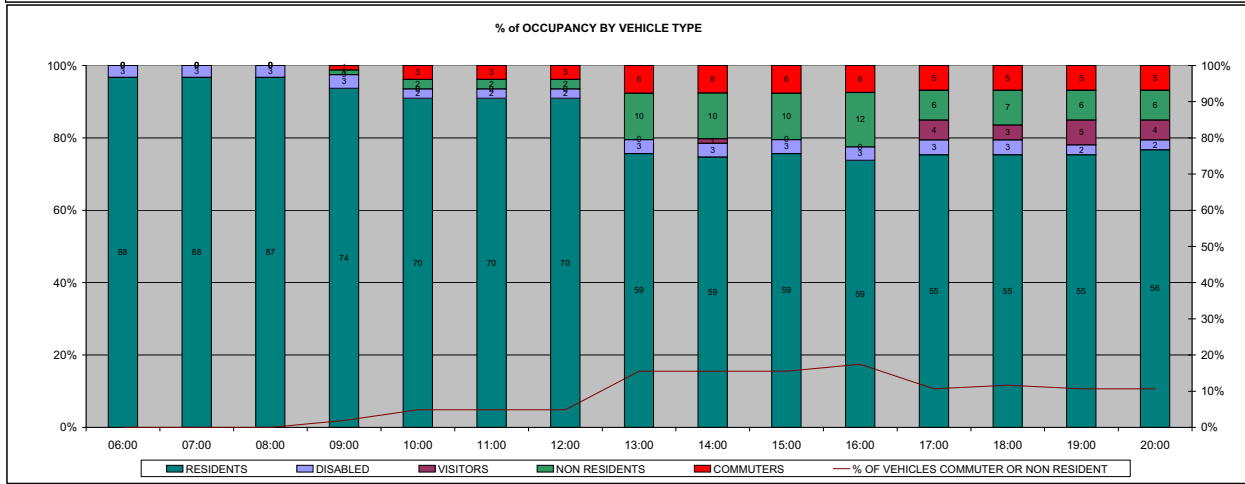
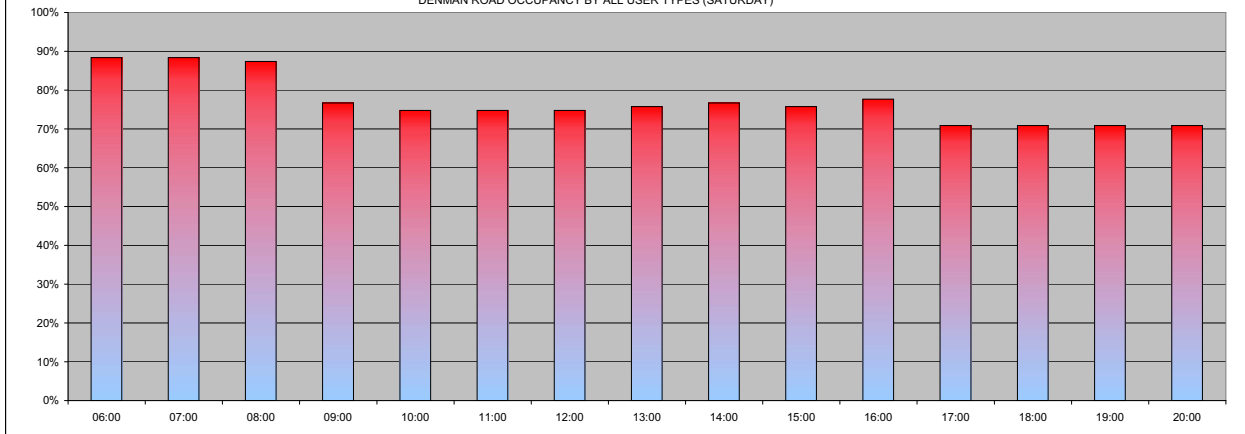
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	1.5%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	85.7%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	3	3	3	6	6	6	6	5	5	5	5
DISABLED	3	3	3	3	2	2	2	3	3	3	3	3	3	2	2
NON RESIDENTS	0	0	0	1	2	2	2	3	3	3	3	6	7	6	6
RESIDENTS	88	88	87	74	70	70	70	59	59	59	55	55	55	55	56
VISITORS	0	0	0	0	0	0	0	0	0	0	4	3	5	4	4
TOTAL SAFE PARKING SPACES	103														

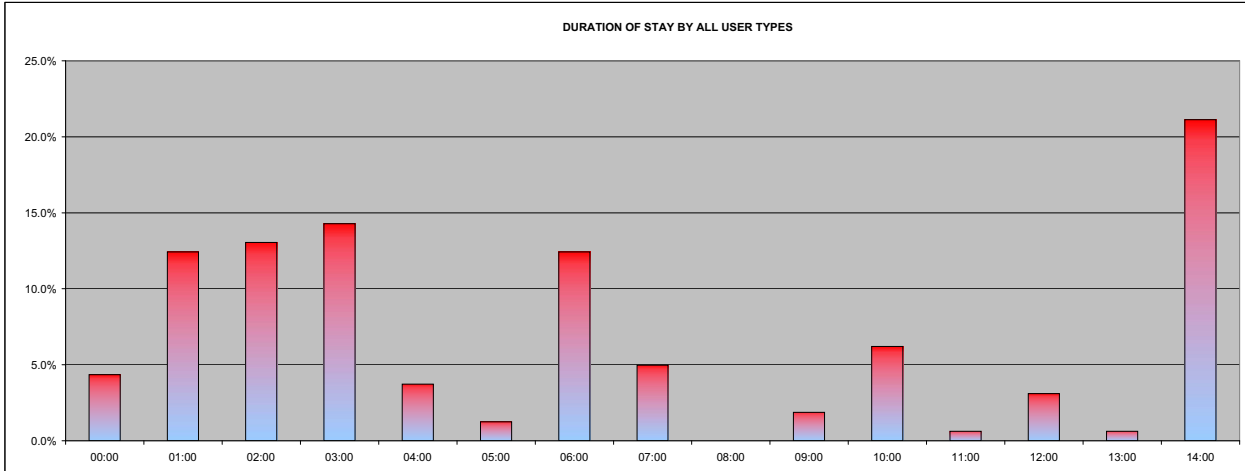
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
DENMAN ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)	88%	88%	87%	77%	75%	75%	75%	76%	77%	76%	78%	71%	71%	71%	71%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	1%	3%	3%	3%	6%	6%	6%	6%	5%	5%	5%	5%
% OF VEHICLES - DISABLED	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	1%	2%	2%	2%	3%	3%	3%	3%	6%	7%	6%	6%
% OF VEHICLES - RESIDENTS	88%	88%	84%	72%	68%	68%	68%	57%	57%	57%	53%	53%	53%	53%	54%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	4%	3%	5%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	2%	5%	5%	5%	16%	16%	16%	17%	11%	12%	11%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	88%	88%	87%	75%	70%	70%	70%	69%	61%	60%	60%	60%	59%	60%	60%



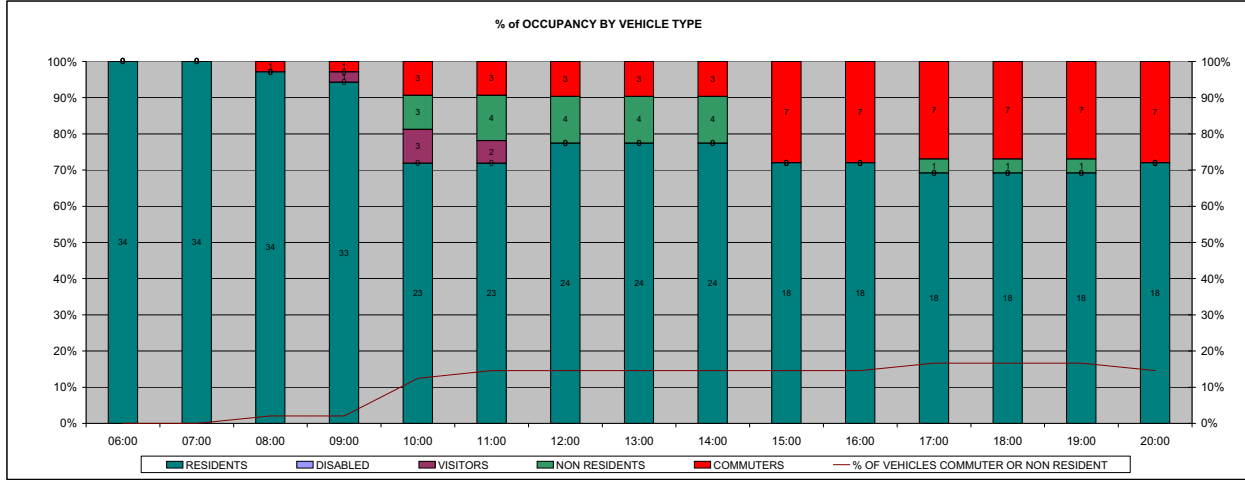
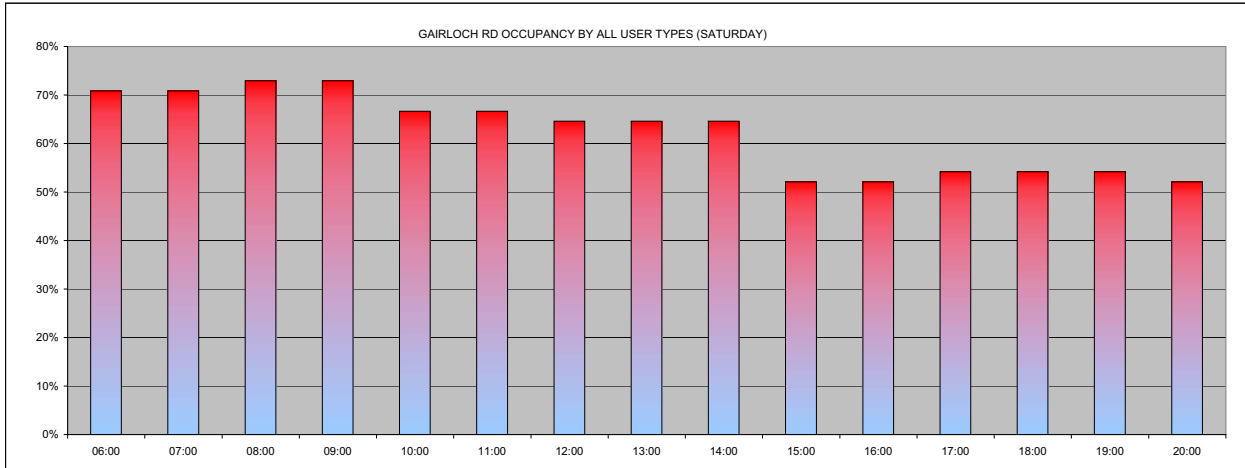
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	3	0	0	1	1	0	0	0	6
DISABLED	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	4
NON RESIDENTS	0	0	5	11	3	0	0	0	0	0	0	0	0	0	0	19
RESIDENTS	4	13	16	11	3	2	19	4	0	3	9	0	4	1	33	122
VISITORS	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	7	20	21	23	6	2	20	7	0	3	10	1	5	1	34	161
DENMAN ROAD OCCUPANCY BY ALL USER TYPES	4.3%	12.4%	13.0%	14.3%	3.7%	1.2%	12.4%	5.0%	0.0%	1.9%	6.2%	0.6%	3.1%	0.6%	21.1%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.1%	6.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	2.5%	8.1%	9.9%	6.8%	1.5%	1.2%	11.8%	2.5%	0.0%	1.5%	5.6%	0.0%	2.2%	0.6%	20.5%	
% OF VEHICLES - VISITORS (0-3hrs)	1.9%	4.3%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



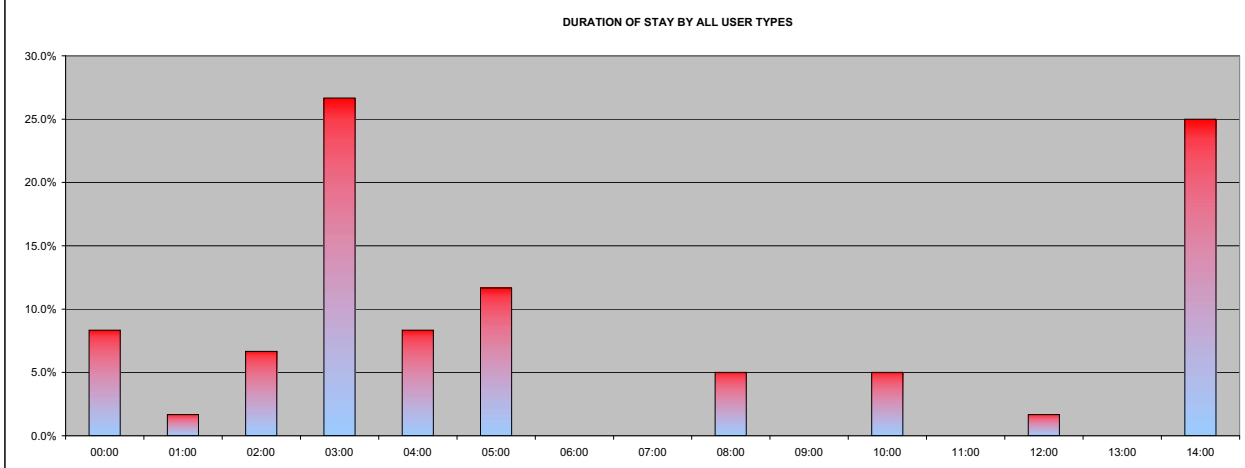
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	1	1	3	3	3	3	3	7	7	7	7	7	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	3	4	4	4	4	0	0	1	1	1	0
RESIDENTS	34	34	34	33	23	23	24	24	24	18	18	18	18	18	18
VISITORS	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0
TOTAL SAFE PARKING SPACES	48														
GAIRLOCH RD OCCUPANCY BY ALL USER TYPES (SATURDAY)	71%	71%	73%	73%	67%	67%	65%	65%	65%	52%	52%	52%	54%	54%	52%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	2%	2%	0%	0%	0%	0%	0%	15%	15%	15%	15%	15%	15%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	6%	8%	8%	8%	8%	0%	0%	2%	2%	2%	0%
% OF VEHICLES - RESIDENTS	71%	71%	71%	69%	48%	48%	50%	50%	50%	38%	38%	38%	38%	38%	38%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	2%	6%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	2%	2%	13%	15%	15%	15%	15%	15%	15%	17%	17%	17%	15%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	71%	71%	71%	71%	54%	52%	50%	50%	50%	38%	38%	38%	38%	38%	38%



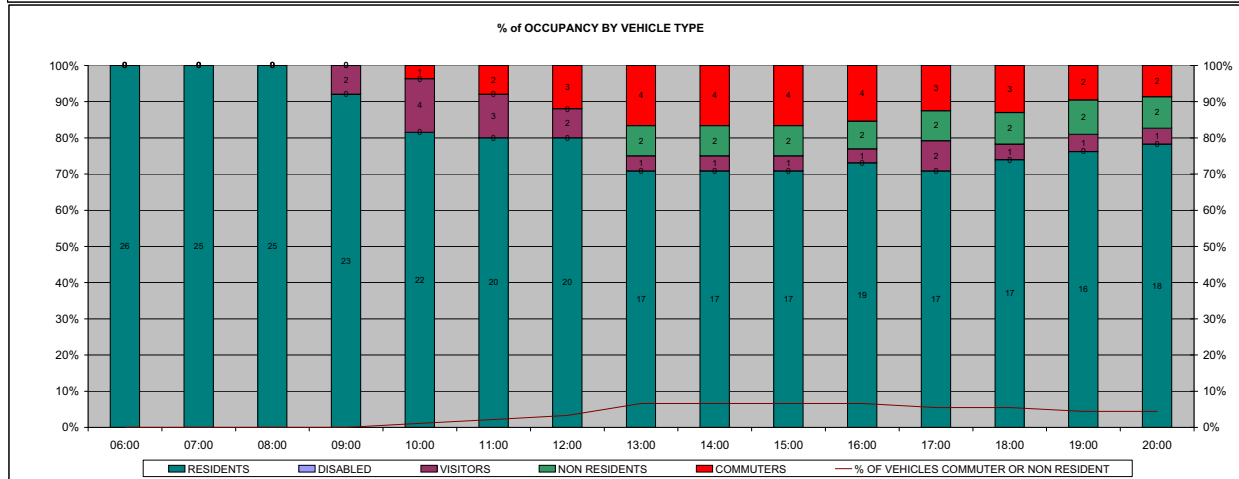
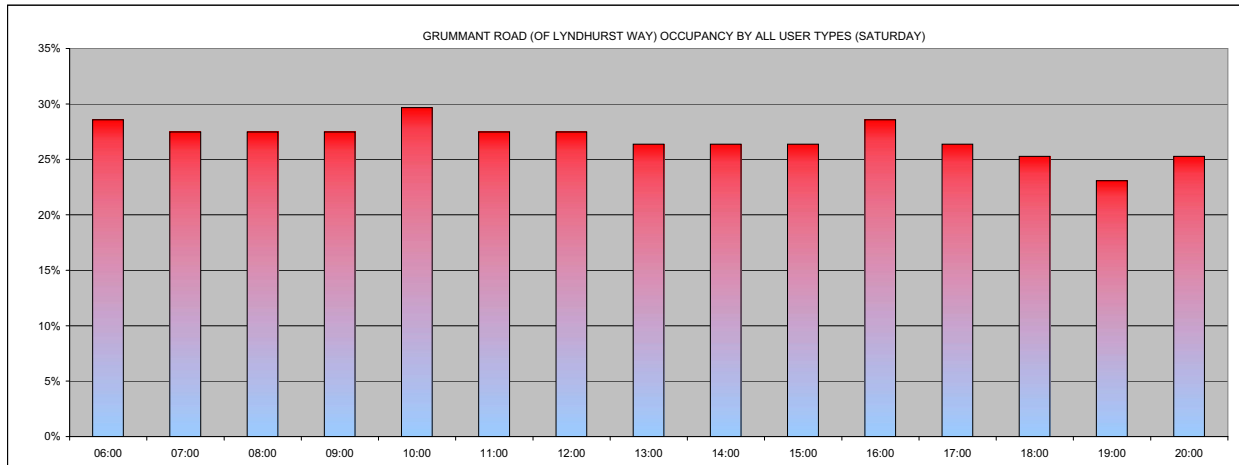
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	1	0	3	15	2	3	0	0	3	0	1	0	0	0	15	43
VISITORS	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	5	1	4	18	5	7	0	0	3	0	3	0	0	0	15	60
TOTAL SAFE PARKING SPACES	13															
GAIRLOCH RD DURATION BY ALL USER TYPES	8.3%	1.7%	6.7%	26.7%	8.3%	11.7%	0.0%	0.0%	5.0%	0.0%	0.0%	1.7%	0.0%	0.0%	25.0%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	1.7%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	1.7%	1.7%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	1.7%	0.0%	5.0%	25.0%	3.3%	5.0%	0.0%	0.0%	5.0%	0.0%	1.7%	0.0%	0.0%	0.0%	25.0%	
% OF VEHICLES - VISITORS (0-3hrs)	6.7%	1.7%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.1%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



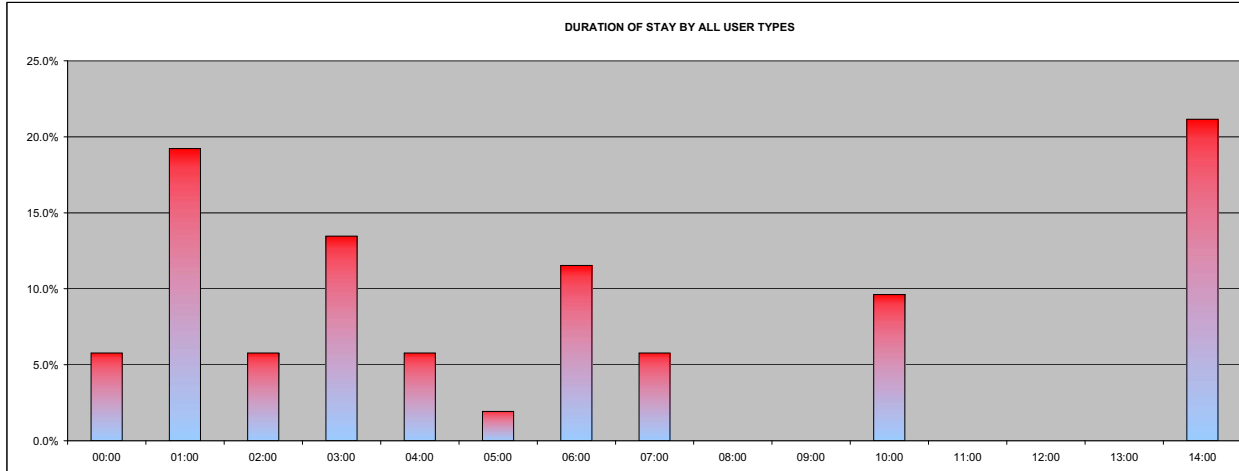
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	1	2	3	4	4	4	4	3	3	2	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2
RESIDENTS	26	25	25	23	22	20	17	17	17	17	17	17	17	16	18
VISITORS	0	0	0	2	4	3	2	1	1	1	1	2	1	1	1
TOTAL SAFE PARKING SPACES	91														
GRUMMANT ROAD (OF LYNDBURST WAY) OCCUPANCY BY ALL USER TYPES (SATURDAY)															
USER TYPES (SATURDAY)	29%	27%	27%	27%	30%	27%	27%	26%	26%	26%	26%	26%	25%	23%	25%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	1%	2%	3%	4%	4%	4%	4%	3%	3%	2%	2%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - RESIDENTS	29%	27%	27%	25%	24%	22%	22%	19%	19%	19%	19%	19%	19%	19%	20%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	2%	4%	3%	2%	1%	1%	1%	1%	2%	1%	1%	1%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	1%	2%	3%	7%	7%	7%	7%	5%	5%	4%	4%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	29%	27%	27%	27%	29%	25%	24%	29%	20%	20%	22%	21%	20%	19%	21%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOTL
COMMUTERS	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	4
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
RESIDENTS	3	0	3	3	3	0	5	2	0	4	0	0	0	0	11	34
VISITORS	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	3	10	3	7	3	1	6	3	0	4	0	0	0	0	11	52
TOTAL SAFE PARKING SPACES	13															
GRUMMANT ROAD (OF LYNDBURST WAY) DURATION BY ALL USER TYPES	5.8%	19.2%	5.8%	13.5%	5.8%	1.9%	11.5%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.2%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	0.0%	7.7%	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 VEHICLES - RESIDENTS	5.8%	0.0%	5.8%	5.8%	5.8%	0.0%	9.6%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.2%
% OF VEHICLES - VISITORS (0-3hrs)	0.0%	19.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

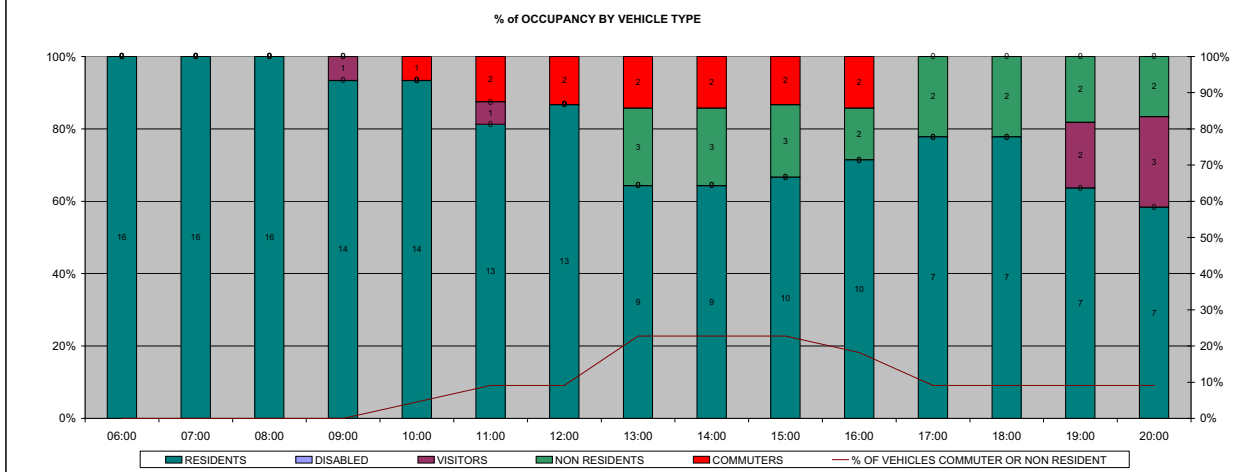
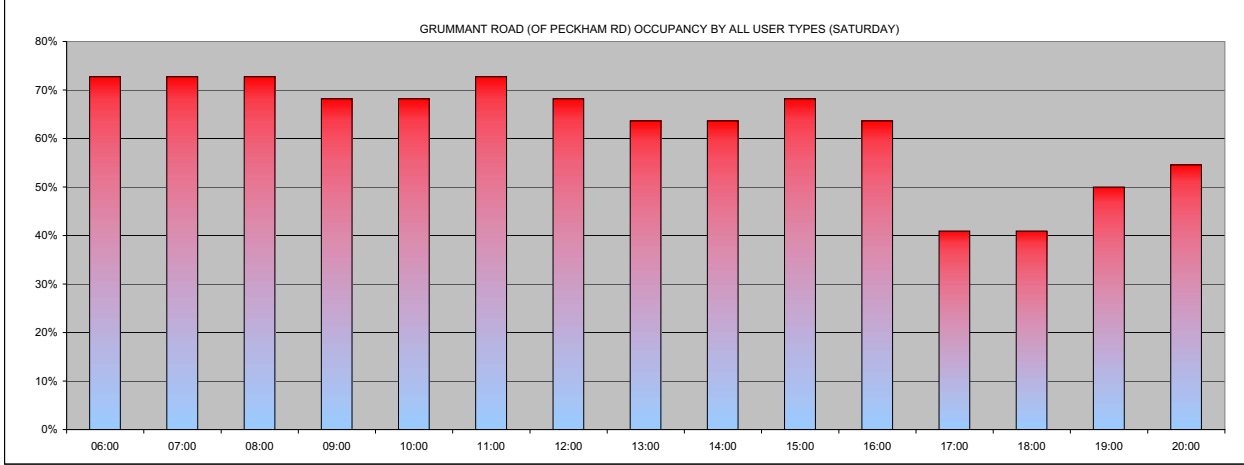
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.4%	0.1%	0.1%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	85.7%





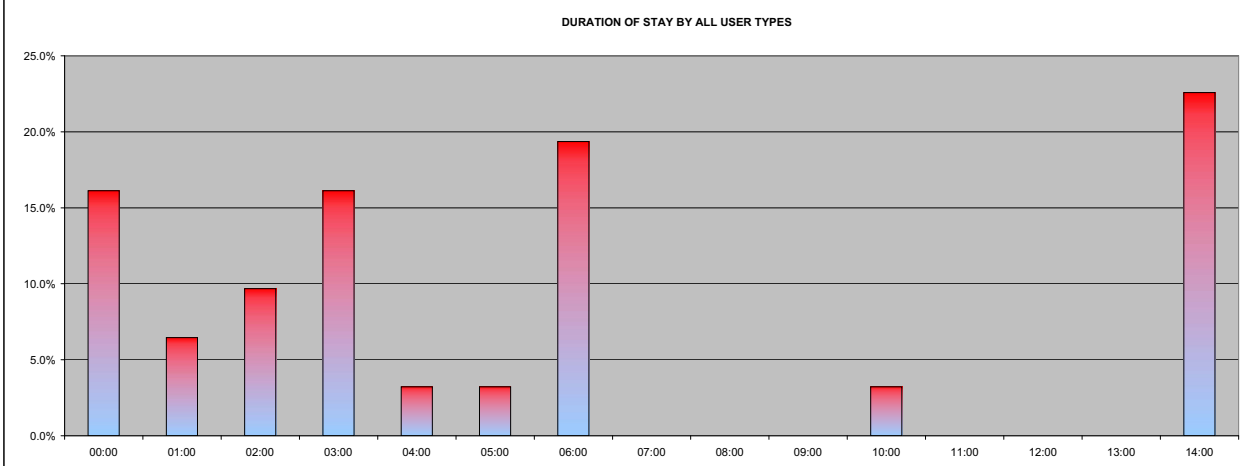
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	1	2	2	2	2	2	2	0	0	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	3	3	3	2	2	2	2	2
RESIDENTS	16	16	16	14	14	13	13	9	9	10	10	7	7	7	7
VISITORS	0	0	0	1	0	1	0	0	0	0	0	0	0	2	3
TOTAL SAFE PARKING SPACES	22														
GRUNNANT ROAD (OF PECKHAM RD) OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	5%	5%	5%	5%	5%	5%	5%	0%	0%	0%	0%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	0%	0%	0%	14%	14%	14%	9%	9%	9%	9%	9%
% OF VEHICLES - RESIDENTS	73%	73%	73%	68%	64%	65%	59%	41%	41%	45%	45%	32%	32%	32%	32%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	5%	0%	5%	0%	0%	0%	0%	0%	0%	0%	9%	14%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	5%	9%	9%	23%	23%	23%	18%	9%	9%	9%	9%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	73%	73%	73%	68%	84%	64%	59%	41%	41%	45%	45%	32%	32%	41%	45%

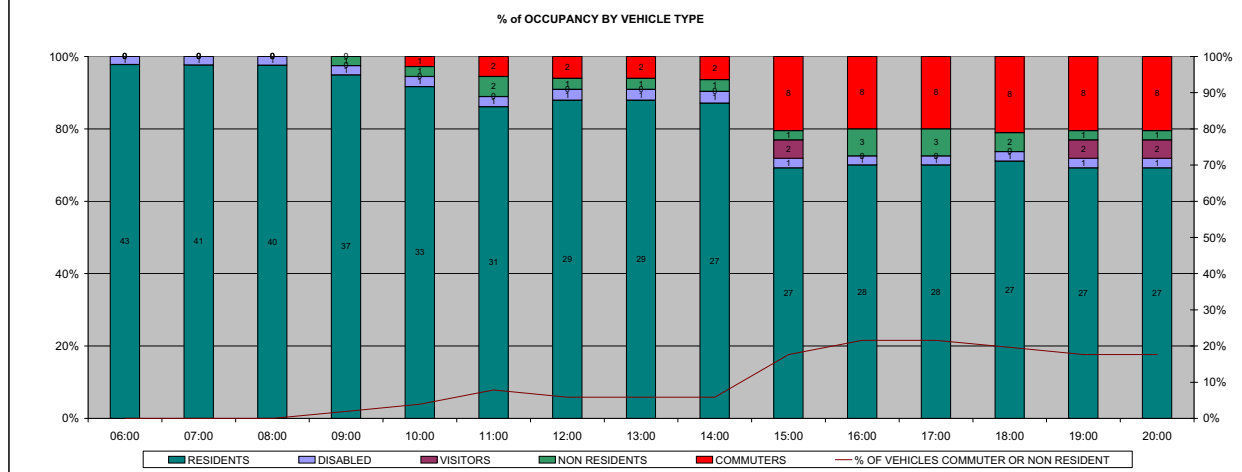
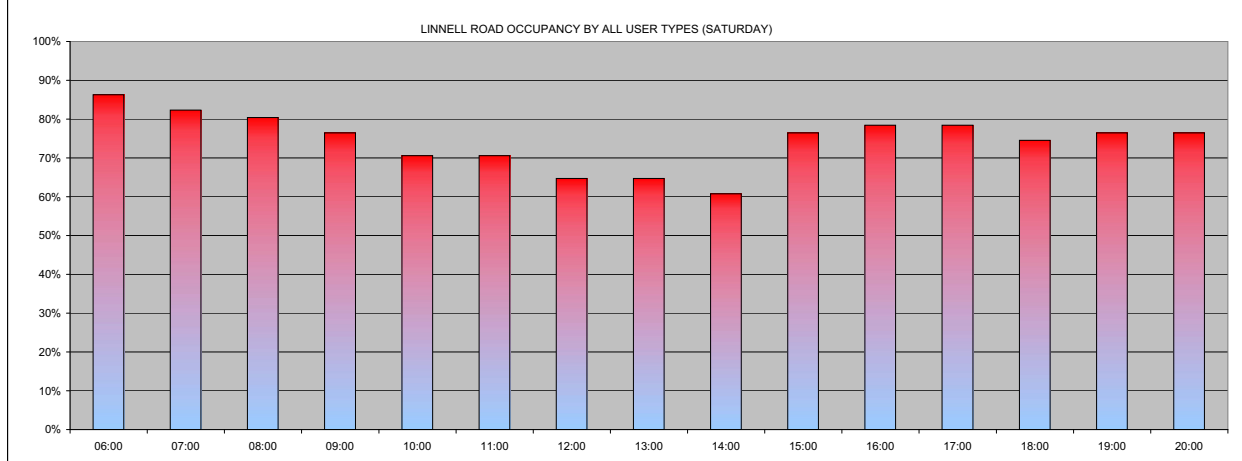


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	0	1	2	1	1	0	5	0	0	0	1	0	0	0	7	18
VISITORS	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	5	2	3	5	1	1	6	0	0	0	1	0	0	0	0	31
TOTAL SAFE PARKING SPACES	13	23.0%	13.0%	38.5%	14.0%	14.0%	46.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.6%
GRUNNANT ROAD (OF PECKHAM RD) DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	16.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.2%	12.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	22.6%
% OF VEHICLES - RESIDENTS	0.0%	3.2%	6.5%	3.2%	3.2%	0.0%	16.1%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	65.4%
% OF VEHICLES - VISITORS (0-3hrs)	16.1%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%

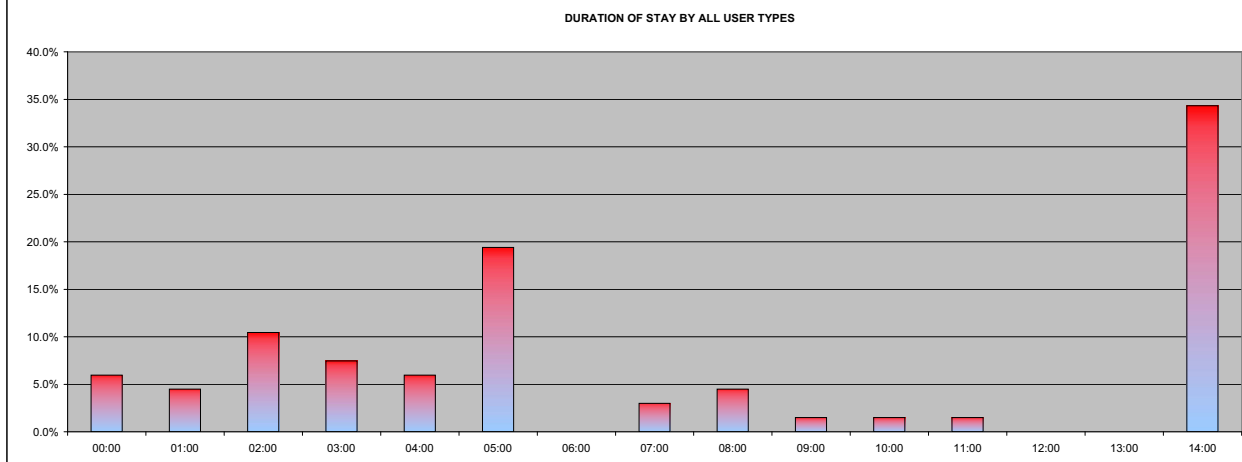
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.5%	0.2%	0.2%	0.1%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	85.7%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	1	2	2	2	2	8	8	8	8	8	8
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	1	1	2	1	1	1	1	3	3	2	1	1
RESIDENTS	43	41	40	37	33	31	29	29	27	27	28	28	27	27	27
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SAFE PARKING SPACES	51														
LINNELL ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	2%	4%	6%	6%	6%	18%	18%	18%	18%	18%	18%
% OF VEHICLES - DISABLED	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	2%	2%	4%	2%	2%	2%	2%	6%	6%	4%	2%	2%
% OF VEHICLES - RESIDENTS	84%	80%	78%	73%	65%	61%	57%	53%	53%	53%	55%	55%	53%	53%	53%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	4%	4%
% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	2%	4%	8%	6%	6%	6%	18%	22%	22%	20%	18%	18%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	86%	82%	80%	75%	87%	83%	59%	59%	55%	59%	67%	57%	59%	59%	59%

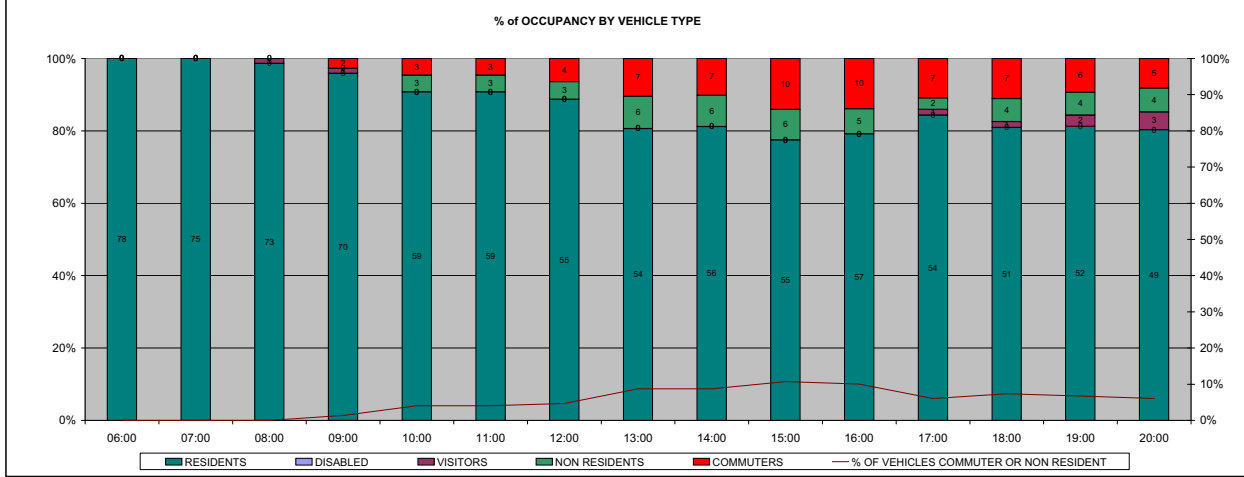
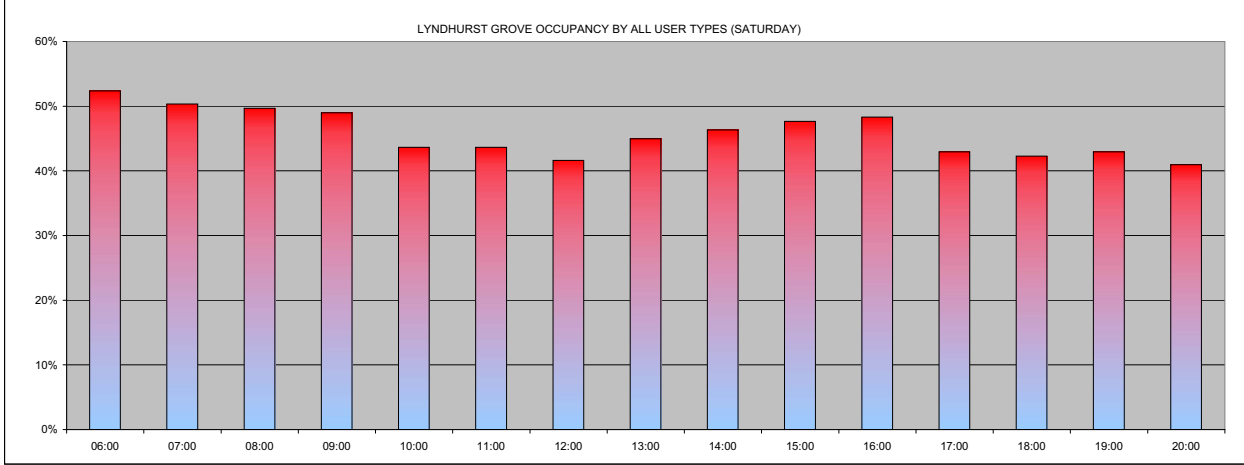


	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	8
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	2	1	4	4	3	7	0	2	3	0	0	1	0	0	0	22
VISITORS	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	4	3	7	5	4	15	0	2	3	1	1	1	0	0	23	67
TOTAL SAFE PARKING SPACES	13															
LINNELL ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	10.4%	7.5%	6.0%	19.4%	0.0%	3.0%	4.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	34.3%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.5%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	3.0%	1.5%	6.0%	6.0%	4.5%	10.4%	0.0%	3.0%	4.5%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	32.6%
% OF VEHICLES - VISITORS (0-3hrs)	3.0%	3.0%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



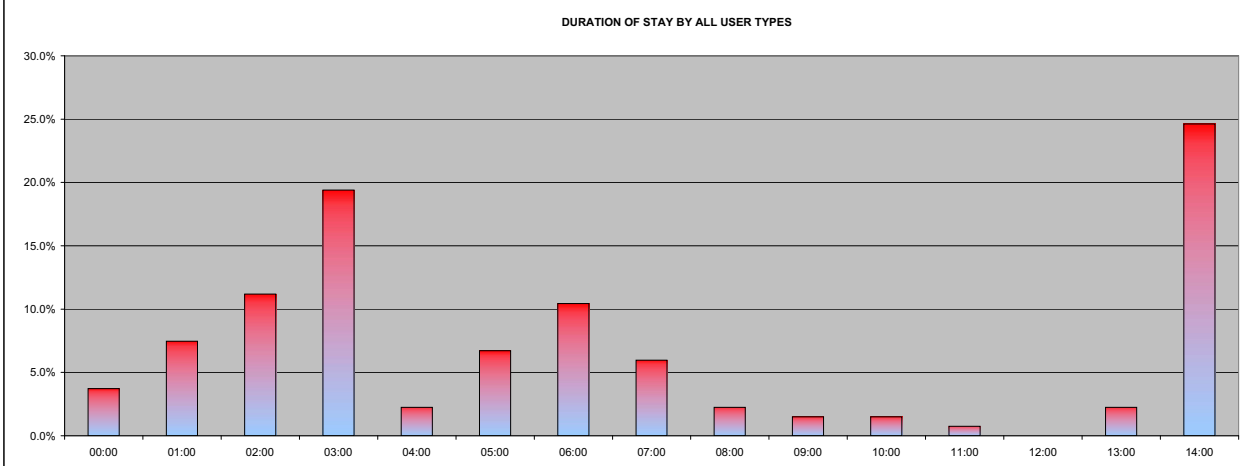
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	2	3	3	4	7	7	10	10	7	7	6	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	3	3	3	6	6	6	5	2	4	4	4
RESIDENTS	78	75	73	70	59	59	55	54	56	55	57	54	51	52	49
VISITORS	0	0	1	1	0	0	0	0	0	0	0	1	1	2	3
TOTAL SAFE PARKING SPACES	149														
LYNDHURST GROVE OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	1%	2%	2%	3%	5%	5%	7%	7%	5%	5%	4%	3%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	3%
% OF VEHICLES - RESIDENTS	52%	50%	49%	43%	40%	40%	37%	35%	35%	37%	38%	37%	35%	33%	33%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	1%	4%	4%	5%	9%	9%	11%	10%	6%	7%	7%	8%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	52%	50%	50%	48%	40%	40%	37%	38%	38%	37%	38%	37%	35%	36%	35%



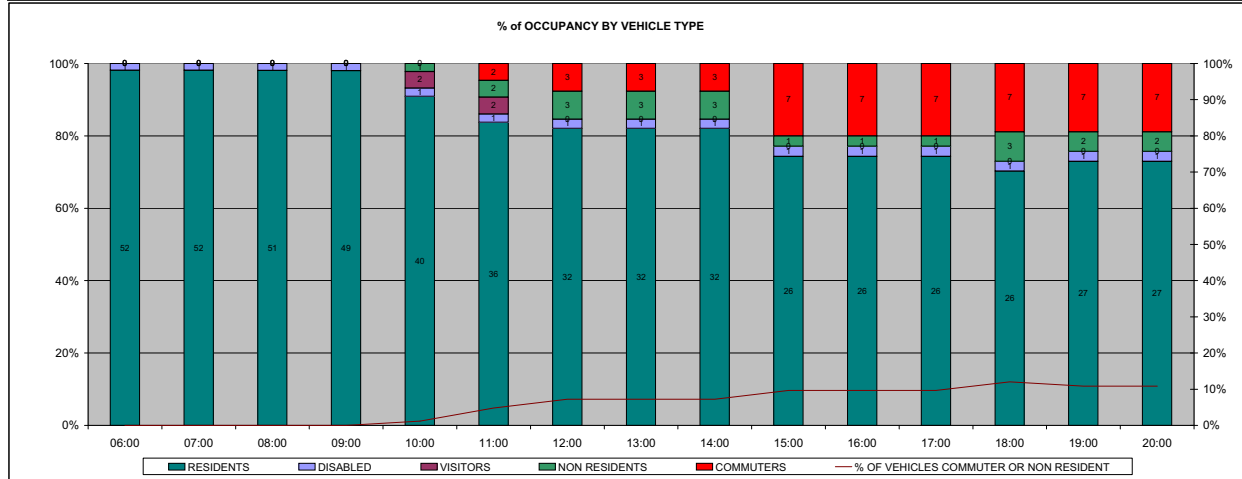
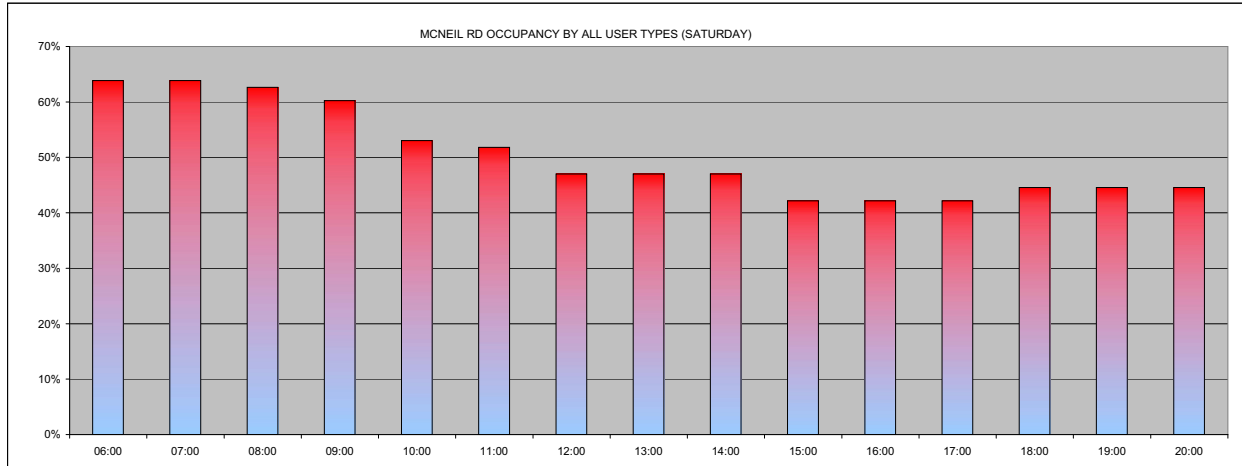
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	4	2	0	1	0	0	0	0	0	0	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	4	6	9	19	3	5	12	5	2	2	2	1	0	3	3	108
VISITORS	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
TOTAL	5	10	15	26	3	9	14	8	3	2	2	1	0	3	33	134
TOTAL SAFE PARKING SPACES	13															
LYNDHURST GROVE DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	3.7%	7.5%	11.2%	19.4%	2.2%	6.7%	10.4%	6.0%	2.2%	1.5%	1.5%	0.7%	0.0%	2.2%	24.6%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.5%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	3.0%	4.5%	6.7%	14.2%	2.2%	3.7%	5.0%	3.7%	1.5%	1.5%	1.5%	0.7%	0.0%	2.2%	24.6%	
% OF VEHICLES - VISITORS (0-3hrs)	0.7%	3.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



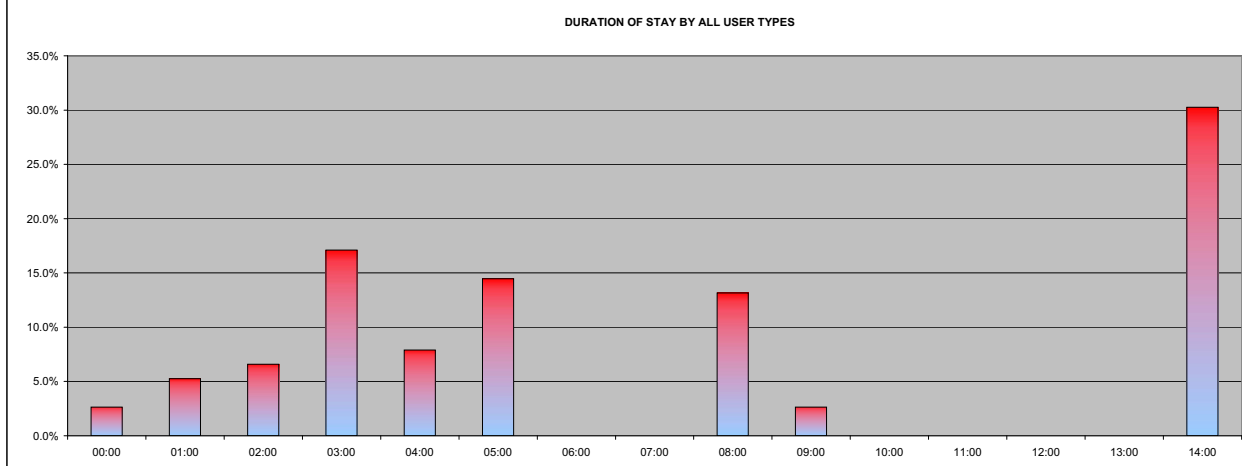
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	2	3	3	3	7	7	7	7	7	7
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	0	1	2	3	3	3	1	1	1	3	2	2
RESIDENTS	52	52	51	49	40	36	32	32	32	26	26	26	26	27	27
VISITORS	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
TOTAL SAFE PARKING SPACES	83														
MCNEIL RD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	0%	2%	4%	4%	4%	8%	8%	8%	8%	8%	8%
% OF VEHICLES - DISABLED	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	1%	2%	4%	4%	4%	1%	1%	1%	4%	2%	2%
% OF VEHICLES - RESIDENTS	63%	63%	61%	59%	48%	43%	38%	39%	39%	31%	31%	31%	31%	33%	33%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	1%	5%	7%	7%	7%	10%	10%	10%	12%	11%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	84%	84%	83%	80%	82%	47%	40%	40%	40%	33%	33%	33%	33%	34%	34%



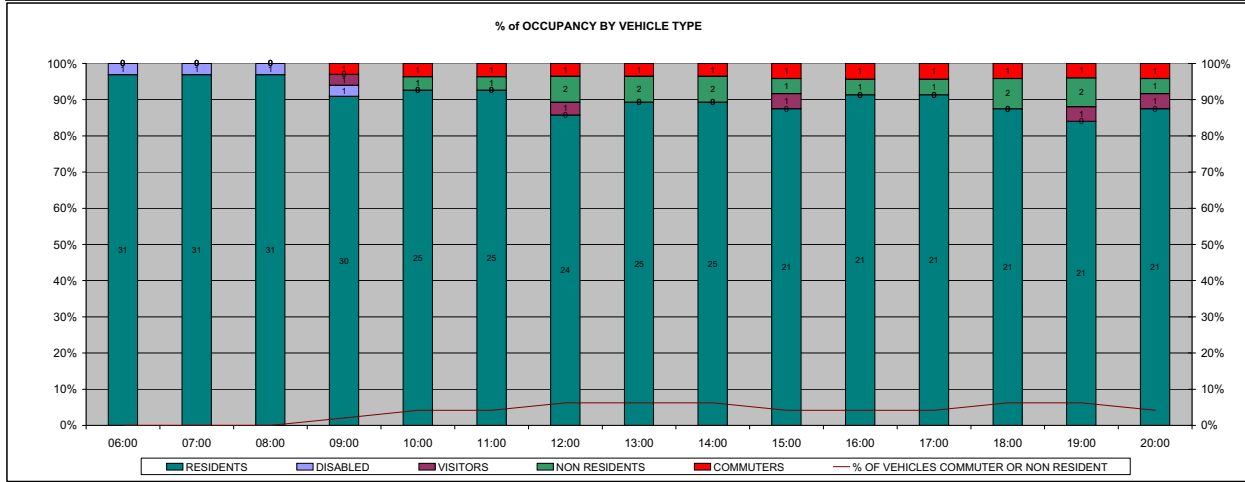
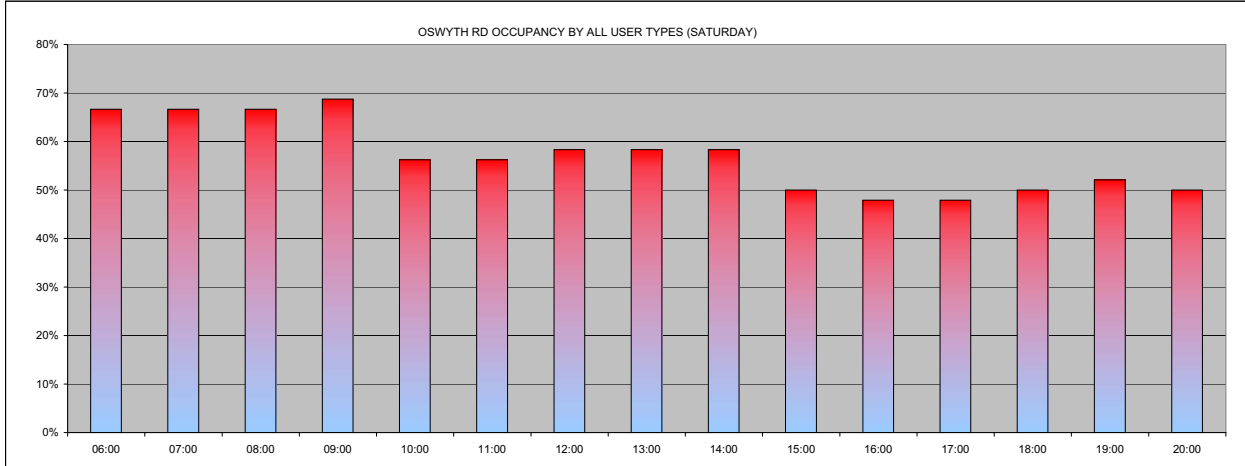
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	4	0	0	1	2	0	0	0	0	0	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
NON RESIDENTS	0	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
RESIDENTS	0	3	2	11	5	7	0	0	0	0	0	0	0	0	22	59
VISITORS	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	2	4	5	13	6	11	0	0	10	2	0	0	0	0	23	76
TOTAL SAFE PARKING SPACES	13															
MCNEIL RD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.3%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.9%	2.6%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	0.0%	3.9%	2.6%	14.5%	8.6%	9.2%	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.8%
% OF VEHICLES - VISITORS (0-3hrs)	2.6%	1.3%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.1%	0.0%	0.2%	0.1%	0.1%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



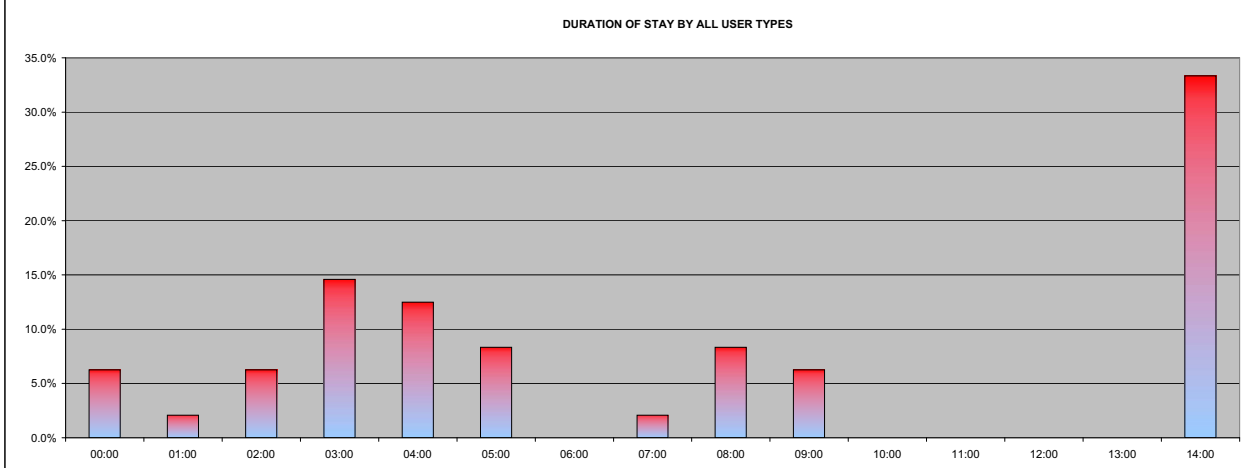
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	1	1	2	2	2	1	1	1	2	2	1
RESIDENTS	31	31	31	30	25	25	24	25	25	21	21	21	21	21	21
VISITORS	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
TOTAL SAFE PARKING SPACES	48														
OSWYTH RD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - DISABLED	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	2%	2%	4%	4%	4%	2%	2%	2%	4%	4%	2%
% OF VEHICLES - RESIDENTS	65%	65%	65%	63%	52%	52%	48%	52%	52%	44%	44%	44%	44%	44%	44%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	2%	0%	0%	2%	0%	0%	2%	0%	0%	0%	2%	2%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	2%	4%	4%	6%	6%	6%	4%	4%	4%	6%	6%	4%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	87%	87%	87%	87%	82%	82%	82%	82%	82%	86%	86%	86%	86%	86%	86%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOTL
COMMUTERS	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
RESIDENTS	0	0	1	3	4	2	0	1	4	3	0	0	0	0	0	16
VISITORS	3	1	3	7	6	4	0	1	4	3	0	0	0	0	0	37
TOTAL	3	1	3	7	6	4	0	1	4	3	0	0	0	0	0	48
TOTAL SAFE PARKING SPACES	13															
OSWYTH RD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.2%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	0.0%	0.0%	2.1%	12.5%	8.3%	4.2%	0.0%	2.1%	8.3%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%
% OF VEHICLES - VISITORS (0-3hrs)	6.3%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

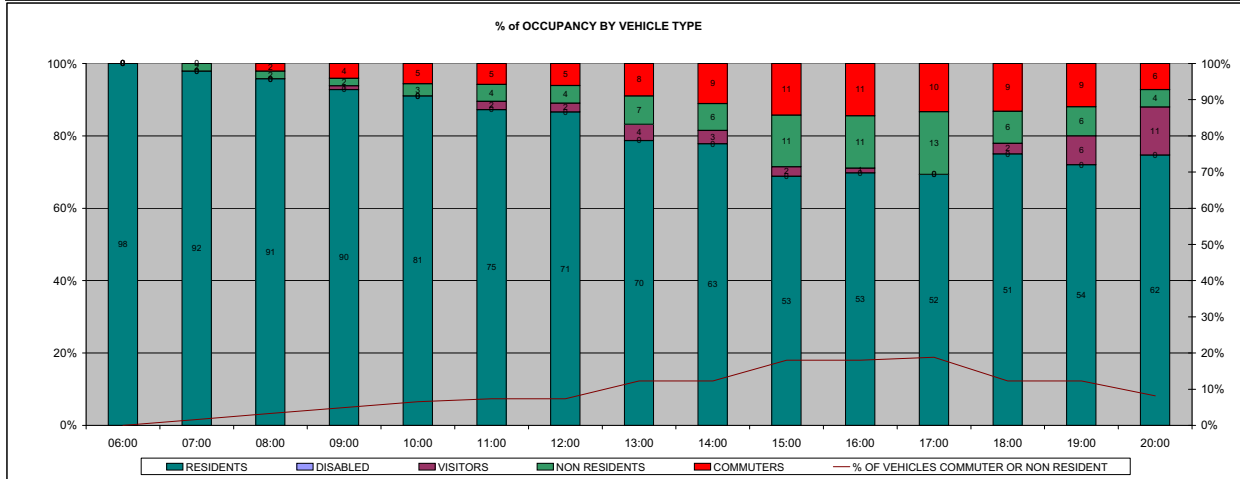
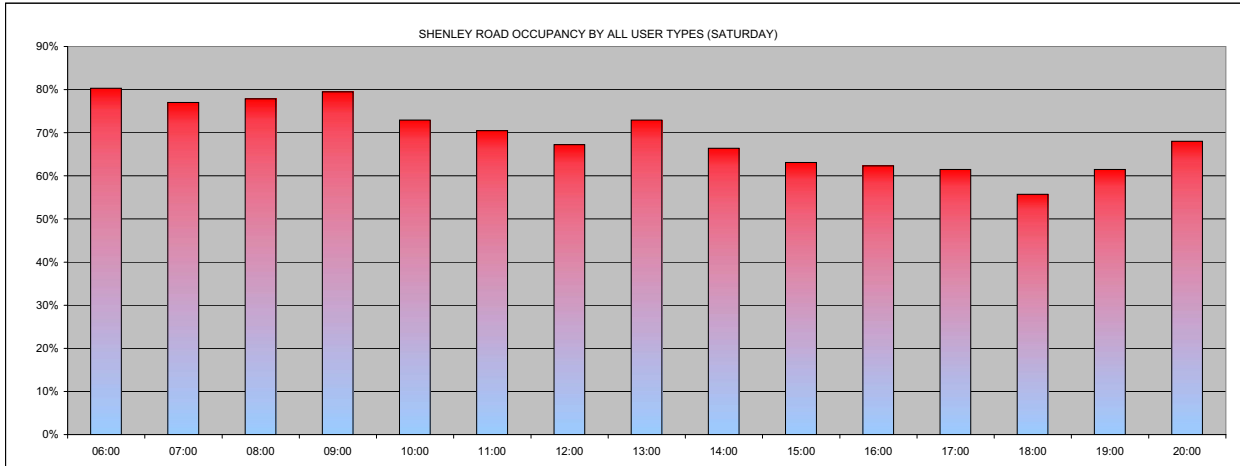
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.3%	0.2%	0.1%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%





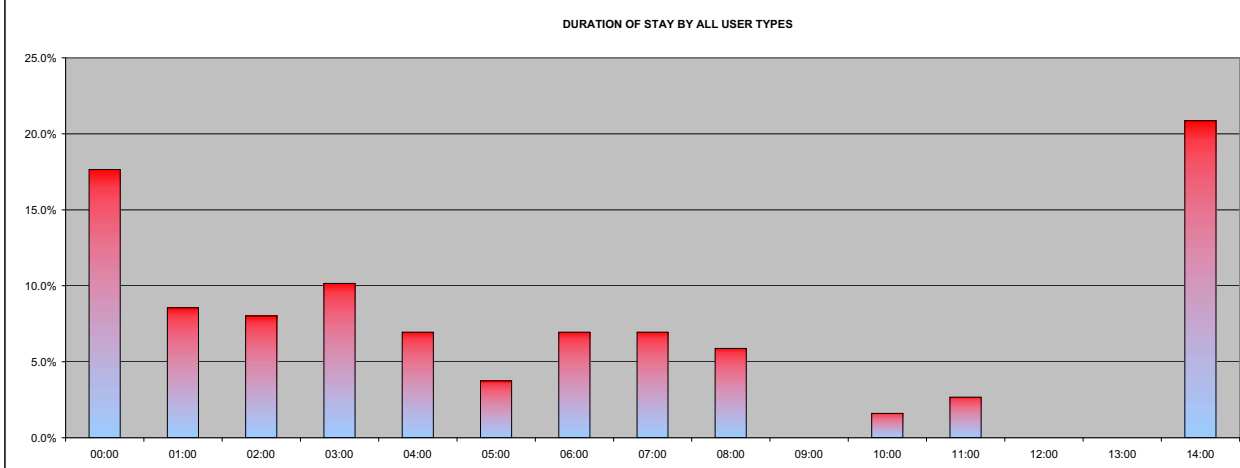
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	2	4	5	5	8	9	11	11	10	9	9	9	6
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	2	2	2	3	4	4	7	6	11	11	13	6	6	4
RESIDENTS	98	92	91	90	81	75	71	70	63	53	53	52	51	54	62
VISITORS	0	0	0	1	0	2	2	4	3	2	1	0	2	6	11
TOTAL SAFE PARKING SPACES	122														
SHENLEY ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	2%	3%	4%	4%	7%	7%	9%	9%	8%	7%	7%	7%	5%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	2%	2%	2%	2%	3%	3%	6%	5%	9%	9%	11%	5%	5%	3%
% OF VEHICLES - RESIDENTS	80%	75%	75%	74%	66%	61%	58%	52%	43%	43%	43%	42%	42%	44%	51%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	1%	0%	2%	2%	3%	2%	2%	1%	0%	2%	5%	9%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	3%	5%	7%	7%	7%	12%	12%	18%	18%	19%	12%	12%	8%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	80%	75%	75%	75%	86%	83%	80%	61%	54%	45%	44%	43%	43%	49%	80%



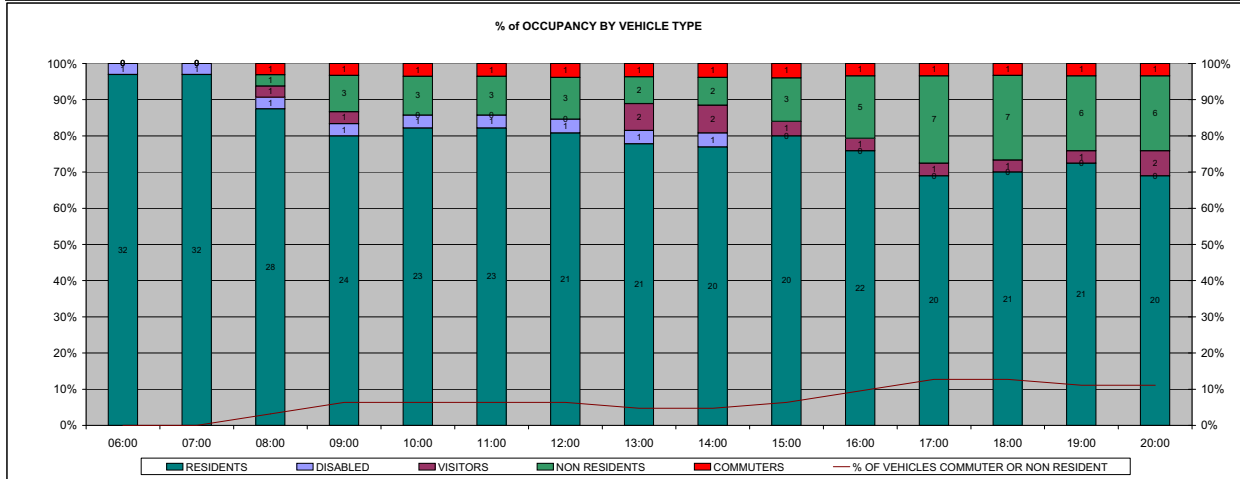
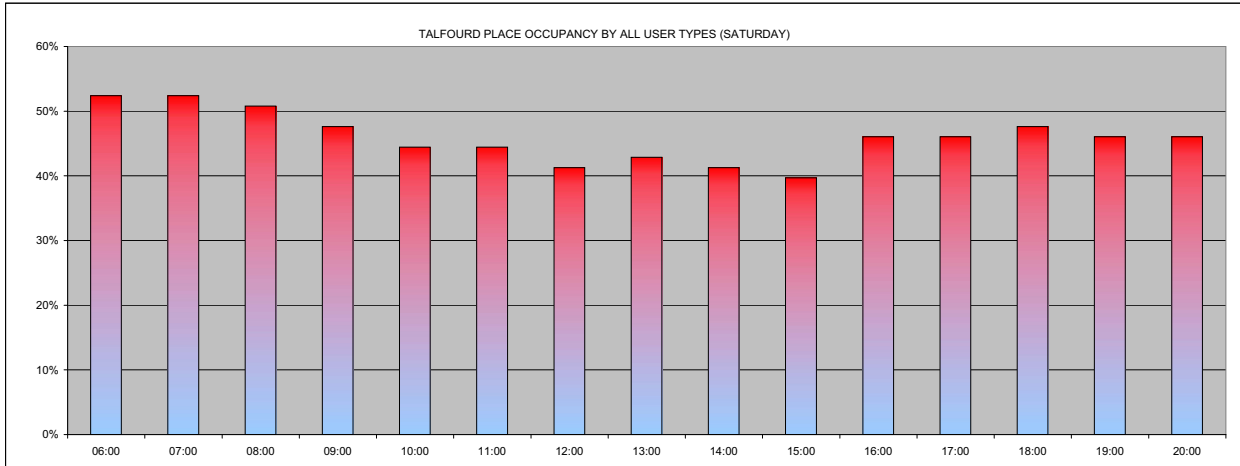
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	3	4	1	2	0	2	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	8	8	5	0	0	0	0	0	0	0	0	0	0	21
RESIDENTS	17	7	7	11	8	4	9	12	9	0	1	5	0	0	0	99
VISITORS	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25
TOTAL	33	16	15	19	13	7	13	13	11	0	3	5	0	0	0	157
TOTAL SAFE PARKING SPACES	13															
SHENLEY ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	2.1%	0.5%	1.1%	0.0%	1.1%	0.0%	0.0%	0.0%	20.9%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.3%	4.3%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	9.1%	3.7%	3.7%	5.9%	4.3%	2.1%	4.8%	6.4%	4.8%	0.0%	0.5%	2.7%	0.0%	0.0%	0.0%	20.8%
% OF VEHICLES - VISITORS (0-3hrs)	8.8%	4.8%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



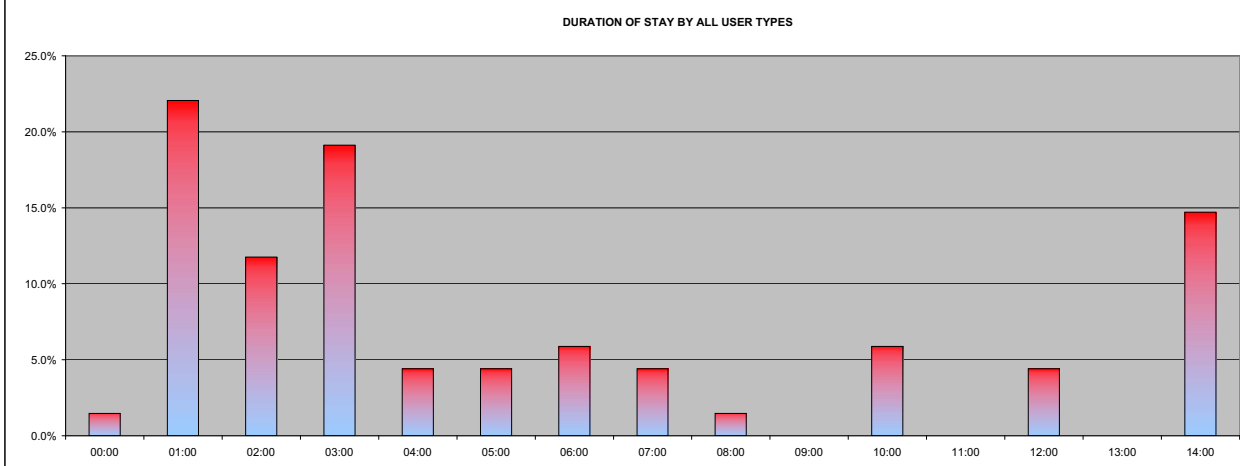
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1
DISABLED	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0
NON RESIDENTS	0	0	1	3	3	3	3	2	2	3	5	7	7	6	6
RESIDENTS	32	32	28	24	23	23	21	21	20	20	22	20	21	21	20
VISITORS	0	0	1	1	0	0	0	2	2	1	1	1	1	1	2
TOTAL SAFE PARKING SPACES	63														
TALFOURD PLACE OCCUPANCY BY ALL USER TYPES (SATURDAY)		52%	52%	51%	48%	44%	44%	41%	43%	41%	40%	46%	46%	48%	48%
% OF VEHICLES - COMMUTERS (> 6hrs)		0%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - DISABLED		2%	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0%	0%	2%	5%	5%	5%	3%	3%	5%	8%	11%	11%	10%	10%
% OF VEHICLES - RESIDENTS		51%	51%	44%	38%	37%	37%	33%	33%	32%	32%	32%	33%	33%	32%
% OF VEHICLES - VISITORS (0-3hrs)		0%	0%	2%	2%	0%	0%	0%	3%	3%	2%	2%	2%	2%	3%

% OF VEHICLES COMMUTER OR NON RESIDENT		0%	0%	3%	6%	6%	8%	6%	5%	5%	6%	10%	13%	13%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		52%	52%	48%	41%	38%	38%	35%	38%	37%	33%	37%	33%	35%	35%



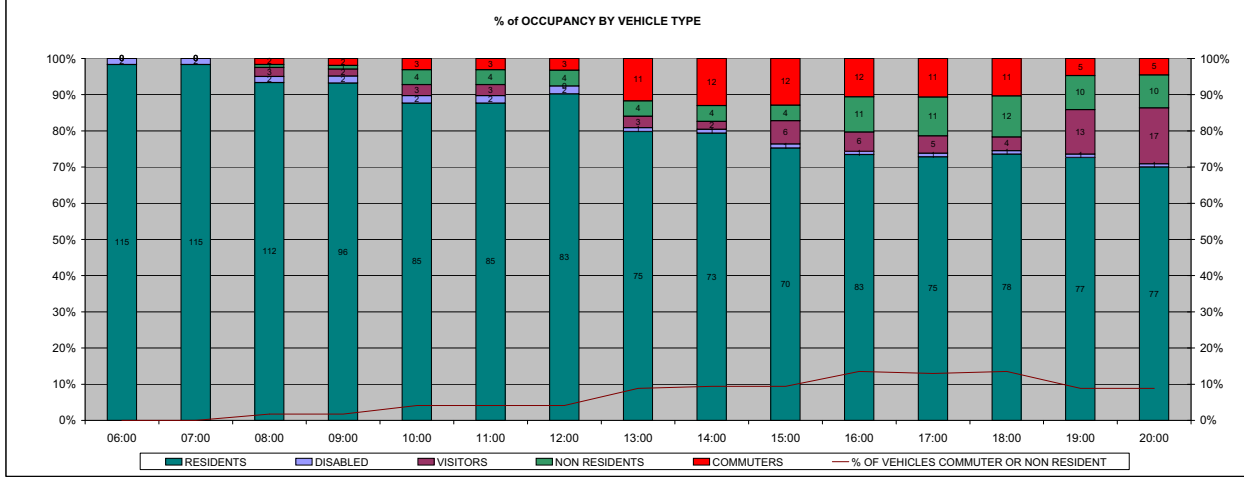
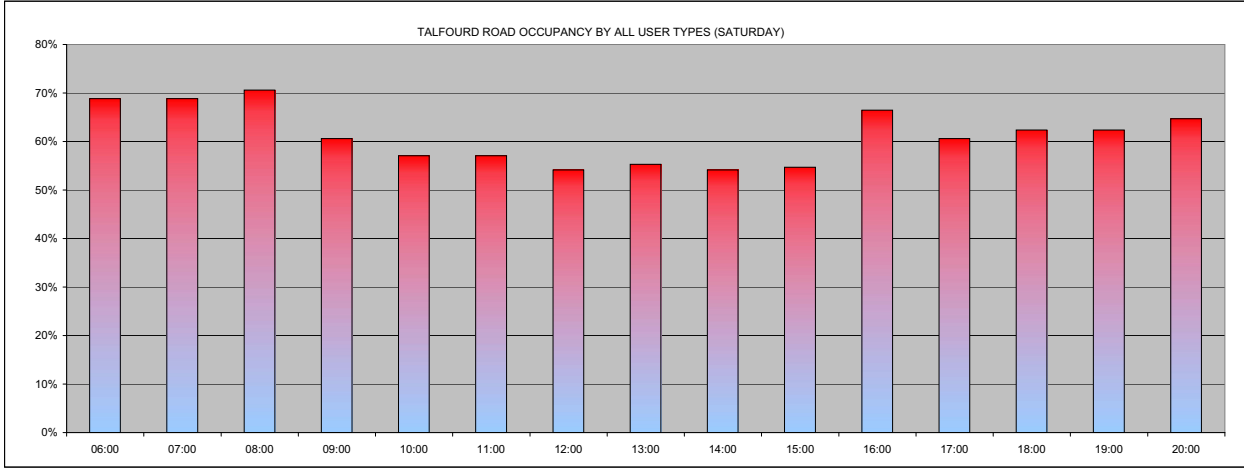
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
DISABLED	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
NON RESIDENTS	0	0	3	8	2	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	0	9	5	3	1	3	4	3	0	0	4	0	2	0	10	48
VISITORS	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	1	15	8	13	3	3	4	3	1	0	4	0	2	0	10	68
TALFOURD PLACE DURATION BY ALL USER TYPES		1.5%	22.1%	11.8%	19.1%	4.4%	4.4%	5.9%	4.4%	1.5%	0.0%	5.9%	0.0%	4.4%	0.0%	14.7%
% OF VEHICLES - COMMUTERS (> 6hrs)		0.0%	0.0%	0.0%	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 VEHICLES - DISABLED		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0.0%	0.0%	4.4%	11.8%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS		0.0%	13.2%	7.4%	7.4%	1.5%	4.4%	5.9%	4.4%	0.0%	0.0%	5.9%	0.0%	2.9%	0.0%	14.7%
% OF VEHICLES - VISITORS (0-3hrs)		1.5%	8.8%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT		0.0%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		0.0%	0.3%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	85.7%



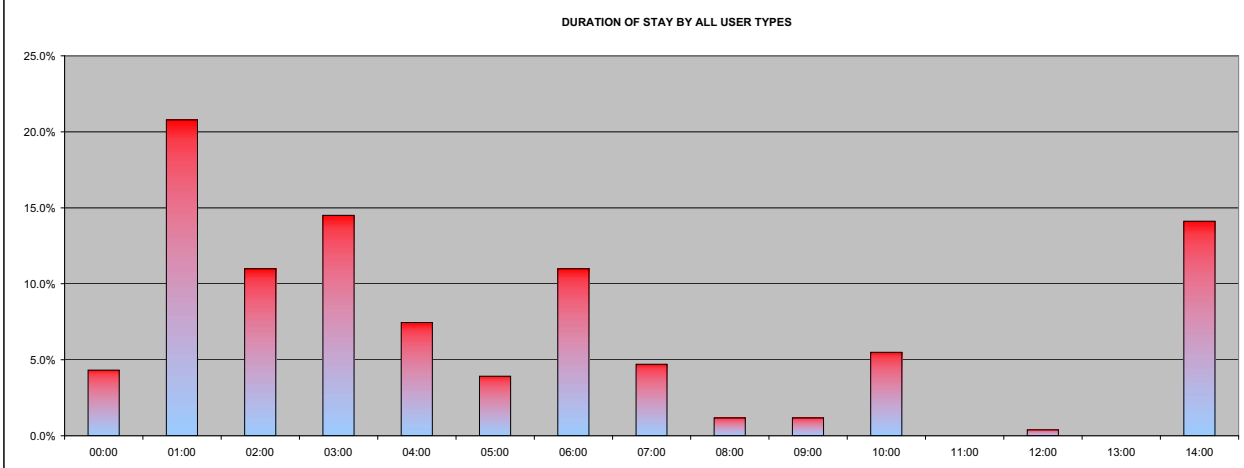
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	2	2	3	3	11	12	12	12	11	11	11	5	5
DISABLED	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	1	1	4	4	4	4	4	4	11	11	12	10	10
RESIDENTS	115	115	112	96	85	85	83	75	73	70	83	75	78	77	77
VISITORS	0	0	3	2	3	3	3	2	2	6	5	4	4	13	17
TOTAL SAFE PARKING SPACES	170														
TALFOUR ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	1%	1%	2%	2%	5%	5%	5%	5%	5%	5%	5%	3%	3%
% OF VEHICLES - DISABLED	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	1%	2%	2%	2%	2%	2%	2%	8%	8%	7%	8%	8%
% OF VEHICLES - RESIDENTS	68%	68%	69%	59%	50%	50%	48%	44%	43%	41%	40%	44%	46%	45%	45%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	2%	1%	2%	2%	0%	2%	1%	4%	4%	3%	2%	8%	10%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	2%	2%	4%	4%	4%	9%	9%	9%	14%	13%	14%	9%	9%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	89%	89%	69%	59%	53%	53%	50%	46%	45%	45%	53%	48%	49%	54%	56%



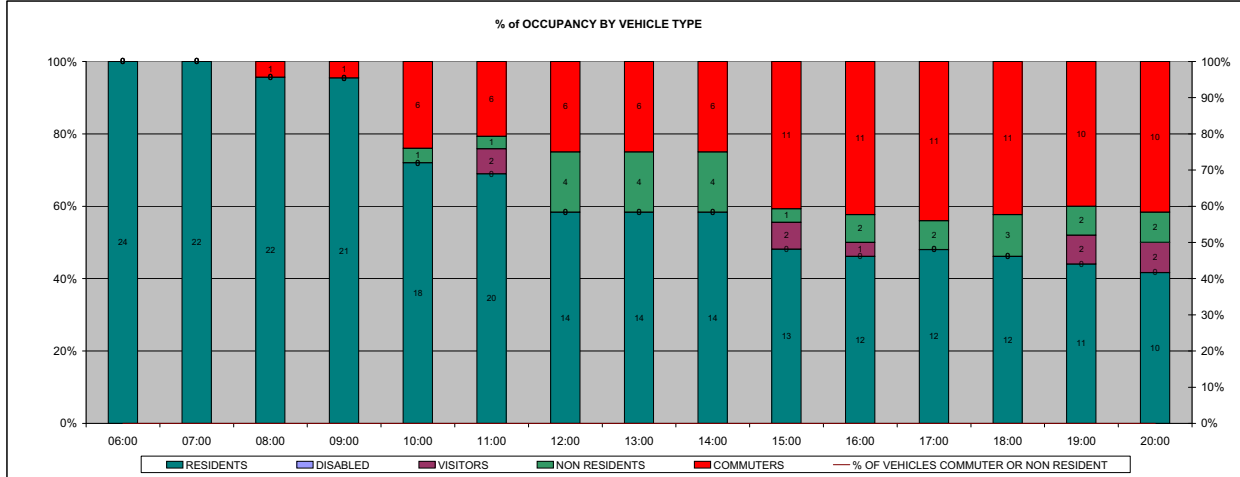
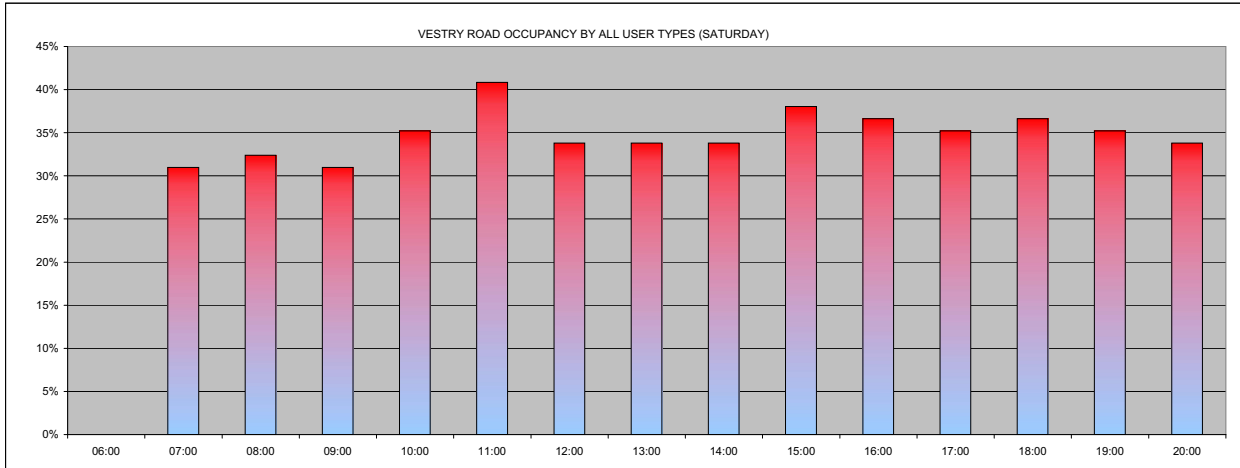
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2
NON RESIDENTS	0	0	6	8	6	0	0	0	0	0	0	0	0	0	0	20
RESIDENTS	4	23	22	29	13	5	26	9	2	3	12	0	1	0	35	184
VISITORS	7	30	0	0	0	0	0	0	0	0	0	0	0	0	0	37
TOTAL	11	53	28	37	19	10	28	12	3	3	14	1	1	1	36	255
TOTAL SAFE PARKING SPACES	13															
TALFOUR ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	4.3%	20.8%	11.0%	14.5%	7.5%	3.9%	11.0%	4.7%	1.2%	1.2%	5.5%	0.0%	0.4%	0.0%	14.1%	
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	1.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	2.4%	3.1%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	1.6%	8.0%	8.6%	11.4%	5.1%	2.0%	10.2%	3.5%	0.8%	1.2%	6.7%	0.0%	0.6%	0.0%	13.7%	
% OF VEHICLES - VISITORS (0-3hrs)	2.7%	11.8%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



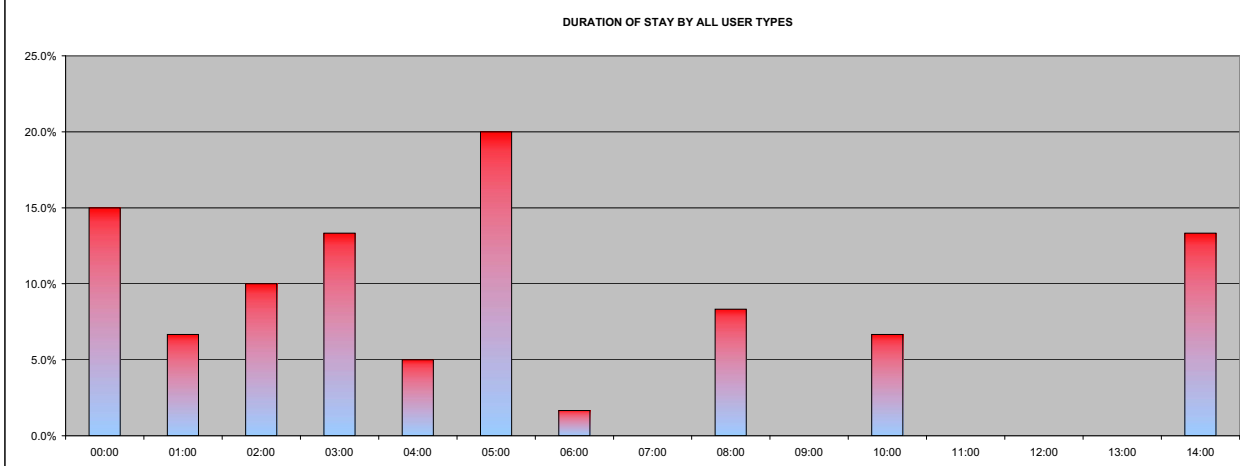
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	1	1	6	6	6	6	11	11	11	11	11	10	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	1	1	4	4	4	1	2	2	3	2	2
RESIDENTS	24	22	22	21	18	20	14	14	14	13	12	12	12	11	10
VISITORS	0	0	0	0	0	2	0	0	0	2	1	0	0	2	2
TOTAL SAFE PARKING SPACES	71														
VESTRY ROAD OCCUPANCY BY ALL USER TYPES (SATURDAY)	0%	31%	32%	31%	35%	41%	34%	34%	34%	38%	37%	35%	37%	35%	34%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	1%	1%	8%	8%	8%	8%	15%	15%	15%	15%	14%	14%	14%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	1%	1%	8%	8%	6%	1%	3%	4%	3%	3%	3%
% OF VEHICLES - RESIDENTS	0%	31%	31%	30%	25%	28%	20%	20%	20%	18%	17%	17%	15%	15%	14%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	3%	0%	0%	0%	3%	1%	0%	0%	3%	3%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	1	0	0	4	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	7
RESIDENTS	6	1	2	7	1	6	0	0	4	0	0	0	0	0	0	35
VISITORS	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
TOTAL	9	4	6	8	3	12	1	1	4	0	4	0	0	0	0	60
TOTAL SAFE PARKING SPACES	13															
VESTRY ROAD DURATION BY ALL USER TYPES	15.0%	6.7%	10.0%	13.3%	5.0%	20.0%	1.7%	0.0%	8.3%	0.0%	6.7%	0.0%	0.0%	0.0%	13.3%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	1.7%	0.0%	1.7%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	6.7%	1.7%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	10.0%	1.7%	3.3%	11.7%	1.7%	10.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	
% OF VEHICLES - VISITORS (0-3hrs)	0.0%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.3%	0.1%	0.1%	0.2%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%





Client: Southwark Council

Project Number: TSP11197

Project Name: Peckham Road South Area

Survey Type: Parking Survey data

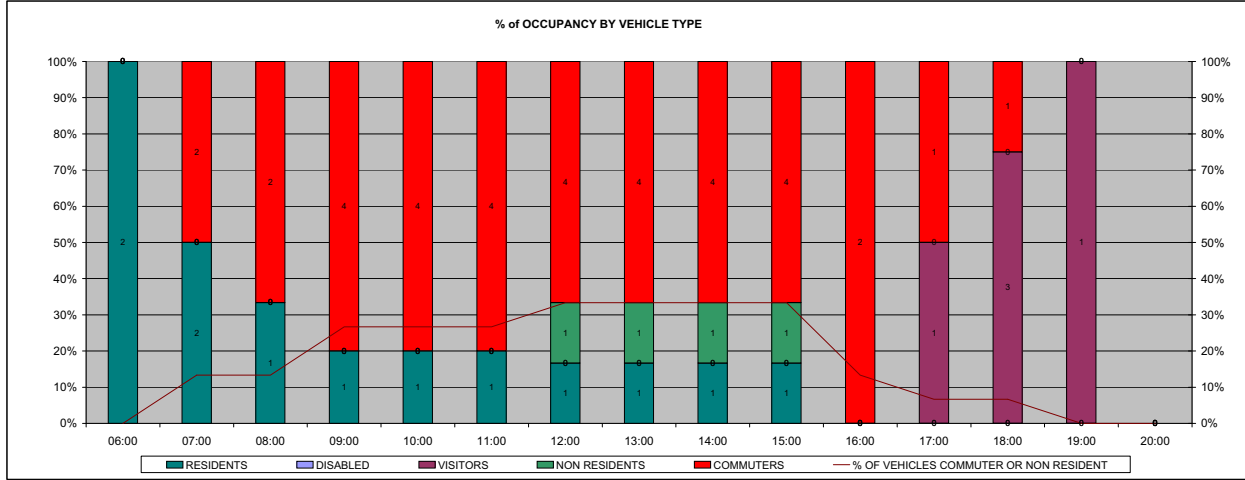
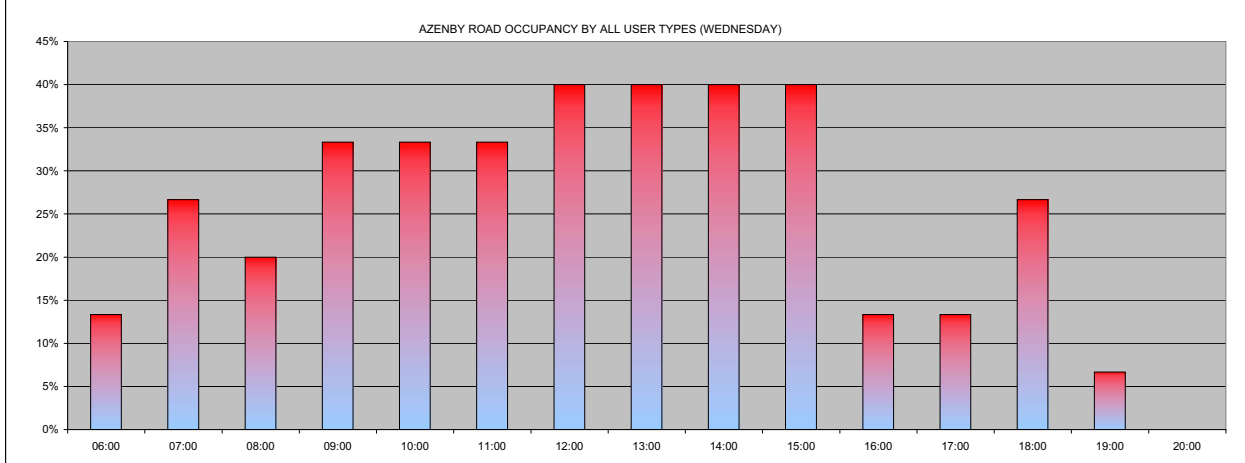
Survey Date: Wednesday 17 October 2012

Survey Time: 06:00 - 21:00



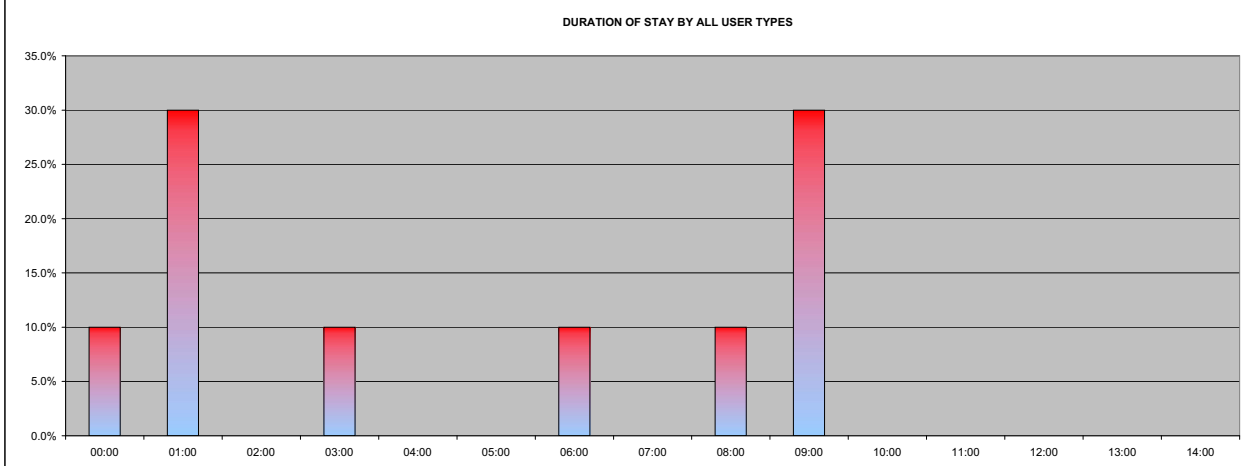
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COMMUTERS	0	2	2	4	4	4	4	4	4	4	2	1	1	0	0
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0
RESIDENTS	2	2	1	1	1	1	1	1	1	1	0	0	0	0	0
VISITORS	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0
TOTAL SAFE PARKING SPACES	15														
AZENBY ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)		13%	27%	20%	33%	33%	40%	40%	40%	40%	13%	13%	27%	7%	0%
% OF VEHICLES - COMMUTERS (> 6hrs)		0%	13%	13%	27%	27%	27%	27%	27%	27%	13%	13%	27%	7%	0%
% OF VEHICLES - DISABLED		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0%	0%	0%	0%	0%	7%	7%	7%	7%	0%	0%	0%	0%	0%
% OF VEHICLES - RESIDENTS		13%	13%	7%	7%	7%	7%	7%	7%	7%	0%	0%	0%	0%	0%
% OF VEHICLES - VISITORS (0-3hrs)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	20%	7%	0%

% OF VEHICLES COMMUTER OR NON RESIDENT		0%	13%	13%	27%	27%	27%	33%	33%	33%	33%	13%	7%	7%	0%	0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		13%	13%	7%	7%	7%	7%	7%	7%	7%	7%	0%	7%	20%	7%	0%



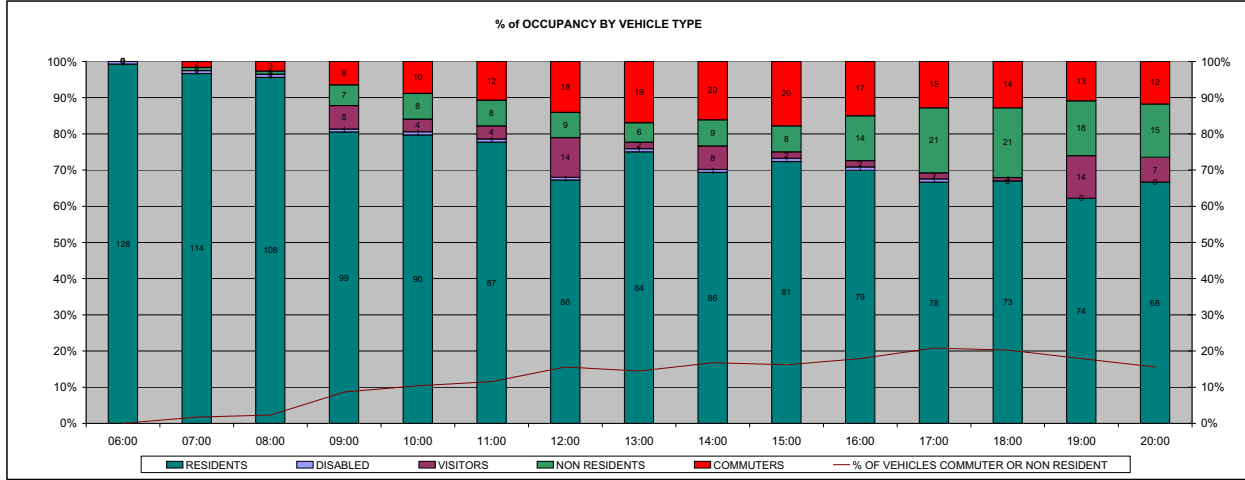
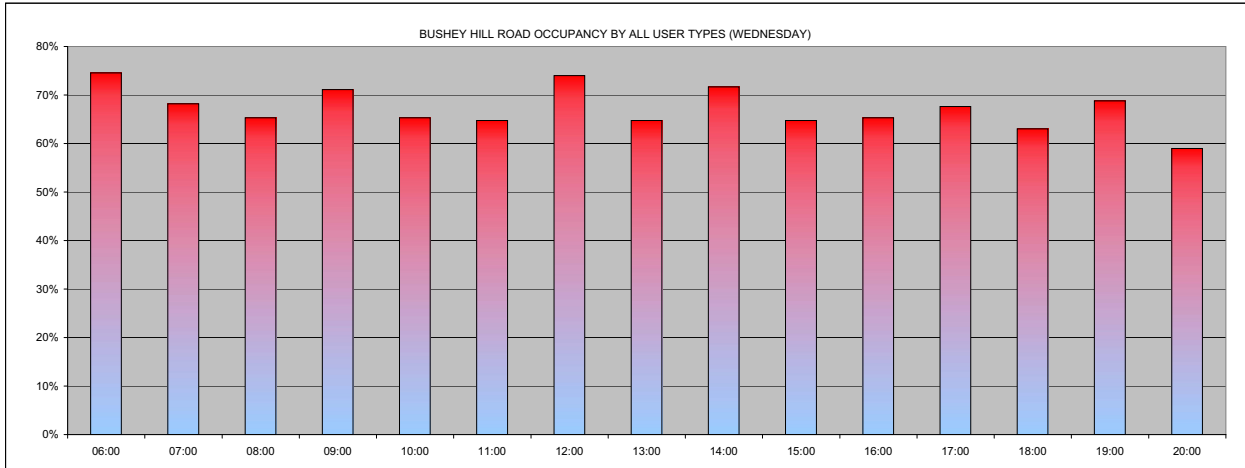
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
RESIDENTS	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
VISITORS	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	1	3	0	1	0	0	1	0	1	3	0	0	0	0	0	10
TOTAL SAFE PARKING SPACES	13															
AZENBY ROAD DURATION BY ALL USER TYPES		10.0%	30.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - COMMUTERS (> 6hrs)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS		10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - VISITORS (0-3hrs)		10.0%	20.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT		0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%	1.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		1.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	85.7%



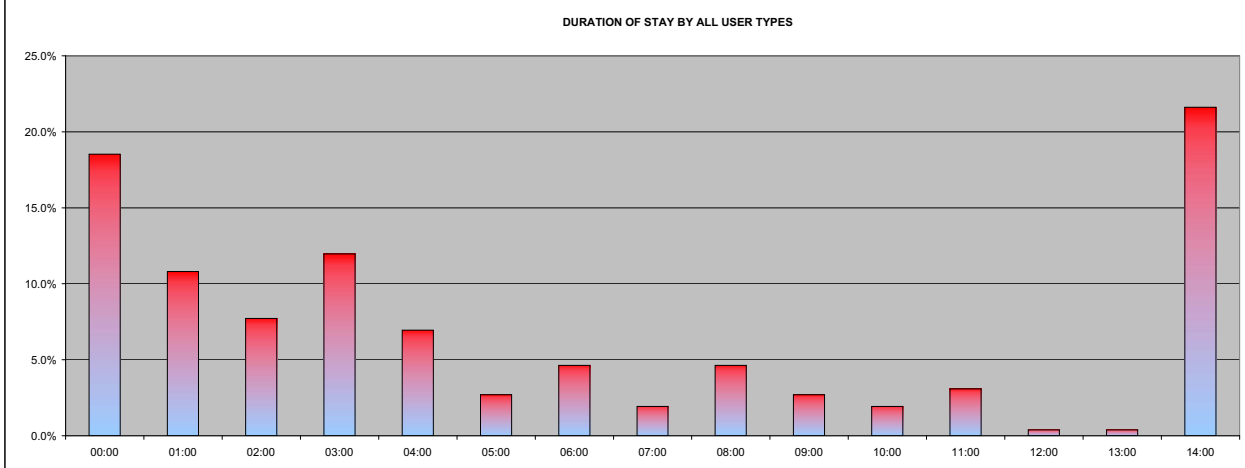
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COMMUTERS	0	2	3	8	10	12	18	19	20	20	17	15	14	13	12
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0
NON RESIDENTS	0	1	1	7	8	8	9	6	9	8	14	21	21	18	15
RESIDENTS	128	114	108	99	90	87	86	84	86	81	79	78	73	74	68
VISITORS	0	0	0	8	4	4	14	2	8	2	2	2	1	14	7
TOTAL SAFE PARKING SPACES	173														
BUSHEY HILL ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	1%	2%	5%	5%	6%	10%	11%	12%	12%	10%	9%	8%	8%	7%
% OF VEHICLES - DISABLED	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	1%	1%	4%	5%	5%	5%	3%	5%	5%	8%	12%	12%	10%	8%
% OF VEHICLES - RESIDENTS	75%	68%	65%	53%	52%	50%	50%	49%	50%	47%	46%	45%	42%	43%	38%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	5%	2%	2%	8%	1%	5%	1%	1%	1%	1%	8%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	2%	9%	10%	12%	16%	14%	17%	16%	18%	21%	20%	18%	16%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	75%	68%	63%	62%	55%	53%	58%	59%	55%	49%	47%	47%	43%	51%	43%



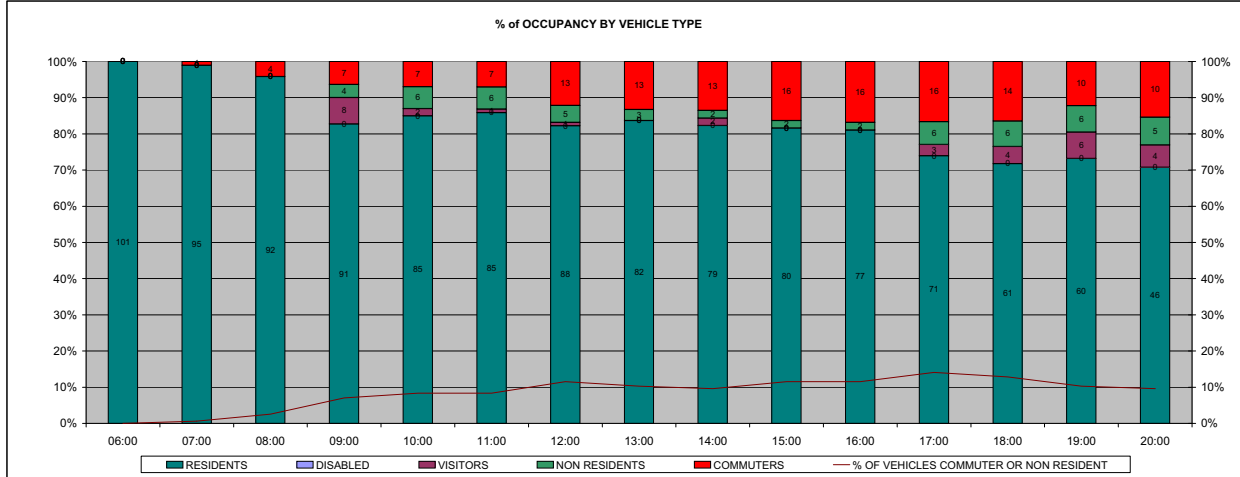
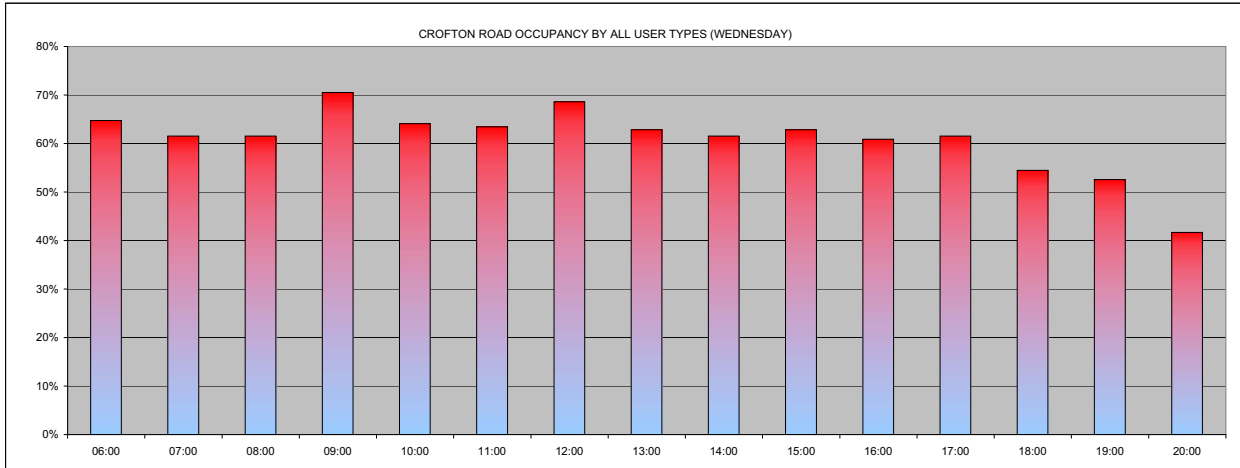
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	0	1	6	2	0	0	0	0	22
DISABLED	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
NON RESIDENTS	0	0	6	17	12	0	0	0	0	0	0	0	0	0	0	35
RESIDENTS	18	10	14	14	6	2	7	3	6	5	5	5	1	1	56	153
VISITORS	32	18	0	0	0	0	0	0	0	0	0	0	0	0	0	50
TOTAL	48	28	20	31	18	7	12	5	12	7	5	8	1	1	35	259
BUSHEY HILL ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.9%	0.4%	2.3%	0.6%	1.2%	0.0%	0.0%	0.0%	21.6%
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	2.3%	6.6%	4.6%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	8.2%	3.9%	5.4%	5.4%	2.3%	0.8%	2.7%	1.2%	2.3%	1.5%	1.9%	1.0%	0.6%	0.4%	0.4%	21.6%
% OF VEHICLES - VISITORS (0-3hrs)	12.4%	6.9%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



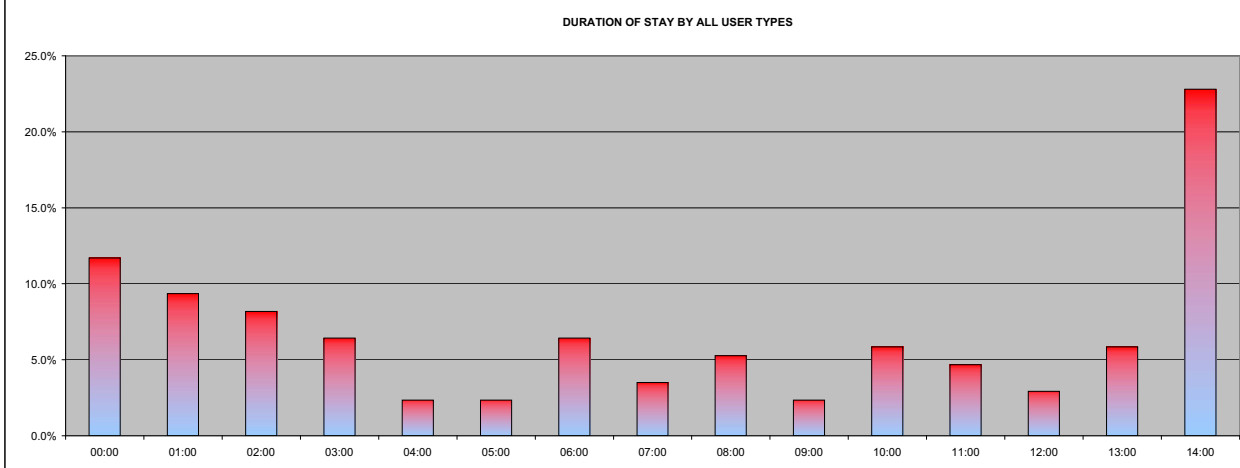
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	4	7	7	7	13	13	13	16	16	16	14	10	10
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	4	6	6	5	3	2	2	2	6	6	6	5
RESIDENTS	101	95	92	91	85	85	88	82	79	80	77	71	61	60	46
VISITORS	0	0	0	8	2	1	1	0	2	0	0	3	4	6	4
TOTAL SAFE PARKING SPACES	156														
CROFTON ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	65%	62%	62%	71%	64%	63%	69%	63%	62%	63%	61%	62%	54%	53%	42%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	1%	3%	4%	4%	4%	6%	6%	6%	10%	10%	10%	9%	6%	6%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	6%	3%	4%	4%	3%	2%	1%	1%	1%	4%	4%	4%	3%
% OF VEHICLES - RESIDENTS	65%	61%	59%	58%	54%	54%	56%	53%	51%	51%	49%	46%	39%	38%	29%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	5%	1%	1%	1%	0%	1%	0%	2%	3%	4%	4%	3%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	1%	3%	7%	8%	8%	12%	10%	10%	12%	12%	14%	13%	10%	10%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	65%	61%	59%	63%	56%	55%	57%	53%	52%	51%	49%	47%	42%	42%	32%



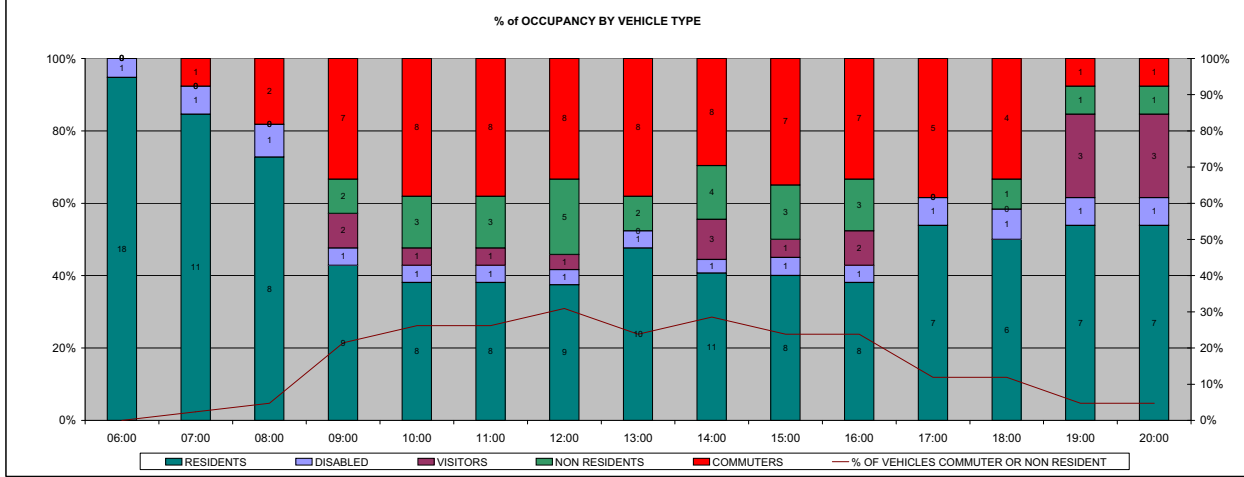
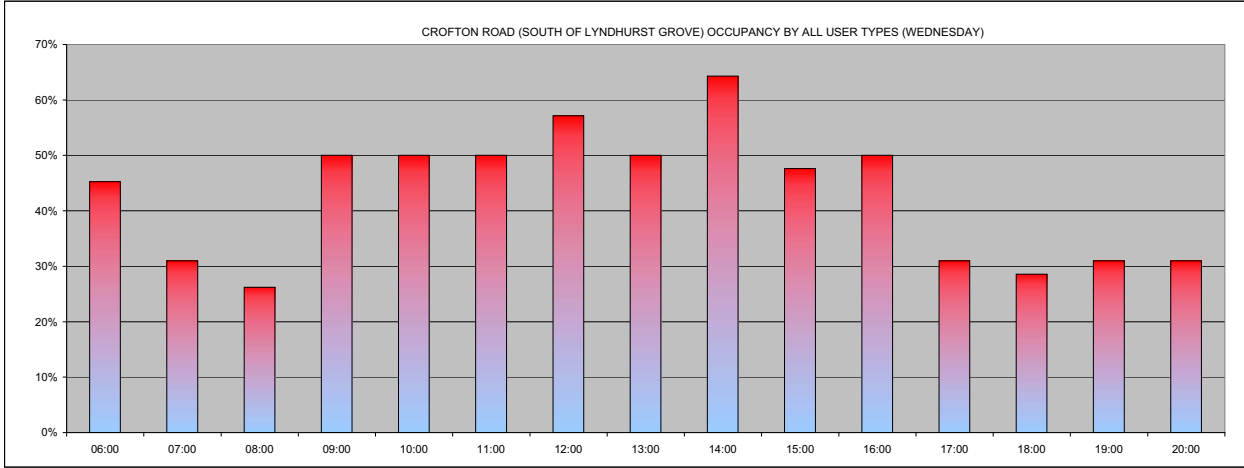
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	0	3	3	0	5	0	1	1	2	1	16
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	5	3	0	0	0	0	0	0	0	0	0	0	14
RESIDENTS	9	6	8	8	1	1	8	6	4	4	9	7	3	9	9	128
VISITORS	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	20	16	14	11	4	4	11	6	9	4	10	8	5	10	39	171
TOTAL SAFE PARKING SPACES	13															
CROFTON ROAD DURATION BY ALL USER TYPES	11.7%	9.4%	6.2%	6.4%	2.3%	2.3%	6.4%	3.5%	5.3%	2.3%	5.8%	4.7%	2.9%	5.8%	22.8%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.5%	2.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	5.3%	3.5%	4.7%	3.5%	0.6%	0.6%	4.7%	3.5%	2.3%	2.3%	5.3%	4.1%	1.8%	5.3%	22.8%	
% OF VEHICLES - VISITORS (0-3hrs)	6.4%	5.8%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



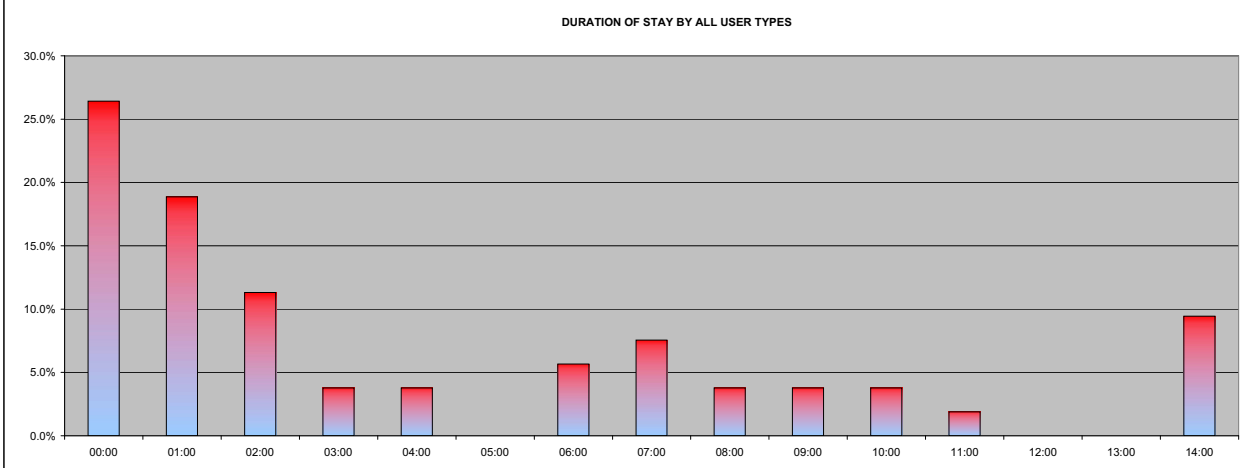
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	2	7	8	8	8	8	8	7	5	4	1	1	1
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	0	0	2	3	3	5	2	4	3	3	0	1	1	1
RESIDENTS	18	11	8	9	8	8	9	10	11	8	8	7	6	7	7
VISITORS	0	0	0	2	1	1	0	0	3	1	2	0	0	3	3
TOTAL SAFE PARKING SPACES	42														
CROFTON ROAD (SOUTH OF LYNHURST GROVE) OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	45%	31%	26%	50%	50%	50%	57%	50%	64%	48%	50%	31%	29%	31%	31%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	2%	5%	17%	15%	15%	15%	15%	17%	17%	17%	12%	10%	2%	2%
% OF VEHICLES - DISABLED	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	5%	7%	7%	12%	2%	10%	7%	6%	2%	2%	2%	2%
% OF VEHICLES - RESIDENTS	43%	28%	19%	23%	19%	19%	24%	24%	25%	19%	17%	14%	17%	17%	17%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	5%	2%	2%	2%	0%	7%	2%	5%	0%	0%	7%	7%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	5%	21%	26%	26%	31%	24%	29%	24%	24%	12%	12%	5%	5%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	45%	29%	21%	29%	24%	24%	28%	28%	38%	24%	28%	19%	17%	26%	26%



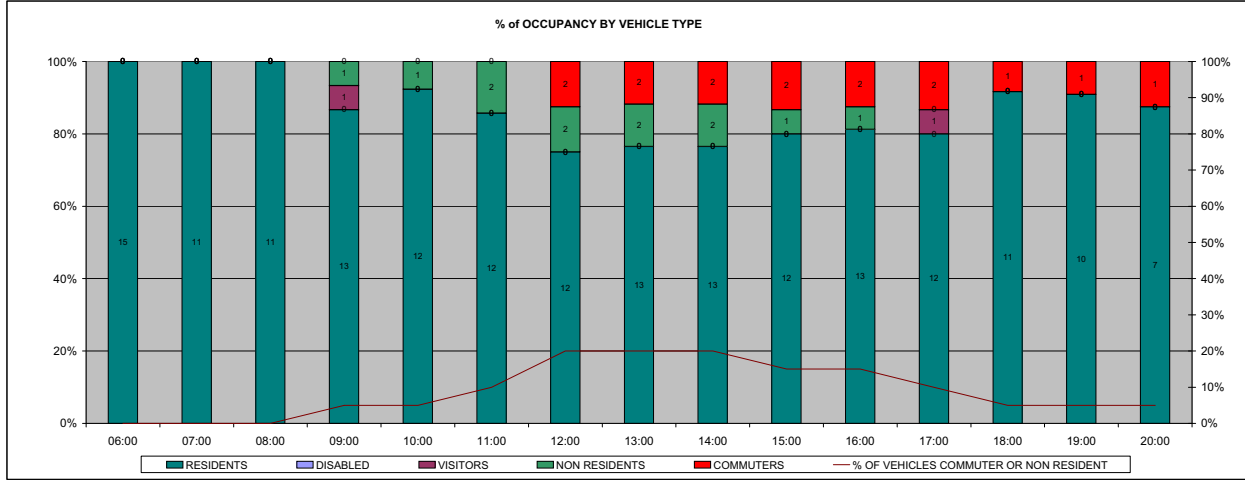
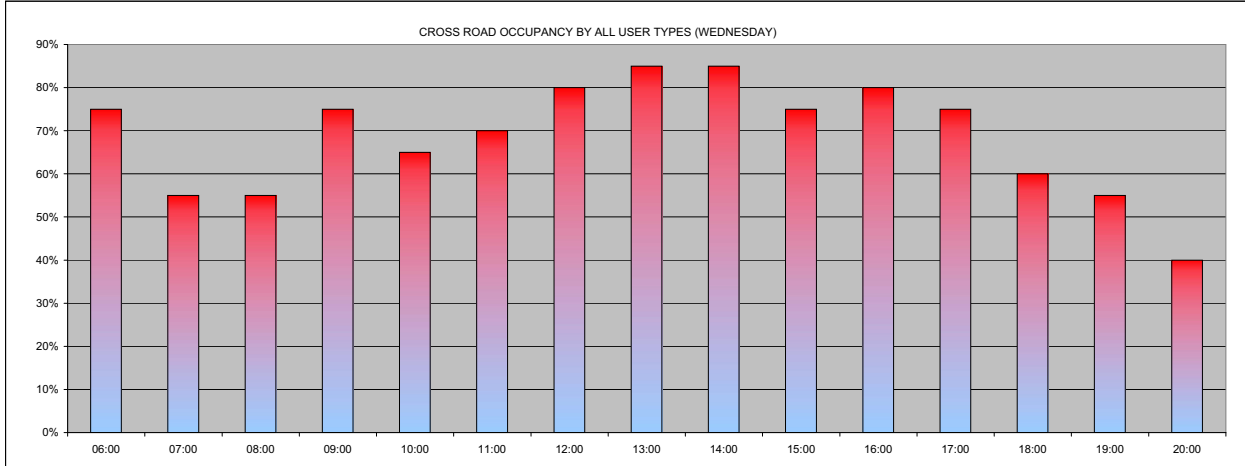
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	1	2	1	2	1	1	0	0	0	8
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
RESIDENTS	9	4	1	0	1	0	2	2	1	0	1	0	0	0	0	4
VISITORS	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11
TOTAL	14	10	6	2	2	0	3	4	2	2	2	1	0	0	5	53
TOTAL SAFE PARKING SPACES	13															
CROFTON ROAD (SOUTH OF LYNHURST GROVE) DURATION BY ALL USER	28.4%	18.9%	11.3%	3.8%	3.8%	0.0%	5.7%	7.5%	3.8%	3.8%	3.8%	1.9%	0.0%	0.0%	0.0%	9.4%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	1.9%	3.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	1.9%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	8.4%	3.8%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	17.0%	7.5%	1.9%	0.0%	0.0%	0.0%	3.8%	3.8%	1.9%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	7.5%
% OF VEHICLES - VISITORS (0-3hrs)	9.4%	11.3%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



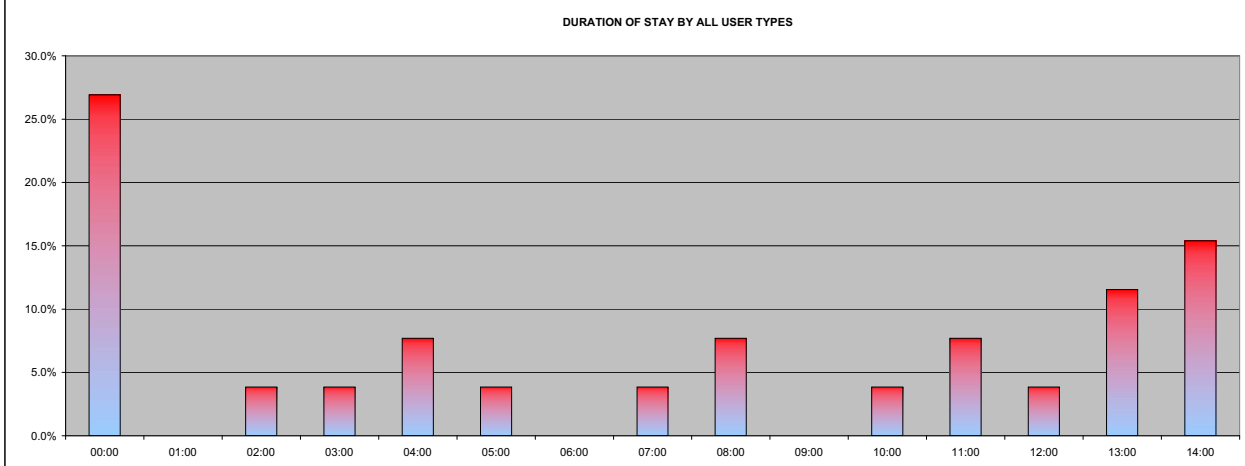
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	0	0	0	2	2	2	2	2	2	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	1	2	2	2	2	1	1	0	0	0	0
RESIDENTS	15	11	11	13	12	12	12	13	13	12	13	12	11	10	7
VISITORS	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
TOTAL SAFE PARKING SPACES	20														
CROSS ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	75%	55%	55%	75%	65%	70%	80%	85%	85%	75%	80%	75%	60%	55%	40%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	0%	0%	0%	10%	10%	10%	10%	10%	10%	5%	5%	5%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	5%	5%	5%	10%	10%	10%	5%	5%	5%	0%	0%	0%	0%
% OF VEHICLES - RESIDENTS	75%	55%	55%	65%	60%	60%	60%	65%	65%	60%	60%	60%	50%	50%	35%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	5%	5%	10%	20%	20%	20%	15%	15%	10%	5%	5%	5%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	75%	55%	55%	70%	80%	80%	80%	65%	65%	80%	85%	65%	55%	50%	35%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOTL
COMMUTERS	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
RESIDENTS	5	0	0	1	0	0	0	1	1	0	1	2	1	3	4	19
VISITORS	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	7	0	1	1	1	1	0	1	2	0	1	2	1	3	4	26
TOTAL SAFE PARKING SPACES	13															
CROSS ROAD DURATION BY ALL USER TYPES	28.9%	0.0%	3.8%	3.8%	7.7%	3.8%	0.0%	3.8%	7.7%	0.0%	3.8%	7.7%	3.8%	11.5%	15.4%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	3.8%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.8%	3.8%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	19.2%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	3.8%	3.8%	0.0%	3.8%	7.7%	3.8%	11.5%	15.4%	
% OF VEHICLES - VISITORS (0-3hrs)	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

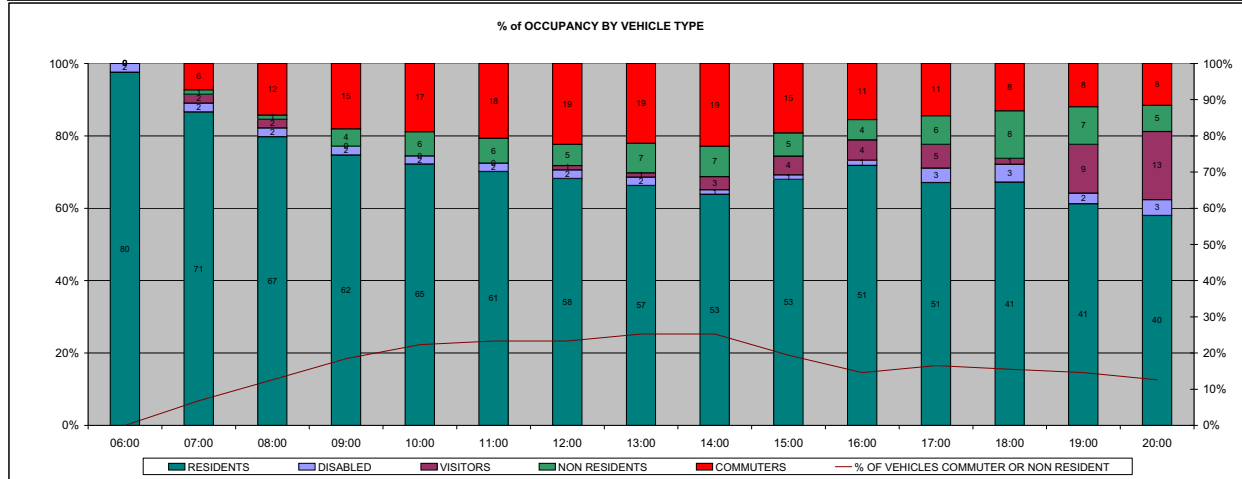
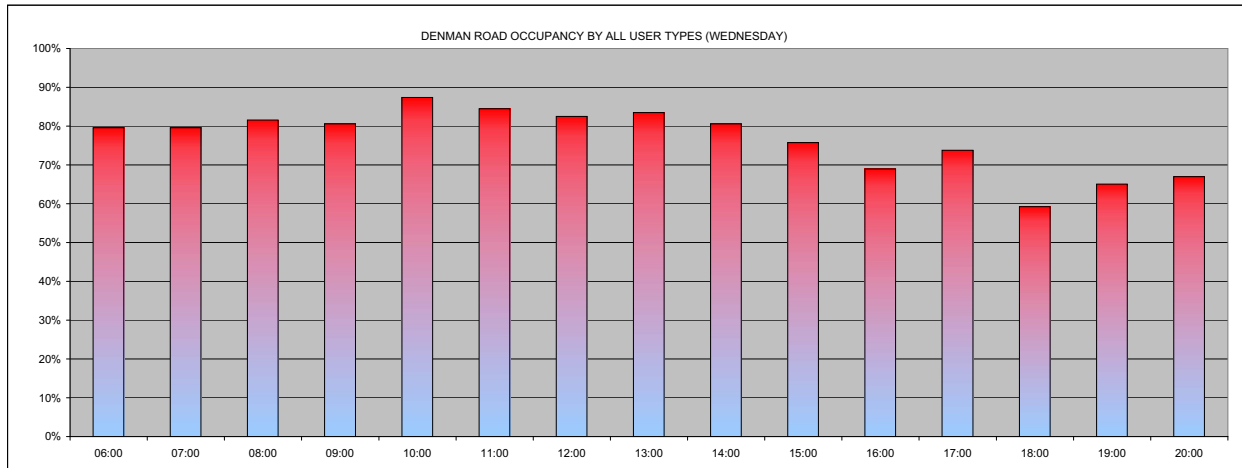
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	1.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.3%	0.1%	0.4%	85.7%





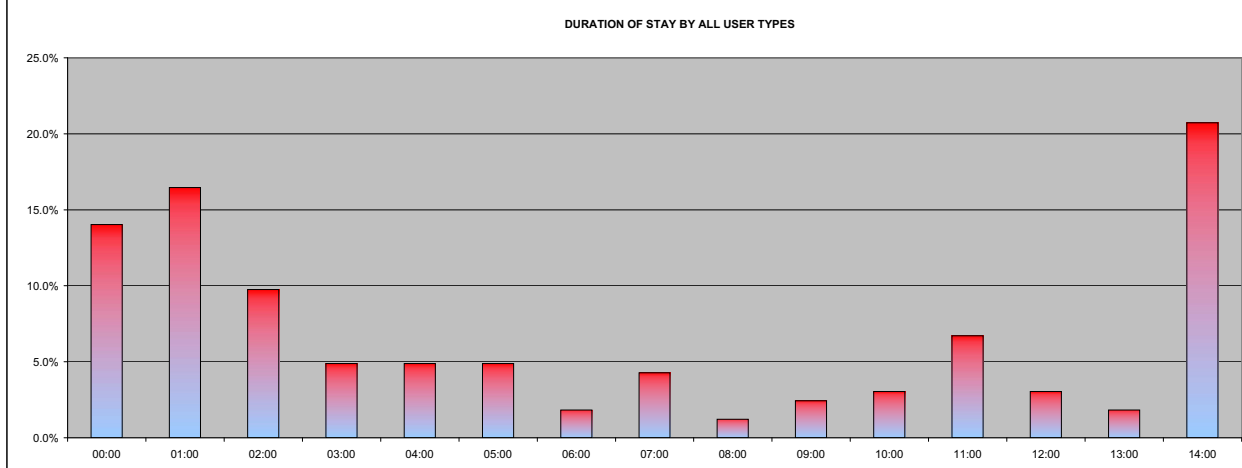
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	6	12	15	17	18	19	19	19	15	11	11	8	8	8
DISABLED	2	2	2	2	2	2	2	2	1	1	1	3	3	2	3
NON RESIDENTS	0	1	1	4	6	6	5	7	7	5	4	6	8	7	5
RESIDENTS	80	71	67	62	65	61	58	57	53	53	51	51	41	41	40
VISITORS	0	2	2	0	0	0	1	3	4	4	4	5	1	9	13
TOTAL SAFE PARKING SPACES	103														
DENMAN ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	80%	80%	82%	81%	87%	84%	83%	83%	81%	76%	69%	74%	59%	65%	67%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	12%	15%	17%	17%	18%	18%	18%	15%	11%	11%	8%	8%	8%
% OF VEHICLES - DISABLED	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	3%	3%	2%	3%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	1%	1%	4%	6%	6%	5%	7%	7%	5%	4%	6%	8%	7%	5%
% OF VEHICLES - RESIDENTS	78%	69%	65%	62%	63%	62%	59%	58%	53%	51%	50%	50%	40%	40%	38%
% OF VEHICLES - VISITORS (0-3hrs)	0%	2%	2%	0%	0%	0%	1%	1%	3%	4%	4%	5%	1%	9%	13%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	7%	13%	16%	22%	23%	23%	25%	25%	19%	15%	17%	16%	15%	13%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	80%	73%	69%	62%	65%	61%	59%	58%	55%	56%	54%	57%	44%	50%	54%



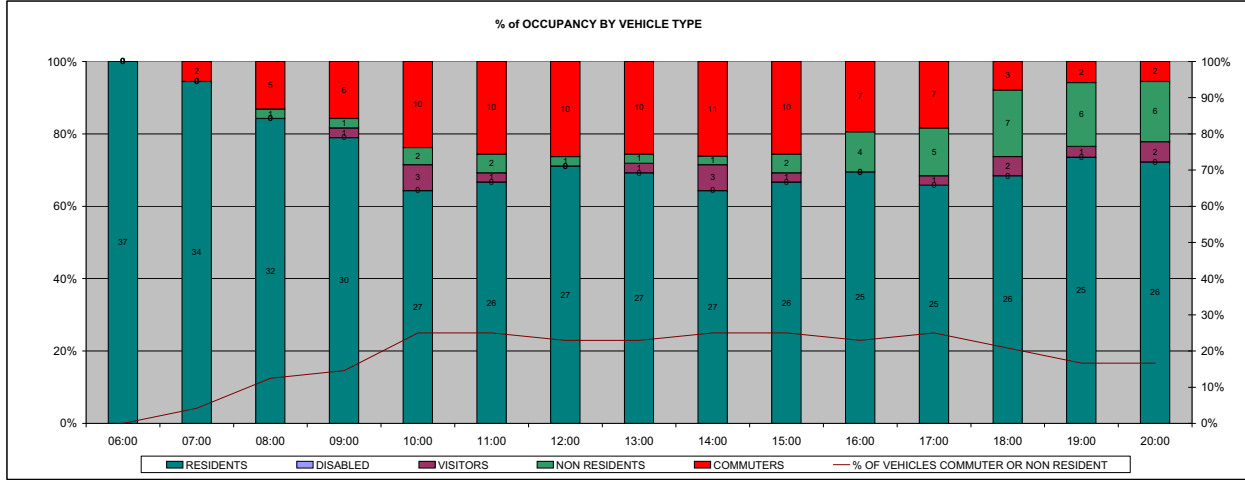
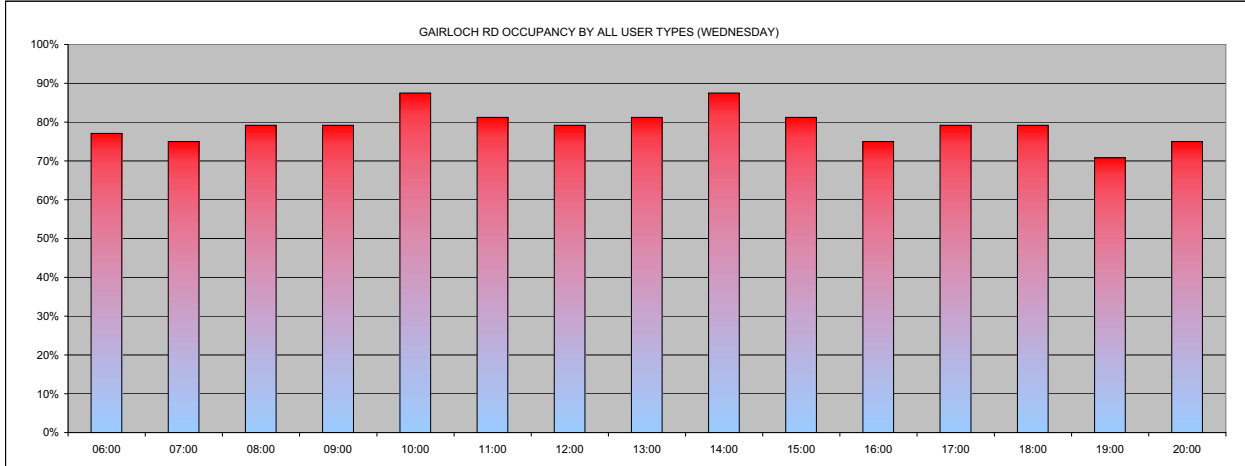
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	6	12	15	17	18	19	19	19	15	11	11	8	8	8	19
DISABLED	1	1	1	1	1	1	1	1	1	1	1	3	3	2	3	5
NON RESIDENTS	0	0	0	4	6	6	5	7	7	5	4	6	8	7	5	53
RESIDENTS	11	9	7	2	3	5	2	3	3	2	3	9	2	2	33	93
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
TOTAL	11	17	16	6	6	8	3	7	7	2	4	5	11	3	34	164
TOTAL SAFE PARKING SPACES	13															
DENMAN ROAD DURATION BY ALL USER TYPES	14.0%	16.5%	9.8%	4.9%	4.9%	4.9%	1.8%	1.8%	4.3%	1.2%	2.4%	3.0%	3.0%	1.8%	20.7%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	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 VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	5.5%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	8.7%	5.5%	4.3%	1.2%	1.5%	3.0%	1.2%	1.8%	0.0%	1.2%	1.8%	5.5%	1.2%	1.2%	20.1%	
% OF VEHICLES - VISITORS (0-3hrs)	0.0%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



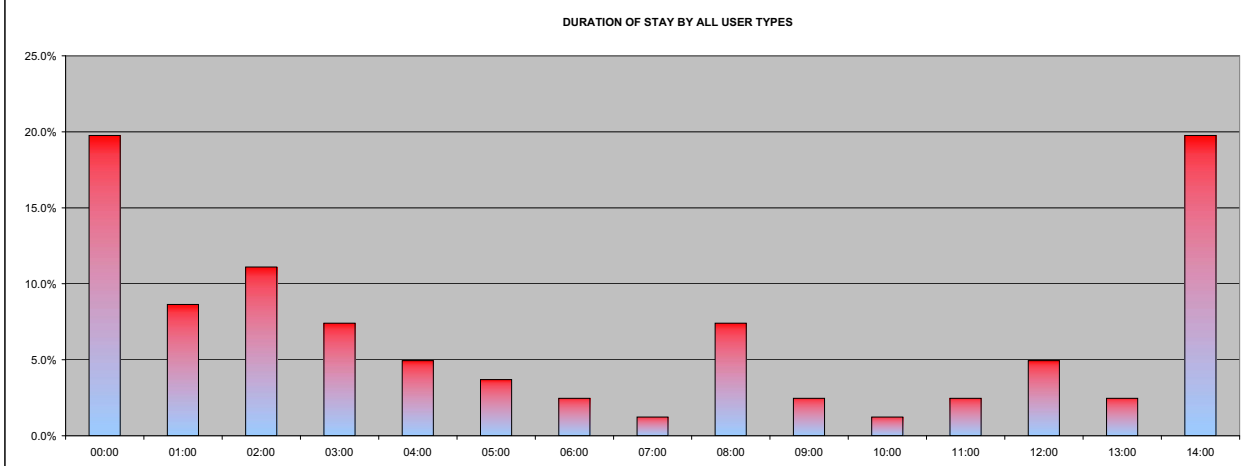
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	
COMMUTERS	0	2	5	6	10	10	10	11	10	7	7	3	2	2	2	
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NON RESIDENTS	0	0	1	1	2	2	1	1	2	4	5	7	6	6	6	
RESIDENTS	37	34	32	30	27	27	27	27	26	25	25	26	26	26	26	
VISITORS	0	0	0	1	3	1	0	3	1	0	1	2	1	2	2	
TOTAL SAFE PARKING SPACES	48															
GAIRLOCH RD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)		77%	75%	79%	79%	88%	81%	79%	81%	88%	81%	75%	79%	79%	71%	75%
% OF VEHICLES - COMMUTERS (> 6hrs)		0%	4%	10%	13%	21%	21%	21%	23%	21%	15%	15%	6%	4%	4%	
% OF VEHICLES - DISABLED		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0%	0%	2%	2%	4%	4%	2%	2%	4%	8%	10%	15%	15%	13%	
% OF VEHICLES - RESIDENTS		77%	71%	67%	63%	56%	54%	56%	55%	54%	52%	52%	54%	52%	54%	
% OF VEHICLES - VISITORS (0-3hrs)		0%	0%	0%	2%	6%	2%	0%	2%	6%	2%	0%	2%	4%	2%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT		0%	4%	13%	15%	25%	25%	23%	23%	25%	25%	23%	25%	21%	17%	17%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED		77%	71%	67%	65%	63%	56%	56%	58%	63%	56%	52%	54%	58%	54%	58%



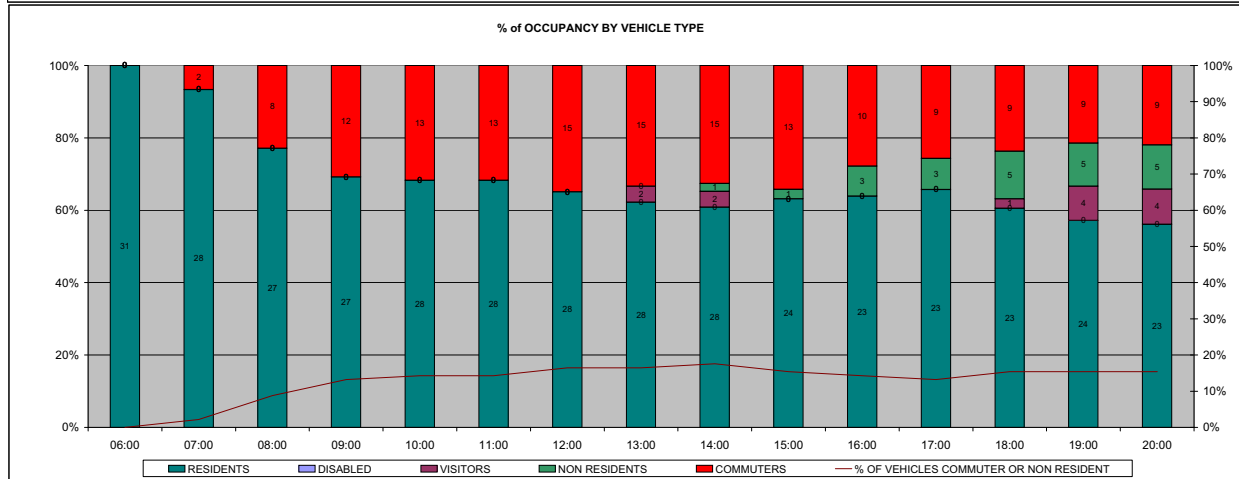
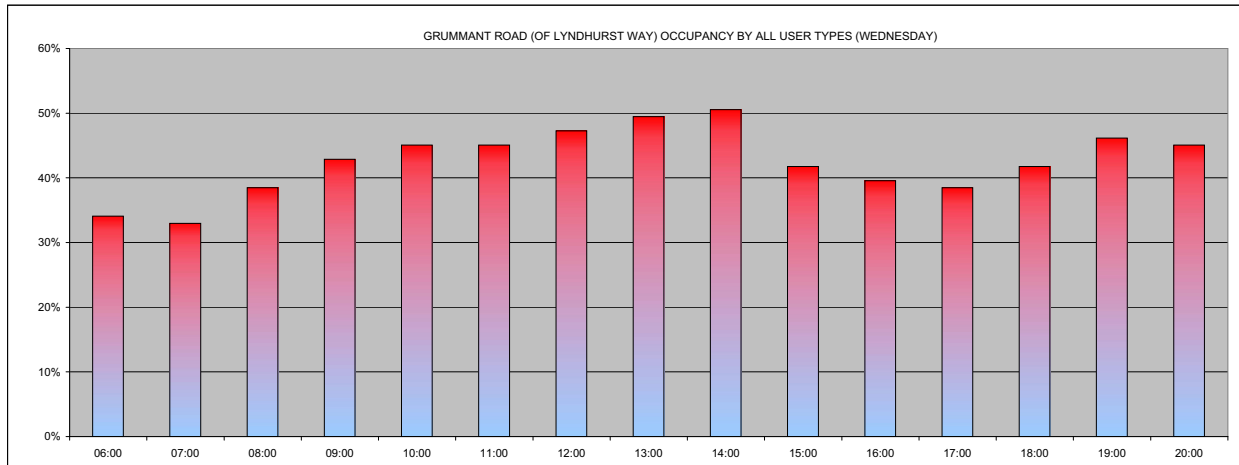
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	2	2	1	3	1	1	0	1	0	0	11
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	4	3	3	0	0	0	0	0	0	0	0	0	0	10
RESIDENTS	6	4	5	3	1	1	0	0	3	1	0	2	3	2	16	47
VISITORS	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13
TOTAL	16	7	9	6	4	3	2	1	6	2	1	2	4	2	16	81
TOTAL SAFE PARKING SPACES	13															
GAIRLOCH RD DURATION BY ALL USER TYPES		19.8%	8.6%	11.1%	7.4%	4.9%	3.7%	2.5%	1.2%	7.4%	2.5%	1.2%	2.5%	4.9%	2.5%	19.8%
% OF VEHICLES - COMMUTERS (> 6hrs)		0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.5%	1.2%	3.7%	1.2%	0.0%	1.2%	0.0%	1.2%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)		0.0%	0.0%	4.9%	3.7%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS		7.4%	4.9%	6.2%	3.7%	1.2%	1.2%	0.0%	3.7%	1.2%	0.0%	2.5%	3.7%	2.5%	13.6%	13.6%
% OF VEHICLES - VISITORS (0-3hrs)		12.3%	3.7%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT		0.0%	0.0%	0.1%	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 VEHICLES RESIDENT, VISITOR OR DISABLED		0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



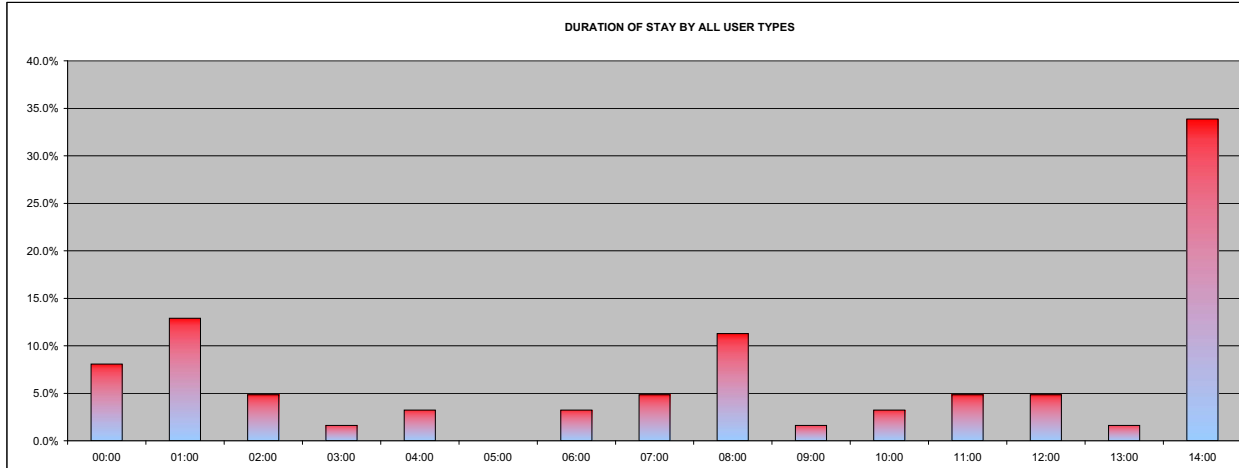
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	2	8	12	13	13	15	15	13	10	9	9	9	9	9
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	0	0	0	1	1	3	3	5	5	5
RESIDENTS	31	28	27	27	28	28	28	28	24	23	23	23	23	24	23
VISITORS	0	0	0	0	0	0	0	2	0	0	0	0	1	4	4
TOTAL SAFE PARKING SPACES	91														
GRUMMANT ROAD (OF LYNDBURST WAY) OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	34%	33%	38%	43%	45%	45%	47%	49%	51%	42%	40%	38%	42%	46%	45%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	2%	5%	13%	14%	14%	16%	16%	14%	11%	10%	10%	10%	10%	10%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	0%	0%	0%	0%	1%	3%	3%	5%	5%	5%	5%
% OF VEHICLES - RESIDENTS	34%	31%	30%	30%	31%	31%	31%	31%	28%	26%	25%	25%	26%	26%	25%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	1%	4%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	2%	5%	13%	14%	14%	16%	16%	18%	15%	14%	13%	15%	15%	15%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	34%	31%	30%	30%	31%	31%	31%	33%	33%	26%	25%	26%	26%	31%	30%



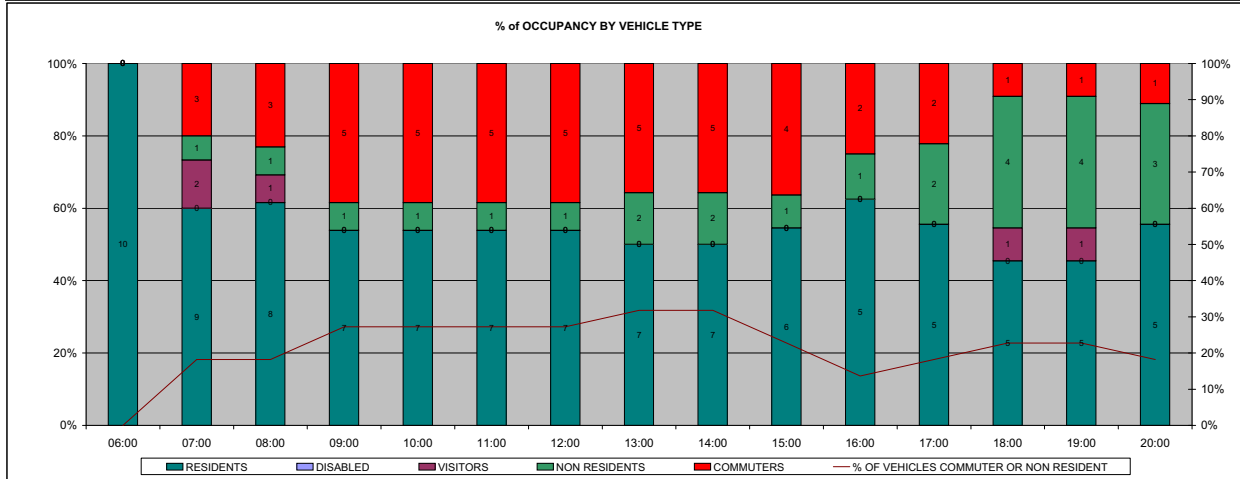
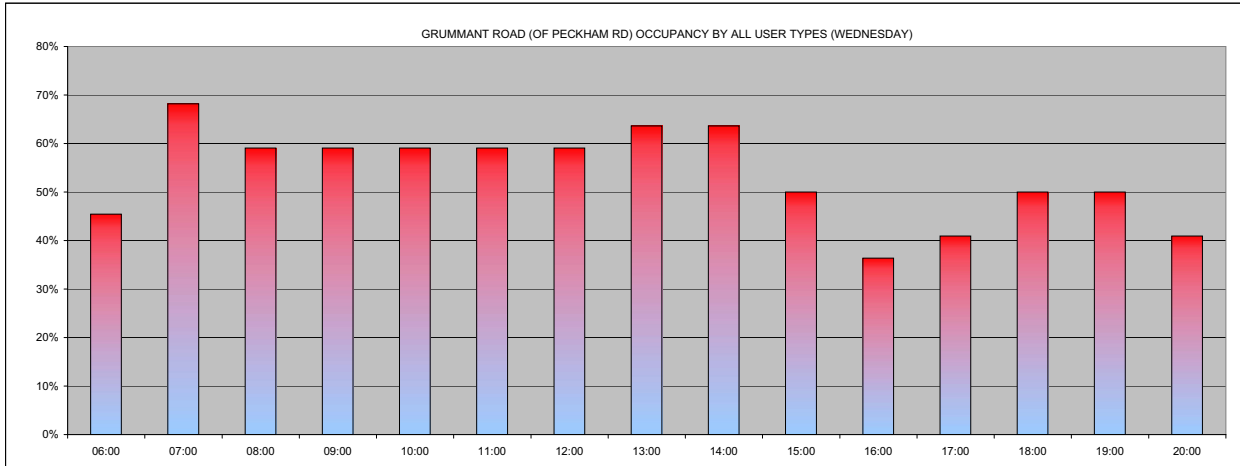
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	0	2	3	3	0	1	3	2	1	0	15
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	6
RESIDENTS	4	2	0	0	0	0	0	0	4	1	1	0	1	0	21	34
VISITORS	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	5	8	3	1	2	0	2	3	7	1	2	3	3	1	21	62
TOTAL SAFE PARKING SPACES	13															
GRUMMANT ROAD (OF LYNDBURST WAY) DURATION BY ALL USER TYPES	8.1%	12.9%	4.8%	1.6%	3.2%	0.0%	3.2%	4.8%	11.3%	1.6%	3.2%	4.8%	1.6%	3.2%	1.6%	33.9%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.8%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	4.8%	1.6%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	8.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%	1.6%	1.6%	0.0%	1.6%	0.0%	0.0%	33.9%
% OF VEHICLES - VISITORS (0-3hrs)	1.6%	8.7%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



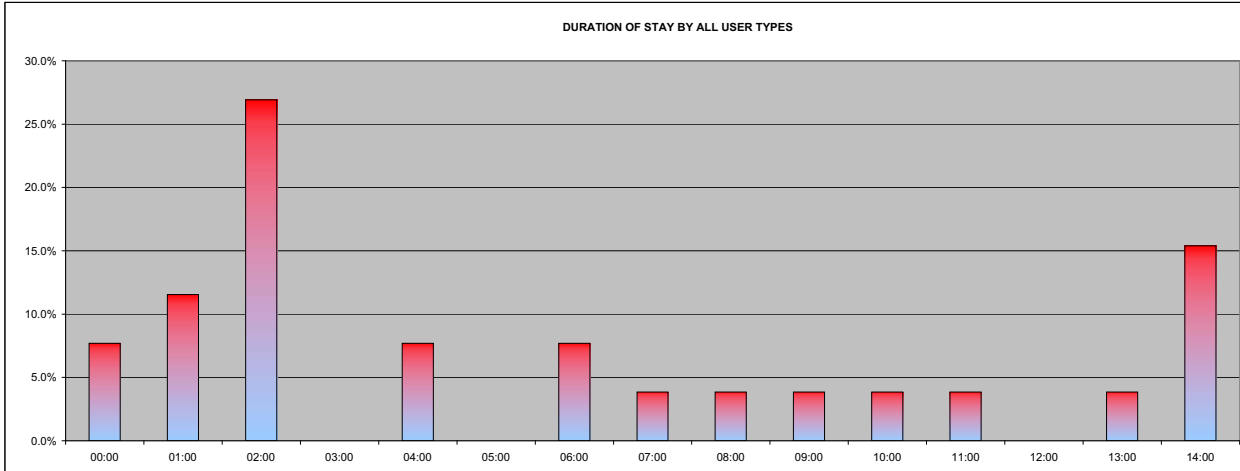
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	3	3	5	5	5	5	5	4	2	2	1	1	1	1
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	1	1	1	1	1	1	2	2	1	1	2	4	4	3
RESIDENTS	10	9	8	7	7	7	7	7	7	6	5	5	5	5	5
VISITORS	0	2	1	0	0	0	0	0	0	0	0	0	1	1	0
TOTAL SAFE PARKING SPACES	22														
GRUMMANT ROAD (OF PECKHAM RD) OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	45%	68%	59%	59%	59%	59%	59%	64%	64%	50%	38%	41%	50%	50%	41%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	14%	14%	23%	23%	23%	23%	23%	16%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	5%	5%	5%	5%	5%	5%	8%	8%	5%	5%	8%	18%	18%	14%
% OF VEHICLES - RESIDENTS	45%	41%	38%	32%	32%	32%	32%	32%	27%	23%	23%	23%	23%	23%	23%
% OF VEHICLES - VISITORS (0-3hrs)	0%	9%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%	0%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	18%	18%	27%	27%	27%	27%	32%	32%	23%	14%	18%	23%	23%	18%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	45%	50%	41%	32%	32%	32%	32%	32%	32%	27%	23%	23%	27%	27%	23%



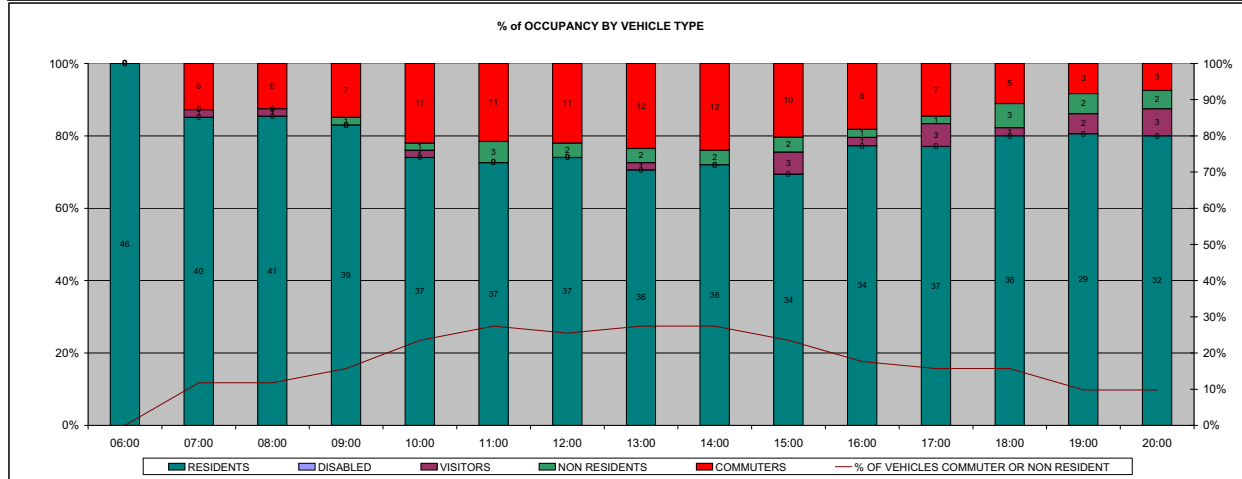
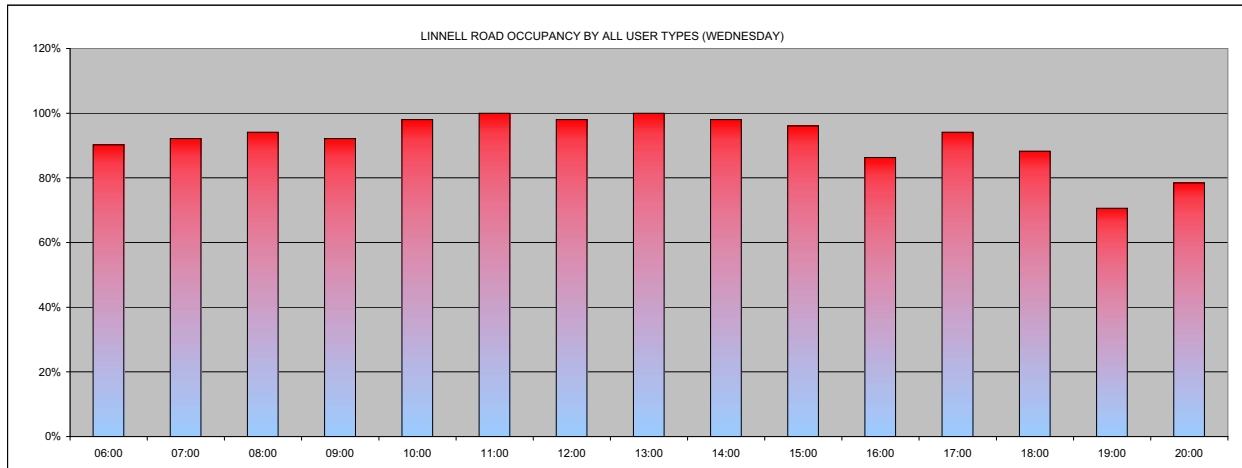
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	2	1	0	0	1	0	0	1	0	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	7
RESIDENTS	1	1	2	0	0	0	0	1	1	0	1	0	1	0	0	11
VISITORS	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	2	3	7	0	2	0	2	1	1	1	1	1	1	1	1	26
TOTAL SAFE PARKING SPACES	13															
GRUMMANT ROAD (OF PECKHAM RD) DURATION BY ALL USER TYPES	7.7%	11.5%	26.9%	0.0%	7.7%	0.0%	7.7%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	3.8%	15.4%
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	19.2%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	3.8%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	3.8%	3.8%	3.8%	3.8%	0.0%	0.0%	15.4%
% OF VEHICLES - VISITORS (0-3hrs)	3.8%	7.7%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.7%	0.0%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.3%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	85.7%



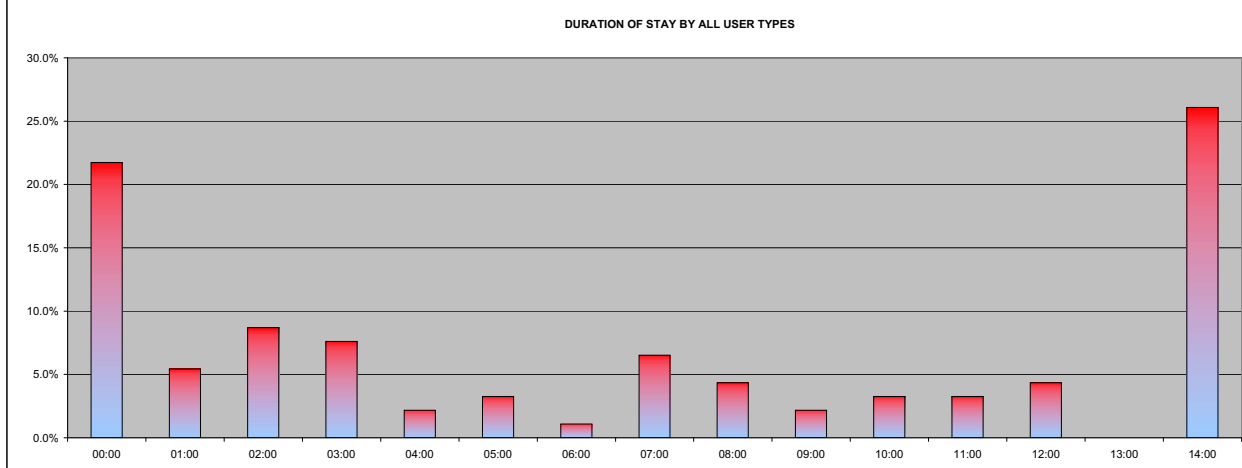
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	6	6	7	11	11	12	12	12	10	8	7	5	3	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	1	3	2	2	2	2	1	1	3	2	2
RESIDENTS	46	40	41	39	37	37	37	36	34	34	37	36	29	32	
VISITORS	0	1	1	0	1	0	0	1	0	3	1	3	1	2	
TOTAL SAFE PARKING SPACES	51														
LINNELL ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	90%	92%	94%	92%	98%	100%	98%	100%	98%	96%	88%	94%	88%	71%	78%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	12%	14%	14%	22%	22%	24%	24%	20%	16%	14%	10%	0%	0%	
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	2%	2%	8%	4%	4%	4%	4%	2%	2%	6%	4%	
% OF VEHICLES - RESIDENTS	90%	78%	80%	78%	73%	73%	73%	71%	71%	87%	87%	73%	71%	83%	
% OF VEHICLES - VISITORS (0-3hrs)	0%	2%	2%	0%	2%	0%	0%	2%	0%	6%	2%	6%	2%	4%	

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	12%	12%	16%	24%	27%	25%	27%	27%	24%	18%	16%	16%	10%	10%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	90%	80%	82%	76%	75%	73%	73%	73%	71%	73%	89%	78%	73%	81%	89%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	6	6	7	11	11	12	12	12	10	8	7	5	3	3	13
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	1	1	3	2	2	2	2	1	1	3	2	2	6
RESIDENTS	46	40	41	39	37	37	37	36	34	34	37	36	29	32	61	
VISITORS	0	1	1	0	1	0	0	1	0	3	1	3	1	2	2	12
TOTAL	20	5	8	7	2	3	1	6	4	2	3	4	0	4	12	92
TOTAL SAFE PARKING SPACES	13															
LINNELL ROAD DURATION BY ALL USER TYPES	21.7%	5.4%	6.7%	7.6%	2.2%	3.3%	1.1%	6.5%	4.3%	2.2%	3.3%	4.3%	0.0%	28.1%		
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	5.4%	1.1%	1.1%	1.1%	2.2%	0.0%	0.0%		
% OF VEHICLES - 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%	0.0%	0.0%		
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.3%	2.2%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
% OF VEHICLES - RESIDENTS	14.1%	0.0%	5.4%	5.4%	1.1%	0.0%	1.1%	1.1%	3.3%	1.1%	2.2%	1.1%	4.3%	0.0%		
% OF VEHICLES - VISITORS (0-3hrs)	7.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

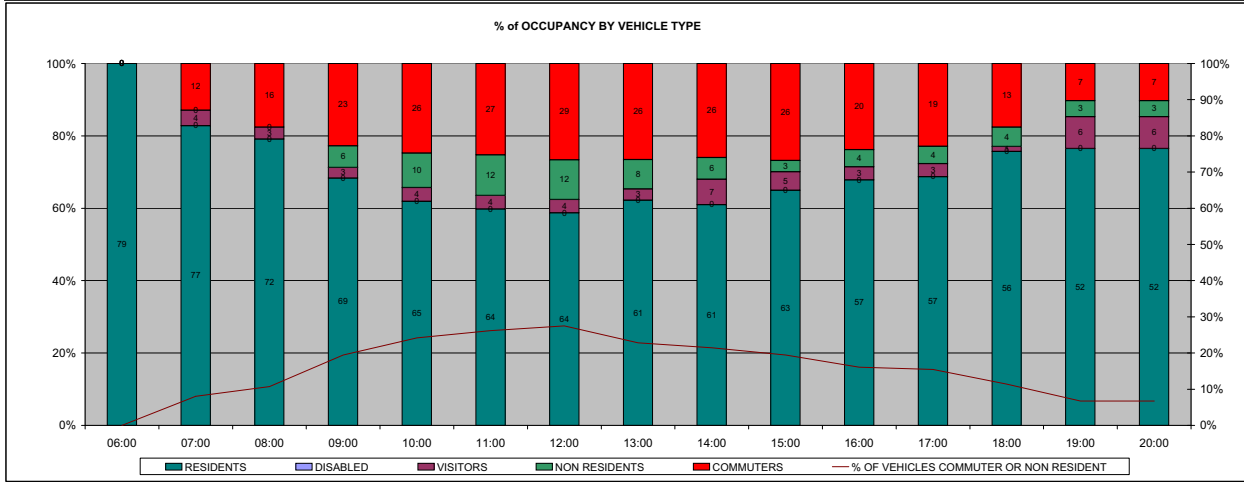
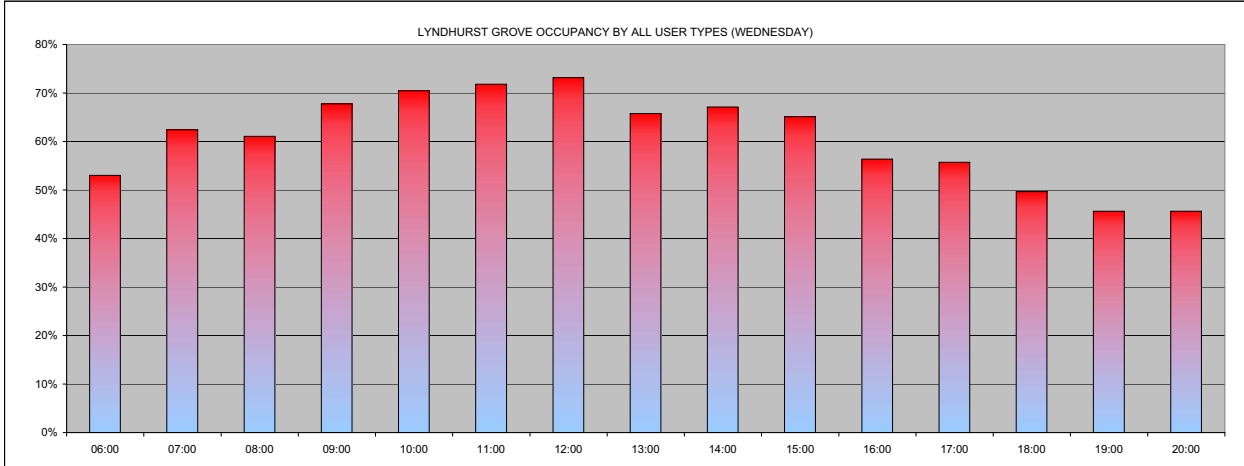
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%





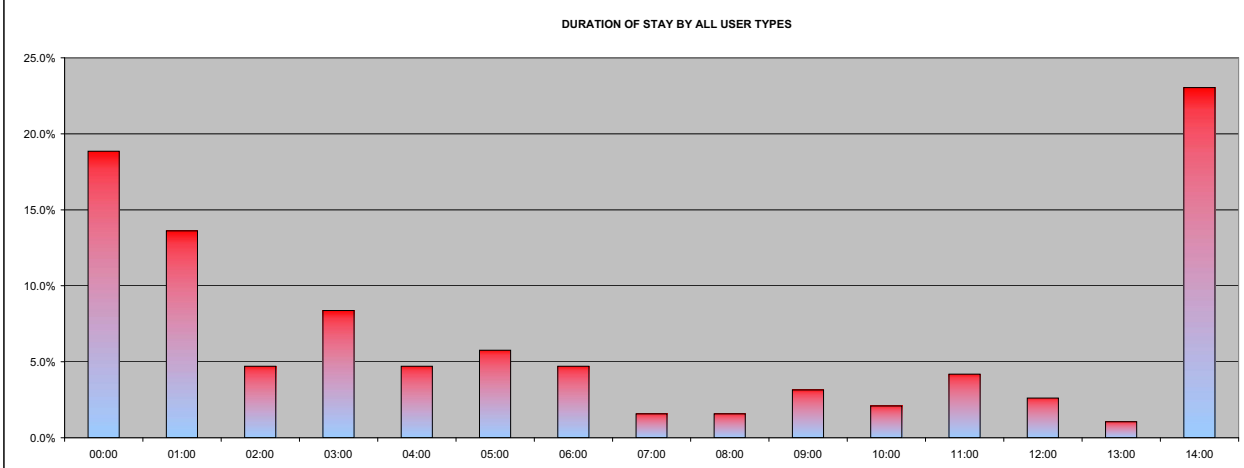
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	12	16	23	26	27	29	26	26	26	20	19	13	7	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	6	10	12	12	6	6	3	4	4	4	3	3
RESIDENTS	79	77	72	69	65	64	64	61	61	63	57	57	56	52	52
VISITORS	0	4	3	3	4	4	4	3	7	5	3	3	1	6	6
TOTAL SAFE PARKING SPACES	149														
LYNDHURST GROVE OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	53%	62%	61%	68%	70%	72%	73%	66%	67%	65%	56%	56%	50%	46%	48%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	11%	15%	17%	18%	19%	17%	17%	15%	13%	13%	9%	0%	5%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	6%	4%	7%	8%	8%	5%	4%	2%	3%	3%	3%	2%	2%
% OF VEHICLES - RESIDENTS	53%	62%	48%	46%	44%	43%	43%	41%	41%	42%	38%	38%	38%	35%	35%
% OF VEHICLES - VISITORS (0-3hrs)	0%	3%	2%	2%	3%	3%	3%	2%	5%	3%	2%	2%	1%	4%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	8%	11%	19%	24%	26%	28%	23%	21%	19%	16%	15%	11%	7%	7%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	53%	54%	59%	48%	46%	46%	48%	43%	48%	46%	49%	49%	38%	39%	39%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	0	7	3	2	4	2	0	2	0	32
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	9	6	0	0	0	0	0	0	0	0	0	0	18
RESIDENTS	12	10	6	7	3	3	2	0	1	2	2	4	5	0	44	103
VISITORS	24	16	0	0	0	0	0	0	0	0	0	0	0	0	0	40
TOTAL	36	26	9	16	9	11	9	7	3	6	4	6	5	2	44	191
TOTAL SAFE PARKING SPACES	13	13.6%	13.6%	4.7%	8.4%	4.7%	5.8%	4.7%	1.6%	1.6%	3.1%	2.1%	4.2%	2.6%	1.6%	23.0%
LYNDHURST GROVE DURATION BY ALL USER TYPES	18.8%	13.6%	4.7%	8.4%	4.7%	5.8%	4.7%	1.6%	1.6%	3.1%	2.1%	4.2%	2.6%	1.6%	23.0%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	3.7%	1.6%	1.6%	2.1%	1.0%	2.1%	0.0%	1.6%	0.0%	0.0%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	1.6%	4.7%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	8.3%	5.2%	3.1%	3.7%	1.6%	1.6%	1.0%	0.0%	0.5%	1.0%	1.0%	2.1%	2.6%	0.0%	0.0%	23.0%
% OF VEHICLES - VISITORS (0-3hrs)	12.6%	8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

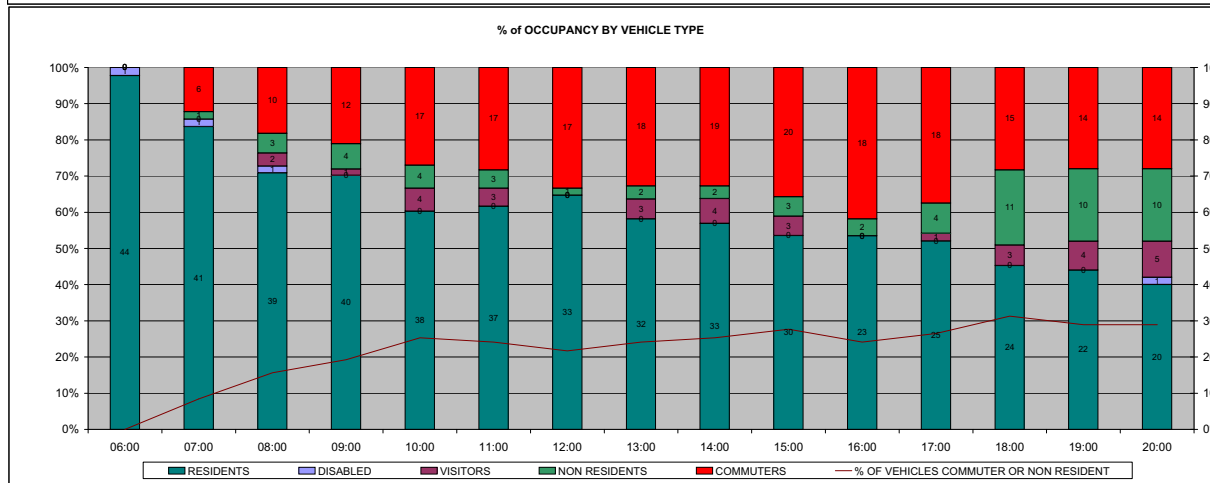
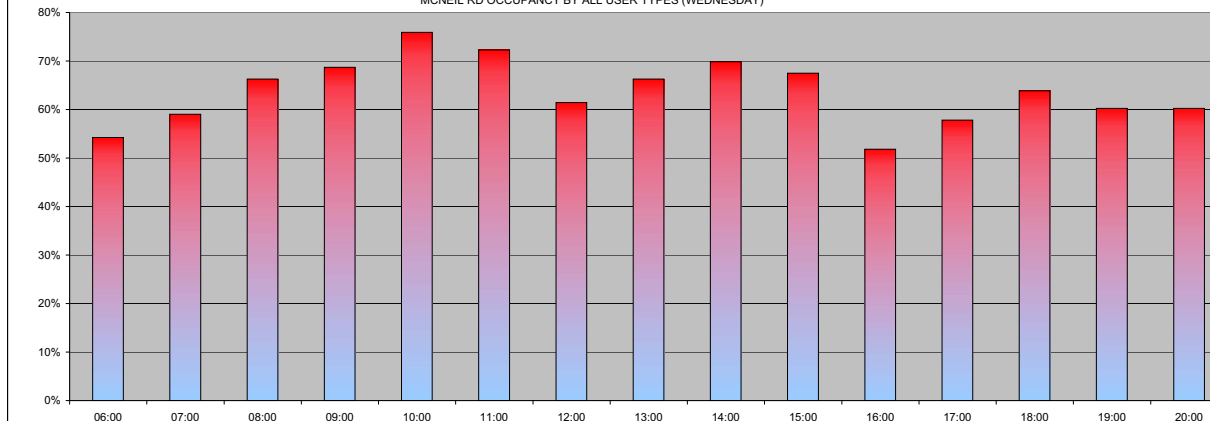
% OF VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	6	10	12	17	17	18	19	20	18	18	15	14	14	14
DISABLED	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	1	3	4	4	3	1	2	2	3	2	4	11	10	10
RESIDENTS	44	41	39	40	38	37	33	32	33	30	23	25	24	22	20
VISITORS	0	0	2	1	4	3	0	4	4	3	0	1	3	4	5
TOTAL SAFE PARKING SPACES	83														

MCNEIL RD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	7%	12%	14%	20%	20%	22%	23%	24%	22%	22%	16%	17%	17%	17%
% OF VEHICLES - DISABLED	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	1%	4%	5%	5%	4%	2%	2%	4%	2%	5%	13%	12%	12%	12%
% OF VEHICLES - RESIDENTS	53%	48%	43%	45%	45%	45%	40%	39%	40%	38%	30%	30%	23%	23%	24%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	2%	1%	5%	4%	0%	4%	5%	4%	0%	1%	4%	5%	8%

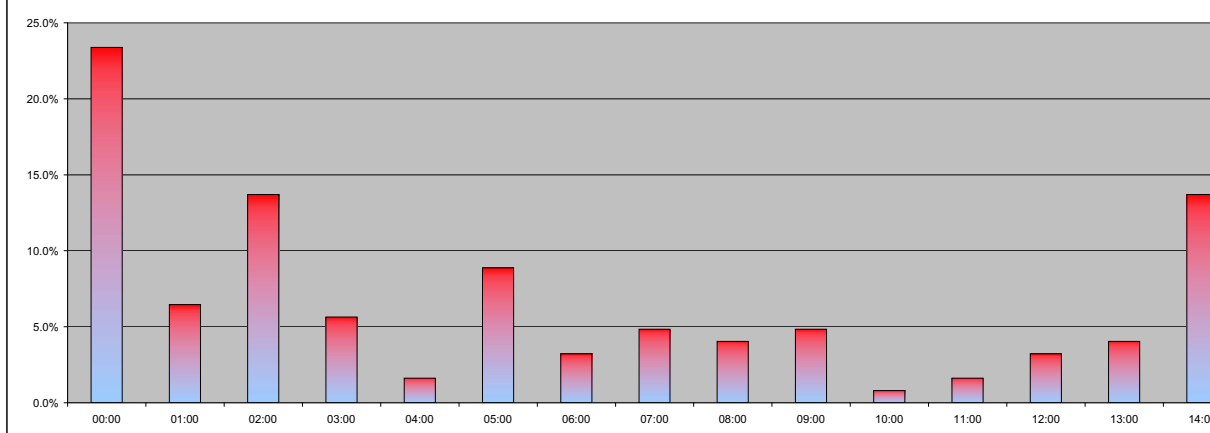
% OF VEHICLES COMMUTER OR NON RESIDENT	0%	8%	16%	19%	25%	24%	22%	24%	25%	28%	24%	27%	31%	29%	29%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	54%	51%	51%	49%	51%	48%	49%	42%	45%	46%	28%	31%	33%	31%	31%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	7	2	6	2	0	1	0	2	4	24
DISABLED	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
NON RESIDENTS	0	0	13	4	1	0	0	0	0	0	0	0	0	0	0	18
RESIDENTS	7	2	3	3	1	4	2	0	3	6	0	2	2	1	17	53
VISITORS	21	6	0	0	0	0	0	0	0	0	0	0	0	0	0	27
TOTAL	29	8	17	7	2	11	4	6	9	6	1	2	4	5	17	124

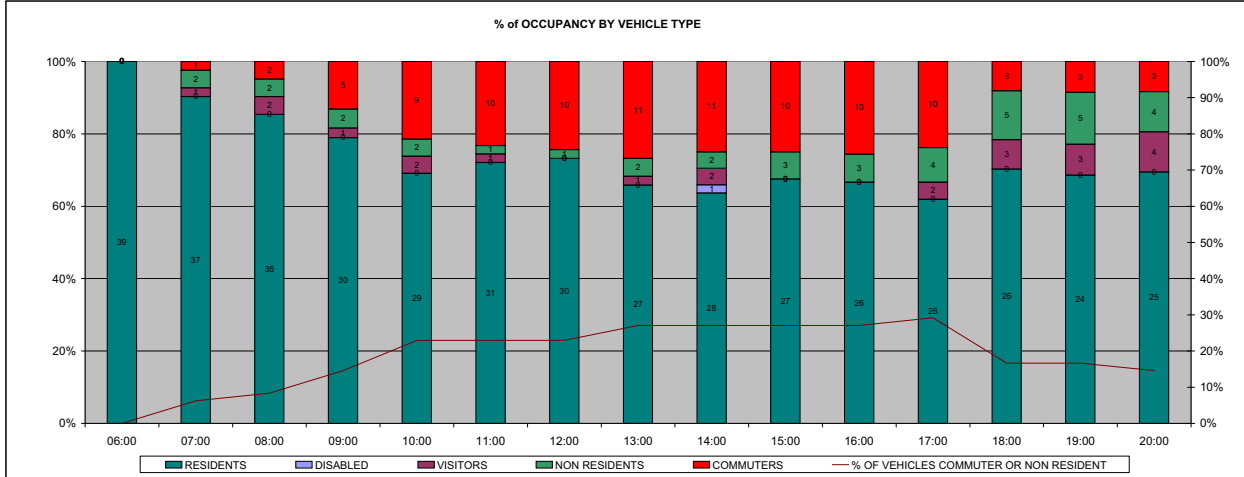
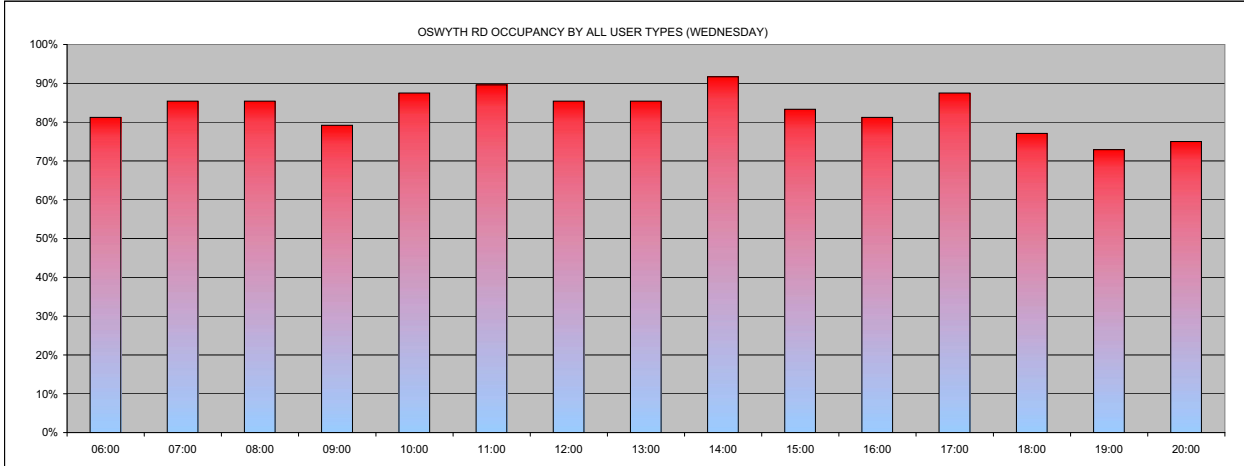
MCNEIL RD DURATION BY ALL USER TYPES	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	1.6%	8.9%	3.2%	4.8%	4.0%	4.8%	1.6%	3.2%
% OF VEHICLES - DISABLED	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	10.5%	3.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	5.6%	1.6%	2.4%	2.4%	1.6%	3.2%	1.6%	1.6%	0.0%	2.4%	4.8%	0.0%	1.6%	1.6%	0.8%
% OF VEHICLES - VISITORS (0-3hrs)	16.9%	4.8%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



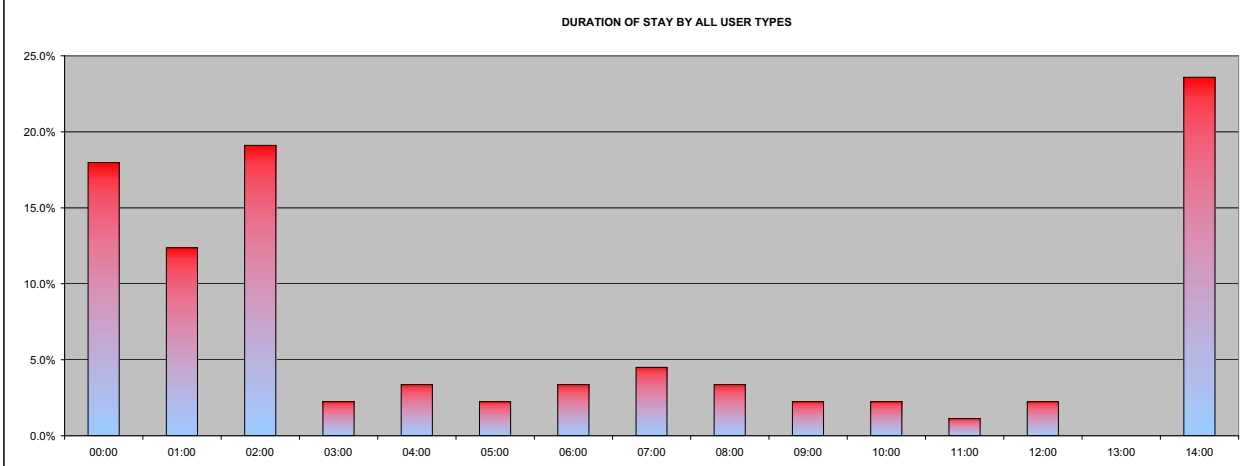
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	1	2	5	9	10	11	11	11	10	10	3	3	3	3
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	2	2	2	2	1	1	2	3	3	3	4	5	5	4
RESIDENTS	39	37	35	30	29	31	30	27	28	27	26	26	26	24	25
VISITORS	0	1	2	1	2	1	0	2	2	0	2	3	3	3	4
TOTAL SAFE PARKING SPACES	48														
OSWYTH RD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	81%	85%	89%	79%	88%	90%	85%	85%	92%	83%	81%	88%	77%	73%	75%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	2%	5%	10%	15%	21%	23%	21%	23%	21%	21%	21%	6%	0%	0%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	4%	4%	4%	4%	2%	8%	4%	8%	8%	8%	10%	10%	8%	8%
% OF VEHICLES - RESIDENTS	81%	87%	73%	63%	60%	65%	63%	66%	58%	56%	54%	54%	54%	50%	52%
% OF VEHICLES - VISITORS (0-3hrs)	0%	2%	4%	2%	4%	2%	0%	2%	4%	0%	0%	4%	6%	6%	8%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	6%	8%	15%	23%	23%	23%	27%	27%	27%	27%	29%	17%	17%	15%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	81%	79%	77%	65%	65%	67%	63%	58%	65%	66%	64%	58%	60%	56%	60%



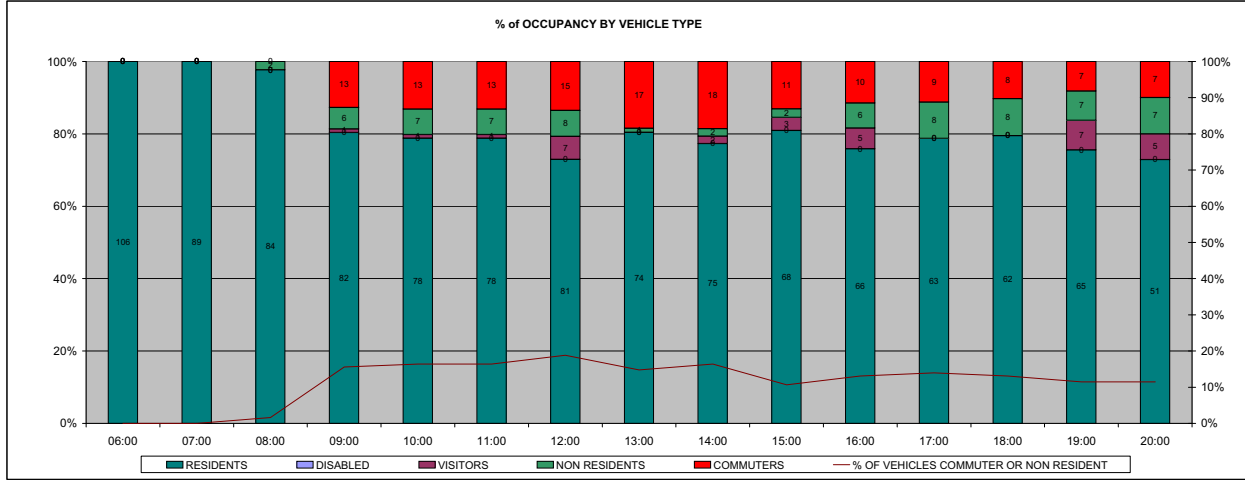
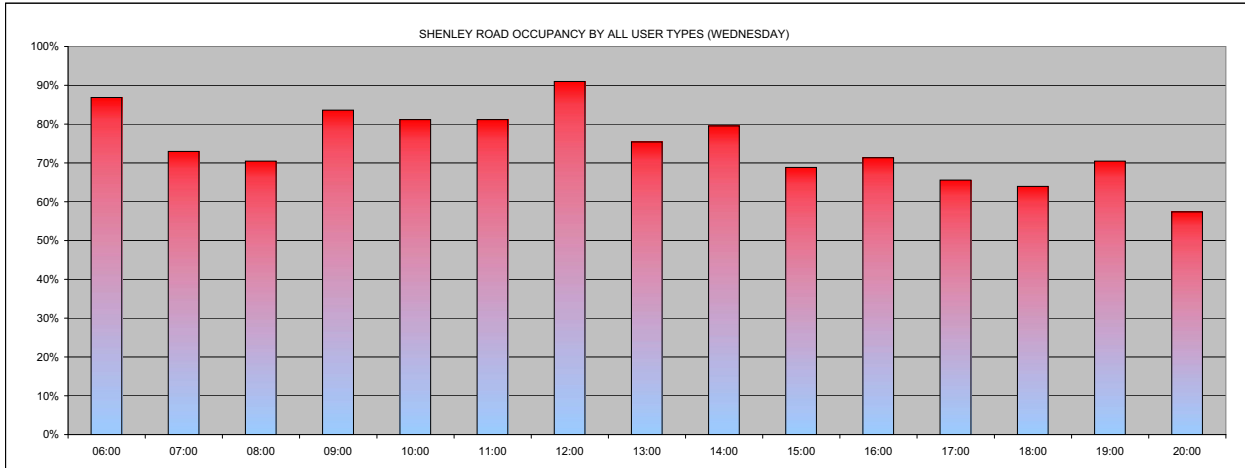
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	0	0	0	0	0	1	0	4	2	2	2	2	0	0	11
DISABLED	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	0	8	1	2	0	0	0	0	0	0	0	0	0	11
RESIDENTS	7	4	9	1	1	1	1	3	0	1	0	0	1	2	0	51
VISITORS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	7	17	2	3	2	3	4	3	2	2	2	2	2	0	89
TOTAL SAFE PARKING SPACES	13															
OSWYTH RD DURATION BY ALL USER TYPES	18.0%	12.4%	19.1%	2.2%	3.4%	2.2%	3.4%	4.5%	3.4%	2.2%	2.2%	1.1%	2.2%	0.0%	23.6%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	4.5%	2.2%	2.2%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - DISABLED	1.1%	0.0%	0.0%	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 VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	8.0%	1.1%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	7.6%	4.6%	10.1%	1.1%	1.1%	1.1%	1.1%	3.4%	0.0%	1.1%	0.0%	1.1%	2.2%	0.0%	23.6%	
% OF VEHICLES - VISITORS (0-3hrs)	0.0%	7.9%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



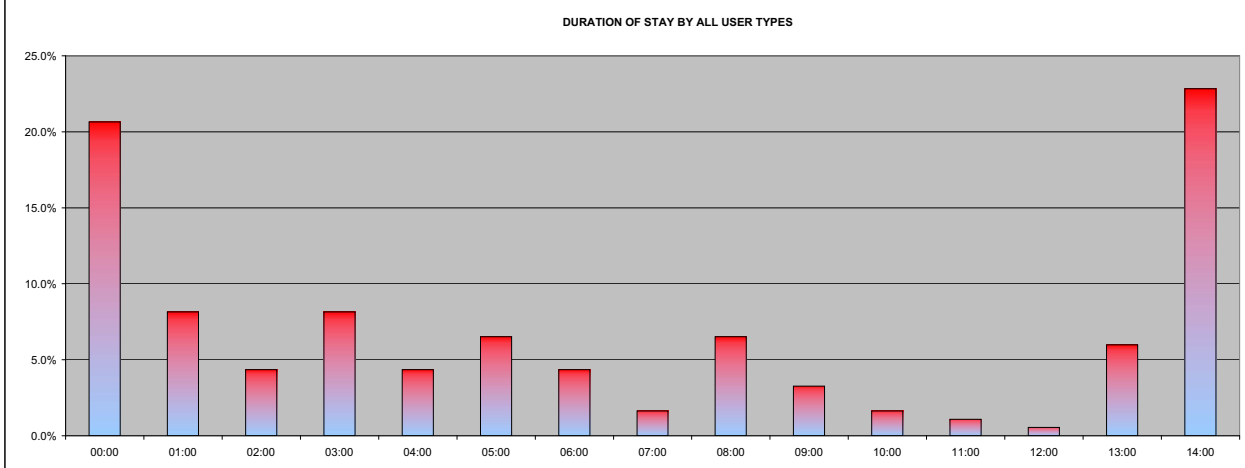
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	0	0	13	13	13	15	17	18	11	10	9	8	7	7
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	2	6	7	7	8	1	2	2	6	8	8	7	7
RESIDENTS	106	89	84	82	78	78	81	74	75	68	63	62	62	65	51
VISITORS	0	0	0	1	1	1	7	0	2	3	0	0	0	7	5
TOTAL SAFE PARKING SPACES	122														
SHENLEY ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)															
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	0%	11%	11%	11%	12%	15%	16%	9%	8%	7%	7%	7%	7%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	2%	5%	8%	8%	7%	1%	2%	2%	5%	7%	7%	8%	8%
% OF VEHICLES - RESIDENTS	87%	73%	69%	63%	64%	64%	68%	61%	61%	60%	64%	52%	53%	53%	42%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	1%	1%	1%	6%	0%	2%	2%	4%	0%	0%	6%	4%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	2%	16%	16%	16%	19%	15%	16%	11%	13%	14%	13%	11%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	87%	73%	69%	68%	65%	65%	72%	61%	63%	58%	58%	52%	51%	59%	46%



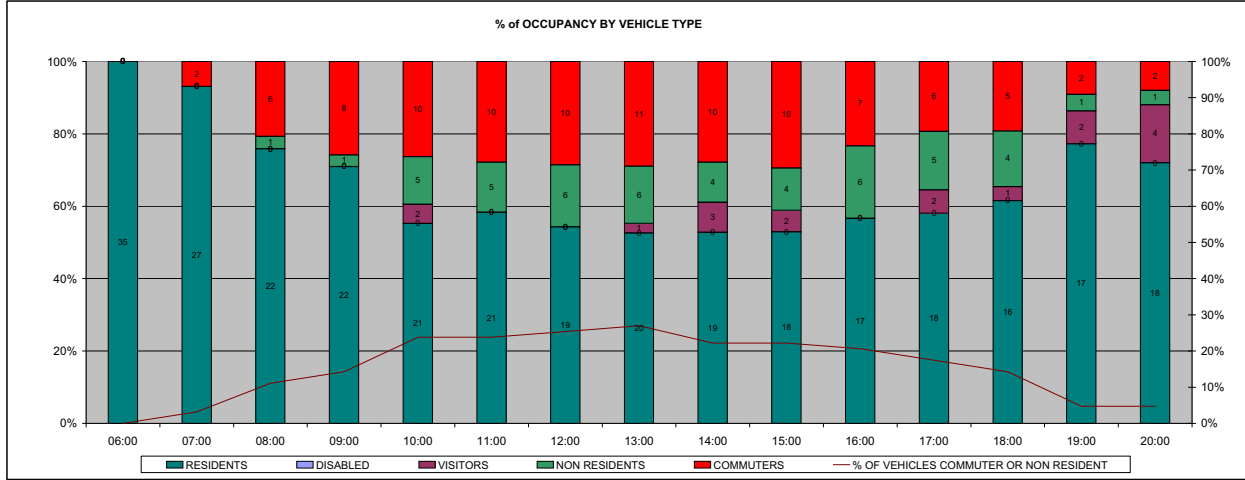
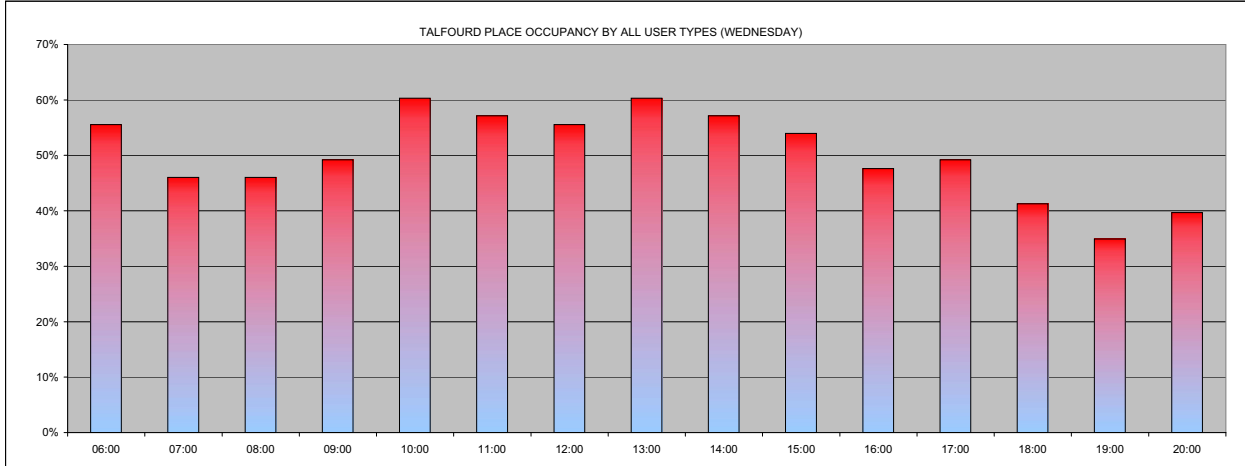
	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	0	11	2	3	3	1	0	0	0	0	20
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	3	8	6	0	0	0	0	0	0	0	0	0	0	17
RESIDENTS	24	6	5	7	2	1	6	0	9	5	3	2	1	11	13	124
VISITORS	14	9	0	0	0	0	0	0	0	0	0	0	0	0	0	23
TOTAL	38	15	8	15	8	12	8	3	12	8	3	2	1	11	42	184
TOTAL SAFE PARKING SPACES	13															
SHENLEY ROAD DURATION BY ALL USER TYPES																
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.6%	1.6%	0.3%	0.0%	0.0%	0.0%	0.0%	22.8%
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	1.6%	4.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% OF VEHICLES - RESIDENTS	13.0%	3.3%	2.7%	3.8%	1.1%	1.1%	0.5%	3.3%	0.0%	4.5%	2.7%	1.6%	1.1%	0.5%	6.0%	22.8%
% OF VEHICLES - VISITORS (0-3hrs)	7.6%	4.9%	0.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



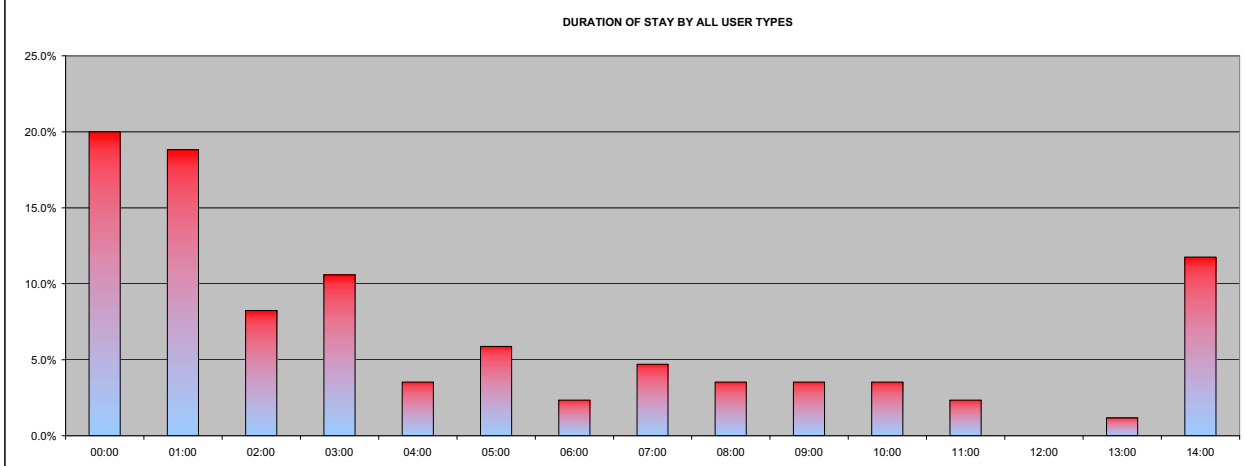
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00
COMMUTERS	0	2	6	8	10	10	11	10	10	7	6	5	2	2	2
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	1	1	5	5	6	6	4	4	6	5	4	1	1
RESIDENTS	35	27	22	22	21	21	19	20	19	18	17	18	16	17	18
VISITORS	0	0	0	0	2	0	0	1	3	2	0	2	1	2	4
TOTAL SAFE PARKING SPACES	63														
TALFOUR PLACE OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	56%	48%	46%	49%	60%	57%	56%	60%	57%	54%	48%	49%	41%	35%	40%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	3%	10%	13%	16%	16%	17%	16%	16%	11%	10%	8%	3%	2%	2%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	2%	2%	8%	8%	10%	10%	6%	8%	10%	8%	6%	2%	2%
% OF VEHICLES - RESIDENTS	86%	43%	33%	33%	33%	33%	30%	33%	29%	29%	27%	29%	27%	27%	28%
% OF VEHICLES - VISITORS (0-3hrs)	0%	0%	0%	0%	3%	0%	0%	2%	5%	3%	0%	3%	2%	3%	8%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	3%	11%	14%	24%	24%	25%	27%	22%	22%	21%	17%	14%	5%	5%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	86%	43%	38%	35%	37%	33%	30%	33%	35%	32%	27%	32%	27%	30%	35%



	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	TOT
COMMUTERS	0	0	0	0	0	2	2	3	2	2	1	0	0	0	0	12
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	6	4	3	0	0	0	0	0	0	0	0	0	0	13
RESIDENTS	12	10	1	3	0	3	0	1	1	2	2	0	1	10	49	
VISITORS	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11	
TOTAL SAFE PARKING SPACES	13	17	16	7	3	5	2	4	3	3	3	2	0	1	10	85
TALFOUR PLACE DURATION BY ALL USER TYPES	20.0%	18.8%	6.2%	10.6%	3.5%	5.9%	2.4%	4.7%	3.5%	3.5%	2.4%	0.0%	0.0%	1.2%	11.8%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	3.5%	2.4%	2.4%	1.2%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	7.1%	4.7%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	14.1%	11.8%	1.2%	5.9%	0.0%	3.5%	0.0%	1.2%	1.2%	2.4%	2.4%	0.0%	1.2%	11.8%		
% OF VEHICLES - VISITORS (0-3hrs)	5.9%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

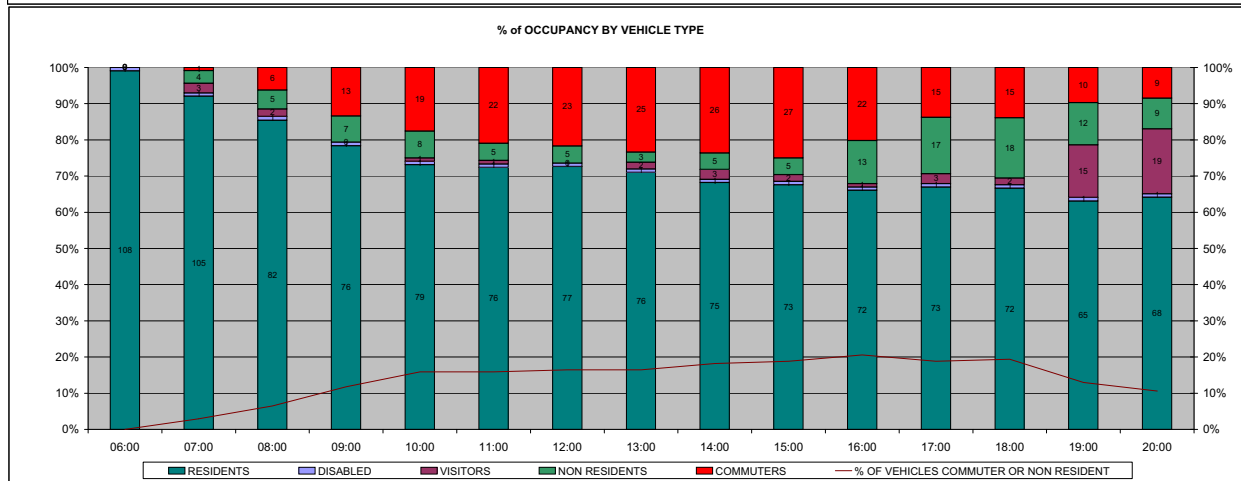
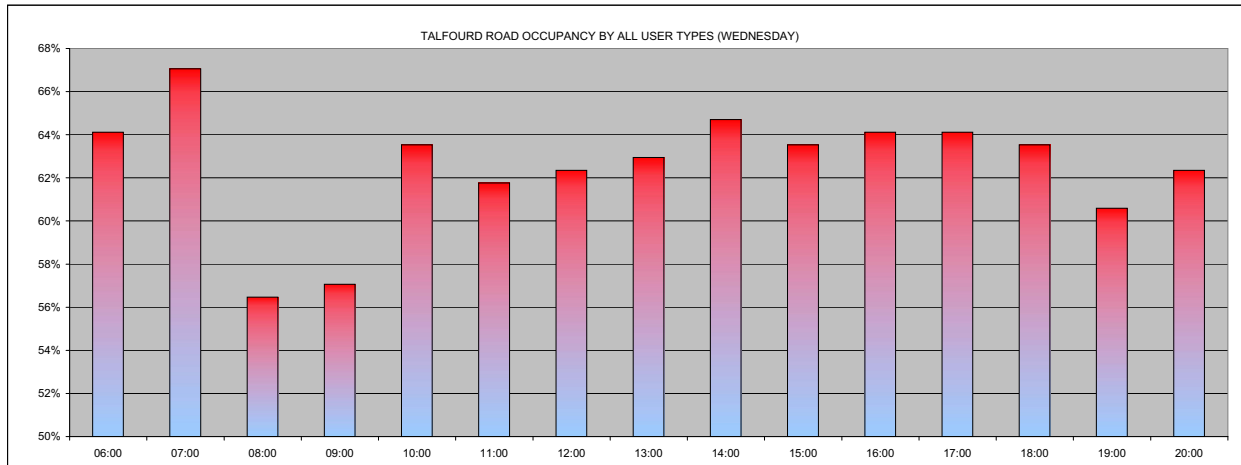
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% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0.2%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%





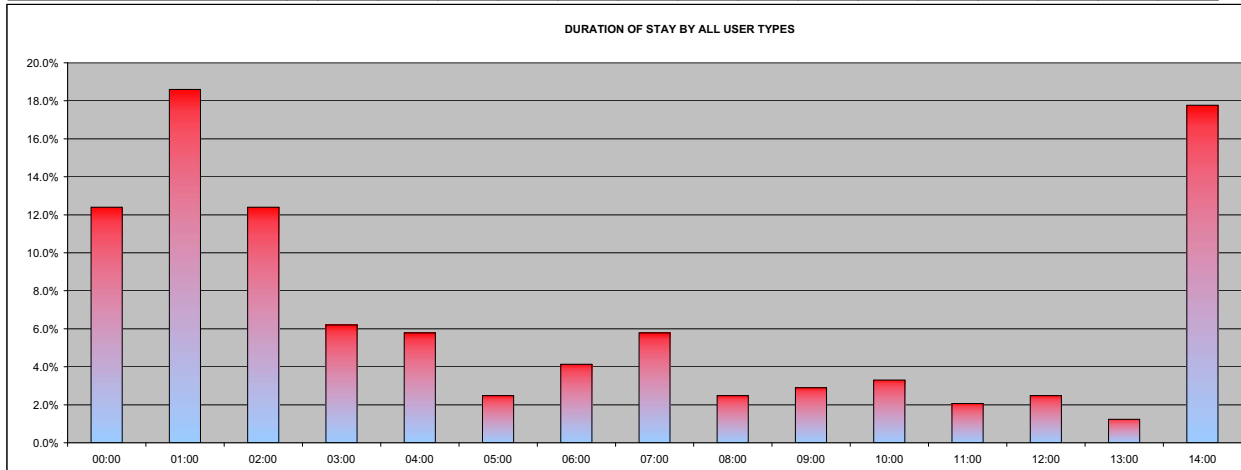
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COMMUTERS	0	1	6	13	19	22	23	25	28	27	22	15	10	9	
DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
NON RESIDENTS	0	4	5	7	8	5	3	5	5	5	13	17	18	12	9
RESIDENTS	108	105	82	76	79	76	77	76	73	72	73	72	72	65	68
VISITORS	0	3	2	0	1	1	0	2	3	2	1	3	2	1	19
TOTAL SAFE PARKING SPACES	170														
TALFOURD ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	64%	67%	56%	57%	64%	62%	62%	63%	65%	64%	64%	64%	64%	61%	62%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	1%	4%	6%	11%	13%	14%	15%	15%	16%	15%	13%	9%	9%	5%
% OF VEHICLES - DISABLED	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	2%	3%	4%	5%	3%	3%	2%	3%	8%	10%	11%	7%	5%	3%
% OF VEHICLES - RESIDENTS	84%	82%	48%	45%	46%	45%	45%	44%	43%	43%	42%	43%	42%	39%	40%
% OF VEHICLES - VISITORS (0-3hrs)	0%	2%	1%	0%	1%	1%	0%	1%	2%	1%	1%	2%	1%	9%	11%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	3%	6%	12%	16%	16%	16%	16%	18%	19%	21%	19%	19%	13%	11%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	84%	84%	59%	45%	48%	46%	48%	48%	48%	45%	44%	45%	44%	48%	52%



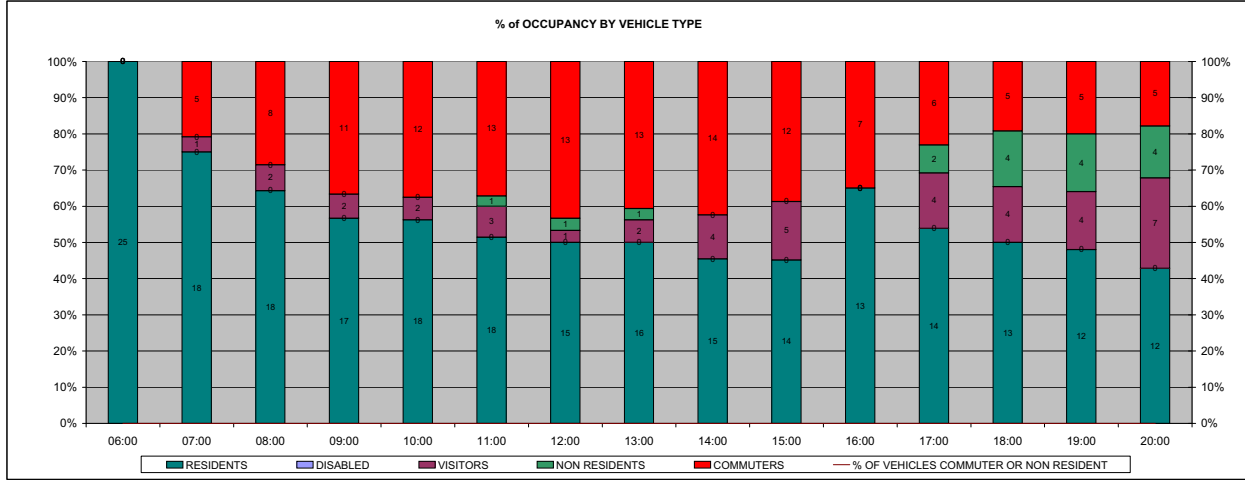
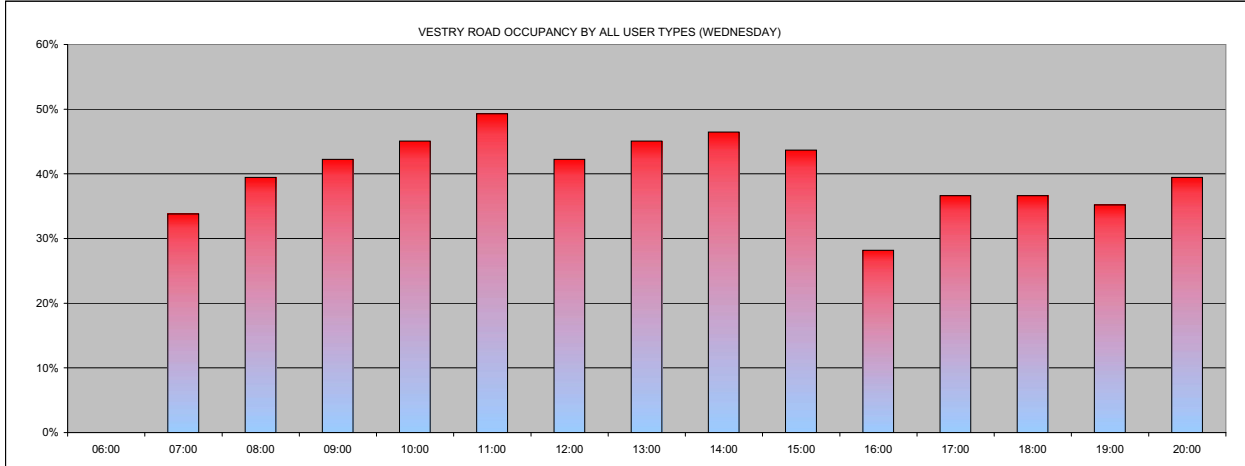
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COMMUTERS	0	0	0	0	0	0	0	0	2	3	4	0	1	0	0	28
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
NON RESIDENTS	0	0	15	9	7	0	0	0	0	0	0	0	0	0	0	31
RESIDENTS	14	28	15	8	7	1	4	7	4	4	4	5	5	3	42	143
VISITORS	18	19	0	0	0	0	0	0	0	0	0	0	0	0	0	35
TOTAL	32	47	30	17	14	1	14	21	11	11	13	10	10	3	43	242
TOTAL SAFE PARKING SPACES	13															
TALFOURD ROAD DURATION BY ALL USER TYPES	12.4%	18.6%	12.4%	6.2%	5.8%	2.5%	4.1%	5.8%	2.5%	2.9%	3.3%	2.1%	2.5%	1.2%	17.8%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	2.5%	2.9%	0.0%	1.2%	0.0%	0.4%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.4%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	6.2%	3.7%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	5.8%	10.7%	6.2%	2.5%	2.5%	0.4%	1.7%	2.9%	1.1%	1.1%	1.7%	2.1%	2.1%	1.2%	17.4%	
% OF VEHICLES - VISITORS (0-3hrs)	6.6%	7.9%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



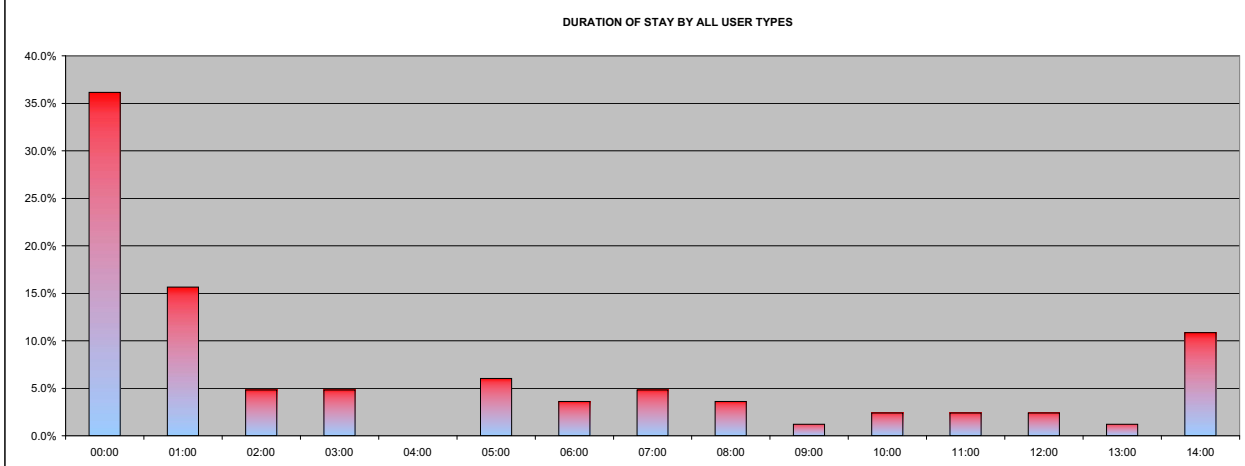
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COMMUTERS	0	5	8	11	12	13	13	14	12	7	6	5	5	5	5
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	0	0	1	1	1	0	0	0	2	4	4	4
RESIDENTS	25	18	18	17	18	18	15	18	15	14	13	14	13	12	12
VISITORS	0	1	2	2	2	3	2	4	5	0	4	4	4	4	7
TOTAL SAFE PARKING SPACES	71														
VESTRY ROAD OCCUPANCY BY ALL USER TYPES (WEDNESDAY)	0%	34%	39%	42%	45%	49%	42%	45%	46%	44%	28%	37%	37%	35%	39%
% OF VEHICLES - COMMUTERS (> 6hrs)	0%	0%	11%	15%	17%	18%	18%	20%	17%	10%	6%	7%	7%	7%	7%
% OF VEHICLES - DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	3%	6%	6%	6%
% OF VEHICLES - RESIDENTS	0%	26%	23%	24%	25%	25%	21%	23%	21%	20%	18%	20%	15%	17%	17%
% OF VEHICLES - VISITORS (0-3hrs)	0%	1%	3%	3%	3%	4%	1%	3%	6%	7%	0%	6%	6%	6%	10%

% OF VEHICLES COMMUTER OR NON RESIDENT	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
% OF VEHICLES RESIDENT, VISITOR OR DISABLED	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%



	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	TOT
COMMUTERS	0	5	8	11	12	13	13	14	12	7	6	5	5	5	5	15
DISABLED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NON RESIDENTS	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	5
RESIDENTS	25	18	18	17	18	18	15	18	15	14	13	14	13	12	12	32
VISITORS	0	1	2	2	2	3	2	4	5	0	4	4	4	4	7	32
TOTAL	30	23	23	23	24	24	21	24	22	21	20	21	20	19	21	83
TOTAL SAFE PARKING SPACES	71															
VESTRY ROAD OCCUPANCY BY ALL USER TYPES	38.1%	16.7%	4.8%	4.8%	0.0%	0.0%	3.6%	3.6%	4.8%	3.6%	1.2%	2.4%	2.4%	1.2%	10.8%	
% OF VEHICLES - COMMUTERS (> 6hrs)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	3.6%	3.6%	2.4%	0.0%	2.4%	1.2%	0.0%	0.0%	
% OF VEHICLES - 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%	0.0%	0.0%	0.0%	
% OF VEHICLES - NON RESIDENTS (3-6hrs)	0.0%	0.0%	3.6%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% OF VEHICLES - RESIDENTS	10.8%	3.6%	1.2%	2.4%	0.0%	0.0%	2.4%	0.0%	1.2%	1.2%	0.0%	1.2%	2.4%	0.0%	10.8%	
% OF VEHICLES - VISITORS (0-3hrs)	25.3%	12.0%	0.0%	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 VEHICLES COMMUTER OR NON RESIDENT	0.0%	0.0%	0.0%	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 VEHICLES RESIDENT, VISITOR OR DISABLED	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%



<b>Item No.</b> 12.	<b>Classification:</b> Open	<b>Date:</b> 13 February 2013	<b>Meeting Name:</b> Camberwell Community Council
<b>Report title:</b>		Local parking amendments	
<b>Ward(s) or groups affected:</b>		All wards within Camberwell Community Council	
<b>From:</b>		Strategic Director of Environment and Leisure	

## RECOMMENDATION

1. It is recommended that the following local parking amendments, detailed in the appendices to this report, are approved for implementation subject to the outcome of any necessary statutory procedures:
  - Baldwin Crescent - install one disabled persons' (blue badge) parking bay
  - Coleman Road – install one disabled persons' (blue badge) parking bay
  - East Dulwich Road – install one disabled persons' (blue badge) parking bay
  - Crofton Road – install one disabled persons' (blue badge) parking bay.

## BACKGROUND INFORMATION

2. This report presents recommendations for a number of local parking amendments.
3. Part 3H of the Southwark Constitution delegates decision making for local non-strategic traffic management matters to the community council.
4. The origins and reasons for the recommendations are discussed within the key issues section of this report.

## KEY ISSUES FOR CONSIDERATION

### **Origin disabled bays – Baldwin Crescent, Coleman Road, East Dulwich Road and Crofton Road**

5. Four applications have been received by the network operations team for the installation of a disabled persons (blue badge) parking bay. In each case, the applicant met the necessary criteria for an origin, disabled persons' parking bay.
6. The parking design team has subsequently carried out a site visit to evaluate the road network and carried out consultation with each applicant to ascertain the appropriate location for each disabled bay.
7. It is therefore recommended that disabled bays be installed at the following locations, see appendices for detailed design:

Reference	Bay location (approx)	Drawing appendix number
1213Q3004	Outside No. 3 Baldwin Crescent	Appendix 1
1213Q3005	Outside No. 4 Coleman Road	Appendix 2
1213Q3007	Opposite No. 78 East Dulwich Road	Appendix 3
1213Q3031	Outside No. 31 Crofton Road	Appendix 4

### Policy implications

8. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
- Policy 1.1 – pursue overall traffic reduction  
 Policy 4.2 – create places that people can enjoy.  
 Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

### Community impact statement

9. The policies within the Transport Plan are upheld within this report have been subject to an Equality Impact Assessment.
10. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.
11. The introduction of blue badge parking gives direct benefit to disabled motorists, particularly to the individual who has applied for that bay.
12. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
13. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
14. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate affect on any other community or group.
15. The recommendations support the council's equalities and human rights policies and promote social inclusion by:
- Providing improved parking facilities for blue badge (disabled) holders in proximity to their homes.
  - Improving road safety, in particular for vulnerable road users, on the public highway.

**Resource implications**

16. All costs arising from implementing the recommendations will be fully contained within the existing local parking amendment budget.

**Legal implications**

17. Traffic Management Orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
18. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
19. These regulations also require the Council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
20. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
21. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure 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.
22. These powers must be exercised so far as practicable having regard to the following matters:
  - a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
  - c) the national air quality strategy;
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
  - e) any other matters appearing to the Council to be relevant.

**Consultation**

23. No informal (public) consultation has been carried out.
24. Where consultation with stakeholders has been completed, this is described within the key issues section of the report.
25. Should the community council approve the items, statutory consultation will take place as part of the making of the traffic management order. The process for statutory consultation is defined by national regulations.
26. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette.



27. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
28. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so.
29. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport Plan 2011	Online: <a href="http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011">http://www.southwark.gov.uk/info/200107/transport_policy/1947/southwark_transport_plan_2011</a>	Tim Walker, Senior Engineer 020 7525 2021


## APPENDICES

No.	Title
Appendix 1	Baldwin Crescent - proposed origin disabled bay
Appendix 2	Coleman Road - proposed origin disabled bay
Appendix 3	East Dulwich Road - proposed origin disabled bay
Appendix 4	Crofton Road - proposed origin disabled bay

## AUDIT TRAIL

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Tim Walker, Senior Engineer	
<b>Version</b>	Final	
<b>Dated</b>	17 January 2013	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	28 January 2013	

PUBLIC REALM PROJECTS (PARKING DESIGN)



Southwark Council  
Environment and Leisure, Public Realm  
PO Box 64529, London SE1 5LX

**LEGEND**

- ROAD MARKING: Disabled (blue square with white 'P'), Disabled (blue square with white 'P' and wheelchair icon)
- POSITION OF SIGN AND SUPPORT: Disabled (blue square with white 'P' and wheelchair icon)
- EXISTING DISABLED BAY: Grey rectangle
- EXISTING PERMIT BAY: Cyan rectangle
- EXISTING PAY AND DISPLAY BAY: Magenta rectangle
- EXISTING TIME RESTRICTED BAY: Brown rectangle
- EXISTING DOUBLE YELLOW LINE: Double yellow lines
- EXISTING SINGLE YELLOW LINE: Single yellow line

Revision details	By	Date	Suffix
REASON_BAY_LOCATION_EASTWARD_AM	MH	13/11/12	A
			B

Project ID / name: 1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title: BALDWIN CRESCENT PROPOSED DPPP Layout

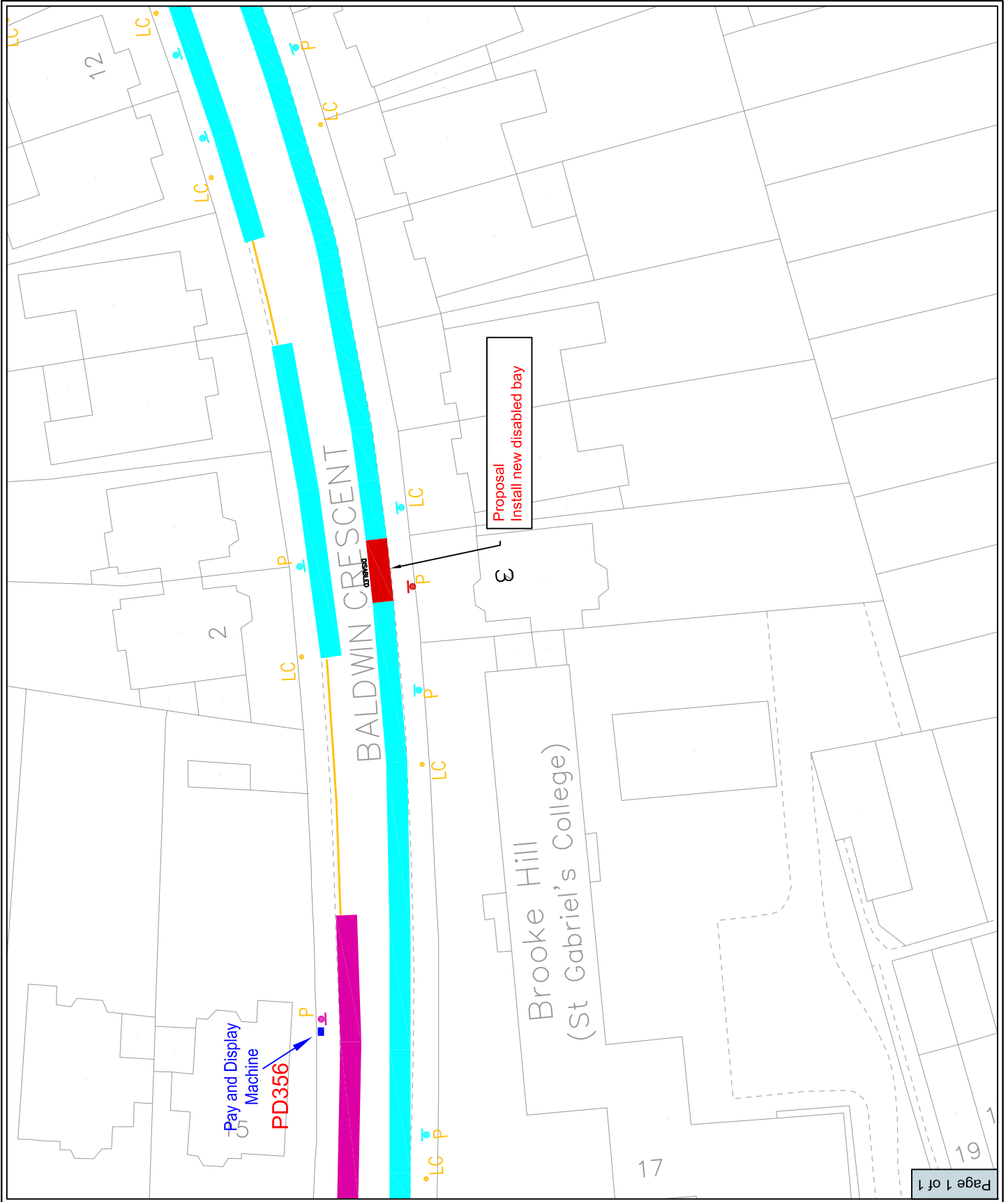
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Drawn	Designed	Checked	Approved
MH	MH	TW	TW
24/09/12	24/09/12	10/10/12	10/10/12

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PUBLIC REALM PROJECTS (PARKING DESIGN)




Environment and Leisure - Public Realm  
PO Box 64629, London SE1 5LX

**LEGEND**

ROAD MARKING

2.0  
DISABLED  
6.0

POSITION OF SIGN AND SUPPORT



DISABLED badge holders only

EXISTING PERMIT BAY

EXISTING DOUBLE YELLOW LINE

EXISTING SINGLE YELLOW LINE

Revision details	By	Date	Suffix
			A
			B

Project ID / name  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
COLEMAN ROAD  
PROPOSED\_DPPP  
Layout

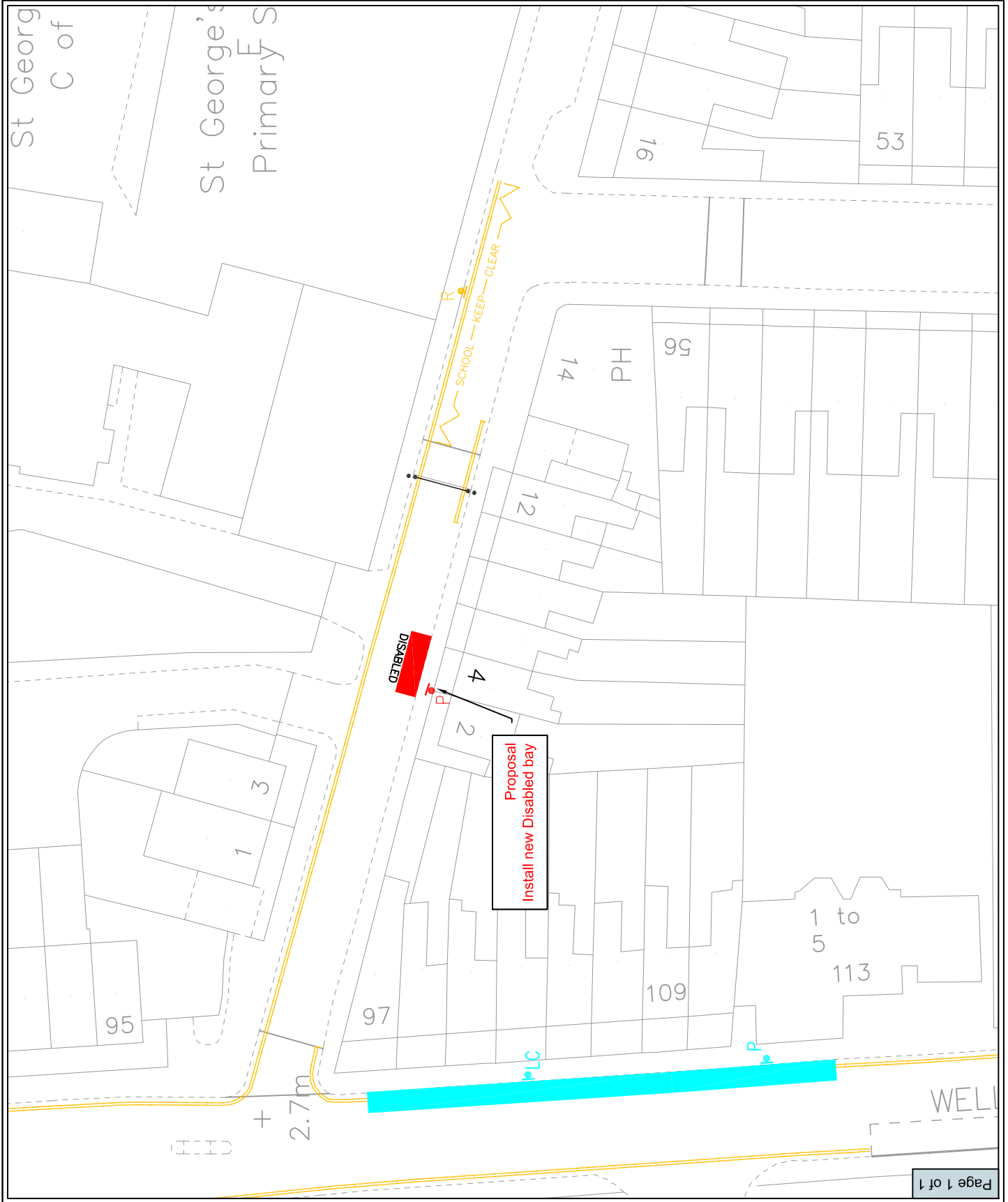
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1213Q3\_005

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
05/10/12	05/10/12	10/10/12	10/10/12

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PUBLIC REALM PROJECTS (PARKING DESIGN)



Environment & Leisure, Public Realm  
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### LEGEND

ROAD MARKING

POSITION OF SIGN AND SUPPORT

EXISTING DISABLED BAY

EXISTING TIME RESTRICTED BAY

EXISTING DOUBLE YELLOW LINE

Revision details		By	Date	Suffix
				A
				B

Project ID / name  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
EAST\_DULWICH\_ROAD  
PROPOSED\_DISABLED\_BAY

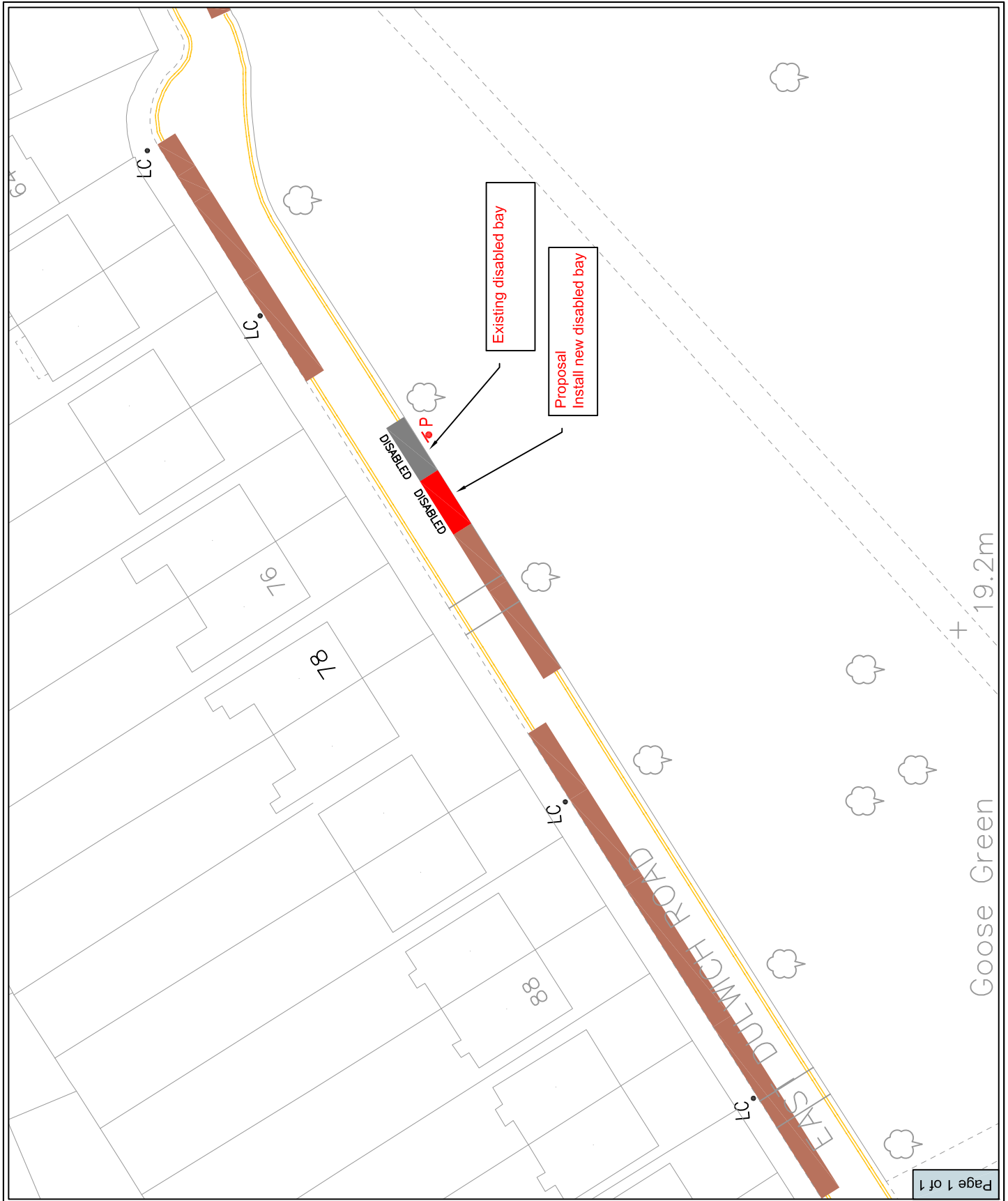
Layout  
APPENDIX\_3

Scale  
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Drawn	Designed	Checked	Approved
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24/09/12	24/09/12	10/10/12	10/10/12

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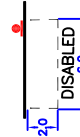



PUBLIC REALM PROJECTS (PARKING DESIGN)




**Southwark Council**  
Environment and Leisure, Public Realm  
PO Box 64529, London SE1 5LX

**LEGEND**

ROAD MARKING  

 DISABLED

POSITION OF SIGN AND SUPPORT  

 Disabled badge holders only

EXISTING DISABLED BAY  


Revision details	By	Date	Suffix
			A
			B

Project ID / name  
1213Q3\_LOCAL\_PARKING\_AMENDMENTS

Drawing title  
CROFTON ROAD  
PROPOSED\_DPPP  
Layout

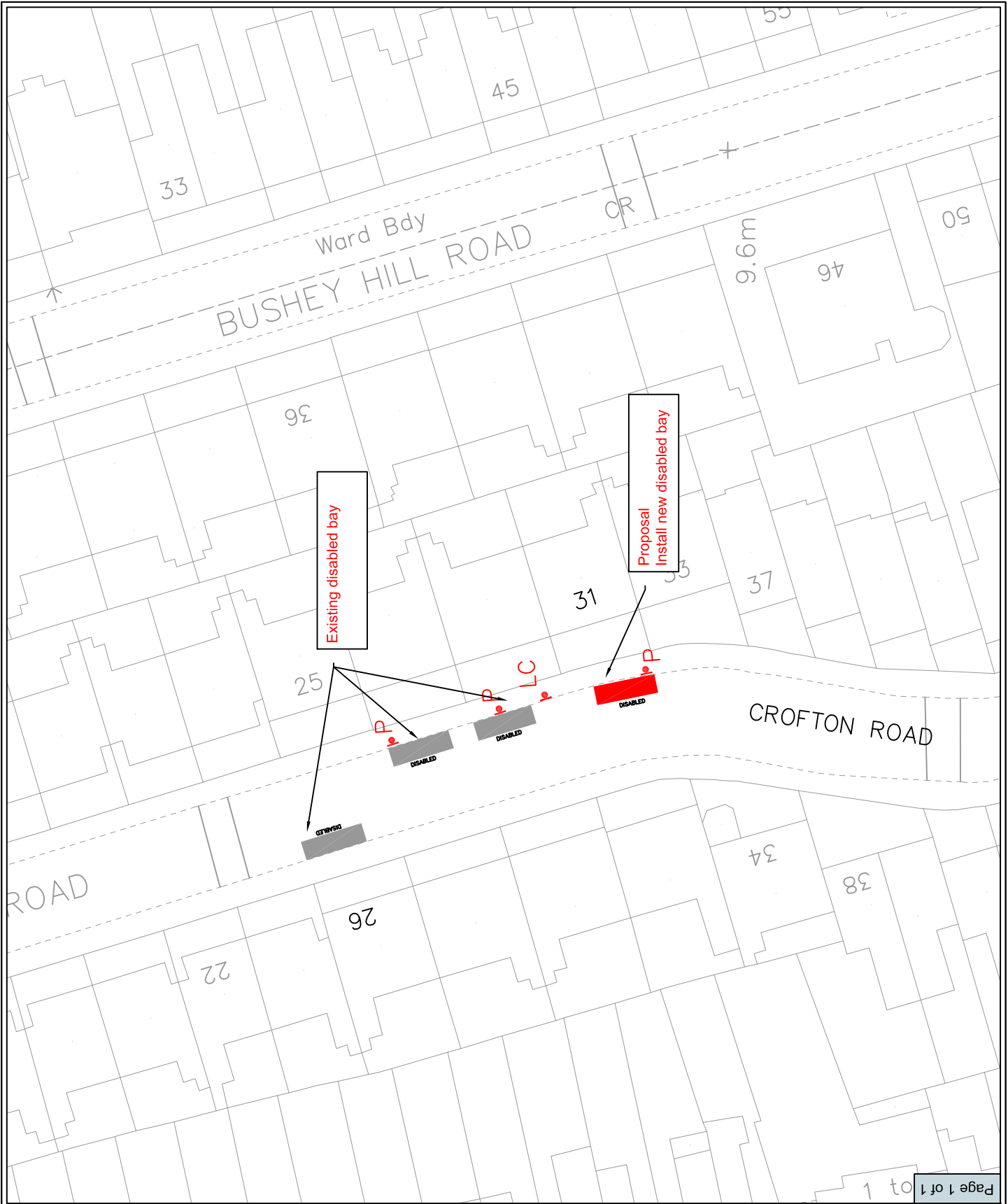
APPENDIX\_4

Scale  
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File name  
1213Q3\_031

Drawn	Designed	Checked	Approved
MH	MH	TW	TW
08/11/12	08/11/12	08/11/12	08/11/12

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**Camberwell Community Council**

**Public Question form**



**Your name:**

**Your mailing address:**

**What is your question?**

Please give this form to Tim Murtagh, Constitutional Officer, or Grace Semakula, Community Council Development Officer



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**NOTE:** Original held by Constitutional Team (Community Councils) all amendments/queries to Tim Murtagh Tel: 020 7525 7187

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